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# **London Borough of Tower Hamlets**

## **Strategic Environmental Assessment for the South Quay Masterplan: Technical Appendices**

Prepared by LUC  
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**Project Title:** South Quay Masterplan Strategic Environmental Assessment

**Client:** London Borough of Tower Hamlets

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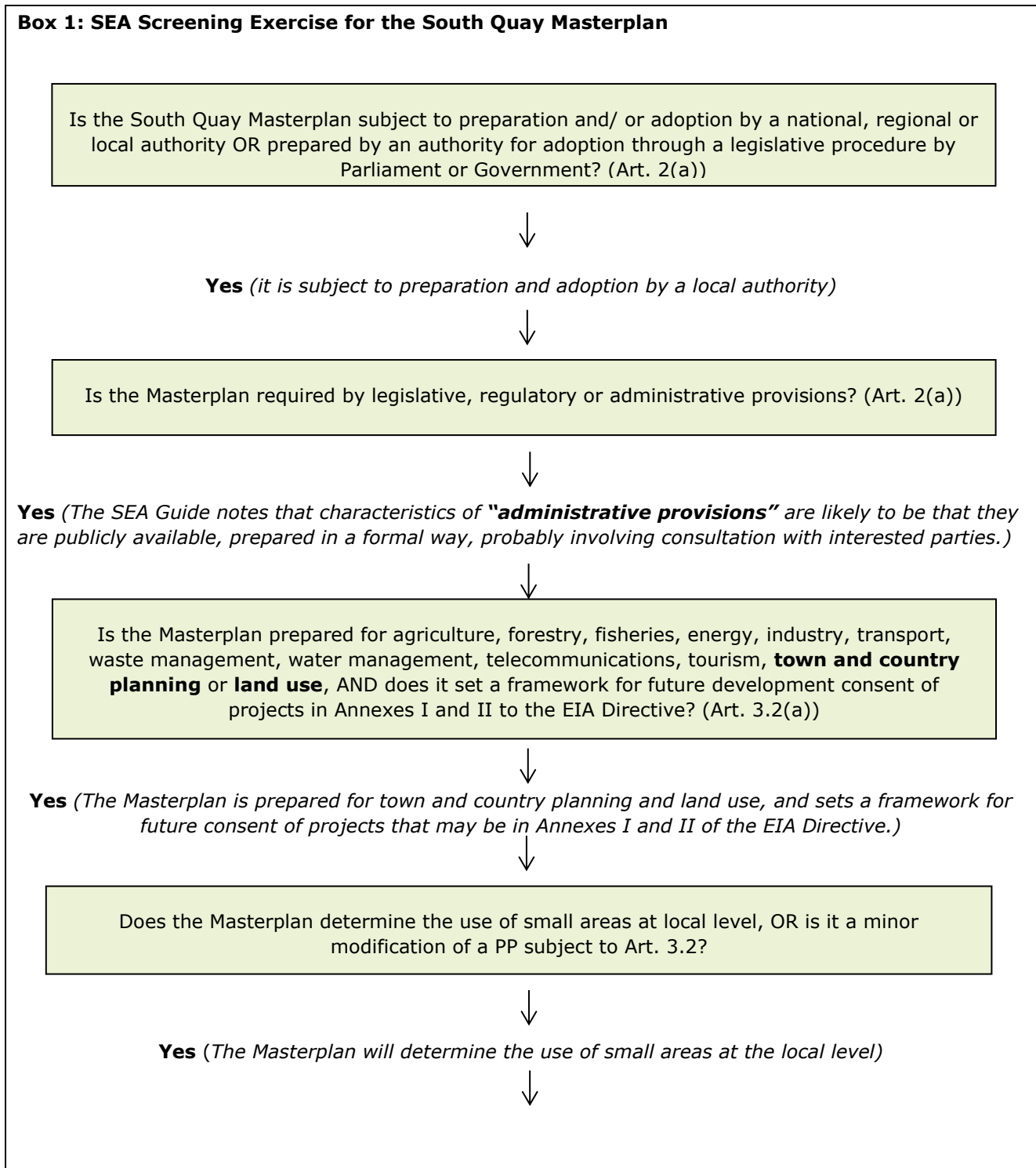
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# Appendix 1 SEA Screening Flowchart

**Box 1** below reproduces the questions contained in Figure 2. 'Application of the SEA Directive to plans and programmes' of the ODPM/ CLG document A Practical Guide to the Strategic Environmental Assessment Directive. Responding to these questions leads to the conclusion that the Directive required SEA of the South Quay Masterplan.



Is it likely to have a significant effect on the environment? (Art. 3.5)\*



**Yes** (*Development within the Masterplan Area could have significant environmental effects*).



Is the Masterplan's sole purpose to serve national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art. 3.8, 3.9)



**No**

Conclusion

**Directive requires SEA**

## Appendix 2 Scoping Consultation Comments

In addition to the public, the following list of consultees was contacted:

- BBC;
- British Gas;
- BT;
- Canal and River Trust;
- Council for British Archaeology;
- Crossrail Safeguarding;
- City of London Corporation;
- English Heritage (GLAAS);
- English Heritage (Built Heritage);
- Environment Agency;
- Greater London Authority;
- Historic Royal Palaces;
- London Borough of Greenwich;
- London Borough of Hackney;
- London Borough of Lewisham;
- London Borough of Newham;
- London Borough of Southwark;
- London City Airport;
- London Fire and Emergency Planning Authority;
- London Fire Brigade Water Team;
- Transport for London;
- Marine Management Organisation;
- Maritime Greenwich World Heritage Co-ordinator
- National Grid;
- Natural England;
- Port of London Authority; and
- Thames Water.

**The table below contains the scoping consultation comments received from the public and the consultees contacted.**

Respondent	Comment	Response to comments
Transport for London	Document adequately highlights the relevant sustainability issues relating to transport and agrees that encouraging more sustainable modes of travel would be crucial in ensuring these issues are addressed.	Noted no response required.
	Objective 8 - TfL would also welcome reference to reducing the level of freight traffic servicing developments within the area, as this too exacerbates highway congestion. An appropriate indicator would be the number of Delivery and Servicing Plans adopted.	Include new indicator relating to reducing the level of freight traffic as suggested.
	Another important consideration is the environmental impact of development during their construction phase as this can have a significant impact of local highway congestion and generate visual and air pollution. Due to the proximity of some of the development sites to the docks there could be significant opportunity to utilise water borne freight movement. TfL would therefore welcome reference to encouraging sustainable freight movement within objective eight or as a standalone objective. The adoption of Construction Logistics Plans, and the use of the docks for freight movement, would be viable indicators.	Include new sub-criteria: ' <i>to encourage sustainable freight movement</i> ' within objective 8. Include indicators relating to the adoption of Construction Logistics Plans and the use of the Docks for freight movement in relation to Objective 8.
English Heritage – Historic Environment	In general we consider the draft Scoping Report to be comprehensive.  We would recommend reference to designated heritage assets rather than the term listed buildings (this could be considered to exclude structures, such as designated street furniture). Alternatively we would recommend reference to "listed buildings and/ or structures".	Reference has been changed to Listed Buildings and/ or structures were appropriate.
	4.84 - The baseline information needs to take account of the significance of all heritage assets and their settings (this includes non-designated assets). This includes heritage assets that may not fall within the boundary of Tower Hamlets but would have an influence on how developments are managed within the Masterplan Area. In our view the significance and setting of designated heritage assets at Nelson Docks should also be assessed. Although borderline for the 500m assessment criteria, as these are separated by the development by the Thames there is a strong likelihood that potential developments at South Quay will feature prominently in the background to the these assets.	LBTH are of the view that impacts on heritage significance are unlikely beyond 500m. The potential visual impacts of development on protected views (including those to and from Greenwich WHS) are considered in Objective 7.
	4.86 - In terms of identification and the measurement of impacts on heritage assets this should reflect the individual and accumulative significance of affected designated heritage asset. Buildings of	Noted. The assessment has considered cumulative impacts.

Respondent	Comment	Response to comments
	<p>grade II, II* and I, and Scheduled Ancient Monuments are of “national importance”, and should be identified as such, as identified in the Draft Scoping Report. However, a value based judgement based on the significance of the asset will need to be applied in relation to harm. The NPPF (Policy 132) sets out that substantial harm to grade II listed buildings, registered parks or gardens should be exceptional while substantial harm to grade II* and I listed buildings, registered parks or gardens, scheduled monuments, protected wreck sites and World Heritage Sites, should be wholly exceptional .</p>	<p>This is described in the Draft Environmental Report.</p> <p>Reference to the importance of different assets has been made where relevant.</p>
	<p>4.87 - Take into account the date and accuracy of the Council’s local list and consider whether this is accurate or requires updating. This should include consideration of potential undesignated heritage assets, e.g. the Public House on Manilla Street, a rare surviving Victorian building with townscape value within the Masterplan site.</p>	<p>The Council’s Local List referenced to in the Scoping Report is the most up to date. The Local List data set out is being refreshed in phases and will inform the implementation of the Masterplan.</p>
	<p>4.101 - Users of Greenwich Park could also be identified as the Registered Park and Garden offers some of the most spectacular views towards the Masterplan Area and received extensive coverage during the Olympics, encouraging international visitors.</p>	<p>“Visitors to Greenwich (including the World Heritage site)” are already identified, so we proposing adding ‘and Greenwich Park’ to this point in the visual amenity section of the baseline.</p>
	<p>4.103 - The uncoordinated nature of local high streets and facilities outside of Canary Wharf itself could be identified as a current issue. Potential for leisure and cultural activities which make the most of their waterside settings.</p>	<p>Noted. Add to baseline section.</p> <p>Activating the docksides is a key objective of the Masterplan.</p>
	<p>SEA Objective 4. <i>To enhance and protect the existing heritage assets and archaeological heritage.</i> We would recommend stating “To enhance and protect the <u>significance of</u> heritage assets etc.” This would better reflect the NPPF. The key indicator states “The number of planning permissions granted contrary to English Heritage advice etc.” This implies an adverse indicator that the SEA Objective is not being achieved. We would suggest the inclusion of additional positive indicators which might include “Number of major development projects that enhance the significance of heritage assets or townscape character” see English Heritage guidance Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment.</p>	<p>Agreed. Objective has been changed. New indicator has been added.</p>



Respondent	Comment	Response to comments
	<p>SEA Objective 5. <i>To enhance local townscape/ landscape character and improve quality of the built environment and public open spaces.</i> In our view, the key indicators are weak in respect of providing a qualitative assessment as Housing Quality does not measure townscape character. We would suggest including indicators which relate to design quality and, for example, the Mayors recently published Character and Context SPG, or Council Design Review related feedback.</p>	<p>Agreed. Suggested indicators relating to design quality have been added.</p>
	<p>SEA Objective 6 <i>To achieve a planned and aesthetically balanced skyline as seen in protected views.</i> In addition to joint EH/ CABE Guidance we would suggest inclusion of an indicator which references English Heritage's Seeing History in the View: Guidance on the setting of heritage assets.</p>	<p>Agreed. Suggested indicator has been added.</p>
	<p><b>Appendix 2</b> Policies, Plans and Programmes</p> <p>There are a number of additional Policies, Plans and Programmes that should be included. These are listed below:</p> <ul style="list-style-type: none"> <li>• Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>• PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide – March 2010 (it should be noted that this is still valid and not replaced by the introduction of the NPPF)</li> <li>• English Heritage's Guidance on the Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010).</li> <li>• We would also suggest inclusion of the Mayors SPG for London World Heritage Sites – Guidance on setting (March 2012).</li> </ul>	<p>Planning (Listed Buildings and Conservation Areas), Act 1990 and the Mayors SPG for London World Heritage Sites – Guidance on Setting (March 2012) have been added to the Review of Plans, Policies and Programmes.</p> <p>The other guidance mentioned has been referred to as necessary during the assessment.</p>
<p>English Heritage - Archaeology</p>	<p><b>Do you agree with the proposed method to undertake the SEA (refer to Chapter 2)?</b></p> <p>It will be necessary for those undertaking the SEA process to prepare a description of the known archaeological potential in the area and to set out the processes expected to be used to assess and evaluate individual schemes. Currently the scoping report mentions only that remains might be found during development (4.90) whereas the NPPF emphasises the importance of identifying and managing significant remains in advance of this point. Appropriate assessment of the likelihood of significant remains being present and an assessment of basement and piling impact, decontamination etc. should form part of every development impact assessment in order to inform planning decisions and design issues from an early stage.</p>	<p>This level of detail is considered to be more appropriate during assessment of individual applications and will be put forward as a recommendation for future planning applications.</p>

Respondent	Comment	Response to comments
	<p>Baseline data should include a summary of extant archaeological reports and current monuments data held by the Greater London HER for the area and its immediate environs. A helpful element of the overview would be to create a deposit model covering the Masterplan Area, using geotechnical and geoarchaeological information. This would allow areas of relative sensitivity to be more easily identified and be used to guide the appropriate archaeological response with greater certainty.</p>	
	<p><b>Are there any other reasonable alternatives which should be tested as part of the SEA (refer to Chapter 2)?</b></p> <p>Not at this stage. With regard to archaeological issues, alternative schemes are likely to present themselves at an individual building design level only.</p>	Noted.
	<p><b>Do you agree with the key plans and programmes which are identified as having links with the South Quay Masterplan (refer to Chapter 3/Appendix 2)?</b></p> <p>Yes</p>	Noted.
	<p><b>Are any significant sustainability issues or opportunities missing or misrepresented in the sustainability profile for the area covered by or potentially affected by the Masterplan (Chapter 4)? If so, please provide evidence to support suggested additional issues.</b></p> <p>Prospective developers within the South Quay Masterplan Area should be made aware that deeply buried prehistoric remains and less-deeply buried remains of industrial archaeological significance can be expected to lie beneath their development sites unless proven otherwise. Important archaeological remains that may be present would include prehistoric timber structures and contemporary remains, finds of which are attested to the immediate west of the Masterplan Area. Discovery of important remains may influence design issues in order to secure their preservation in situ. Creation of a deposit model as part of the SEA would provide valuable information on areas where this might be the case.</p>	Noted. Future applicants will be made aware of the potential for buried archaeology. This is not considered an appropriate level of detail for the SEA.
	<p><b>Do the SEA objectives and supporting sub-questions (Chapter 5) provide a reasonable framework with which to address the likely significant sustainability effects of the Masterplan?</b></p> <p>The criterion of counting developments granted planning permission contrary to English Heritage advice is put forward as being useful in assessing the sustainability effects on archaeology. Archaeological advice can only be reliable if informed by sufficient and appropriate assessment. Schemes that are not sufficiently well supported will result in advice that they be resubmitted with</p>	Noted.

Respondent	Comment	Response to comments
	further information.	
Hackney Council	Comments not expected until 5 <sup>th</sup> November.	No response required.
MMO	The MMO issues marine licences for works below Mean high water springs unless an exemption applies. On reviewing the application, there is scope for works below this area. Do you know if the applicant is aware of the licence requirements below MHWS?	Consideration of the necessity for marine licences is an issue for consideration at application level.
	MMO could also undertake screening and scoping under EIA directive, under the Marine works regs for the entire project. There could be the potential for deferral of the EIA to another regulator if the marine aspects are included in one environmental statement.	This is an SEA, not an EIA of a development to which the comment refers.
National Grid	Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should contact National Grid before any works are carried out to ensure our apparatus is not affected by any of the proposed works.	Noted. This level of detail would be more appropriate at individual application level.
	<p>It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.</p> <p>This assessment solely relates to National Grid Electricity Transmission plc (NGET) and National Grid Gas plc (NGG) apparatus. This assessment does NOT include:</p> <ul style="list-style-type: none"> <li>National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact National Grid.</li> <li>Gas service pipes and related apparatus</li> <li>Recently installed apparatus</li> <li>Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.</li> </ul> <p>It is YOUR responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these</p>	Noted. No further action required.

Respondent	Comment	Response to comments
	<p>items can be found on the National Grid Website (<a href="http://www.nationalgrid.com/NR/rdonlyres/6D6525F9-59EB-4825-BA89-DBD7E68882C7/51319/EssentialGuidance.pdf">http://www.nationalgrid.com/NR/rdonlyres/6D6525F9-59EB-4825-BA89-DBD7E68882C7/51319/EssentialGuidance.pdf</a>).</p>	
	<p>This communication does not constitute any formal agreement or consent for any proposed development work; either generally or with regard to National Grid's easements or wayleaves nor any planning or building regulations applications.</p> <p>NGG and NGET or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.</p>	<p>Noted. No further action required.</p>
	<p>The National Grid apparatus that has been identified as being in the vicinity of your proposed works is:</p> <ul style="list-style-type: none"> <li>• Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).</li> <li>• Above ground gas sites and equipment.</li> </ul>	<p>Noted. This level of detail would be more appropriate at individual application level.</p>
	<p>BEFORE carrying out any work you must:</p> <ul style="list-style-type: none"> <li>• Note the presence of an Above Ground Installation (AGI) in proximity to your site. You must ensure that you have been contacted by National Grid prior to undertaking any works within 10m of this site.</li> <li>• Carefully read these requirements including the attached guidance documents and maps showing the location of National Grid apparatus.</li> <li>• Contact the landowner and ensure any proposed works in private land do not infringe National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.</li> <li>• Ensure that all persons, including direct labour and contractors, working for you on or near National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 - 'Avoidance of danger from</li> </ul>	<p>Noted. This level of detail would be more appropriate at individual application level.</p>

Respondent	Comment	Response to comments
	<p>overhead electric power lines'. This guidance can be downloaded free of charge at <a href="http://www.hse.gov.uk">http://www.hse.gov.uk</a></p> <ul style="list-style-type: none"> <li>In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.</li> </ul>	
Natural England	<p>The scoping report identifies the issues and areas that Natural England would wish to see considered by such a document together with identifying relevant and appropriate legislation and plans. Natural England is pleased to see reference to the London Plan, especially the Further Alteration to the London Plan.</p> <p>Table 5.1 – Sustainability Appraisal Framework lists eighteen objectives which can be broadly supported especially Objectives 2), and 3).</p> <p>The approach and methodology used are appropriate and in line with relevant legislation, and the Plans, Programmes and Policies reviewed as part of this document are acceptable and appropriate for this Plan/area.</p> <p>Subject to the above, Natural England has no further substantive comments to make in respect of the Enterprise Policies scoping report.</p>	Noted. No further action required.
Network Rail	Due to the distance between the proposed site and Network Rail's land and infrastructure, Network Rail has no observations to make.	Noted. No further action required.
Thames Water	It is unclear at this stage what the net increase in demand on our infrastructure will be as a result of the proposed development. Thames Water is concerned that the network in this area may be unable to support the demand anticipated from this development.	Noted. It is recommended that this is monitored by those responsible for delivering the Masterplan.
	Need to consider the net increase in water and waste water demand to serve the development and also any impact the development may have off site further down the network, if no/ low water pressure and internal/ external sewage flooding of property is to be avoided.	Noted. It is recommended that this is monitored by those responsible for delivering the Masterplan.
	It is also unclear as to how the development will be constructed, Thames water is concerned that water mains and sewers immediately adjacent to the site may be affected by vibration as a result of piling, possibly leading to water main bursts and or sewer collapses.	Noted. It is recommended that this is monitored by those responsible for delivering the Masterplan.

Respondent	Comment	Response to comments
	<p>We would therefore recommend that any EIA report should be expanded to consider the following.</p> <ul style="list-style-type: none"> <li>• The developments demand for water supply and network infrastructure both on and off site and can it be met</li> <li>• The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met</li> <li>• The surface water drainage requirements and flood risk of the development both on and off site and can it be met</li> <li>• Any piling methodology and will it adversely affect neighbouring utility services.</li> <li>• There are sewers and water mains located within the development site area. The proposed EIA should include information on how these assets will be protected during construction.</li> </ul>	<p>Noted. This will be considered during development of the Masterplan and during the consideration of future developments.</p>
<p>Cllr Andrew Wood (1<sup>st</sup> response)</p>	<p>Strategic Environmental Assessment Scoping Report for the SQMP does not appear to be looking at the wider area i.e. the Census comments are specifically based on South Quay and not the wider area. I see no references to the wider area or other developments.</p> <p>How will the wider infrastructure planning issue be included in the South Quay Masterplan?</p>	<p>The South Quay Masterplan has considered the infrastructure requirements for the wider area, including primary school provision, to inform the Masterplan's infrastructure guidance. The Masterplan will not be providing guidance for infrastructure provision for areas outside of the Masterplan Area; however it is considered that the use of new infrastructure within South Quay will be available to the wider area.</p>
	<p>How will the Opportunity Area Planning Framework for the Isle of Dogs fit into the Masterplan?</p>	<p>The South Quay Masterplan will come in advance of any Opportunity Area Planning Framework (OAPF) for the Isle of Dogs; any future OAPF for the wider area would accord with the</p>

Respondent	Comment	Response to comments
		Masterplan for South Quay.
	2.14 - What does this paragraph mean?	Recent development proposals coming forward are at densities exceeding the London Plan's density matrix. The London Plan and GLA Housing SPG enable densities to come forward that exceed the density matrix providing they meet the criteria as outlined in paragraph 1.3.41 of the Housing SPG. Officers will continue to implement the London Plan and Housing SPG guidance for proposals exceeding the density matrix as well as additional guidance in the South Quay Masterplan.
	Table 2.1: Alternative Growth Scenarios - Why do Option 2 to 5 exist as they exceed the plans recommended density by a considerable margin?	Please see response to point above.
	Page 30 Note 7 - Are all of the planning processes i.e. the TfL team using the same growth assumptions? How will all parts of the process ensure they use the same statistics?	The same growth assumptions are being used by stakeholder organisations contributing to the Masterplan.
	Figure 4.3 - Why are dock areas coloured in with PTAL ratings unless people can walk on water the PTAL level would be zero unless canoes are part of the transport strategy. I am sure this was accidental but given other comments about filling in the docks to allow incremental development it also looks a deliberate attempt to show PTAL levels if the docks were filled in.	Noted. The relevant PTAL figure has been caveated to recognise this.
	4.32 - I would be very wary about using the 2011 Census data for the area. On the 27th March 2011, Census day, many of the buildings in the area were not fully occupied as many developments had only finished construction in the year before the census and I know people who were the first	Noted. The 2011 census is the most recent and robust data available for the area. The sample

Respondent	Comment	Response to comments
	occupants of their apartments in 2012. Apartments were still being sold during 2011 & 2012. This especially applies to the social housing units in Phoenix Heights and Landmark, which would change the social / age mix of the area;	size is considered large enough to make assumptions about the character of the residents of the area (1,245 market properties and 308 affordable properties). Census information for Landmark shows 592 properties, including 140 affordable, completed the survey.
	Paragraph 4.45 - This is a worrying statement as it demonstrates a lack of local knowledge. It only takes about 15 minutes to walk through the Masterplan Area and if you knew what was happening you would know that of the four clusters of shops in the area (including three Tesco's), the largest at South Quay Plaza would get knocked down as part of the South Quay Plaza re-development.	Noted. The statement refers to there being relatively few retail units in the area presently. An increase in unit numbers and retail mix would be required to support a larger population and improve the character of the area.
	4.48 - Is this government guidance? I am sure I have seen a lower number in other planning documents.	The Council uses the Healthy Urban Development Unit guidance of 1,800 patients per GP to inform infrastructure planning.
	4.52 - If this point is correct why are we bussing primary school children off the island? The key issue is at Reception class where this September we have almost no spare capacity despite the opening of a new school in the Masterplan Area.	Noted. The Masterplan will be providing guidance to deliver additional primary schools to meet existing and future demand.
	4.53 - What about the 3 Millharbour, Alpha Square (FEC), Wood Wharf school proposals?	Additional schools to these will also be required to support future population growth.
	4.56 - Until October when the new NHS GP Patient Contract goes live GP practice boundaries would be a limiting factor on patients going elsewhere but the document does not mention this. As a resident of the Isle of Dogs I think most of my neighbours would not consider these locations accessible.	Noted.



Respondent	Comment	Response to comments
	<p>4.60 - Alpha Square, Westferry Print Works, Wood Wharf, Fortress Wapping and 3 Millharbour have schools as part of their developments. That suggests that we encourage larger developments that can deliver schools, GP surgeries etc. as part of their development.</p> <p>It would be very difficult to re-build existing schools with higher density as the easy to do school expansion has just happened. For example Seven Mills is only 1 storey high but has terrible access problems and should only be re-built as part of the planned Barkantine re-development by One Housing Group.</p>	<p>Noted. The Masterplan will be providing guidance to deliver additional primary schools to meet existing and future demand.</p> <p>Noted.</p>
	<p>4.61 - It appears as if the Masterplan will also deliver very high population numbers.</p>	<p>The Masterplan will deliver increased population numbers, but will provide additional guidance to ensure development is better managed in terms of delivering affordable housing, infrastructure and creating a 'liveable' place which is well connected to the wider area.</p>
	<p>4.63 - Does this suggest that the total number of new units is 21,520 if 7,532 units are affordable? This suggests that the total increase in population of 43,040?</p> <p>Onsite does this imply offsite affordable housing units won't be allowed?</p> <p>The track record of recent planning approvals is for a much lower social housing % then 35% so to deliver that number of affordable housing units would require building more private housing. Is the % or the absolute value of social homes the target?</p>	<p>7,532 is the total number of units across all tenures. 'Market rent units' will be amended to read as 'market units'.</p> <p>The Masterplan cannot conflict with Local Plan policies, therefore onsite provision will be expected in accordance with Managing Development Document Policy DM3.3.</p> <p>The requirement would be a minimum of 35%, as stated in existing Local Plan policies.</p>
	<p>4.64 - How can Tower Hamlets be approving developments that exceed London Plans maximum</p>	<p>Please see the response to</p>

Respondent	Comment	Response to comments
	density plans? Does that imply we can ignore other aspects of the London Plan?	paragraph 2.14 above.
	<p>4.170 Current pedestrian bridge currently suffers from:</p> <ul style="list-style-type: none"> <li>• Is closed regularly to allow construction traffic through</li> <li>• Is very busy at peak times</li> <li>• Not cycle friendly due to steps and access through building on north side</li> <li>• Difficult pedestrian access</li> <li>• From the south route past Hilton hotel loading bay is a tight squeeze</li> <li>• Steps on marble floor inside building to the north is dangerous, I have seen people slip when it is wet</li> <li>• Not covered</li> <li>• Not pram or wheeled luggage friendly due to steps down at end and doors on north side</li> <li>• I think it is also inadequate and do not forget Indecon II will deliver new users well before 2021.</li> <li>• 2021 suggests that none of the new developments in the area will complete before 2021 but I am not sure that is true. My understanding is that we are looking potentially at major new developments finishing in 2019.</li> </ul>	These points will be noted as part of the consultation process.
	<p>P37 - No, absolutely not, we have lost too much water space recently i.e. Wood Wharf, Cross Rail, 1 Bank Street etc. Incremental changes will only result in the complete loss of water space. This is the Isle of Dogs, South Quay, West India Docks, Canary Wharf, Wood Wharf, Marsh Wall – the very names of the area speak to the maritime connections of the area. Given the lack of parks in the area the only way to give residents some sense of space and light is retain open areas where the docks are. Building in the docks would not be sustainable development.</p>	Reclaiming land is highlighted as a potential sustainability issue to be monitored. The Masterplan is not supporting the infilling of docks, and will promote greater public use of the docks in the area.
	<p>Other questions</p> <ul style="list-style-type: none"> <li>• Health issues of having such large high density developments</li> </ul>	The Masterplan team has considered health implications on residential amenity as well as the overall liveability of the area (e.g. in terms of open space provision

Respondent	Comment	Response to comments
		etc.) in developing the Masterplan.
	<ul style="list-style-type: none"> <li>What is the size in hectares of the plan area?</li> </ul>	40ha
	<ul style="list-style-type: none"> <li>Estimated base population of the plan area and is it based on the 2011 census?</li> </ul>	2,932 based on 2011 census information.
Local Resident	Any development of South Quay must take into account current and future development on the whole of the Isle of Dogs. This is because Marsh Wall acts as a "collar" across the top of the island and if it becomes too congested will throttle or strangle the whole island.	Noted. The South Quay Masterplan has considered the infrastructure requirements for the wider area, including primary school provision, to inform the Masterplan's infrastructure guidance. The Masterplan will not be providing guidance for infrastructure provision for areas outside of the Masterplan Area; however it is considered that the use of new infrastructure within South Quay will be available to the wider area.
	The concept of making Marsh Wall a shopping centre is a very bad idea - the large lorries that service shops would block the very narrow road along Marsh Wall, just as the Tesco delivery lorries do at the top of Westferry Road. The shopping centre should be developed on a north west alignment along Mastmaker or similar and include adequate delivery areas for lorries.	Noted. This is a point for LBTH.
	The Council should be extremely cautious about over development, to the point that the amount of development already permitted is too much. All future development should be of low rise, well-proportioned family housing.	Noted. This is a point for LBTH.
	The Council should significantly limit the number of tall buildings allowed - if not Marsh Wall will become like a canyon area - dark, forbidding, windy and soulless. Any tall buildings should be widely spaced apart to prevent such an unpleasant environment occurring.	The potential impact of tall buildings has been considered through the SEA appraisal and as part of the ongoing development of

Respondent	Comment	Response to comments
		the Masterplan.
	The riverside and dock walk ways should be preserved for public access, and pedestrian bridge access across South Dock should be considerably improved.	The Masterplan will promote greater public use of the docks in the area.
	A sizeable amount of open space should be included in the plan with space for children and teenagers to play football or a skateboard park.	Noted. The Masterplan makes provision for new principal public open spaces, which will incorporate a range of uses.
Royal Borough of Greenwich	<p>The Royal Borough has now formally considered the matter and raises no objections.</p> <p>The Royal Borough of Greenwich has not comments or observations to this Scoping Opinion but would request that the Council is formally consulted at full application stage.</p>	Noted.
Ashurst LLP On behalf of Investin Quay House	<p>As LBTH's proposals to adopt the South Quay Masterplan (the "Masterplan") directly affect our client's landholding and development proposals, it had (and continues to have) a legitimate expectation that it would (and will) be fully engaged in the development of the Supplementary Planning Document ("SPD"). To date, this has not been the case.</p> <p>LBTH is aware of the Aarhus Convention and the right enshrined within it that the public should be able to participate from an early stage in environmental decision making (as cited in <b>Appendix 2</b> of the Scoping Report). The absence of any meaningful engagement with our client to date does not accord with the Aarhus requirements and therefore, going forward, please ensure that our client is notified directly of all consultations and developments relating to the SPD.</p>	Noted.
	The introductory chapter of the Scoping Report sets out a background to the Masterplan but fails to acknowledge that its role is to be "tied to" and to amplify relevant policies in the development plan (including the London Plan and NPPF) and not provide a freestanding new policy framework for development at South Quay.	<p>The GLA's London Plan is being updated to reflect the need to deliver more housing across the capital, including additional housing in Tower Hamlets.</p> <p>The need to deliver more housing is resulting in higher densities being proposed by housing developers in</p>

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		<p>greater numbers across the borough.</p> <p>Within the South Quay area, the amount, scale and densities of residential development being proposed by developers is greater than envisaged in the Council's Local Plan and Millennium Quarter Masterplan.</p> <p>As such, further planning guidance is required to manage this growth to ensure affordable housing and infrastructure is planned for and delivered to support existing and future residents whilst creating a liveable and vibrant place.</p>
	<p>The Scoping Report fails to identify the pertinent development plan policies and how the Masterplan will act as a guide in terms of their implementation. The existing policy framework should be the starting point for the evolution of the SPD.</p> <p>An analysis of the relevant development plan policies should also form part of the Strategic Environmental Assessment ("SEA") process, to ascertain whether the Masterplan is "clearly justified". LBTH should also clarify the status of the Millennium Quarter Masterplan.</p>	<p>Noted. It is recognised that the SPD does not exist in isolation and supplements the Local Plan and London Plan.</p> <p>See above for the reasons underpinning the development of the Masterplan SPD.</p>
	<p>We were concerned to note that the Scoping Report contains various references which suggest the Masterplan has already been prepared (see for example paragraph 2.10, which refers to "the preferred Masterplan option" and suggests that alternatives have already been discounted before any assessment has been carried out). This approach will not ensure that the aims of the SEA Directive are achieved and ignores PPG advice.</p>	<p>The SEA has been undertaken over a number of months as an iterative process and has informed development of the Masterplan SPD.</p>
	<p>Indeed, if LBTH does intend to consult on the Masterplan in "Winter 2014", as per its stated intention at paragraph 2.19 of the Scoping Report, one would anticipate that the Masterplan must be at an</p>	<p>Noted.</p>

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	<p>advanced stage already. AS such, we request a copy of the draft Masterplan as it currently stands is sent to us immediately to allow our client adequate time to consider its implications. We have sent a separate request pursuant to the Freedom of Information Act 2000 and Environmental Information Regulations 2004 to LBTH's Complaints and Information Team.</p>	
	<p>A common theme running through the Scoping Report is that without the Masterplan, there will be a lack of cohesive development in this location. The Report fails to acknowledge the role of the existing development plan policies in shaping development in this location and does not explain what the Masterplan will do over and above the existing controls to secure the comprehensive redevelopment of South Quay.</p> <p>It is important that the Masterplan does not become a non-statutory freestanding document which sidesteps the requirements for Development Plan Documents which include proper consultation and independent scrutiny. The existing Development Plan has passed through these stages and gives sufficient policy advice to guide development in the area without the need for difficult and further policy (see the case of R (on the application of Wakil) v Hammersmith and Fulham London borough Council 2012 EQHC 1411 (QB)).</p>	<p>Noted. As already mentioned, the SPD will act as guidance to supplement the existing Local Plan and London Plan.</p>
	<p>Equally the Report fails to acknowledge the role that section 106 obligations and Community Infrastructure Levy ("CIL") contributions will make to delivering the required infrastructure and how environmental statement ("ESs") submitted with individual planning applications will be used to ensure that the cumulative impacts of development in this location are assessed and adequately addressed.</p> <p>As stated above, such an analysis is critical to ascertaining whether the Masterplan is needed at all and what its objectives should be.</p>	<p>The role of S106/ CIL contributions already being made is recognised.</p>
	<p>The Scoping Report refers to two sorts of reasonable alternatives to be assessed as part of the SEA. We suggest a third should be examined; the 'do nothing' scenario which will determine whether LBTH's objectives can be achieved without the Masterplan applying the statutory adopted Development Plan.</p>	<p>The Scoping Report includes consideration of this through the 'likely evolution without the Masterplan' section of the baseline environment.</p>
	<p>4.61- Population and Human Health. We fail to see how the presence of a Masterplan will assist in alleviating the shortage of GPs that might arise in the future. The use of section 106 obligations can</p>	<p>Noted.</p>

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	ensure that appropriate provision is made.	
	4.68 – Affordable Housing. LBTH as local planning authority can exercise control over affordable housing provision (whether on or offsite) through the imposition of appropriately worded planning obligations which accord with current policy requirements. Any Masterplan will not alter the policy requirement, so again, we fail to see why a Masterplan is needed to address this issue.	Noted.
	4.76 – Economy and Labour Market. Again, on the basis that the Masterplan should not be used to formulate new planning policy, applications should be considered against the current development plan. Any SEA should assess how much office, retail and community floorspace the existing buildings within the Masterplan Area contain against the quantum estimated to be provided in any new development to ascertain how much will be lost.	Noted. This is more appropriate for EIA assessment of individual schemes. It is not appropriate to undertake this level of detailed assessment in the SEA. Assumptions have been built into the SEA where necessary.
	4.94 – Historic Environment. Again, we fail to see why an assessment of cumulative impacts in individual ESs would not be adequate to ensure a cohesive approach to development.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	4.106 – Views and Townscape. It is one of the functions of LBTH as local planning authority to ensure that new development integrates into the surrounding area and that adequate public space is provided. Accordingly, one would anticipate that officers would use their professional judgement and the current policy background to assess the appropriateness of development proposals.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	4.117 – Biodiversity. As referred to above, the cumulative impacts of development at South Quay will be assessed as part of any ES for individual schemes as they come forward. Control via a Masterplan	Noted. The SEA is assessing the value of a Masterplan over and

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	is not necessary.	above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	4.124 – Air Pollution. The issues identified will occur regardless of whether a Masterplan is adopted or not. Individual ESs will assess these impacts/	Noted.
	4.133 – Noise pollution. Again, existing policies will adequately address issues relating to noise pollution.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	4.139 – Contaminated Land. The Scoping Report notes that contamination will continue to be dealt with on a case by case basis in the absence of a Masterplan. This position will continue even is a Masterplan is adopted.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	4.147 – Water Quality. Again, we fail to see how a Masterplan will change the position reported on.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their



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		application.
	4.157 – Open Space. Whilst we acknowledge that open space is important, also of importance is the opportunity presented at South Quay to maximise the potential to part-alleviate the acute housing shortage in the capital. The SEA must adequately assess these competing needs before the Masterplan is worked up.	Noted. The SEA also considers the positive impacts of delivering additional housing.
	4.174 – Transport. We do not understand the basis of LBTH’s conclusions that the CIL and section 106 regime will be inadequate to provide sufficient funding for the required transport improvements at South Quay. Equally, we do not see how the imposition of a Masterplan will improve on this position – contributions will still need to be secured via s106 agreements or CIL payments.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	<p>Paragraph 1.10 deals with the approach to be taken in the SEA where sites have an unimplemented planning permission. It notes that these sites will not form part of the Masterplan and will not be assessed as part of the SEA. This is a fundamentally flawed approach as it fails to:</p> <ul style="list-style-type: none"> <li>a. Acknowledge that development might not commence pursuant to the consented schemes; and</li> <li>b. Assess the cumulative effects of this and other development.</li> </ul> <p>and as such, should be rectified.</p>	Noted. As stated in the Environmental Report, there is considerable uncertainty in the appraisal process as a whole. The SEA has sought to assess broad principles i.e. different amounts of development and different forms of development delivery which could come forward. It is not appropriate to consider individual developments in detail at this strategic scale.
	Paragraph 1.16 asks if the SEA objectives provide a reasonable framework within which to address the likely significant sustainability effects of the Masterplan. The SEA objectives will only work if the premise for taking forward the Masterplan is sound. At present, LBTH appears to be working from a flawed basis and should scrutinise the role of the Masterplan before anything further is done to develop it.	The reasons for preparing a Masterplan are set out above.
	We suggest that if LBTH is of the view that the Masterplan is necessary, it should focus on ensuring a	The reasons for preparing a

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	cohesive approach is taken to infrastructure development, rather than usurping the role of the existing development plan to control development in this location.	Masterplan are set out above. Masterplan guidance will supplement and provide further detail to the Local Plan and London Plan as per NPPF and NPPG Guidance.
Cllr Andrew Wood (received 20/10/2014)	The OAPF should happen in parallel with the SQMP not afterwards. According to the GLA website 'they can accommodate at least 5,000 jobs or 2,500 new homes' this is a fraction of what is happening in the area, I wonder why this was not done earlier as we seriously risk having an unbalanced SQMP as it does not look in detail at the wider area. You cannot do cross-island issues like schools, transport, green spaces in isolation otherwise you end up with unbalanced development and it is pretty clear that there are significant development proposals happening outside of the SQMP area i.e. ASDA, One Housing Group, Westferry print works etc.	Noted.
	<p>Do you agree with the proposed methods to undertake the SEA?</p> <p>2.15 Since options 2 to 5 in table 2.1 the habitable rooms per hectare target are so far in excess of GLA recommended levels I suggest that you use more then section 1.3.41 of the Housing SPG as a justification. That section clearly only refers to individual buildings or developments being in excess of London Plan limits, it does not justify on its own a whole neighbourhood being in excess of the plan.</p> <p>However the relationship between the habitable rooms / ha and the estimated population is unclear. The Masterplan Area is 40 hectares but as the estimated population is 7,000 rooms per hectare versus 64,048 population in Option 5 it would be useful to know how the 64,048 number was calculated.</p>	<p>Recent development proposals coming forward are at densities exceeding the London Plan's density matrix. The London Plan and GLA Housing SPG enable densities to come forward that exceed the density matrix providing they meet the criteria as outlined in paragraph 1.3.41 of the Housing SPG. Officers will continue to implement the London Plan and Housing SPG guidance for proposals exceeding the density matrix as well as additional guidance in the South Quay Masterplan.</p> <p>Recognising, the higher density development that has been coming forward to date, it was considered</p>

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		appropriate to test higher densities through the SEA.
	<p>2.16 Public open spaces should include as separate categories;</p> <ul style="list-style-type: none"> <li>Children’s Play areas as a separate section. My ward in particular has become seriously deficient in terms of outside play space and none of the recent developments except Phoenix Heights has made any contribution to external children’s play space. By start contrast with developments in the 60’s and 70’s. Children’s play space includes swings, slides etc. and is not just extra outside public space. I saw three young boys playing football by flat space by the Tesco shop on Westferry road, right next to the road, where else could they play?</li> <li>Public interior spaces i.e. Community centres. We need community space dedicated to different segments of the population i.e. elderly people (1 space now close to the Masterplan Area), children (no space in the area), Muslim prayer space (none in the area), teenagers (1 space in the area + ‘Lord Amory’).</li> </ul>	Noted.
	<p>2.17 Massing visualisations – we know that individual developments often have wind tunnel testing to confirm the local wind impact of the building. I have seen how some developers will try and model that wind impact including other local developments. However I have never seen developers’ models include all known or likely developments so the wind tunnel testing is incomplete.</p> <p>It is very noticeable in certain areas i.e. Canary Wharf &amp; Quarterdeck that wind gets funnelled by large buildings creating uncomfortable and maybe dangerous winds.</p> <p>Will the Masterplan include wind tunnel testing of all known and likely future developments?</p>	Noted. The Draft SEA Report recommends that individual applications consider the impact of wind arising from their own development as well as on existing and proposed new developments.
	<p>Are there any other reasonable alternatives, which should be tested as part of the SEA</p> <p>I know you won’t do it but we need to be looking at alternatives, which include other areas of TH. Why is the Whitechapel Vision only looking at 3,500 new homes despite having better transport links then South Quay?</p>	Noted. The SEA is concerned with the South Quay area only.
	<p>Do you agree with the key plans and programmes, which are identified as having links with the SQMP</p> <p>The SQMP is proposing population densities that we have never seen before in the UK. On two occasions I have talked to Council officers in two different departments (C&amp;G &amp; Transport), unprompted both suggested that the area would look like Hong Kong and both said that the way they</p>	Noted.

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	<p>normally do things in TH would no longer work. I joked that perhaps they would need to go to Hong Kong to see how they do things there but actually it is not a joke, THC will need to look abroad for ideas on how to make this level of density work.</p> <p>Housing for a Compact City published by the GLA in 2003 has a wide range of examples of high levels of density in the UK and abroad, I suspect it is where the original 1,100 habitable rooms per hectare guide came from. The densest example it quotes is 1,498 habitable rooms per hectare. You will need to look internationally for examples of where density is at the levels you suggest. I cannot find examples of where density is 7,000 habitable rooms per hectare even among the slums of Mumbai or Dhaka.</p> <p>In summary you will need to find key plans and programmes from outside of the UK to justify such high levels of density.</p>	
	<p>Are any significant sustainability issues or opportunities missing or misrepresented in the sustainability profile for the area covered by or potentially affected by the Masterplan</p> <p>4.46 &amp; 4.47 Education – only 2 paragraphs on education. No detailed table like there is for GP’s in Table 4.1. As a reminder NPPF Section 38 says ‘key facilities such as primary schools and local shops should be located within walking distance of most properties.’ This is an area that needs a lot more work in the SEA. My analysis suggests possibly up to 12,000 primary and secondary school pupils on the island. That means the equivalent of 17 2-form primary entry schools in the Isle of Dogs versus 9 today. The population estimates need to have some analysis on the number of children in the SQMP area by age group.</p>	<p>It is considered that Education has been considered to an appropriate level within the SEA. Advice and information has been provided by LBTH technical specialists as necessary.</p>
	<p>Children play areas – missing from scoping document.</p>	<p>Noted.</p>
	<p>No mention of spaces for worship but the NPPF Section 70 says ‘plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship)’ This is all linked to the provision of multiple use community centres.</p>	<p>Noted.</p>
	<p>Noise pollution – Scoping document 4.126 mainly refers to construction noise, what about noise post construction? A particular concern is DLR noise especially when it goes around sharp corners (two in the area) currently that noise can dissipate but when tall buildings surround those bends you will have an echo affect as noise reverberates. How will this be dealt with?</p>	<p>Noted. The SEA considers the impact of operational noise.</p>

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	<p>Human health – clearly a very important issue but the Scoping document only refers to GP surgeries and outside green space. The scoping document makes no reference to the human impact especially on children of living in such high-density developments with limited sunlight at street level. Has Dr Sommen Banerjee been included as a consultee in the scoping process?</p>	<p>The SEA objective 1: <i>To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place</i> has been established to enable the SEA to consider quality of life factors, such as daylight/sunlight, overcrowding etc.</p>
	<p>Historic environment – just because no buildings are listed in the area does not mean that the SQMP should not take a view on preserving what little history is left i.e. North Pole pub.</p>	<p>Noted.</p>
	<p>Other issues</p> <ul style="list-style-type: none"> <li>Given that the majority of future owners will be overseas does the Council have any analysis on occupation levels of future development as that clearly impacts population numbers. My estimate is that 90% of the new properties are being frequently used but the Council should be able to access better numbers on the true levels of occupation.</li> </ul>	<p>This response is not specifically relevant to the SEA.</p>
	<ul style="list-style-type: none"> <li>Transport is clearly a key issue and this is an area the SQMP has to go into a lot more detail on and I know TfL are working on the issues.</li> </ul>	<p>Noted.</p>
	<ul style="list-style-type: none"> <li>Night time – the word night only appears once in the document but with the Jubilee line operating all night at weekends from September 2015 and with a relatively young population, late night working in Canary Wharf this is an area that needs more focus especially in terms of street lighting which is poor in areas.</li> </ul>	<p>Noted.</p>
	<ul style="list-style-type: none"> <li>Anti-social behaviour – the word appears only once but it is one of the biggest issues in the area exacerbated by a lack of provision for young people. The main teenage hangouts are behind the Nissan taxi showroom (in the area), on the Quarterdeck and riverside path. We also have an issue with street racing in the area. None of these issues are discussed in the scoping report but have a critical impact on quality of life. The SQMP area will have thousands of teenagers, where will they go and hang out? If this issue is not addressed you</li> </ul>	<p>Noted. Quality of life issues are considered in respect of SEA objective 1: <i>To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of</i></p>

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	won't be addressing the NPPF quality of life issues.	<i>place.</i>
	<ul style="list-style-type: none"> <li>Rubbish – we have a particular issue in the ward with litter bins being placed too close to the exits of residential blocks so are being used as receptacles for household waste. We also have an issue with a lack of clarity of who is responsible for cleanliness, is it THC because it is a public path or the landowner because the path is on private property? These kind of micro issues need to be looked at as well.</li> </ul>	The issue of waste is considered within the SEA.
	<ul style="list-style-type: none"> <li>Construction – has to start at 9am on Saturdays. You have thousands of people living in close proximity to construction sites often above those sites. You also have noise bouncing around the narrow streets. Is Saturday a day of rest or not especially for school children?</li> </ul>	Noted. Construction timings are more appropriate considerations at the planning application stage.
Local Resident	<p>Concerns raised around the scale of development which could come forward.</p> <p>Noted delivery of development would require significant new infrastructure/ open space provision etc.</p> <p>Proposes setting parameters for development to minimise effects.</p>	<p>Noted. The SEA has sought to consider the potential impacts of different densities of development including potential for 7,000 hr/ha across the Masterplan Area.</p> <p>This has helped to inform development of guidance within the Masterplan SPD seeking to better manage the development coming forward.</p>
Pan Peninsula Leaseholders and Residents Association	<p>Noted, not opposed to further residential development on the Isle of Dogs. Strongly support new development as long as it is in proportion to the infrastructure needed and available to sustain it and enhances quality of life for existing residents.</p> <p>Recommend that the Masterplan restricts the density of developments across the whole area. The Masterplan should set a sensible density limit across the board for all new developments.</p> <p>Concerns raised regarding the dangerous effect of excessively dense development on the DLR;</p> <p>Noted need for a new pedestrian bridge.</p> <p>Concerns raised concerning serious road congestion.</p>	<p>Noted.</p> <p>The SEA has tested a range of densities which has helped inform guidance in the SPD.</p> <p>Infrastructure issues (including the requirement for a new pedestrian bridge) have been included in the SPD.</p>

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	Request that they can participate in the drafting of the Masterplan.	Noted.
	Do not accept the options put forward in the SEA Scoping Report, including densities exceeding those set out in the London Plan.	<p>Recent development proposals coming forward are at densities exceeding the London Plan's density matrix. The London Plan and GLA Housing SPG enable densities to come forward that exceed the density matrix providing they meet the criteria as outlined in paragraph 1.3.41 of the Housing SPG.</p> <p>It was therefore considered appropriate for the SEA to test options proposing densities above the London Plan maximum.</p>
	Para. 4.4.1 Points re: deprivation – note that 'the Masterplan Area; is just the area around South Quay/ Marsh Wall: not Tower Hamlets as a whole.	Noted.
	Masterplan should take account of reversed commuting traffic resulting from what was once a mainly commercial area becoming a largely residential one, both on the roads and on public transport; as well as the cumulative effect on commuters.	Noted.
	Take account of the implications on current residents and commuters of the enormous amount of construction activity that is imminent.	Noted.
	Reference made to potential for development to reclaim land from the Dock to facilitate development, reducing the size and integrity of the Millwall and West India Dock SINC.	Reclaiming land is highlighted as a potential sustainability issue to be monitored. The Masterplan is not supporting the infilling of docks, and will promote greater public use of the docks in the area.

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	<p>Recommends that sound dampening be built around the DLR all along its South Quay Masterplan Route.</p>	<p>Noted.</p>
<p>Local Resident</p>	<p>Concerns raised around the densities of development being tested through the SEA (i.e. above the 1,100 hr/ha London Plan maximum).</p> <p>Concerns re: provision of future infrastructure (including schools)</p> <p>Concerns re: transport infrastructure and capacity of existing footbridges</p> <p>Query regarding locations of new, open, green spaces.</p> <p>Concerns re: protection of the WHS view from Greenwich.</p> <p>Concerns re: water supply and wastewater treatment.</p>	<p>Recent development proposals coming forward are at densities exceeding the London Plan's density matrix. It was therefore considered appropriate to test higher densities through the SEA process.</p> <p>All the remaining issues have been considered during the SEA assessment and in development of the Masterplan SPD.</p>
<p>Local Resident</p>	<p>Concerns raised around densities of development coming forward.</p> <p>Concerns re: infrastructure provision including schools and recreational space.</p> <p>Concerns re: water supply.</p> <p>Concerns re: public health impact of high density development.</p>	<p>Recent development proposals coming forward are at densities exceeding the London Plan's density matrix. The London Plan and GLA Housing SPG enable densities to come forward that exceed the density matrix providing they meet the criteria as outlined in paragraph 1.3.41 of the Housing SPG. Officers will continue to implement the London Plan and Housing SPG Guidance for proposals exceeding the density matrix as well as additional guidance in the South Quay Masterplan.</p> <p>Other issues have been considered during the SEA assessment and in</p>



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		<p>development of the Masterplan.</p> <p>The SEA includes two objectives which have been used as a proxy to consider the impact on public health (including consideration of quality of life factors).</p>
Local Resident	<p>Concern re: the possibility of up to 64,000 people living in the area.</p> <p>Notes existing issues over access both on foot and by private vehicle.</p>	<p>The SEA has tested the potential of delivering different average densities across the Masterplan Area, including very high density developments. The output (including consideration of the environmental and socio-economic impacts) has been used to inform guidance within the Masterplan SPD.</p>
Local Resident	<p>Note concerns regarding access to the DLR during the morning peak hours.</p> <p>Note the area lacks facilities, especially local shops and businesses, not expensive tiny flats.</p> <p>Concerns re: height of future development and potential for overshadowing.</p> <p>Concerns re: making the best use of the site, including provision of open space.</p> <p>Concerns re: high winds at street level.</p>	<p>Noted. The SEA has considered a number of sustainability issues which could arise from new, high density development, including those listed.</p> <p>This has informed the development of the Masterplan SPD.</p>
Pinsent Masons on behalf of Berkeley Homes	<p>Berkeley has not been formally notified of this consultation. As a major developer and landowner... Berkeley should be given an early and effective opportunity to engage with the Council on the preparation of the Masterplan and associated documents including the Scoping Report.</p> <p>We formally request that Berkeley is notified of any future consultations and other updates about the Masterplan, the Scoping Report and the Environmental Report, including any drafts and revisions to such documents.</p>	<p>Noted. The SEA Scoping Report has been consulted on for 5 weeks as per the statutory consultation period.</p> <p>Formal consultation on the Draft Masterplan and Draft SEA Report will be in January and February</p>

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		2015.
	<p>It is clear that work on the draft Masterplan, including the 'preferred option' is well advanced. Preparation of the SPD has been progressed ahead of the associated SEA. It is questionable whether the Draft Environmental Report will properly inform preparation of the Masterplan.</p> <p>The lawfulness of the Masterplan will be questionable if environmental considerations and stakeholder representations are not properly integrated in the plan-making process.</p>	The SEA has tested a number of options over summer/autumn 2014 on an iterative basis which has informed consideration of the Masterplan SPD.
	<p>The purposes of the Masterplan are unclear. The Council will need to explain how new proposals will be aligned with its emerging CIL charging schedule and 'scaled back' Section 106 requirements.</p> <p>There is a compelling case for work on the Masterplan to be held back until proper infrastructure planning and funding analysis has been carried out for the proposed Masterplan Area.</p>	Noted. The Masterplan has been developed with LBTH infrastructure planning colleagues in relation to the merging CIL charging schedule and Section 106 requirements. Guidance will be provided in the Masterplan.
	The need for the Masterplan has not been justified. The Scoping Report fails to properly consider whether other plans, programmes and policies adequately regulated relevant planning matters. We submit that existing policies in the London Plan and the Council's Local Plan are sufficient. This should be taken into account when assessing the reasonable 'No Plan' alternative.	Noted. The SEA is assessing the value of a Masterplan over and above existing development plan policy (contained in the Local Plan, London Plan). Residual effects take account of existing Development Management Policies and their application.
	The Scoping Report indicates that the Masterplan will seek to introduce new policies. This would be unlawful.	If reference has been made to new policies in the SPD this is in error. The SPD will provide guidance only, supplementing the policies already set down the Local Plan and Local Plan.
	The Masterplan (as a SPD) must be consistent with the Local Plan. Its primary objective should be to facilitate delivery of the optimum level of growth envisaged in the London Plan and the Draft Further	The Masterplan is not seeking to limit or prevent new development.

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	<p>Alterations to the London Plan. The Masterplan cannot legitimately be used as a tool for limiting or preventing provision of new development to meet objectively assessed needs.</p>	<p>One of the purposes of the SEA has been to test different densities of development which could conceivably come forward in order to identify potential impacts (both positive and adverse). This has helped to inform the development of development management guidance within the SPD.</p>
	<p>The assessment of alternatives in the Scoping Report is fundamentally flawed. Reasonable alternatives have been discounted, including the 'No Plan' scenario, contrary to applicable law, policy and guidance.</p> <p>The alternative growth scenarios which have been selected are inappropriate, unrepresentative and not justified.</p> <p>The use of density as the defining characteristic of alternative growth scenarios is not compatible with the Masterplan's stated purposes, including those relating to infrastructure delivery and affordable housing provision.</p>	<p>The 'Do Nothing' scenario has not been formally discounted. The baseline section includes consideration of the 'likely evolution without the Masterplan' for all sustainability issues (i.e. the 'No Plan' scenario).</p> <p>The alternative growth scenarios are considered appropriate. They represent a range of development densities which could conceivably come forward (in some instances reflecting consented developments). The intention of testing different densities is to help understand the implications for infrastructure delivery etc. and as such has been a logical step in informing the Masterplan SPD</p>
	<p>Statements about the Masterplan's purposes are not sufficiently clear and unambiguous.</p>	<p>The GLA's London Plan is being updated to reflect the need to deliver more housing across the capital, including additional housing</p>

Respondent	Comment	Response to comments
		<p>in Tower Hamlets.</p> <p>The need to deliver more housing is resulting in higher densities being proposed by housing developers in greater numbers across the borough.</p> <p>Within the South Quay area, the amount, scale and densities of residential development being proposed by developers is greater than envisaged in the Council's Local Plan and Millennium Quarter Masterplan.</p> <p>As such, further planning guidance is required to manage this growth to ensure affordable housing and infrastructure is planned for and delivered to support existing and future residents whilst creating a liveable and vibrant place.</p>
	The Councils should consider making significant revisions to the Masterplan's purposes. Such revisions may well require production of a revised Scoping Report.	Noted.
	The Masterplan should not be promoted as a tool for limiting growth.	See earlier response.
	The scope and prioritisation of the purposes for the Masterplan need to be clarified. Specific reference needs to be made to the delivery of private housing required to support the provision of affordable housing and other infrastructure.	Noted.
	Existing baseline – the Scoping Report discounts existing sites with planning permission, even where that planning permission has not been implemented. The Council should consider the likelihood of these permissions being implemented and the potential environmental effects if they are not.	Noted.

Respondent	Comment	Response to comments
	<p>The Scoping Report refers to a preferred Masterplan Option. This suggests that the Council has identified a preferred option before assessing its environmental effects, which is a flawed approach.</p>	<p>The SEA has been undertaken over a number of months as an iterative process and has informed development of the Masterplan SPD.</p>
	<p>The Scoping Report discounts alternatives to the Masterplan which do not meet the purposes of the Masterplan, despite the fact that those purposes have not yet been properly consulted on or assessed.</p>	<p>The generation of alternative options was used to inform the development of the Masterplan.</p>
	<p>The Council has discounted alternatives outside the Masterplan Area without consideration of its definition of that area. Alternative options for the scope of the Masterplan Area should be assessed.</p>	<p>Noted. The Masterplan boundary was defined by the grouping of development sites.</p>
	<p>Paragraph 2.11 refers to different amounts of development within the Masterplan Area and different ways to deliver development based on development clusters. The Scoping Report fails to expand on how the different ways to deliver development will be assessed.</p>	<p>The SEA Scoping Report sets out the broad approach to appraising reasonable alternatives and type of reasonable alternatives under consideration. Further detailed methodology is provided in the Draft SEA Report.</p>
	<p>Paragraph 2.11 states that the Masterplan will assess different amounts of development, this is not carried forward into the proposed methodology outlined in paragraph 2.12 of the Scoping Report which is structured around density rather than the amount of development.</p> <p>In accordance with the London Plan and GLA Housing SPD, density should only be used as one of a number of ways of assessing the impacts of each scenario.</p> <p>Alternative growth scenarios should be defined by different amounts of development.</p>	<p>Density has been used a proxy for the amount of development.</p>
	<p>The density range identified in the Scoping Report appears too conservative in the light of recent planning permissions, such as City Pride (approximately 7,300 hr/ha).</p>	<p>The SEA has tested a density option in the range of 7,000hr/a reflecting the City Pride scheme.</p> <p>It is not considered appropriate to</p>

Respondent	Comment	Response to comments
		<p>appraise every possible density which could conceivably come forward and hence a range has been used.</p> <p>It would be possible to infer the potential impacts of even higher density development from the range which has been assessed.</p>
	<p>The SEA should test alternative growth scenarios based on the minimum housing requirements set out in both the adopted London Plan and the draft FALP.</p>	<p>In recognising the need to respond to the higher housing figures in the FALP, high density housing scenarios have been tested through the SEA.</p> <p>Each of these options would respond positively to the housing figures set down.</p>
	<p>The Council should provide its calculations for the projected minimum targets for the Masterplan Area based on these overall figures. Given that these housing targets are minima and the London Plan states that Boroughs should seek to exceed these targets (policy 3.3) the SEA should include at least one growth scenario above the minimum target for the Masterplan Area based on the figures in the draft FALP.</p> <p>In addition, the SEA should include a scenario based on the identified need for new housing in London set out in the 2013 SHMAA that was published alongside the FALP.</p>	<p>Noted. The SEA provides a number of growth scenarios that exceed the density guidance stated within the London Plan (2011) and FALP.</p>
	<p>The reasons for choosing each alternative are unclear and impossible to comment on.</p>	<p>The reasons for choosing the alternatives are considered to be adequately set out in the Scoping Report.</p> <p>This has been expanded on further in the Draft SEA Report.</p>

Respondent	Comment	Response to comments
	Paragraph 2.13 of the Scoping Report refers to 'maximum' densities from the London Plan. This is incorrect. Paragraph 1.3.13 of the GLA Housing SPG states that exceptionally, higher densities than those provided in the London Plan may be acceptable where these can be clearly and robustly justified by local circumstances.	Noted. This provides the rationale for testing high density options above 1,100 hr/ha.
	Paragraphs 2.19/2.20 raise doubts regarding the potential to influence plan-making in a timely and effective manner. Can the Council confirm that in Winter 2014 it will still be possible to comment on the preferred growth scenario/ quantum?	Formal consultation on the draft Masterplan will commence in December 2014
	We recommend that the Draft Environmental Report published alongside the Draft Masterplan should ('reasonably') present an assessment of reasonable alternatives that vary both in terms of quantum and approach to delivery.	Noted. This has been undertaken. Density is taken to form a proxy to quantum.
	Paragraph 2.12 needs to be clarified regarding whether the potential effects of delayed or re-planned schemes will be taken into account as part of the baseline.	Noted. Should delayed or re-planned schemes be considered to have an impact on the baseline, inclusion of these sites will be explored.
	The Scoping Report says nothing about other developments which have been submitted for planning together with an EIA Scoping Request. The status of such developments and the related environmental information needs to be clarified.	Noted. As stated in the Environmental Report, there is considerable uncertainty in the appraisal process as a whole. The SEA has sought to assess broad principles i.e. different amounts of development and different forms of development delivery which could come forward. It is not appropriate to consider individual developments in detail at this strategic scale.
	There does not seem to be any explanation of how the symbols/ criteria in paragraph 2.2 and Table 2.2 have been derived or how they will be applied. For example, what would differentiate a minor positive effect to that of a significant positive effect?	A table of assumptions has been used to help inform the identification of significant effects

Respondent	Comment	Response to comments
		(both positive and adverse). This is included as an Appendix to the Draft SEA Report.
	Paragraph 2.27 of the Scoping Report suggests that the cumulative effects of the Masterplan with wider development taking place will be assessed. A SEA should assess the cumulative effects with other plans, policies and programmes.	The SEA Regulations refer to the need to consider 'cumulative effects'. The form this assessment should take is not specifically prescribed.
	Paragraph 2.29 – The Scoping Report states that the Environmental Report will be published for consultation alongside the South Quay Masterplan. Should this state 'Draft'?	It should state 'Draft'.
	It is not clear whether any updated/ reissued Environmental Report would be made available for further public consultation.	If there are significant changes required to the Draft Masterplan following public consultation, this would be consulted on, alongside an updated SEA.
	Review of Plans, Policies and Programmes – Given that the primary focus for the Masterplan should be to support the optimum level of housing delivery in an area that is identified for very high housing growth, particular emphasis should be given to exceeding London Plan and LBTH Core Strategy Minimum housing targets as part of this process.	Noted.
	<p><b>Baseline Information – paragraphs 39 – 62</b></p> <p>Relates to the baseline information in the Scoping Report and the commentary made in respect of the 'likely evolution without the Masterplan'. Various comments are made noting that there is an extant Development Plan (including Development Management Policies) in place which already control development as well as the existing site allocations which cover this area. It is considered that the Scoping Report does not adequately take the existing development plan policies into account.</p> <p>Reference is made to the use of the S106 and CIL to enable infrastructure requirements to be met (without the need for a Masterplan) and recognises that developments will be subject to EIA which requires assessment of impacts including cumulative effects.</p>	<p>The GLA's London Plan is being updated to reflect the need to deliver more housing across the capital, including additional housing in Tower Hamlets.</p> <p>The need to deliver more housing is resulting in higher densities being proposed by housing developers in greater numbers across the borough.</p>



Respondent	Comment	Response to comments
	<p>It is stated that the introduction of new policies through the SPD would be unlawful.</p>	<p>Within the South Quay area, the amount, scale and densities of residential development being proposed by developers is greater than envisaged in the Council's Local Plan and Millennium Quarter Masterplan.</p> <p>As such, further planning guidance is required to manage this growth to ensure affordable housing and infrastructure is planned for and delivered to support existing and future residents whilst creating a liveable and vibrant place.</p> <p>The Masterplan SPD does not seek to create new policies. It is intended to supplement the existing Local Plan and London Plan.</p> <p>It is required in recognition of the amount of development coming forward, the scale of which was not anticipated during preparation of the Local Plan.</p> <p>It is recognised that Local Plan policies are in place and these have been taken into account during the consideration of likely evolution without the Plan as well as in the identification of residual effects through the SEA appraisal process. It has been necessary to also consider how effectively these</p>

Respondent	Comment	Response to comments
		<p>existing policies are working to manage the impacts of growth on this scale.</p> <p>The Masterplan SPD does not seek to limit growth, but rather to manage it better for existing and future residents.</p>
	<p>The Scoping Report states that the '<i>Do Nothing alternative will also be assessed against each of the SEA objectives, to show the difference the Masterplan will make</i>'. Will the do nothing option also be explicitly assessed as part of the assessment of alternatives proper? We submit that it should be assessed.</p>	<p>The Scoping Report includes consideration of this through the 'likely evolution without the Masterplan' section of the baseline environment.</p>
	<p>In Table 5.1, it is not clear whether the objectives are prioritised or carry equal weight.</p>	<p>None of the objectives are prioritised. There is no weighting of objectives.</p>
	<p>In relation to objective 5, the amount of land designated as open space is identified as a key indicator. However, no reference is made to the quality or accessibility of the space which should be given equal weight to the amount.</p>	<p>Agreed. Add quality as an indicator.</p>
	<p>Objective 14 refers only to affordable housing. It should also make reference to the delivery of private housing as this contributes to meeting housing need and can help support the provision of affordable housing and mixed and balanced communities.</p>	<p>Objective 14 states '<i>To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability.</i></p> <p>Suggest add 'and' after 'well-located'. Delivery of private housing is considered as part of the assessment against this objective.</p>
	<p>Berkeley has significant concerns regarding the scope, purposes and objectives of the Masterplan and the associated SEA, as indicated in the Scoping Report. ....</p>	<p>Noted.</p>

Respondent	Comment	Response to comments
	<p>Work on the draft Masterplan and the Draft Environmental Report should be put on hold until these fundamental issues have been addressed. Berkeley is keen to engage proactively with the Council to discuss a way forward.</p>	

## Appendix 3 Review of Plans, Policies and Programmes

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
<b>International</b>		
<b>European</b>		
SEA Directive 2001 Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment	Provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.  The Directive must be applied to plans or programmes whose formal preparation begins after 21 July 2004 and to those already in preparation by that date.	<b>Requirements of the Directive must be met in the SEA of the Masterplan.</b>
The Industrial Emissions Directive 2010 Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control)	This Directive lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.  The Directive sets emission limit values for substances that are harmful to air or water.	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  Include SEA objective for reducing pollution.
Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU	The Directive aims to promote the energy performance of buildings and building units.  It requests that member states adopt either national or	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.

<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
	regional methodology for calculating energy performance and minimum requirements for energy performance.	Include SEA objective relating to the energy performance/ efficiency of existing and proposed buildings.
The Birds Directive 2009 Directive 2009/147/EC is a codified version of Directive 79/409/EEC as amended	The preservation, maintenance, and re-establishment of biotopes and habitats shall include the following measures: <ul style="list-style-type: none"> <li>• Creation of protected areas.</li> <li>• Upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones.</li> <li>• Re-establishment of destroyed biotopes.</li> <li>• Creation of biotopes.</li> </ul>	There are no sites designated as an SPA within the Masterplan Area or wider LBTH. However, the Masterplan should make sure that the upkeep of recognised habitats is maintained and not damaged from development.  Avoid pollution or deterioration of habitats or any other disturbances affecting birds.  Include SEA objectives for the protection of biodiversity.
The Waste Framework Directive 2008 Directive 2008/98/EC on waste	Prevention or reduction of waste production and its harmfulness. The recovery of waste by means of recycling, re-use or reclamation. Recovery or disposal of waste without endangering human health and without using processes that could harm the environment.  Development of clean technology to process waste and promote recycling.	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  Include SEA objectives that minimise waste production as well as promote recycling.
The Floods Directive 2007 Directive 2007/60/EC on the assessment and management of flood risk	Establish a framework for the assessment and management of flood risk, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods.  Preliminary Flood Risk Assessments to be completed by December 2011. Flood Hazard Maps and Flood Risk Maps to be completed by December 2013. Flood Risk Management Plans to be completed by December 2015.	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  Include SEA objectives that relate to flood management and reduction of risk.
The Water Framework Directive 2000 Directive 2000/60/EC establishing a framework for	Protection of inland surface waters, transitional waters, coastal waters and groundwaters.	Masterplan should take account of the Directive as well as more detailed policies derived from the

<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
community action in the field of water policy		Directive contained in the NPPF.  Include SEA objectives to protect and minimise the impact on water quality.
The Environmental Noise Directive 2002 Directive 2002/49/EC relating to the assessment and management of environmental noise	<p>Defines a common approach to avoid, prevent and reduce the adverse effects due to the exposure to environmental noise.</p> <p>It also provides a basis for developing European wide measures to deal with noise emitted by road and rail vehicles, infrastructure, aircraft and outdoor, industrial and mobile machinery.</p> <p>Principles of the directive include:</p> <ul style="list-style-type: none"> <li>• Monitoring the environmental problems.</li> <li>• Informing and consulting the public.</li> <li>• Addressing local noise issues</li> <li>• Developing a long-term EU strategy.</li> </ul>	<p>Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p> <p>Include SEA objectives to manage and reduce the impacts of noise.</p>
The Landfill Directive 1999 Directive 99/31/EC on the landfill of waste	<p>Prevent or reduce adverse effects on the environment from the landfilling of waste by introducing stringent technical requirements for waste and landfills.</p> <p>Reduce the amount of biodegradable waste sent to landfill to 75% of the 1995 level by 2010. Reduce this to 50% in 2013 and 35% by 2020.</p>	<p>Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p> <p>Include SEA objectives to increase recycling and reduce the amount of waste.</p>
The Drinking Water Directive 1998 Directive 98/83/EC on the quality of water intended for human consumption	<p>Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.</p> <p>Member States must set values for water intended for human consumption.</p>	<p>Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p> <p>Include SEA objectives to protect and enhance water quality.</p>
The Air Quality Framework Directive 1996 Directive 96/62/EC on ambient air quality assessment and management	<p>Avoid, prevent and reduce harmful effects of ambient air pollution on human health and the environment.</p>	<p>Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p>

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
		Include SEA objectives to maintain and enhance air quality.
Air Quality Directive 2008 Directive 2008/50/EC on ambient air quality and cleaner air for Europe	<p>This directive sets legally binding limits for:</p> <ul style="list-style-type: none"> <li>• Lead</li> <li>• Nitrogen dioxide</li> <li>• Sulphur dioxide</li> <li>• Benzene</li> <li>• Carbon Monoxide</li> <li>• Arsenic</li> <li>• Cadmium</li> <li>• Nickel</li> <li>• Benzo(a)pyrene</li> <li>• Polycyclic aromatic hydrocarbons</li> <li>• ozone</li> <li>• Particulate matter</li> </ul>	<p>Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p> <p>Include SEA objectives to maintain and enhance air quality.</p>
The Packaging and Packaging Waste Directive 1994 Directive 94/62/EC on packaging and packaging waste	<p>Harmonise the packaging waste system of Member States. Reduce the environmental impact of packaging waste.</p> <p>By June 2001 at least 50% by weight of packaging waste should have been recovered, at least 25% by weight of the totality of packaging materials contained in packaging waste to be recycled with a minimum of 15% by weight for each packaging material.</p>	<p>Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p> <p>Include SEA objectives to minimise the environmental impact of waste and promote recycling.</p>
The Habitats Directive 1992 Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora	<p>Promote the maintenance of biodiversity taking account of economic, social, cultural and regional requirements. Conservation of natural habitats and maintain landscape features of importance to wildlife and fauna.</p>	<p>There are no sites designated as SAC within the Masterplan Area or wider LBTH. However, Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.</p> <p>Include SEA objectives to protect and enhance biodiversity.</p>

<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
The Nitrates Directive 1991 Directive 91/676/EEC on nitrates from agricultural sources.	Reduce water pollution caused or induced by nitrates from agricultural sources and prevent further such pollution. Identification of vulnerable areas.	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  Include SEA objectives to reduce water pollution.
The Urban Waste Water Directive 1991 Directive 91/271/EEC concerning urban waste water treatment	Protect the environment from the adverse effects of urban waste water collection, treatment and discharge, and discharge from certain industrial sectors.	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  Include SEA objectives to reduce water pollution.
European Spatial Development Perspective (1999)	Economic and social cohesion across the community. Conservation of natural resources and cultural heritage. Balanced competitiveness between different tiers of government.	Masterplan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.  Include SEA objectives to conserve natural resources and cultural heritage.
European Landscape Convention (Florence, 2002)	The convention promotes landscape protection, management and planning.	Masterplan should take account of the Convention.  Include SEA objectives to protect the urban and rural landscape and identify opportunities for enhancement.
European Convention on the Protection of the Archaeological Heritage (Valletta, 1992) Revision of the 1985 Granada Convention	Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater.  Creation of archaeological reserves and conservation of excavated sites.	Masterplan should take account of the Convention.  Include SEA objectives to protect the archaeological heritage.
<b>Other International</b>		
Johannesburg Declaration on Sustainable Development (2002)	<ul style="list-style-type: none"> <li>• Commitment to building a humane, equitable and caring global society aware of the need for human dignity for all.</li> <li>• Renewable energy and energy efficiency.</li> <li>• Accelerate shift towards sustainable consumption and</li> </ul>	Masterplan should take account of the Declaration.  Include SEA objectives to enhance the natural environment, promote renewable energy and energy



Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
	production. <ul style="list-style-type: none"> <li>• Greater resource efficiency.</li> <li>• New technology for renewable energy.</li> <li>• Increase energy efficiency.</li> </ul>	efficiency and sustainable use of natural resources.
Aarhus Convention (1998)	Established a number of rights of the public with regard to the environment. Local authorities should provide for: <ul style="list-style-type: none"> <li>• The right of everyone to receive environmental information</li> <li>• The right to participate from an early stage in environmental decision making</li> <li>• The right to challenge in a court of law public decisions that have been made without respecting the two rights above or environmental law in general.</li> </ul>	Masterplan should take account of the Convention.  Ensure that public are involved and consulted at all relevant stages of SEA production.
<b>National</b>		
National Planning Policy Framework (NPPF) (DCLG, 2012)	Presumption in favour of sustainable development. Delivering sustainable development by:	The Masterplan must be in conformity with the NPPF.
	Building a strong, competitive economy.	Set out clear economic visions for that particular area.  Include a SEA objective relating to strengthening the economy.
	Ensuring vitality of town centres.	Recognise town centres as the heart of their communities.  Include a SEA objective relating to the vitality of centres and the benefits of mixed use developments.
	Promoting sustainable transport	To implement sustainable transport modes depending on nature/ location of the site, to reduce the need for major road transport infrastructure.  Include a SEA objective relating to sustainable transport.
	Supporting high quality communications infrastructure.	Enhance the provision of local community facilities

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
		<p>and services by supporting the expansion of electronic communications networks.</p> <p>Not directly applicable to the South Quay Masterplan.</p>
	Delivering a wide choice of high quality homes.	<p>Identify size, type, tenure and range of housing that is required in particular locations.</p> <p>Include a SEA objective relating to housing availability and quality.</p>
	Requiring good design.	<p>Establish a strong sense of place to live, work and visit.</p> <p>Include a SEA objective relating to good design.</p>
	Promoting healthy communities.	<p>Promote safe and accessible environments with a high quality of life and community cohesion.</p> <p>Include a SEA objective relating to health and well-being.</p>
	Meeting the challenge of climate change, flooding, and coastal change.	<p>Use opportunities offered by new development to reduce causes/ impacts of flooding.</p> <p>Include a SEA objective relating to climate change mitigation and adaption, to include minimising the risk of flooding.</p>
	Conserving and enhancing the natural environment.	<p>Recognise the wider benefits of biodiversity.</p> <p>Include a SEA objective relating to the conservation and enhancement of the natural environment.</p>
	Conserving and enhancing the historic environment	<p>Sustain and enhance heritage assets and put them to viable uses consistent with their conservation.</p> <p>A plan may be considered unsound if there has been no proper assessment of the significance of heritage assets in the area, and the plan does not contain a</p>

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
		<p>positive strategy for the conservation, enhancement and enjoyment of the historic environment.</p> <p>Include a SEA objective relating to the conservation and enhancement of heritage assets.</p>
	Facilitating the use of sustainable materials.	<p>Include policies which identify and safeguard mineral resources and associated infrastructure and promote the use of recycled/ secondary materials prior to the extraction of primary materials.</p> <p>Not directly applicable to the South Quay Masterplan.</p>
<p>Natural Environment White Paper, 2011 The Natural Choice: securing the value of nature (HM Government, 2011)</p>	<ul style="list-style-type: none"> <li>• Protecting and improving our natural environment.</li> <li>• Growing a green economy.</li> <li>• Reconnecting people and nature.</li> </ul>	<p>The Masterplan should protect the intrinsic value of nature and recognise the multiple benefits it could have for communities.</p> <p>Include a SEA objective relating to the enhancement of the natural environment and consider the multiple benefits that the natural environment can provide (e.g. health benefits).</p>
<p>Electricity Market Reform White Paper 2011, Planning our Electric Future: A White Paper for Secure, Affordable and Low-Carbon Electricity (DECC, 2011)</p>	<p>This White Paper sets out the Government’s commitment to transform the UK’s electricity system to ensure that our future electricity supply is secure, low-carbon and affordable.</p> <p>15% renewable energy target by 2020 and 80% carbon reduction target by 2050.</p>	<p>The Masterplan should support renewable energy generation and encourage greater energy efficiency.</p> <p>Include SEA objectives to reduce carbon emissions and increase proportion of energy generated from renewable sources.</p>
<p>The Future of Transport White Paper 2004: A network for 2030 (DfT, 2004)</p>	<ul style="list-style-type: none"> <li>• Ensure we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future.</li> <li>• Get the best out of our transport system without damaging our overall quality of life.</li> <li>• Develop strategies that recognise that demand for travel will increase in the future.</li> <li>• Work towards a transport network that can meet the</li> </ul>	<p>The Masterplan should provide for an increase in demand for travel whilst minimising impact on the environment. Policies also needed to promote public transport use rather than increasing reliance on the car.</p> <p>Include SEA objectives to reduce the need to travel and improve choice and use of sustainable transport</p>

<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
	<p>challenges of a growing economy and the increasing demand for travel but can also achieve the government's environmental objectives.</p> <ul style="list-style-type: none"> <li>Provides targets for emission reductions, now superseded by later agreements. Transport is currently responsible for about a quarter of total emissions.</li> </ul>	<p>modes.</p>
<p>Urban White Paper 2000, Our Towns and Cities: The Future – delivering an urban renaissance (ODPM, 2000)</p>	<p>Provide for new sustainable homes that are attractive, safe and practical. Retain people in urban areas by, for example, making them more desirable places to live. Improve quality of life, opportunity and economic success through tailored solutions in towns and cities.</p>	<p>The Masterplan should seek to deliver better towns and cities taking into account the key aims of the White Paper.</p> <p>Include SEA objectives relating to the objectives set out within the White Paper.</p>
<p>Planning (Listed Buildings and Conservation Areas) Act 1990</p>	<p>Conserving and enhancing buildings and areas of special architectural or historic interest.</p>	<p>The Masterplan should take into account listed buildings and conservation areas within the Masterplan Area and seek to conserve and enhance these features.</p> <p>Include SEA objectives to enhance and protect the significance of heritage assets.</p>
<b>Policies and Strategies</b>		
<p>Door to Door: A Strategy for Improving Sustainable Transport Integration (DfT, 2013)</p>	<p>The strategy focuses on four core areas which need to be addressed so that people can be confident in choosing greener modes of transport:</p> <ul style="list-style-type: none"> <li>Accurate, accessible and reliable information about different transport options</li> <li>Convenient and affordable tickets</li> <li>Regular and straightforward connections at all stages of the journey and between different modes of transport</li> <li>Safe and comfortable transport facilities</li> </ul> <p>The strategy also includes details on how the Government is using behaviour change methods to reduce or remove barriers to the use of sustainable transport, and working closely with</p>	<p>The Masterplan should take into account their role in addressing the four core areas outlined in the Strategy.</p> <p>Include SEA objectives relating to high quality, efficient sustainable transport systems.</p>

<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
	stakeholders to deliver a better-connected transport system.	
Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (DEFRA, 2011)	<p>The aim of the Strategy is to guide conservation efforts in England up to 2020. Moving further on from 2020, the ambition is to move from a net biodiversity loss to gain.</p> <p>The strategy includes 22 priorities which include actions for the following sectors:</p> <ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Forestry</li> <li>• Planning and Development</li> <li>• Water Management</li> <li>• Marine Management</li> <li>• Fisheries</li> <li>• Air Pollution</li> <li>• Invasive Non-Native Species</li> </ul>	<p>The Masterplan should take into account their role in seeking to prevent the degradation of biodiversity and ecosystem services within LBTH. DPDs should also recognise their contribution to securing a net gain in biodiversity.</p> <p>Include SEA objective relating to the protection and enhancement of the natural environment.</p>
Safeguarding our Soils: A Strategy for England (DEFRA, 2009)	<p>The vision is "by 2030, all England's soils will be managed sustainability and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations".</p> <p>The Strategy highlights the areas for priority including:</p> <ul style="list-style-type: none"> <li>• Better protection for agricultural soils.</li> <li>• Protecting and enhancing stores of soil carbon.</li> <li>• Building the resilience of soils to a changing climate.</li> <li>• Preventing soil pollution.</li> <li>• Effective soil protection during construction and development.</li> <li>• Dealing with our legacy of contaminated land.</li> </ul>	<p>The Masterplan should help protect and enhance the quality of soils and seek to sustainably manage their quality for future generations.</p> <p>Include SEA objective which seeks to safeguard and enhance the quality of soil, specifically in the context of the Masterplan this relates to the need to remediate previously contaminated land.</p>
Delivering Affordable Housing (DCLG, 2006)	The aim of this document is to support local authorities and other key players in delivering more high quality affordable housing within mixed sustainable communities by using all tools available to them.	<p>The Masterplan should help deliver high quality affordable housing where there is a need.</p> <p>Include SEA objectives that relate to affordable</p>

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		housing provision.
The Code for Sustainable Homes: Setting the standard in sustainability for new homes (DCLG, 2008)	<p>This sets out the assessment process and performance standards required for the Code for Sustainable Homes.</p> <p>The Code is a standard designed to improve the sustainability of new homes.</p>	<p>The Masterplan should take into account their roles in promoting the implementation of the Code for all residential development.</p> <p>Include SEA objectives which promote sustainable development and seek to achieve higher levels of efficiency (e.g. in energy, water etc.) where appropriate.</p>
Laying the Foundations: A Housing Strategy for England (DCLG, 2011)	Aims to provide support to deliver new homes and improve social mobility.	<p>The Masterplan should encourage development of residential properties.</p> <p>Include SEA objectives that assess whether housing need is being met.</p>
Securing the Future: Delivering UK Sustainable Development Strategy (DEFRA, 2005)	<p>Enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. There are 4 shared priorities:</p> <ul style="list-style-type: none"> <li>• sustainable consumption and production;</li> <li>• climate change and energy;</li> <li>• natural resource protection and environmental enhancement; and</li> <li>• sustainable communities.</li> </ul> <p>Sets out indicators to give an overview of sustainable development and priority areas in the UK. They include 20 of the UK Framework indicators and a further 48 indicators related to the priority areas.</p>	<p>The Masterplan should meet the aims of the Sustainable Development Strategy.</p> <p>Include SEA objectives to cover the shared priorities.</p>
Building a Greener Future: Policy Statement (DCLG, 2007)	This Statement confirms the government's intention to achieve 25% more energy efficient homes by 2010, 44% more efficient homes by 2013 and zero carbon (net carbon emissions should be zero per annum) homes by 2016.	<p>The Masterplan should ensure residential development is zero carbon by 2016.</p> <p>Include SEA objectives which seek to improve the energy efficiency of proposed developments and encourage uptake of renewable energy.</p>

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The UK Renewable Energy Strategy (DECC, 2009)	<ul style="list-style-type: none"> <li>• Increase our use of renewable electricity, heat and transport, and help tackle climate change.</li> <li>• Build the UK low-carbon economy, promote energy security and take action against climate change.</li> <li>• 15% of energy from renewable sources by 2020.</li> <li>• Reducing UK CO<sub>2</sub> emissions by 750 million tonnes by 2030.</li> </ul>	<p>The Masterplan should encourage developments that would support renewable energy provision including electricity, heat and transport.</p> <p>Include SEA objectives relating to increasing energy provided from renewable sources.</p>
The Energy Efficiency Opportunity in the UK (DECC, 2012)	<p>This is an Energy Efficiency Strategy aiming to realise the wider energy efficiency potential that is available in the UK economy.</p> <p>The Strategy identifies four barriers to energy efficiency which need to be overcome which include:</p> <ul style="list-style-type: none"> <li>• Embryonic markets.</li> <li>• Information.</li> <li>• Misaligned financial incentives.</li> <li>• Undervaluing energy efficiency.</li> </ul> <p>The Strategy draws attention to maximising the potential of existing dwellings by implementing 21<sup>st</sup> century energy management initiatives on 19<sup>th</sup> century homes.</p>	<p>The Masterplan should seek to address the barriers identified within the Strategy and improve the existing building stock through appropriate adaptation measures.</p> <p>Include SEA objectives relating to energy efficiency and adaptation of the existing building stock.</p>
The National Adaptation Programme – Making the Country Resilient to a Changing Climate (Defra, 2013)	<p>The report sets out visions for the following sectors:</p> <ul style="list-style-type: none"> <li>• Built Environment – <i>"buildings and places and the people who live and work in them are resilient to a changing climate and extreme weather and organisations in the built environment sector have an increased capacity to address the risks and take the opportunities from climate change"</i>.</li> <li>• Infrastructure – <i>"an infrastructure network that is resilient to today's natural hazards and prepared for the future changing climate"</i>.</li> <li>• Healthy and resilient communities – <i>"a health service, a public health and social care system which are resilient and adapted to a changing climate. Communities and individuals, including the most vulnerable, are better prepared to cope with severe weather events and other impacts of climate change. Emergency services and local</i></li> </ul>	<p>The Masterplan should take account of the visions set out in the Programme.</p> <p>Include SEA objectives which seek to promote the implementation of adaptation measures to make the Borough more resilient to a changing climate.</p>

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	<p><i>resilience capability take account of and are resilient to, a changing climate”.</i></p> <ul style="list-style-type: none"> <li>• Agriculture and Forestry – <i>“profitable and productive agriculture and forestry sectors that take the opportunities from climate change, are resilient to its threats and contribute to the resilience of the natural environment by helping maintain ecosystem services and protect and enhance biodiversity”.</i></li> <li>• Natural Environment – <i>“the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides”.</i></li> <li>• Business – <i>“UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change”.</i></li> <li>• Local Government – <i>“Local government plays a central role in leading and supporting local places to become more resilient to a range of future risk and to be prepared for the opportunities from a changing climate”.</i></li> </ul>	
Healthy Lives, Healthy People: our Strategy for public health in England (Department of Health, 2010)	Protect the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest. Prioritise public health funding from within the overall NHS budget.	<p>The Masterplan should reflect the objectives of the strategy where relevant.</p> <p>Include SEA objectives relating to health and well-being.</p>
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (DEFRA, 2007)	<ul style="list-style-type: none"> <li>• Make sure that everyone can enjoy a level of ambient air quality in public spaces, which poses no significant risk to health or quality of life.</li> <li>• Render polluting emissions harmless.</li> <li>• Sets air quality standards for 13 air pollutants.</li> </ul>	<p>The Masterplan should take account of the likely impact on air quality from development.</p> <p>Include SEA objectives to protect and improve air quality.</p>
Future Water: The Government’s Water Strategy for England (DEFRA, 2008)	Sets out how the Government want the water sector to look by 2030 and an outline of the steps which need to be taken to get there.	<p>The Masterplan should aim to contribute to the vision set out in this Strategy.</p> <p>Include SEA objectives which seek to protect, manage</p>



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	<p>The vision for 2030 is one where we, as a country have:</p> <ul style="list-style-type: none"> <li>• <i>"improved the quality of our water environment and the ecology it supports, and continue to maintain high standards of drinking water quality from taps;</i></li> <li>• <i>Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water;</i></li> <li>• <i>Ensure a sustainable use of water resources, and implement fair, affordable and cost-reflective water charges;</i></li> <li>• <i>Cut greenhouse gas emissions; and</i></li> <li>• <i>Embed continuous adaptation to climate change and other pressures across the water industry and water users".</i></li> </ul>	<p>and enhance the water environment.</p>
<p>Water for People and the Environment: Water Resources Strategy for England and Wales (Environment Agency, 2009)</p>	<p>The Strategy vision for water resource <i>"is for there to be enough water for people and the environment, meeting legitimate needs".</i></p> <p>Its aims include:</p> <ul style="list-style-type: none"> <li>• To manage water resource and protect the water environment from climate change.</li> <li>• Restore, protect, improve and value species and habitats that depend on water.</li> <li>• To contribute to sustainable development through good water management.</li> <li>• People to understand how water and the water environment contribute to their quality of life.</li> </ul>	<p>The Masterplan should reflect the aims of the strategy where relevant.</p> <p>Include SEA objective which seeks to promote water management and efficiency.</p>
<p>The National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011)</p>	<p>This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities.</p> <p>The strategic aims and objectives of the Strategy are to:</p> <ul style="list-style-type: none"> <li>• <i>"manage the risk to people and their property;</i></li> <li>• <i>Facilitate decision-making and action at the appropriate</i></li> </ul>	<p>The Masterplan should seek to reduce and manage the risk of all type of flooding.</p> <p>The SEA framework should include objectives/ indicators which seek to reduce the risk and manage flooding sustainably.</p>

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	<p><i>level – individual, community or local authority, river catchment, coastal cell or national;</i></p> <ul style="list-style-type: none"> <li>• <i>Achieve environmental, social and economic benefits, consistent with the principles of sustainable development”.</i></li> </ul>	
Waste Strategy for England 2007 (DEFRA, 2007)	<p>Future of waste management – the government commitment.</p> <ul style="list-style-type: none"> <li>• Tackle the amount of waste produced, by breaking the link between economic growth and waste production.</li> <li>• Put waste which is produced to good use through substantial increases in re-use, recycling, composting, and recovery of energy.</li> </ul>	<p>The Masterplan should encourage the minimisation of waste production and the maximisation of recycling and re-use of materials.</p> <p>SEA objectives should seek to ensure waste is minimised and promote recycling and reuse.</p>
<b>Regional</b>		
The London Plan and Revised Early Minor Alterations (GLA, 2011 and 2013)	<p>The London Plan provides a framework for land-use management, development and regeneration in London.</p> <p>The Plan comprises 121 policies which are broken down into the following themes:</p> <ul style="list-style-type: none"> <li>• Context and strategy;</li> <li>• London’s places;</li> <li>• London’s people;</li> <li>• London’s economy;</li> <li>• London’s response to climate change;</li> <li>• London’s transport;</li> <li>• London’s living places and spaces; and</li> <li>• Implementation, monitoring and review.</li> </ul>	The Masterplan and SEA framework must take account of the policies set out within the London Plan.
Draft Further Alterations to the London Plan (GLA, 2014)	In January 2014, the Mayor published for consultation further alterations to the London Plan to primarily address key housing and employment issues emerging from an analysis of the 2011 census data which indicated a substantial increase in the capital’s population not planned for within the 2011 adopted London Plan.	The Masterplan and SEA framework should take into account revisions proposed within the further alterations consultation document, having particular regard to the revised housing figures.

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	<p>Key revisions/ additions include:</p> <ul style="list-style-type: none"> <li>• Increased target of 42,000 new homes per annum, including 25,600 affordable homes;</li> <li>• Introduction of five new opportunity areas;</li> <li>• Scope for the release of surplus industrial land concentrated around public transport nodes/ town centres for high density residential development.</li> </ul>	
<p>The Mayor's Housing Strategy (GLA, 2014, Draft for London Assembly)</p>	<p>The Strategy seeks to increase the supply of well-designed housing of all tenures and to ensure that these homes better support London's continued economic success. The Strategy contains a number of policies which range from improving existing stock to tackling rough sleeping; however, improving housing supply to 42,000 homes per annum (17,000 of these should be affordable) is at the core. The five key priorities of the Strategy are:</p> <ul style="list-style-type: none"> <li>• Increasing housing supply to levels not seen since the 1930s;</li> <li>• Better supporting working Londoners and helping more of them into home ownership;</li> <li>• Improving the private rented sector and promoting new purpose-built and well managed private rented housing;</li> <li>• Pushing for a new, long-term financial settlement for London Government to drive housing delivery; and</li> <li>• Bring forward land for development and accelerating the pace of housing delivery through Housing Zones and the London Housing Bank.</li> </ul>	<p>The Masterplan should take account of the priorities set out within the strategy, having specific regard to the proposed housing supply target.</p> <p>Include a SEA objective relating to housing availability and quality.</p>
<p>Draft Social Infrastructure Supplementary Planning Guidance (GLA, 2014)</p>	<p>This SPG provides guidance to anyone engaged in development or plan-making to understand the quantity and types of social infrastructure needed to support growth.</p> <p>The document provides guidance on:</p>	<p>The Masterplan should take account of the draft guidance set out within SPG.</p> <p>Include SEA objectives relating to the provision of new/ retention of existing social infrastructure.</p>

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	<ul style="list-style-type: none"> <li>• Planning for social infrastructure provision;</li> <li>• Health and social care considerations;</li> <li>• Education requirements;</li> <li>• Sports facilities; and</li> <li>• Faith requirements.</li> </ul>	
The Mayor's Vision for Cycling in London (GLA, 2013)	<p>The document sets out the Mayor's strategy for cycling within London.</p> <p>The Vision is underpinned by four key outcomes:</p> <ul style="list-style-type: none"> <li>• A tube network for the bike;</li> <li>• Safer streets for the bike;</li> <li>• More people travelling by bike; and</li> <li>• Better places for everyone.</li> </ul>	<p>The Masterplan, where appropriate, should take account of the key outcomes set out within the Vision.</p> <p>Include a SEA objective which seeks to promote cycling as a primary mode of transport.</p>
Thames Estuary 2100 Action Plan (EA, 2012)	<p>Sets out the strategic direction for managing flood risk in the Thames estuary to the end of the century and beyond. It sets out how we will continue to protect 1.25 million people and £200 billion worth of property from tidal flood risk. For the first 25 years (2010-2035), the Strategy seeks to:</p> <ul style="list-style-type: none"> <li>• Continue to maintain the current flood defence system – including planned improvements;</li> <li>• Ensure that effective floodplain management (emergency and spatial planning) is in place across the estuary;</li> <li>• Safeguard areas that will be required for future changes to the flood defences;</li> <li>• Monitor change indicators including sea level rise and climate change and review the Plan as required.</li> </ul>	<p>The Masterplan should take into account the objectives set out within the Plan.</p> <p>The SEA framework should include objectives/ indicators which seek to reduce the risk and manage flooding sustainably.</p>
All London Green Grid Supplementary Planning Guidance (GLA, 2012)	<p>The SPG seeks to create a network of interlinked, multi-functional and high quality open spaces connecting town centres, public transport hubs, major employment and residential areas with parks, open space, the Thames and the green urban fringe.</p>	<p>The Masterplan should seek to promote a network of high quality open spaces as set out within the SPG.</p> <p>Include a SEA objective which seeks to promote the network of open spaces within the Borough.</p>

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<p>The Mayor's Water Strategy – Securing London's Water Future (GLA, 2011)</p>	<p>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.</p> <p>The key objectives of the Strategy are:</p> <ul style="list-style-type: none"> <li>• To use the water London already has more effectively and efficiently;</li> <li>• To minimise the release of untreated wastewater and diffuse pollution into the water environment;</li> <li>• To manage, and where possible reduce, the threat of flooding to people and their property; and</li> <li>• To reduce the greenhouse gas emissions produced from supplying water and treating wastewater.</li> </ul>	<p>The Masterplan should seek to promote and enforce the objectives set out within the Strategy.</p> <p>The SEA framework should include objectives which seek to promote water efficiency and reduce water wastage.</p>
<p>The Mayor's Climate Change Adaptation Strategy (GLA, 2011)</p>	<p>Sets out the strategic approach to managing the climate risks now and in the future and increasing resilience to those risks by understanding who and what is vulnerable to extreme weather today.</p> <p>The overarching aim of the Strategy is to <i>"assess the consequences of climate change on London and to prepare for the impacts of climate change and extreme weather to protect and enhance the quality of life of Londoners"</i>.</p>	<p>The Masterplan should incorporate adaptation measures which seek to improve the area's resilience to climate change.</p> <p>Include SEA objectives which seek to promote the implementation of adaptation measures to make the Borough more resilient to a changing climate.</p>
<p>The Mayor's Climate Change Mitigation and Energy Strategy (GLA, 2011)</p>	<p>The Strategy sets out the strategic approach to limiting further climate change and securing a low carbon energy supply for London.</p> <p>The Mayor has set four objectives for this Strategy:</p> <ul style="list-style-type: none"> <li>• To reduce London's CO<sub>2</sub> emissions to mitigate climate change;</li> <li>• To maximise economic opportunities from the transition to a low carbon capital;</li> </ul>	<p>The Masterplan should take account of the objectives set out within the Strategy and contribute to the Mayor's CO<sub>2</sub> emissions reduction targets for 2015, 2020, 2025 and 2050.</p> <p>Include SEA objectives relating to climate change mitigation and promote renewable energy.</p>

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	<ul style="list-style-type: none"> <li>To ensure a secure and reliable energy supply for London; and</li> <li>To meet, and where possible, exceed national climate change and energy objectives.</li> </ul>	
The Mayor's Municipal Waste Management Strategy (GLA, 2011)	<p>The Strategy sets out an overarching framework of policy until 2031. Underpinning this framework there are four objectives:</p> <ul style="list-style-type: none"> <li>Provide Londoners with the knowledge, infrastructure and incentives to change the way they manage municipal waste: to reduce the amount of waste generated, encourage the reuse of items that are currently thrown away, and to recycle or compost as much material as possible;</li> <li>Minimise the impact of municipal waste management on our environment and reduce the carbon footprint of London's municipal waste;</li> <li>Unlock the economic value of London's municipal waste through increased levels of reuse, recycling, composting and the generation of low carbon energy from waste;</li> <li>Manage the bulk of London's municipal waste within London's boundary, through investment in new waste infrastructure.</li> </ul>	<p>The Masterplan should promote the objectives of the Strategy.</p> <p>Include SEA objectives to minimise the environmental impact of waste and promote recycling.</p>
The Mayor's Transport Strategy (GLA, 2010)	<p>The document sets out the Mayor's transport strategy for London for the period up to 2031. The Strategy has six objectives which are:</p> <ul style="list-style-type: none"> <li>To support economic development and population growth;</li> <li>Enhance the quality of life for all Londoners;</li> <li>Improve the safety and security of all Londoners;</li> <li>Improve transport opportunities for all Londoners;</li> <li>Reduce transport's contribution to climate change, and improve its resilience; and</li> <li>Support delivery of the London 2012 Olympic and</li> </ul>	<p>The Masterplan should seek to tackle the challenges and secure the outcomes set out within the Strategy.</p> <p>Include SEA objectives to cover the objectives of the Transport Strategy.</p>

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	<p>Paralympic Games and its legacy. Each objective has a number of sub-challenges and sub-outcomes which should be tackled and secured respectively.</p>	
<p>The Mayor's Air Quality Strategy – Cleaning the Air (GLA, 2010)</p>	<p>The Strategy sets out the Mayor's vision for air quality in London. This seeks to protect the health of Londoners and enhance their quality of life by improving the quality of air within London. This will:</p> <ul style="list-style-type: none"> <li>• Make London a more pleasant place to live and work in;</li> <li>• Reduce the burden on health services in the capital;</li> <li>• Enhance London's reputation as a green city – making it more attractive to tourists and businesses; and</li> <li>• Make London cleaner whilst safeguarding its biodiversity.</li> </ul>	<p>The Masterplan should take account of the Strategy and the vision and objectives within it.</p> <p>Include SEA objectives to maintain and enhance air quality.</p>
<p>The Mayor's Economic Development Strategy (GLA, 2010)</p>	<p>The Strategy sets out the vision with respect to the London economy, and how it can be realised. It includes five economic objectives:</p> <ul style="list-style-type: none"> <li>• To promote London as the world capital of business, the world's top international visitor destination, and the world's leading international centre of learning and creativity;</li> <li>• To ensure that London has the most competitive business environment in the world;</li> <li>• To make London one of the world's leading low carbon capitals by 2025 and a global leader in carbon finance;</li> <li>• To give all Londoners the opportunity to take part in London's economic success, access sustainable employment and progress in their careers; and</li> <li>• To attract the investment in infrastructure and regeneration which London needs, to maximise the benefits from this investment and in particular from the opportunity created by the 2012 Olympic and Paralympic Games and their legacy.</li> </ul>	<p>The Masterplan should take into account the Mayor's vision for the London economy and the objectives which underpin it.</p> <p>Include a SEA objective which seeks to promote employment and the economy of the area.</p>

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<p>The London Health Inequalities Strategy (GLA, 2010)</p>	<p>The Strategy sets out a framework for partnership action to:</p> <ul style="list-style-type: none"> <li>• Improve the physical health and mental well-being of all Londoners;</li> <li>• Reduce the gap between Londoners with best and worst health outcomes;</li> <li>• Create the economic, social and environmental conditions that improve quality of life for all; and</li> <li>• Empower individuals and communities to take control of their lives, with a particular focus on the most disadvantaged.</li> </ul> <p>The key objectives of the Strategy are:</p> <ul style="list-style-type: none"> <li>• Empowering individuals and communities to improve health and well-being;</li> <li>• Improve access to high quality health and social care services particularly for Londoner who have poor health outcomes;</li> <li>• Reduce income inequality and the adverse consequences of relative poverty;</li> <li>• Increase the opportunities for people to access the potential benefits of good work and meaningful activity; and</li> <li>• Develop and promote London as a healthy place for all.</li> </ul>	<p>The Masterplan should take account of the framework and objectives outlined to address health inequality in London.</p> <p>Include SEA objective which seeks to reduce health inequalities and contributes to improved health and wellbeing.</p>
<p>The Mayor's Cultural Strategy (GLA, 2010)</p>	<p>The Strategy sets out the Mayor's vision for developing and promoting cultural life in London. It sets priorities and recommendations for how to strengthen the cultural life of Londoners.</p>	<p>The Masterplan, where appropriate, should take account of the priorities and recommendations set out within the Strategy.</p> <p>Include SEA objectives which seek to promote and enhance cultural vitality.</p>
<p>The Mayor's Ambient Noise Strategy (GLA, 2004)</p>	<p>The overall vision of the Strategy is to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within</p>	<p>The Masterplan should seek to minimise adverse noise impacts taking into account the objectives and</p>



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	<p>a sustainable development framework.</p> <p>The objectives underpinning this vision are:</p> <ul style="list-style-type: none"> <li>• To minimise the adverse impacts of road traffic noise;</li> <li>• To encourage preferential use of vehicles which are quieter in their operating conditions;</li> <li>• To minimise the adverse impacts of noise from freight and servicing;</li> <li>• To promote effective noise management on rail networks in London;</li> <li>• To minimise the adverse impacts of aircraft noise in London, especially at night;</li> <li>• To minimise the adverse impacts of noise on or around London's rivers and canals, while retaining working wharves and boatyards, and enhancing water space tranquillity and soundscape quality;</li> <li>• To minimise the adverse impacts of industrial noise, recognising the use of best practicable means/ best available techniques, and the need to retain a diverse and sustainable economy;</li> <li>• To improve noise environments in London's neighbourhoods, especially for housing, schools, hospitals and other noise-sensitive uses;</li> <li>• To protect and enhance the tranquillity and soundscape quality of London's open spaces, green networks and public realm.</li> </ul>	<p>policies set out within the Strategy.</p> <p>Include SEA objectives to manage and reduce the adverse impacts of ambient noise.</p>
<p>The Mayor's Biodiversity Strategy (GLA, 2002)</p>	<p>The Strategy sets out 14 policies and 72 proposals which seek to protect and care for London's biodiversity.</p> <p>Key aims include:</p> <ul style="list-style-type: none"> <li>• Establishing principles for the use and management of the water and land beside the River Thames;</li> <li>• Encourage the management, enhancement and creation of</li> </ul>	<p>The Masterplan should conform with the 14 policies set out within the Strategy and adhere to the aims of the Strategy.</p> <p>Include SEA objectives which seek to protect and enhance the natural environment.</p>

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	<p>green space for biodiversity, and promote public access and appreciation of nature;</p> <ul style="list-style-type: none"> <li>Promote the conservation and enhancement of farmland biodiversity;</li> <li>Encourage greening of the built environment and the use of open space in ecologically sensitive ways; and</li> <li>Encourage business to play a major role in the programme for conserving London's biodiversity.</li> </ul>	
<p>The Mayor's SPG for London World Heritage Sites – Guidance on setting (GLA, 2012).</p>	<p>Conserve and enhance London's World Heritage Sites and their settings, combining old and new, protecting heritage but encouraging change.</p>	<p>The Masterplan must seek to conserve the World Heritage Site's Outstanding Universal Value, integrity, authenticity and significance.</p> <p>Include SEA objectives to protect and enhance the Maritime Greenwich World Heritage Site which is 1.7km from the Masterplan Area.</p>
<b>Local</b>		
<p>Tower Hamlets Community Plan 2011 (LBTH, undated)</p>	<p>The Community Plan is a strategic document which seeks to improve the lives of all those living and working in the Borough.</p> <p>The Plan has four key visions:</p> <ul style="list-style-type: none"> <li>A great place to live;</li> <li>A prosperous community;</li> <li>A safe and cohesive community; and</li> <li>A healthy and supportive community.</li> </ul>	<p>The Masterplan should take into account the issues raised in the Plan, ensuring the visions outlined can be met.</p> <p>Include SEA objectives to cover the key visions, as far as these issues are relevant to the Masterplan Area.</p>
<p>London Borough of Tower Hamlets Local Plan: Core Strategy &amp; Managing Development Document (MDD)</p> <p>Millennium Quarter Masterplan</p>	<p>The following development management policies are most relevant to guiding appropriate development in South Quay:</p> <p><b>Strengthening Neighbourhood Well-Being</b></p> <p>CS policy SP02: urban living for everyone (parts 2-6)</p> <p>MDD policy DM3: Delivering Homes (all parts)</p>	<p>Development of the Masterplan must be in conformity with the existing local plan for LBTH. The SEA appraisal will take account of the relevant DM policies (i.e. these could help to mitigate potential effects).</p>

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
	<p>MDD policy DM4: Housing Standards (all parts)</p> <p><b>Social Facilities</b></p> <p>CS policy SP03: creating healthy and liveable neighbourhoods (Part 2: Addressing the impact of noise)</p> <p><b>Environment &amp; Open Space</b></p> <p>CS policy SP04: creating a green and blue grid (part 1g – creating/ enhancing green corridors including to and along water spaces; part 2 – promoting and supporting development providing green roofs/ terraces; part 4 – accessible water spaces; part 5 - managing flood risk)</p> <p>MDD policy DM9: Improving air quality (part 1: major developments to submit an Air Quality Assessment)</p> <p>MDD policies DM20: Supporting a sustainable transport network and DM22: Sustainable Transportation of Freight seek to manage growth in car travel.</p> <p>MDD policy DM10: Delivering Open Space (Part 1: requirement to contribute to delivery of improved network of open space)</p> <p><b>Waste Management</b></p> <p>CS policy SP05: Dealing with Waste (part 1 – promoting waste management and recycling for residents through appropriate design and provision, and throughout the construction phase)</p> <p>MDD policy DM14: Managing waste (Part 2 – development to provide appropriate facilities for residual waste &amp; recycling; part 3 – major developments to provide waste management plan for construction and operation stages).</p> <p><b>Designing a 'high quality city'</b></p> <p>CS policy SP10: Creating distinct and durable places (part 4 –</p>	

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
	<p>promoting good design; part 5 – tall buildings)</p> <p>MDD policy DM26: Building Heights</p> <p>MDD policy DM27: Heritage &amp; the Historic Environment</p> <p>MDD policy DM28: World Heritage Sites</p> <p>MDD policy DM30: Contaminated Land and Development and Storage of Hazardous Substances.</p> <p><b>Climate Change</b></p> <p>CS policy SP02: Urban living for everyone (part 6f – requiring new homes to respond to climate change, including achieving a stepped-target for carbon emissions to standards in-line with government guidance)</p> <p>CS policy SP04: Creating a green and blue grid (part 5 – reduce the risk of flooding and part 6 – supporting the development of the Thames Tunnel and associated storm relief connections)</p> <p>CS policy SP08: Making connected places</p> <p>CS policy: SP09: Creating attractive streets and spaces (part 4 – promoting car-free development)</p> <p>CS policy SP10: Creating distinct and durable places (part 4b – design and construction techniques to reduce the impact of noise and air pollution)</p> <p>CS policy SP11: Working towards a zero-carbon borough (part 6a – maximising the efficiency of housing stock)</p> <p>MDD policy DM9: Improving air quality (part 2 – consideration of Clear Zone which include objectives seeking to reduce emissions to help tackle climate change)</p> <p>MDD policy DM27: Heritage and the historic environment (part 2d – opportunities to mitigate or adapt to climate change</p>	

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
	<p>through the reuse or adaptation are maximised)</p> <p>MDD policy DM29: Achieving a zero carbon borough and addressing climate change</p> <p><b>Masterplans</b></p> <p>The western side of South Quay falls within the boundary covered by the Millennium Quarter Masterplan which was produced in 2000. The Masterplan is used for the purpose of development management alongside the Local Plan to determine planning applications.</p>	
<p>Tower Hamlets Strategic Plan 2013/14 (LBTH, undated)</p>	<p>This Plan sets out the Council’s key priorities and activities for the year and represents the Council’s contribution to delivering the borough-wide Community Plan.</p> <p>The Plan is based on the four themes within the Community Plan.</p> <p>The Mayor’s key priorities covered within the Plan are:</p> <ul style="list-style-type: none"> <li>• Increasing affordable family-sized housing;</li> <li>• Improving attainment and investing in out of school activities;</li> <li>• Reducing crime and anti-social behaviour;</li> <li>• Tackling worklessness; and</li> <li>• Improving cleanliness and the public realm.</li> </ul>	<p>The Masterplan, where appropriate, should take into account the strategic priorities set out within the Plan.</p> <p>Include SEA objectives to cover the Mayor’s key priorities as far as these issues are relevant to the Masterplan Area.</p>
<p>Tower Hamlets Air Quality Action Plan (LBTH, 2003)</p>	<p>The Air Quality Action Plan examines the various measures for improving air quality within the Borough.</p> <p>The Plan includes detailed modelling for two key pollutants within the Borough, nitrogen dioxide and particulate matter (PM10) which are mainly emitted from motorised vehicles.</p> <p>The Plan sets out 10 key objectives which seek to improve air</p>	<p>The Masterplan should take into account the objectives set out in the Air Quality Action Plan.</p> <p>Include SEA objectives to maintain and enhance air quality.</p>

<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
	quality within the Borough.	
Tower Hamlets Municipal Waste Management Strategy 2003-2018 (LBTH, undated)	<p>The Strategy outlines the waste handling arrangements in the Borough.</p> <p>The Strategy is underpinned by the principles of the waste hierarchy by proposing to:</p> <ul style="list-style-type: none"> <li>• Reduce the amount of waste generated;</li> <li>• Enhance the re-use of unwanted articles;</li> <li>• Provide recycling and composting services;</li> <li>• Recover energy from residual waste;</li> <li>• Minimise waste going to landfill; and</li> <li>• Transfer waste out of the Borough by river via the Northumberland Wharf Waste Transfer Station.</li> </ul>	<p>The Masterplan should take into the account the targets which are set out within the Strategy.</p> <p>Include SEA objectives which seek to manage municipal waste in a sustainable manner and in line with the waste hierarchy.</p>
<p>Tower Hamlets Local Biodiversity Action Plan Sept 2009 – Sept 2014 (LBTH, undated)</p> <p>Tower Hamlets Local Biodiversity Action Plan 2014-19 (LBTH under preparation)</p>	<p>The Local Biodiversity Action Plan (LBAP) contains four Habitat Action Plans and seeks to:</p> <ul style="list-style-type: none"> <li>• Incorporate opportunities for biodiversity within the Borough;</li> <li>• Ensure communities are able to experience wildlife locally;</li> <li>• Enhance habitat connectivity for wildlife through the Borough; and</li> <li>• Reduce Areas of Deficiency for Access to Nature.</li> </ul> <p>Tower Hamlets Local Biodiversity Action Plan is currently under review.</p>	<p>The Masterplan should take into the objectives set out within the LBAP.</p> <p>Include SEA objectives which seek to protect and enhance biodiversity and address areas of deficiency.</p>
Tower Hamlets Open Space Strategy 2006-2016 (LBTH, undated)	<p>The Open Space Strategy sets out the strategic vision and policy recommendations for the provision of open space arising from the needs assessment and open space audits.</p> <p>The Strategy sets out a number of overarching outcomes, objectives and actions to address the findings of the assessment and open space audits.</p>	<p>The Masterplan, where appropriate should take into account the outcomes, objectives and actions set out within the Open Space Strategy.</p> <p>Include SEA objectives which seek to protect and increase the provision of open space.</p>

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
Tower Hamlets Green Grid Strategy (LBTH, 2010)	<p>The Green Grid Strategy seeks to <i>"to create an interlinked network of high quality, multi-functional accessible, 'green' open spaces and waterways in Tower Hamlets which will encourage active lifestyles and improve quality of life"</i>.</p> <p>The Strategy's objectives and targets are:</p> <ul style="list-style-type: none"> <li>• Retain all existing open spaces and walking routes; <ul style="list-style-type: none"> <li>- No net loss of existing publicly accessible open space through development.</li> <li>- No net loss of walking routes through development.</li> </ul> </li> <li>• Enhance the quality of existing open spaces; <ul style="list-style-type: none"> <li>- 100% of Green Grid Open Spaces enhanced through measures to improve accessibility, safety, attractiveness, functionality as appropriate.</li> </ul> </li> <li>• Create new publicly accessible open spaces; <ul style="list-style-type: none"> <li>- Significant increase in currently restricted or partially restricted existing open space made publicly accessible and managed.</li> <li>- Increase in new publicly accessible open space created, managed and protected.</li> </ul> </li> <li>• Connect open spaces to local communities with enhanced and new walking routes; and <ul style="list-style-type: none"> <li>- Significant length of Green Grid network enhanced through measures to improve safety, accessibility and attractiveness as appropriate.</li> </ul> </li> <li>• Manage the Green Grid to a high standard. <ul style="list-style-type: none"> <li>- 100% of the Green Grid network and Green Grid Open Spaces with approved and resourced management plans.</li> </ul> </li> </ul>	<p>The Masterplan should take into account the objectives and targets set out within the Green Grid Strategy.</p> <p>Include SEA objectives which seek to protect and enhance the provision of publicly accessible open spaces and walking routes.</p>
Tower Hamlets' second Local Implementation Plan (LIP2) (LBTH, 2011-2031)	<p>LIP2 contains nine transport objectives for the Borough:</p> <ul style="list-style-type: none"> <li>• To promote a transport environment that encourages sustainable travel choices for all;</li> </ul>	<p>The Masterplan should seek to meet the transport objectives outlined in LIP2.</p> <p>Include SEA objectives to improve the sustainability,</p>

Policy/ Plan/ Programme/ Strategy/ Initiative	Objectives or Requirements	Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)
	<ul style="list-style-type: none"> <li>• To ensure the transport system is safe and secure for all in the borough;</li> <li>• To ensure the transport system is efficient and reliable in meeting the present and future needs of the borough's population and economy;</li> <li>• To reduce the impact of transport on the environment and wellbeing;</li> <li>• To ensure transport is accessible for all;</li> <li>• To encourage smarter travel behaviour;</li> <li>• To better integrate land use and transport planning policy and programmes;</li> <li>• To protect, celebrate and improve sustainable access to the borough's cultural, historical and heritage assets to enhance local distinctiveness, character and townscape views; and</li> <li>• To maximise the benefits and opportunities offered by the London 2012 Games and its legacy.</li> </ul> <p>These objectives contribute to the overall transport vision for Tower Hamlets and are supported by a delivery plan and programme for investment.</p>	<p>efficiency and reliability of the transport network within the Borough.</p>
<p>The Cycling Plan for Tower Hamlets (LBTH, 2009)</p>	<p>The Cycling Plan aims to promote the use of bicycles as an effective and enjoyable means of transport and reduce the need to travel by car.</p> <p>The Plan is underpinned by five objectives:</p> <ul style="list-style-type: none"> <li>• Maximise the role of cycling as a priority form of travel to reduce traffic congestion and improve air quality;</li> <li>• Provide, safe, convenient, efficient and attractive cycling conditions across Tower Hamlets;</li> <li>• Improve awareness and understanding of the benefits of cycling amongst all road users, employers, service providers and local citizens;</li> </ul>	<p>The Masterplan should seek to promote cycling and take into account the objectives outlined within the Cycling Plan.</p> <p>Include a SEA objective which seeks to increase the use of travel by bicycle.</p>



<b>Policy/ Plan/ Programme/ Strategy/ Initiative</b>	<b>Objectives or Requirements</b>	<b>Implications for the SEA and/ or South Quay Masterplan ( these documents should be considered in the context of the existing London Plan and adopted Local Plan)</b>
	<ul style="list-style-type: none"> <li>• Improve health by increasing levels of physical activity through cycling projects in the Borough; and</li> <li>• Improve and promote partnership working and coordination to deliver the Cycling Plan's overall vision.</li> </ul> <p>All of the objectives contain targets which have been formulated to measure the progress of each objective.</p>	
Tower Hamlets Transport Planning Strategy 2011-2031 (LBTH, 2011)	<p>The Transport Planning Strategy seeks to ensure the transport system is efficient and reliable in meeting the present and future needs of the Borough's population and economy.</p> <p>The Strategy sets out a number of short, medium and long-term interventions which seek to ensure the objective of the Strategy is met.</p>	<p>The Masterplan, where appropriate, should take into account the interventions set out within the Transport Planning Strategy.</p> <p>Include SEA objectives to improve the efficiency and reliability of the transport network within the Borough.</p>

## Appendix 4 SEA Matrices

### Overall Growth Scenarios - Units and Estimate Population of each Reasonable Alternative

Option No.	Habitable Rooms/Ha	Relevant examples from LBTH developments	Estimated Population
<b>Option 1</b>	1,100	N/A	8,420
<b>Option 2</b>	2,000	Wood Wharf	15,309
<b>Option 3</b>	3,000	Pan Peninsula	22,964
<b>Option 4</b>	4,500	N/A	34,445
<b>Option 5</b>	7,000	City Pride	64,048

Symbols will be used to record effects as follows:

<b>++</b>	Significant positive effect likely
<b>+</b>	Minor positive effect likely
<b>0</b>	Negligible effect likely
<b>-</b>	Minor adverse effect likely
<b>--</b>	Significant adverse effect likely
<b>+/-</b>	Mixed effect likely
<b>?</b>	Likely effect uncertain
<b>N/A</b>	Policy is not relevant to SEA objective

Where all options score similarly against an objective, (for example, if all options are predicted to result in a significant adverse effect [--]) a comment should be provided to identify the worst performing option.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>1. To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place</b>			
<p><b>Option 1</b></p>	<p>Poor physical health is a significant risk factor for poor mental health. Poor mental health is associated with poor self-management of chronic illness and a range of health damaging behaviours.</p> <p>Based on the National Playing Field Association requirements of 2.4 ha of open space per 1,000 residents this option would require 20.21 ha of open space (estimated population under Option 1 is 8,420). The amount of open space required for Option 1 would therefore be 78% of the South Quay Masterplan Area.</p> <p>Based on the LBTH average provision of 1.2 ha of open space per 1,000 residents this would require 10.10 ha of open space. The amount of open space required for Option 1 would therefore be 39% of the South Quay Masterplan Area.</p> <p>The Masterplan Area could meet both National Playing Field Association for open space within the Masterplan Area, as well as LBTH's current average provision, but would require large portions of the Masterplan Area to be dedicated as open space. Whilst this is dependent on the design of the Masterplan Area, at this stage, it is considered unlikely that dedicating either 78% (National standards) or 39% (LBTH average) of the Masterplan</p>	<p>-/?</p>	<p>Appropriate design of the Masterplan Area i.e. maximising the amount of open space provided, would increase the likelihood of the Masterplan Area achieving all or a significant proportion of the LBTH standards, which would minimise adverse effects. New green space could be maximised through the use of balconies and roof tops.</p> <p>The appropriate positioning of the new open spaces has the potential to produce more user friendly open spaces. For example, developers should work together to ensure that open spaces for a number of sites are consolidated to ensure a more useable space.</p> <p>High quality design of any new open space could maximise the benefits to the local community.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Area to open space would be viable.</p> <p>It is therefore considered unlikely that Option 1 will be able to meet national requirements for open space, or LBTH's average.</p> <p>Open space is used for a range of activities associated with healthy lifestyles, such as recreation/ leisure/ physical activity. The consequence of insufficient open space for the proposed number of residents is overcrowding and increased pressure on existing facilities. This is likely to adversely affect resident's ability to achieve a healthy lifestyle. This will affect both existing residents, and new residents.</p> <p>The lack of open space within the Masterplan Area may also mean that residents will have to travel further to access suitable open space. This would put pressure on existing open spaces outside of the Masterplan Area, leading to adverse effects on the wider LBTH community. The design of the public realm could minimise adverse effects, but this is uncertain at the moment, as it is dependent on the quality of the design.</p> <p>The increase in new residents to the area could also lead to general feelings of overcrowding within the local community e.g. when walking on pavements, using shops etc.</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Based on the number of residents, it is unlikely that there will be a requirement for tall buildings. Tall buildings are defined in LBTH's Core Strategy as '<i>Any building that is significantly taller than their surroundings and/ or have a significant impact on the skyline</i>'. Buildings are anticipated to be predominantly mid-rise, and therefore wind effects are expected to be negligible, but this is uncertain without detailed modelling work.</p> <p>There may be some minor adverse effects on daylight, sunlight and overshadowing from new buildings, but based on the scale of the development likely for this density the effects are not likely to be significant.</p> <p>Overall a minor adverse, uncertain effect is predicted because it may not be possible for national requirements for open space to be met within the Masterplan Area, leading to increased pressure/ overcrowding on existing facilities. Minor adverse, uncertain effects are also predicted as a result of overcrowding more generally, as well as wind microclimate and daylight and sunlight effects from the introduction of new buildings.</p>		
<b>Option 2</b>	<p>Poor physical health is a significant risk factor for poor mental health. Poor mental health is associated with poor self-management of chronic illness and a range</p>	--/?	<p>Appropriate design of the Masterplan Area i.e. maximising the amount of open space provided, would increase the likelihood of the Masterplan Area achieving a greater proportion of the LBTH standards, which would minimise adverse effects. The amount of green space could be</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>of health damaging behaviours.</p> <p>Based on the National Playing Field Association requirements of 2.4 ha of open space per 1,000 residents this option would require 36.74 ha of open space (estimated population under Option 2 is 15,309). The amount of open space required for Option 2 would therefore exceed the Masterplan Area by 142%.</p> <p>Based on the LBTH average provision of 1.2 ha of open space per 1,000 residents this would require 18.37 ha of open space. The amount of open space required for Option 2 would therefore be 71% of the South Quay Masterplan Area.</p> <p>Option 2 could not meet national Playing Field Association standards for open space within the Masterplan Area. Option 2 could meet LBTH's current average provision for open space, but would require large portions of the Masterplan Area to be dedicated as open space. Whilst this is dependent on the design of developments within the Masterplan, at this stage, it is considered unlikely that dedicating 71% (LBTH average) of the Masterplan Area to open space would be viable. It is therefore considered unlikely that Option 2 would be able to meet LBTH's average provision.</p> <p>Open space is used for a range of activities associated with healthy lifestyles, such as recreation/ leisure/ physical activity. The</p>		<p>maximised through the use of balconies and roof tops.</p> <p>The appropriate positioning of the new open spaces has the potential to produce more user friendly open spaces. For example, developers should work together to ensure that open spaces for a number of sites within the Masterplan Area are consolidated to ensure a more useable space.</p> <p>High quality design of any new open space could maximise the benefits to the local community.</p> <p>Financial contributions may be required to enhance existing open spaces through improvements/ extensions, and/ or to facilitate the establishment of new open spaces in close proximity to the Masterplan Area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>consequence of insufficient open space for the proposed number of residents is overcrowding and increased pressure on existing facilities. This is likely to significantly affect resident's ability to achieve a healthy lifestyle. This will adversely affect both existing residents, and new residents.</p> <p>The lack of open space within the Masterplan Area may also mean that residents will have to travel further to access suitable open space. This would put pressure on existing open spaces outside of the Masterplan Area, leading to significant adverse effects on the wider LBTH community.</p> <p>The design of the public realm could minimise adverse effects, but this is uncertain at the moment, as it is dependent on the quality of the design.</p> <p>New and existing residents may experience general feelings of overcrowding, based on the estimated population predicted in respect of this option e.g. when walking on pavements, using shops etc.</p> <p>Based on the population estimate for this option, there may be a requirement for some taller buildings. Tall buildings are defined in LBTH's Core Strategy as '<i>Any building that is significantly taller than their surroundings and/ or has a significant impact on the skyline</i>'. Buildings are</p>		



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>anticipated to be mid to high rise, and therefore visitors and residents within the Masterplan Area may begin to experience some minor adverse effects on the wind microclimate such as the Masterplan Area being windier than appropriate for certain uses, and/ or periods of high winds. This is however uncertain without detailed modelling work.</p> <p>There may also be some minor adverse effects on daylight, sunlight and overshadowing from new buildings, but based on the scale of the development likely for this density the effects are not likely to be significant.</p> <p>Overall a significant adverse, uncertain effect is predicted because national standards for open space cannot be met within the Masterplan Area, leading to increased pressure/ overcrowding on existing and proposed facilities. Minor adverse, uncertain effects are also anticipated on the wind environment and daylight and sunlight from the introduction of new buildings.</p> <p>Poor physical health is a significant risk factor for poor mental health. Poor mental health is associated with poor self-management of chronic illness and a range of health damaging behaviours.</p> <p>Based on the National Playing Field</p>	<p style="background-color: red; color: white; text-align: center;">--/?</p>	<p>Appropriate design of the Masterplan Area i.e. maximising the amount of open space provided, would increase the likelihood of the Masterplan Area achieving a greater proportion of the LBTH standards, which would minimise adverse effects. The proposed areas of green space could be maximised through the use of balconies and roof tops as green spaces.</p> <p>The appropriate positioning of the new open spaces has the potential to</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Association requirements of 2.4 ha of open space per 1,000 residents this would require 55.11 ha of open space (estimated population under Option 3 is 22,964). The amount of open space required for Option 3 would therefore exceed the Masterplan Area by 214%.</p> <p>Based on the LBTH average provision of 1.2 ha of open space per 1,000 residents this would require 27.55 ha of open space. The amount of open space required for Option 2 would therefore exceed the Masterplan Area by 107%.</p> <p>Option 3 could not meet National Playing Field Association for open space within the Masterplan Area, or achieve LBTH's current average provision.</p> <p>Open space is used for a range of activities associated with healthy lifestyles, such as recreation/ leisure/ physical activity. The consequence of insufficient open space for the proposed number of residents is overcrowding and increased pressure on existing facilities. This is likely to significantly affect resident's ability to achieve a healthy lifestyle. This will adversely affect both existing residents, and residents introduced as a result of the Masterplan.</p> <p>The lack of open space within the Masterplan Area may also mean that residents will have to travel further to</p>		<p>produce more user friendly open spaces. For example, developers should work together to ensure that green spaces for a number of sites within the Masterplan Area are consolidated to ensure a more useable space.</p> <p>High quality design of any new open space e.g. facilities provided, could maximise the benefits to the local community.</p> <p>Financial contributions will be required to enhance existing open spaces through improvements/ extensions, and/ or to facilitate the establishment of several new open spaces in close proximity to the Masterplan Area.</p> <p>Appropriate design/ orientation of buildings could mitigate significant effects, but would need to be investigated early in the design process. The installation of screens and/ or landscaping could also address more localised effects.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>access suitable open space. This would put pressure on existing open spaces outside of the Masterplan Area, leading to significant adverse effects on the wider LBTH community.</p> <p>The design of the public realm could minimise adverse effects, but this is uncertain at the moment, as it is dependent on the quality of the design.</p> <p>New and existing residents are likely to experience general feelings of overcrowding, based on the estimated population predicted in respect of this option e.g. when walking on pavements, using shops etc.</p> <p>Tall buildings are defined in LBTH's Core Strategy as '<i>Any building that is significantly taller than their surroundings and/ or has a significant impact on the skyline</i>'. Based on the estimated population, it is likely that tall buildings will be required, which can generate significant adverse effects on the wind microclimate if substantially taller than the surrounding environment. This may lead to the Masterplan Area being windier than appropriate for certain uses, and/ or periods of high winds. This would adversely affect residents' ability to use the Masterplan Area for specific uses, leading to significant effects on residents' health. This is however uncertain without detailed</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>modelling work.</p> <p>There are likely to be significant adverse effects on daylight, sunlight and overshadowing from new tall buildings. This would lead to poor quality accommodation (both existing and proposed), and therefore significant adverse effects on residents' health.</p> <p>Overall a significant adverse, uncertain effect is predicted because national standards for open space cannot be met within the Masterplan Area, leading to increased pressure/ overcrowding on existing and proposed facilities. Significant adverse, uncertain effects are also anticipated on the health of existing and proposed residents from the increased wind speeds and potential increased overshadowing from new tall buildings.</p> <p>Whilst this option has been given the same score as Option 2, it is considered to be more adverse due to the higher population estimate.</p> <p>Poor physical health is a significant risk factor for poor mental health. Poor mental health is associated with poor self-management of chronic illness and a range of health damaging behaviours.</p> <p>Based on the National Playing Field Association requirements of 2.4 ha of open space per 1,000 residents this would</p>	<p>--/?</p>	<p>Appropriate design of the Masterplan Area i.e. maximising the amount of open space provided, would increase the likelihood of the Masterplan Area achieving a greater proportion of the LBTH standards, which would minimise adverse effects. The area of green space could be maximised through the use of balconies and roof tops as green spaces.</p> <p>The appropriate positioning of the new open spaces has the potential to produce more user friendly open spaces. For example, developers should work together to ensure that open spaces for a number of sites</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>require 82.67 ha of open space (estimated population under Option 4 is 34,445). The amount of open space required for Option 4 would therefore exceed the Masterplan Area by 321%.</p> <p>Based on the LBTH average provision of 1.2 ha of open space per 1,000 residents this would require 41.33 ha of open space. The amount of open space required for Option 4 would therefore exceed the Masterplan Area by 160%.</p> <p>Option 4 could not meet National Playing Field Association standards for open space within the Masterplan Area, or achieve LBTH's current average provision.</p> <p>Open space is used for a range of activities associated with healthy lifestyles, such as recreation/ leisure/ physical activity. The consequence of insufficient open space for the proposed number of residents is overcrowding and increased pressure on existing facilities. This is likely to significantly affect resident's ability to achieve a healthy lifestyle. This will adversely affect both existing residents, and new residents.</p> <p>The lack of open space within the Masterplan Area may also mean that residents will have to travel further to access suitable open space. This would put pressure on existing open spaces outside of the Masterplan Area, leading to</p>		<p>within the Masterplan Area are consolidated to ensure a more useable space.</p> <p>High quality design of any new open space could maximise the benefits to the local community.</p> <p>Financial contributions will be required to enhance existing open spaces through improvements/ extensions, and/ or to facilitate the establishment of several new open spaces in the wider area.</p> <p>Developers may need to work together so that whole sites under a number of land ownerships within the Masterplan Area are designated for open space.</p>


SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>significant adverse effects on the wider LBTH community.</p> <p>The design of the public realm could minimise adverse effects, but this is uncertain at this stage, as it is dependent on the quality of the design.</p> <p>New and existing residents are likely to experience general feelings of overcrowding, based on the estimated population predicted in respect of this option e.g. when walking on pavements, using shops etc.</p> <p>Tall buildings are defined in LBTH's Core Strategy as '<i>Any building that is significantly taller than their surroundings and/ or has a significant impact on the skyline</i>'. Based on the estimated population, it is likely that tall buildings will be required, which can generate significant adverse effects on the wind microclimate if substantially taller than the surrounding environment. This may lead to the Masterplan Area being windier than appropriate for certain uses, and/ or periods of high winds. This would adversely affect residents' ability to use the Masterplan Area for specific uses, leading to significant effects on residents' health. This is however uncertain without detailed modelling work.</p> <p>There are likely to be significant adverse effects on daylight, sunlight and</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>overshadowing from new tall buildings. This would lead to poor quality accommodation (both existing and proposed), and therefore significant adverse effects on residents' health.</p> <p>Overall a significant adverse, uncertain effect is predicted because national standards for open space cannot be met within the Masterplan Area, leading to increased pressure/ overcrowding on existing and proposed facilities. Significant adverse, uncertain effects are also anticipated on the health of existing and proposed residents from the potential for increased wind speeds and increased overshadowing from new tall buildings.</p> <p>Whilst this option has been given the same score as Option 2 and 3, it is considered to be more adverse due to the higher population estimate.</p> <p>Poor physical health is a significant risk factor for poor mental health. Poor mental health is associated with poor self-management of chronic illness and a range of health damaging behaviours.</p> <p>Based on the National Playing Field Association requirements of 2.4 ha of open space per 1,000 residents this would require 153.72 ha of open space (estimated population under Option 5 is 64,048). The amount of open space</p>	<p>--/?</p>	<p>Appropriate design of the Masterplan Area i.e. maximising the amount of open space provided, would increase the likelihood of the Masterplan Area achieving a greater proportion of the LBTH standards, which would minimise adverse effects. The area of green space could be maximised through the use of balconies and roof tops.</p> <p>The appropriate positioning of the new open spaces has the potential to produce more user friendly open spaces. For example, developers should work together to ensure that open spaces for a number of sites within the Masterplan Area are consolidated to ensure a more useable space.</p> <p>High quality design of any new open space could maximise the benefits</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>required for Option 5 would therefore exceed the Masterplan Area by 596%.</p> <p>Based on the LBTH average provision of 1.2 ha of open space per 1,000 residents this would require 76.86 ha of open space. The amount of open space required for Option 5 would therefore exceed the Masterplan Area by 298%.</p> <p>Option 5 could not meet the National Playing Field Association standards for open space within the Masterplan Area, or achieve LBTH's current average provision.</p> <p>Open space is used for a range of activities associated with healthy lifestyles, such as recreation/ leisure/ physical activity. The consequence of insufficient open space for the proposed number of residents is overcrowding and increased pressure on existing facilities. This is likely to significantly affect resident's ability to achieve a healthy lifestyle. This will adversely affect both existing residents, and new residents.</p> <p>The lack of open space within the Masterplan Area may also mean that residents will have to travel further to access suitable open space. This would put pressure on existing open spaces outside of the Masterplan Area, leading to significant adverse effects on the wider LBTH community.</p>		<p>to the local community.</p> <p>Financial contributions will be required to enhance existing open spaces through improvements/ extensions, and/ or to facilitate the establishment of several new open spaces in the wider area.</p> <p>Developers may need to work together so that whole sites under multiple land ownerships within the Masterplan Area are designated for open space.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>The design of the public realm could minimise adverse effects, but this is uncertain at the moment, as it is dependent on the quality of the design.</p> <p>New and existing residents are likely to experience general feelings of overcrowding based on the estimated population predicted in respect of this option e.g. when walking on pavements, using shops etc.</p> <p>Tall buildings are defined in LBTH's Core Strategy as '<i>Any building that is significantly taller than their surroundings and/ or has a significant impact on the skyline</i>'. Based on the estimated population, it is likely that tall buildings will be required, which can generate significant adverse effects on the wind microclimate if substantially taller than the surrounding environment. This may lead to the Masterplan Area being windier than appropriate for certain uses, and/ or periods of high winds. This would adversely affect residents' ability to use the Masterplan Area for specific uses, leading to significant effects on residents' health. This is however uncertain without detailed modelling work.</p> <p>There are likely to be significant adverse effects on daylight, sunlight and overshadowing from new tall buildings. This would lead to poor quality</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>accommodation (both existing and proposed), and therefore significant adverse effects on residents' health.</p> <p>Overall a significant adverse, uncertain effect is predicted because national standards for open space cannot be met within the Masterplan Area, leading to increased pressure/ overcrowding on existing and proposed facilities. Significant adverse, uncertain effects are also anticipated on the health of existing and proposed residents from the increased wind speeds and increased overshadowing from new tall buildings,</p> <p>Whilst this option has been given the same score as Option 2, 3 and 4, it is considered to be more adverse due to the higher population estimate.</p>		<p>Option 1 is considered to be the best performing option as it has the greatest scope to deliver open space requirements, to meet estimated population need, within the Masterplan Area or in close proximity to new residences. Buildings are likely to be mainly mid-rise. As such, significant adverse effects on the wind microclimate and on daylight/ sunlight are less likely.</p> <p>Options 5 (which proposes the greatest amount of development and hence the highest population density) is considered the worst performing option. It will not be possible to deliver the required amount of open space within the Masterplan Area and it would be difficult to find suitable locations for new open space to meet these standards in the remainder of the borough. The predicted population density, which could be achieved within the Masterplan Area, could lead to health issues associated with overcrowding and through potential effects on wind microclimate and daylight/ sunlight levels.</p> <p>In respect of thresholds for significant effects, above which development density is expected to result in significant adverse effects on an SEA objective, for objective 1, development above 2,000 hr/ha (i.e. Options 2 and above) are considered to have this effect. This is on account of the greater population densities predicted and consequently the difficulty in delivering open space to meet demand, the likely sense of overcrowding within the Masterplan Area and potential effects related to tall buildings such as overshadowing, daylight/ sunlight issues, all of which could contribute adversely to the overall liveability of the area and potentially impact on individual health and</p>


SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
wellbeing. Whilst significant effects are more likely in respect of Options 2-5 there is recognised uncertainty in the appraisal at this strategic scale. It should also be recognised that all options represent a significant change from the baseline.			
<b>2. To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses</b>			
<p><b>Option 1</b></p>	<p>This option is likely to result in uncertain minor adverse effects on this objective. There are no Natura 2000 sites (Special Areas of Conservation (SAC) or Special Protection Areas (SPA)), Ramsar sites or Sites of Special Scientific Interest (SSSI) within 2km of the Masterplan Area. Mudchute Park Farm, a Local Nature Reserve (LNR), lies 500m to the south of the Masterplan Area.</p> <p>Millwall and West India Dock is located within the Masterplan Area and is a 34.1ha Site of Borough Grade II Importance for Nature Conservation (SINC).</p> <p>The Masterplan Area contains a mixed quality of public spaces with a predominance of hard landscapes, with very limited vegetation and soft landscape with limited biodiversity value.</p> <p>The area is known to contain European protected species, as well as species on the LBTH and London BAP priority species lists. There are no Section 41 habitats in the Masterplan Area nor are there any Tree Preservation Orders (TPOs).</p> <p>Option 1 has potential to result in a</p>	<p>-/?</p>	<p>The option should ensure that ecological enhancement measures are secured within the detailed development of the sites within the Masterplan Area (e.g. green walls, green roofs, bat and bird boxes).</p> <p>The option should also ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council).</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019.</li> <li>• Improve habitat in the Dock e.g. floating reedbeds.</li> <li>• Orientate green spaces to the South of buildings to maximise sunlight to vegetation.</li> <li>• Include nectar rich planting in the landscaping.</li> </ul>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>cumulative loss of habitat from the Millwall and West India Dock SINC from development within the dock, including extracting and discharging water from and into the dock.</p> <p>The option may result in a small number of tall buildings overshadowing the Dock resulting in minor adverse effects on aquatic ecology. However, in the absence of a detailed design this is uncertain.</p> <p>This option is likely to result in uncertain minor adverse effects on this objective. There are no Natura 2000 sites (SAC or SPA), Ramsar sites or SSSIs within 2km of the Masterplan Area. Mudchute Park Farm, a LNR, lies 500m to the south of the Masterplan Area.</p> <p>Millwall and West India Dock is located within the Masterplan Area and is a 34.1ha Grade II SINC.</p> <p>The Masterplan Area contains a mixed quality of public spaces with a predominance of hard landscapes, with very limited vegetation and soft landscape with limited biodiversity value.</p> <p>The area is known to contain European protected species, as well as species on the LBTH and London BAP priority species lists. There are no Section 41 habitats in the Masterplan Area nor are there any</p>	<p>-/?</p>	<p>The option should ensure that ecological enhancement measures are secured within the detailed development of the sites within the Masterplan Area (e.g. green walls, green roofs, bat and bird boxes).</p> <p>The option should also ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council).</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019.</li> <li>• Improve habitat in the Dock e.g. floating reedbeds.</li> <li>• Orientate green spaces to the South of buildings to maximise sunlight to vegetation.</li> </ul> <p>Include nectar rich planting in the landscaping.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>TPOs.</p> <p>Option 2 has potential to result in a cumulative loss of habitat from the Millwall and West India Dock SINC from development within the dock, including extracting and discharging water from and into the dock.</p> <p>The option may result in a small number of tall buildings overshadowing the Dock resulting in minor adverse effects on aquatic ecology. However, in the absence of a detailed design this is uncertain.</p> <p>This option is likely to result in uncertain minor adverse effects on this objective. There are no Natura 2000 sites (SAC or SPA), Ramsar sites or SSSIs within 2km of the Masterplan Area. Mudchute Park Farm, a LNR, lies 500m to the south of the Masterplan Area.</p> <p>Millwall and West India Dock is located within the Masterplan Area and is a 34.1ha Grade II SINC.</p> <p>The Masterplan Area contains a mixed quality of public spaces with a predominance of hard landscapes, with very limited vegetation and soft landscape with limited biodiversity value.</p> <p>The area is known to contain European protected species, as well as species on the LBTH and London BAP priority species</p>	<p style="background-color: #f9a825; padding: 5px;">--/?</p>	<p>The option should ensure that ecological enhancement measures are secured within the detailed development of the sites within the Masterplan Area (e.g. green walls, green roofs, bat and bird boxes).</p> <p>The option should also ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council).</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019.</li> <li>• Improve habitat in the Dock e.g. floating reedbeds.</li> <li>• Orientate green spaces to the South of buildings to maximise sunlight to vegetation.</li> </ul> <p>Include nectar rich planting in the landscaping.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>lists. There are no Section 41 habitats in the Masterplan Area nor are there any TPOs.</p> <p>Option 3 has potential to result in a cumulative loss of habitat from the Millwall and West India Dock SINC from development within the dock, including extracting and discharging water from and into the dock.</p> <p>There is also the potential for tall buildings to result in overshadowing of the Dock which may have significant adverse effects on aquatic ecology. However, in the absence of a detailed design this is uncertain.</p> <p>This option is likely to result in uncertain minor adverse effects on this objective. There are no Natura 2000 sites (SAC or SPA), Ramsar sites or SSSIs within 2km of the Masterplan Area. Mudchute Park Farm, a LNR, lies 500m to the south of the Masterplan Area.</p> <p>Millwall and West India Dock is located within the Masterplan Area and is a 34.1ha Grade II SINC.</p> <p>The Masterplan Area contains a mixed quality of public spaces with a predominance of hard landscapes, with very limited vegetation and soft landscape with limited biodiversity value.</p>	<p>--/?</p>	<p>The option should ensure that ecological enhancement measures are secured within the detailed development of the sites within the Masterplan Area (e.g. green walls, green roofs, bat and bird boxes).</p> <p>The option should also ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council).</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019.</li> <li>• Improve habitat in the Dock e.g. floating reedbeds.</li> <li>• Orientate green spaces to the South of buildings to maximise sunlight to vegetation.</li> </ul>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>The area is known to contain European protected species, as well as species on the LBTH and London BAP priority species lists. There are no Section 41 habitats in the Masterplan Area nor are there any TPOs.</p> <p>Option 4 has potential to result in a cumulative loss of habitat from the Millwall and West India Dock SINC from development within the dock, including extracting and discharging water from and into the dock.</p> <p>The option may result in a large number of tall buildings overshadowing the Dock resulting in significant adverse effects on aquatic ecology. However, in the absence of a detailed design this is uncertain.</p> <p>This option is likely to result in uncertain minor adverse effects on this objective. There are no Natura 2000 sites (SAC or SPA), Ramsar sites or SSSIs within 2km of the Masterplan Area. Mudchute Park Farm, a LNR, lies 500m to the south of the Masterplan Area.</p> <p>Millwall and West India Dock is located within the Masterplan Area and is a 34.1ha Grade II SINC.</p> <p>The Masterplan Area contains a mixed quality of public spaces with a predominance of hard landscapes, with very limited vegetation and soft landscape</p>	<p>--/?</p>	<p>The option should ensure that ecological enhancement measures are secured within the detailed development of the sites within the Masterplan Area (e.g. green walls, green roofs, bat and bird boxes).</p> <p>The option should also ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council).</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019.</li> <li>• Improve habitat in the Dock e.g. floating reedbeds.</li> <li>• Orientate green spaces to the South of buildings to maximise sunlight to vegetation.</li> </ul>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>with limited biodiversity value.</p> <p>The area is known to contain European protected species, as well as species on the LBTH and London BAP priority species lists. There are no Section 41 habitats in the Masterplan Area nor are there any TPOs.</p> <p>Option 5 has potential to result in a cumulative loss of habitat from the Milwall and West India Dock SINC from development within the dock, including extracting and discharging water from and into the dock.</p> <p>The option may result in a significant number of tall buildings overshadowing the Dock resulting in significant adverse effects on aquatic ecology. However, in the absence of a detailed design this is uncertain.</p>		<p>Include nectar rich planting in the landscaping.</p> <p>Options 3, 4 and 5 are likely to result in uncertain significant adverse effects as there will be a significant increase in the number of tall buildings within the Masterplan Area required to meet the proposed densities. Option 3 could result in a mix of buildings between six and 40 storeys tall above the plinth whilst Option 5 could result in a mix of buildings nine and 123 storeys tall above the plinth. On this basis, it is considered that the worst performing option is Option 5, as it has potential to result the greatest number of tall buildings and hence adversely affect biodiversity through overshadowing or habitat loss.</p> <p>Options 1 and 2 are considered to perform the best as the height of the buildings (required to meet the densities proposed) is significantly reduced. Option 1 could result in a mix of buildings between four and 10 storeys tall above the plinth and Option 2 could result in a mix of buildings between six and 23 storeys above the plinth. On this basis, it is considered that the best performing option is Option 1.</p> <p>In terms of the threshold for significant effects, Option 3 (3,000 hr/ha) onwards is predicted to result in significant adverse effects on this objective. This reflects the change in the number of tall buildings required to deliver development at these densities which could</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p>impact indirectly and directly on the Docks SINC (Options 3 and above could result in more land take from the Dock). Mitigation is likely to be less effective in Options 3 and above – for example, green roofs are less effective on taller buildings due to the distance from the surrounding environment. There could also be less room for new landscaping and habitat creation.</p> <p>It should be recognised that all options represent a significant change from the baseline.</p>			
<p><b>3. To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems</b></p>			
<p><b>Option 1</b></p>	<p>Whilst the Masterplan Area does lie within Flood Zone 3, it is protected by existing flood defences.</p> <p>This option will increase the number of people and properties at risk of future flooding compared to the existing situation, but the Masterplan Area is protected by existing flood defences. This is considered to be a minor adverse, uncertain effect.</p> <p>The increase in the number of new residents in the Masterplan Area will put pressure on the existing foul water capacity, which already experiences episodes of back surging during flood events. This is considered to be a minor adverse effect.</p> <p>The majority of the Masterplan Area is made up of existing buildings and areas of hard standing, and therefore there is a high proportion of impermeable floorspace. The amount of new impermeable surfaces introduced as a result of the Masterplan is uncertain at</p>	<p>-/+/?</p>	<p>There is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>the moment, as it is dependent on the design of development within the Masterplan Area and the amount of impermeable surfaces implemented. It is however, considered that infiltration rates would remain similar to the existing; although it is acknowledged that without appropriate design the amount of impermeable floorspace could increase. This is considered to be an uncertain negligible to minor adverse effect.</p> <p>With appropriate design, there is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding. This could generate a minor positive effect.</p> <p>Overall, a minor adverse, uncertain effect is predicted in respect of this objective, although there is the potential for positive effect through appropriate design.</p> <p>Whilst the Masterplan Area does lie within Flood Zone 3, it is protected by existing flood defences. This option will increase the number of people and properties at risk of flooding compared to the existing situation. The higher population estimate (when compared to Option 1) will mean that there is a greater number of people/properties at risk of flooding. This is considered to be a minor adverse,</p>	<p>-/+/?</p>	<p>There is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>uncertain, effect.</p> <p>The increase in residents will put pressure on the existing foul water capacity, which already experiences episodes of back surging during flood events. This is considered to be a minor adverse effect.</p> <p>The majority of the Masterplan Area is made up of existing buildings and areas of hard standing, and therefore there is a high proportion of impermeable floorspace. The amount of new impermeable surfaces introduced as a result of the Masterplan is uncertain at the moment, as it is dependent on the design of development within the Masterplan Area and the amount of impermeable surfaces implemented. It is however, considered that infiltration rates would remain the similar to the existing; although it is acknowledged that without appropriate design the amount of impermeable floorspace could increase. This is considered to be an uncertain negligible to minor adverse effect.</p> <p>With appropriate design, there is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding. This could generate a minor positive effect.</p> <p>The amount of development hardstanding is uncertain at the moment, as it is</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 3</b>	<p>dependent on the design of development within the Masterplan Area. Based on the number of residents and scope for open space provision onsite within the Masterplan Area (see Objective 1) it is considered that infiltration rates would reduce. This is considered to be an uncertain minor adverse effect.</p> <p>Overall, a minor adverse, uncertain effect is predicted in respect of this objective, although there is the potential for positive effects through appropriate design.</p>		
	<p>Whilst the Masterplan Area does lie within Flood Zone 3, it is protected by existing flood defences. This option will increase the number of people and properties at risk of flooding compared to the existing situation. The higher population estimate (when compared to Options 1 and 2) will mean that there is a greater number of people/ properties at risk of flooding. This is considered to be a minor adverse, uncertain, effect.</p> <p>The increase in residents will put pressure on the existing foul water capacity, which already experiences episodes of back surging during flood events. This is considered to be a significant adverse effect.</p> <p>The majority of the Masterplan Area is made up of existing buildings and areas</p>	--/+/?	There is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>of hard standing, and therefore there is a high proportion of impermeable floorspace. The amount of new impermeable surfaces introduced as a result of the Masterplan is uncertain at the moment, as it is dependent on the design of development within the Masterplan Area and the amount of impermeable surfaces implemented. It is however, considered that infiltration rates would remain similar to the existing; although it is acknowledged that without appropriate design the amount of impermeable floorspace could increase. This is considered to be an uncertain negligible to minor adverse effect.</p> <p>With appropriate design, there is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding. This could generate a minor positive effect.</p> <p>Overall, a significant adverse, uncertain effect is predicted reflecting the increased population (when compared particularly to Options 1 and 2). There is the potential for a minor positive effect through increased permeable surfaces.</p> <p>Whilst the Masterplan Area does lie within Flood Zone 3, it is protected by existing flood defences. This option will increase the number of people and properties at</p>	<p>--/+/?</p>	<p>There is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>risk of flooding compared to the existing situation. The higher population estimate (when compared to Options 1 to 3) will mean that there is a greater number of people/ properties at risk of flooding. This is considered to be a minor adverse, uncertain, effect.</p> <p>The increase in residents will put pressure on the existing foul water capacity, which already experiences episodes of back surging during flood events. The higher population estimate (when compared to Options 1 to 3) will mean that there is a greater number of people/ properties at risk of flooding. This is considered to be a significant adverse, uncertain effect.</p> <p>The majority of the Masterplan Area is made up of existing buildings and areas of hard standing, and therefore there is a high proportion of impermeable floorspace. The amount of new impermeable surfaces introduced as a result of the Masterplan is uncertain at the moment, as it is dependent on the design of development within the Masterplan Area and the amount of impermeable surfaces implemented. It is however, considered that infiltration rates would remain similar to the existing; although it is acknowledged that without appropriate design the amount of impermeable floorspace could increase. This is considered to be an uncertain</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>negligible to minor adverse effect.</p> <p>With appropriate design, there is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding. This could generate a minor positive effect.</p> <p>Overall, a significant adverse, uncertain effect is predicted reflecting the increased population (when compared particularly to Options 1, 2 and 3). There is the potential for a minor positive effect through increased permeable floorspace.</p> <p>Whilst the Masterplan Area does lie within Flood Zone 3, it is protected by existing flood defences. This option will increase the number of people and properties at risk of flooding compared to the existing situation. The higher population estimate (when compared to Options 1 to 4) will mean that there is a greater number of people/ properties at risk of flooding. This is considered to be a minor adverse, uncertain, effect.</p> <p>The increase in residents will put pressure on the existing foul water capacity, which already experiences episodes of back surging during flood events. The higher population estimate (when compared to Options 1 to 4) will mean that there is a greater number of people/ properties at</p>	<p>--/+/?</p>	<p>There is the potential to increase permeable floorspace into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>risk of flooding. This is considered to be a significant adverse, uncertain effect.</p> <p>The majority of the Masterplan Area is made up of existing buildings and areas of hard standing, and therefore there is a high proportion of impermeable floorspace. The amount of new impermeable surfaces introduced as a result of the Masterplan is uncertain at the moment, as it is dependent on the design of development within the Masterplan Area and the amount of impermeable surfaces implemented. It is however, considered that infiltration rates would remain similar to the existing; although it is acknowledged that without appropriate design the amount of impermeable surfaces could increase. This is considered to be an uncertain negligible to minor adverse effect.</p> <p>With appropriate design, there is the potential to increase permeable surfaces into the Masterplan Area, and incorporate sustainable urban drainage, which will reduce the risk of flooding. This could generate a minor positive effect.</p> <p>Overall, a significant adverse, uncertain effect is predicted reflecting the increased population (when compared particularly to Options 1, 2, 3 and 4). There is the potential for a minor positive effect through increased permeable floorspace.</p>		



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>All options will increase the number of people and properties potentially at risk of future flooding. However, the higher quantum options (particularly option 5) will introduce the greatest increase in new residents/ properties which could be at risk. Current issues such as back surging of foul water during flood events may be more difficult to mitigate with these higher development quantum options.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 3 (3,000 hr/ha) and above. Significant effects on this objective are deemed more likely above this density, however, all options have potential to have adverse effects (and there is recognised uncertainty in the appraisal at this strategic scale). It should also be recognised that all options represent a significant change from the baseline.</p>		
<p><b>4. To enhance and protect the significance of heritage assets and archaeological heritage</b></p> <p><b>NB The potential impact on protected views is considered under Objective 6</b></p>			
<p><b>Option 1</b></p>	<p>Based on the estimated population for this option, it is unlikely that there will be a requirement for tall buildings.</p> <p>Policies are in place to protect, promote, conserve and enhance World Heritage Sites (WHS), their settings and buffer zones. The Masterplan will not directly affect the WHS (or its buffer zone), but has the potential to affect the setting of the WHS. The scale of the buildings proposed for this option are less likely to affect the setting of the Greenwich WHS , however given the international importance of the WHS even small changes can lead to minor adverse effects.</p> <p>The Masterplan will not directly affect any listed buildings, but has the potential to affect the setting of these heritage assets. The scale of the proposed buildings under</p>	<p>-/?</p>	<p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an area of archaeological potential.</p> <p>Continue to liaise with Maritime Greenwich World Heritage Site and inform development of WHS guidance.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>this option are not likely to affect the setting of listed buildings given their proximity, and therefore are considered to have negligible effect.</p> <p>A small portion of Coldharbour Conservation Area lies within the Masterplan Area, and therefore will be directly affected by the Masterplan. The effect of development of the Masterplan Area that lies close to or within the Coldharbour Conservation Area will be dependent on the design of development within the Masterplan Area. Without mitigation, the effect is considered to be uncertain, minor adverse. The building scales proposed for this option are not likely to affect other surrounding conservation areas.</p> <p>The design of development within the Masterplan Area is uncertain at the moment. It is however, recognised that development design could offer scope to enhance heritage assets, if designed with regard its surrounding context.</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of the basements/ foundations. It is recognised that the whole of the Masterplan Area is within an area of archaeological potential.</p> <p>Overall, a minor adverse, uncertain effect</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>is predicted for this option.</p> <p>Based on the estimated population, there may be a requirement for tall buildings.</p> <p>Policies are in place to protect, promote, conserve and enhance World Heritage Sites (WHS), their settings and buffer zones. The Masterplan will not directly affect the WHS (or its buffer zone), but has the potential to affect the setting of the WHS. The scale of the buildings for this option could affect the setting of the Greenwich WHS, and therefore given the international importance of the WHS are considered to have uncertain, minor adverse effect.</p> <p>The Masterplan will not directly affect any listed buildings, but has the potential to affect the setting of these heritage assets. The scale of the buildings proposed for this option could affect the setting of listed buildings, and therefore are considered to have uncertain, minor adverse effect.</p> <p>A small portion of Coldharbour Conservation Area lies within the Masterplan Area, and therefore will be directly affected by the Masterplan. The effect of development on the parts of the Masterplan Area that lies within or close to the Coldharbour Conservation Area will be dependent on the design of development within the Masterplan Area. Without</p>	<p>-/?</p>	<p>Design of the development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure the heritage significance of heritage assets and special historical and architectural interest of conservation areas is sustained and enhanced as far as possible.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an area of archaeological potential.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 3</b>	<p>mitigation, the effect is considered to be uncertain, minor adverse. The proposed scale of the buildings for this option could affect other surrounding conservation areas.</p> <p>The design of development within the Masterplan Area is uncertain at the moment. It is however, recognised that development design could offer scope to enhance heritage assets, if designed with regard its surrounding context.</p> <p>The potential for impacts on archaeology is currently uncertain as it is dependent on the depth of the basements/ foundations. It is recognised that the whole of the Masterplan Area is within an area of archaeological potential.</p> <p>Overall, a minor adverse, uncertain effect is predicted for this option.</p>	--/?	<p>Design of the development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure the heritage significance of heritage assets and special historical and architectural interest of conservation areas is sustained and enhanced as far as possible.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an area of archaeological potential.</p>
	<p>Based on the estimated population, it is likely that tall buildings will be required.</p> <p>Policies are in place to protect, promote, conserve and enhance World Heritage Sites (WHS), their settings and buffer zones. The Masterplan will not directly affect the WHS (or its buffer zone), but has the potential to affect the setting of the WHS. The scale of the buildings proposed for this option have potential to affect the setting of the Greenwich WHS resulting in</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>an uncertain, significant adverse effect.</p> <p>The Masterplan will not directly affect any listed buildings, but has the potential to affect the setting of these heritage assets. The scale of the buildings proposed for this option has the potential to overwhelm and dominate listed buildings. This is considered to be an uncertain significant adverse effect. The Masterplan could be carefully designed to mitigate, and potentially enhance the setting of the WHS.</p> <p>A small portion of Coldharbour Conservation Area lies within the Masterplan Area, and therefore will be directly affected by Masterplan development. The effect of development on the parts of the Masterplan Area that lie with the Coldharbour Conservation Area will be dependent on the design of development within the Masterplan Area. Without mitigation, the effect is considered to be uncertain, minor adverse. The scale of the buildings proposed for this option could affect other surrounding conservation areas.</p> <p>The design of development within the Masterplan Area is uncertain at the moment. It is however, recognised that development design could offer scope to enhance heritage assets, if designed with regard its surrounding context.</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>The potential for affects archaeology is currently uncertain as it is dependent on the depth of the basements/ foundations. It is recognised that the whole of the Masterplan Area is within an area of archaeological potential.</p>		
<p><b>Option 4</b></p>	<p>Based on the estimated population, it is likely that tall buildings will be required.</p> <p>Policies are in place to protect, promote, conserve and enhance World Heritage Sites (WHS), their settings and buffer zones. The Masterplan will not directly affect the WHS (or its buffer zone), but has the potential to affect the setting of the WHS. The scale of the buildings proposed for this option is likely to affect the setting of the Greenwich WHS, and is therefore considered to have an uncertain, significant adverse effect. However, the Masterplan could be carefully designed to mitigate and potentially enhance the setting of the WHS.</p> <p>The Masterplan will not directly affect any listed buildings, but has the potential to affect the setting of these heritage assets. The scale of the buildings proposed for this option has the potential to overwhelm and dominate listed buildings. This is considered to be an uncertain significant adverse effect.</p> <p>A small portion of Coldharbour</p>	<p>--/?</p>	<p>Design of the development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure the heritage significance of heritage assets and special historical and architectural interest of conservation areas is sustained and enhanced as far as possible.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an area of archaeological potential.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Conservation Area lies within the Masterplan Area, and therefore will be directly affected by development within the Masterplan Area. The effect of development on the parts of the Masterplan Area that lie with the Coldharbour Conservation Area will be dependent on the design of development within the Masterplan Area. Without mitigation, the effect is considered to be uncertain, minor adverse. The scale of the buildings for this option could affect other surrounding conservation areas.</p> <p>The design of development within the Masterplan Area is uncertain at the moment. It is however, recognised that development design could offer scope to enhance heritage assets, if designed with regard its surrounding context.</p> <p>Whilst this option has been given the same score as Option 3 for built heritage, it is considered to be more adverse due to the likely requirement for larger scale development (as a result of the higher population estimate).</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of the basements/ foundations. It is recognised that the whole of the Masterplan Area is within an area of archaeological potential.</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>Based on the estimated population, it is likely that tall buildings will be required.</p> <p>Policies are in place to protect, promote, conserve and enhance World Heritage Sites (WHS), their settings and buffer zones. The Masterplan will not directly affect the WHS (or its buffer zone), but has the potential to affect the setting of the WHS. The scale of the buildings proposed for this option is likely to affect the setting of the Greenwich WHS, and therefore are considered to have an uncertain, significant adverse effect. With the scale of development proposed for this option, it is unlikely that effects could be mitigated.</p> <p>The Masterplan will not directly affect any listed buildings, but has the potential to affect the setting of these heritage assets. The scale of the buildings proposed for this option has the potential to overwhelm and dominate listed buildings. This is considered to be an uncertain significant adverse effect.</p> <p>A small portion of Coldharbour Conservation Area lies within the Masterplan Area, and therefore will be directly affected by development within the Masterplan Area. The effect of development on the parts of the Masterplan Area that lies with the Coldharbour Conservation Area will be dependent on the design of development</p>	<p>--/?</p>	<p>Design of the development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure the heritage significance of heritage assets and special historical and architectural interest of conservation areas is sustained and enhanced as far as possible.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an area of archaeological potential.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>within the Masterplan Area. Without mitigation, the effect is considered to be uncertain, minor adverse. The scale of the buildings for this option could affect other surrounding conservation areas.</p> <p>The design of development within the Masterplan Area is uncertain at the moment. It is however, recognised that development design could offer scope to enhance heritage assets, if designed with regard its surrounding context.</p> <p>Whilst this option has been given the same score as Options 3 and 4 for built heritage, it is considered to be more adverse due to the likely requirement for larger scale development (as a result of the higher population estimate).</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of the basements/ foundations. It is recognised that the whole of the Masterplan Area is within an area of archaeological potential.</p>		
<p><b>Best and Worst Performing Options</b></p>	<p>Option 1 is considered to be the best performing option as buildings are likely to be a similar size to the existing scenario, with less potential for adverse effects on the setting of heritage assets (although this is dependent on development design).</p> <p>Options 5 is considered to be the worst performing option- as it is likely to introduce tall dominating buildings with potential to overwhelm the heritage receptors.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 3 (3,000 hr/ha) and above reflecting the requirement for tall buildings to deliver this density and higher, which could impact adversely on this objective. Whilst significant effects are more likely in respect of Options 3-5 there is recognised uncertainty in the appraisal at this strategic scale. It</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
should also be recognised that all options represent a significant change from the baseline.			
<b>5. To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces</b>			
<b>Option 1</b>	<p>Where the Masterplan Area borders smaller scale residential streets, this option will appear to respond to the scale of these adjacent areas. However, the small scale of buildings is likely to compound the current disparity in scale between development in Canary Wharf and the small grain and scale of surrounding residential areas.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, development design is not known at this stage.</p> <p>This option is therefore likely to have a minor adverse, uncertain effect on this objective.</p>	-/?	<p>There is limited scope to mitigate against the disparity in scale between the Masterplan area and existing development to the north and south.</p> <p>Development design should be based on principles such as the creation of a human scale environment, integration of attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximising opportunities to access these.</p>
<b>Option 2</b>	<p>Within the southern extents of the area, where it borders smaller scale residential streets, this option will provide a transition to the scale of these adjacent areas.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend</p>	+/-/?	<p>Ensure the development has a positive relationship to surrounding areas by providing a suitable transition in scale from the smaller scale residential areas to the south and the large scale of Canary Wharf at street level.</p> <p>Development design should be based on principles such as the creation of a human scale environment, integration of attractive vibrant public</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, development design is not known at this stage.</p> <p>This option is therefore likely to have a mixed, uncertain effect on this objective.</p> <p>Within the southern extent of the area, development at this density could dominate smaller residential streets and create a sudden jump in scale which may compound the current disparities in scale.</p> <p>Within the north of the area, this scale and density would relate to the larger buildings within Canary Wharf.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, development design is not known at this stage.</p> <p>This option is therefore likely to have a mixed, uncertain effect on this objective.</p>	<p>+/ -/?</p>	<p>open spaces which respond to and enhance local features and assets (such as the docks), and maximising opportunities to access these.</p> <p>Ensure the development has a positive relationship to surrounding areas by providing a suitable transition in scale from the smaller scale residential areas to the south and the large scale of Canary Wharf at street level.</p> <p>Development design should be based on principles such as the creation of a human scale environment, integration of attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximising opportunities to access these.</p>
<p><b>Option 4</b></p>	<p>Within the southern extent of the area, development at this density would</p>	<p>-/?</p>	<p>Overall, there is limited scope to mitigate against the disparity in scale between the Masterplan area and existing development to the south. In</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>dominate smaller, human scale residential streets and create a sudden jump in scale which may compound the current disparities in scale.</p> <p>Within some parts of the north of the area, this scale and density could relate to the larger buildings within Canary Wharf.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, development design is not known at this stage.</p> <p>This option is therefore likely to have an adverse, uncertain effect on this objective.</p>		<p>a limited number of areas, namely those located directly to the south of Canary Wharf, there is scope for detailed consideration of positioning and siting of tall buildings to create a transition to Canary Wharf.</p> <p>Development design should be based on principles such as the creation of a human scale environment, integration of attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximising opportunities to access these.</p>
<b>Option 5</b>	<p>This scale of development will exacerbate the existing disparities in scale between different parts of the Isle of Dogs and appear poorly integrated with surrounding areas to the south, east and west.</p> <p>This option is therefore likely to have a significant adverse effect on this objective.</p>	--	<p>There is limited scope to mitigate against the large disparity in scale between the Masterplan area and existing development to the south, east and west.</p> <p>Development design should be based on principles such as the creation of a human scale environment, integration of attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximising opportunities to access these.</p>
<b>Best and Worst Performing Options</b>	<p>Options 2, Option 3 and Option 4 provide the greatest scope for creating an area that provides a transition in terms of the scale and massing of buildings, from the small, human scale streets and residential areas to the south, east and west, and the very large scale developments within Canary Wharf.</p> <p>In terms of the threshold for significant effects, significant adverse effects are predicted for Option 5 (7,000 hr/ha) as a result of this</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	scale of development exacerbating the existing disparities in scale between different parts of the Isle of Dogs and in particular the surrounding areas to the south, east and west.		
<b>6. To achieve a planned and aesthetically balanced skyline, as seen in protected views</b>			
<b>Option 1</b>	<p>This option will give rise to a limited discernible change in LVMF views ( 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge), as development will be either screened by existing development or be of the same height of the buildings that lie within the foreground to Canary Wharf.</p> <p>It will not alter the appearance of the skyline currently defined by development within Canary Wharf.</p>	0	Aim for variety in heights of buildings to avoid a 'blocky' appearance in longer distance views.
<b>Option 2</b>	<p>This option will give rise to a small to barely discernible change in LVMF views ( 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge), as development of this scale will be largely of similar height of the buildings that lie within the foreground to Canary Wharf.</p> <p>It will not alter the appearance of the skyline currently defined by development within Canary Wharf.</p>	0/-	Ensure the massing, scale and grain is such that development does not form a 'wall' and is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. Aim to create a more balanced skyline than exists at present, with a clear visual 'layering' of buildings (i.e. with space between blocks).
<b>Option 3</b>	<p>This option is likely to give rise to a change to the skyline, and could potentially contribute to the creation of a "wall" of</p>	+/-/?	Ensure the massing, scale and grain is such that development does not form a 'wall' and is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>development with limited variation in heights and massing. Dependant on development design, the option could provide scope to enhance the existing situation if the option creates a more balanced skyline than exists at present.</p> <p>Given the scale of the tall buildings, which are smaller than those which currently define the skyline at Canary Wharf, they are unlikely to appear imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. However, the 'wall' of buildings would result in an adverse effect.</p> <p>As development design is not known at this stage, this option is likely to have a mixed, uncertain effect on this objective.</p>		<p>the 'River Prospect' from London Bridge. Aim to create a more balanced skyline than exists at present, with a clear visual 'layering' of buildings (i.e. with space between blocks).</p>
<b>Option 4</b>	<p>This option is likely to give rise to a clearly noticeable to large change to the skyline, and could potentially create a "wall" of development with limited variation in heights and massing.</p> <p>Dependant on development design, the option could provide scope to enhance the existing situation if the option creates a more balanced skyline than exists at present. However, the 'wall' of buildings would result in an adverse effect.</p> <p>Given the scale of the tall buildings, which are taller than those which currently define</p>	+/--/?	<p>Ensure the massing, scale and grain is such that development does not form a 'wall' and is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. Aim to create a more balanced skyline than exists at present, with a clear visual 'layering' of buildings (i.e. with space between blocks).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>the skyline at Canary Wharf, they are likely to appear imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge.</p> <p>As development design is not known at this stage, this option is likely to have a mixed, uncertain effect with potential for significant adverse effects on this objective.</p> <p>This option is likely to give rise to a large change to the skyline, and could potentially create a "wall" of development with limited variation in heights and massing. Given the scale of the tall buildings, they are likely to appear imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge, which would give rise to a significant adverse impact.</p> <p>As development design is not known at this stage, this option is likely to have a significant adverse, uncertain effect on this objective.</p>	<p style="background-color: yellow;">---</p> <p style="background-color: red;">--/?</p>	<p>Ensure the massing, scale and grain is such that development does not form a 'wall' and is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. Aim to create a more balanced skyline than exists at present, with a clear visual 'layering' of buildings (i.e. with space between blocks).</p>
<p><b>Best and Worst Performing Options</b></p>	<p>Options 1 and 2 are likely to have a negligible effect on the objective. Options 3 and 4 offer greatest scope to enhance the existing situation if development design can create a more balanced skyline than exists at present. Option 5 is likely to give rise to the greatest adverse effect due to the scale and height of the buildings.</p>		<p>In terms of the threshold for significant effects, significant adverse effects are predicted for Option 5 (7,000 hr/ha) as a result of the</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	likelihood of creating a “wall” of development that would appear imposing or dominant in the backdrop to the ‘London Panorama’ from The General Wolfe Statue and the backdrop to the ‘River Prospect’ from London Bridge.		
<b>7. To protect views and the visual amenity of people living and working in and visiting the area and surroundings</b>			
<b>Option 1</b>	<p>At this scale, buildings are unlikely to be imposing but whether effects on visual amenity will be positive or adverse will depend on the development design. Although the option is not likely to reduce the ability for people to see open skies, poor design could obscure views to locally important vistas to the docks.</p> <p>As development design is not known at this stage effects on this objective are uncertain.</p>	?	Good design at street level incorporating green elements such as trees, views and links to the docks, with a human scale at street level (for example by inclusion of podium elements), active frontages to the street and water fronts and the ability to see the sky could enhance local visual amenity.
<b>Option 2</b>	<p>At this scale, buildings are unlikely to be overly imposing but whether effects on visual amenity will be positive or adverse will depend on the development design. Although the option is not likely to reduce the ability for people to see open skies, poor design could obscure views to locally important vistas to the docks.</p> <p>As development design is not known at this stage effects on this objective are uncertain.</p>	?	Good design at street level incorporating green elements such as trees, views and links to the docks, with a human scale at street level (for example by inclusion of podium elements), active frontages to the street and water fronts and the ability to see the sky could enhance local visual amenity.
<b>Option 3</b>	<p>The scale of buildings in this option could be imposing in some views at street level, and reduce ability to see the sky. Depending on the development design, the</p>	-/?	The adverse effects could be mitigated through high quality streetscapes with a human scale at street level (for example by inclusion of podium elements), active frontages to the street and water fronts, inclusion of green elements such as trees, retention/ opening up of views and links to



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 4</b>	option could obscure views to locally important vistas to the docks.  As development design is not known at this stage, this option is likely to have a minor adverse, uncertain effect on this objective.	-/?	the docks, and considered siting and design of buildings to reduce their dominance in views.
	The scale of buildings in this option could be imposing in views at street level. Depending on the development design, the option could reduce the ability for people to see open skies and greenspace, and could obscure locally important vistas to the docks.  As development design is not known at this stage, this option is likely to have a minor adverse, uncertain effect on this objective.		The adverse effects could be mitigated through high quality streetscapes with a human scale at street level (for example by inclusion of podium elements), active frontages to the street and water fronts, inclusion of green elements such as trees, retention/ opening up of views and links to the docks, and considered siting and design of buildings to reduce their dominance in views.
<b>Option 5</b>	The scale of buildings in this option is likely to be very imposing in views at street level and reduce the ability for people to see open skies. Depending on the development design, the option could obscure locally important vistas to the docks or views to greenspace.  As development design is not known at this stage, this option is likely to have a significant adverse, uncertain effect on this objective.	--/?	At this scale, it may be difficult to reduce the adverse effects on visual amenity resulting from the imposing nature of buildings and reduction in views of the sky, although good design which includes high quality streetscapes with a human scale at street level (for example by inclusion of podium elements), active frontages to the street and water fronts, inclusion of green elements such as trees, retention/ opening up of views and links to the docks, and careful siting of buildings in relation to views up and down streets could reduce effects to some extent.
<b>Best and Worst Performing</b>	Options 1 and 2 will have an unknown effect on the objective at this stage. Options 3 and 4 could potentially give rise to minor adverse		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Options</b></p> <p>effects, with Option 5 likely to give rise to the greatest adverse effect.</p> <p>In terms of the threshold for significant effects, significant adverse effects are predicted for Option 5 (7,000 hr/ha) as a result of buildings in this option being very imposing in views at street level and substantially reducing the ability for people to see open skies.</p>			
<p><b>8. To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)</b></p>			
<p><b>Option 1</b></p>	<p>This option is likely to result in uncertain mixed effects on this objective. Public transport accessibility varies between PTAL levels 2, 3, 4, and 5 across the Masterplan Area which indicates poor and good access to the area by public transport.</p> <p>The Masterplan Area is in close proximity to the Jubilee line and the DLR which are very congested on westbound and eastbound services during the AM peak three hours. C2C services from Barking to Limehouse are also heavily congested.</p> <p>The A11, A12 and A13 trunk roads are heavily used and congested and traffic delays are worst at the three river crossings – Tower Bridge, Rotherhithe and Blackwall Tunnels due to high demand to cross the river.</p> <p>During demolition and construction it is expected that the majority if not all of the materials will be transported to/ from the Masterplan Area by road. This will result in temporary minor adverse effects on this objective.</p> <p>All options will require an eastern South</p>	<p>+/-/?</p>	<p>Construction logistics plans and construction environmental management plans should be submitted and approved in writing by LBTH to encourage sustainable travel by construction vehicles and set out measures to minimise effects.</p> <p>Operational travel plans should also be submitted to and approved in writing by LBTH which actively promote walking and cycling as viable alternatives to road and public transport.</p> <p>The option should plan for increased footbridge capacity.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 2</b>	<p>Dock foot bridge and replacement western South Dock foot bridge, to enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Metropolitan Centre.</p> <p>All options will require a Millwall Cutting foot bridge, to improve pedestrian permeability along South Dock and improve access to the South Dock foot bridges.</p> <p>Crossrail will be on-stream from December 2018 and it is predicted that it will offset capacity on the wider public transport network until 2031. This includes the predicted population growth (8,402) expected as a result of this option. It is therefore considered that there is potential to achieve modal shift (i.e. from cars to walking cycling or public transport) as result of this option. However, this is uncertain.</p>	<p style="background-color: yellow;">--/?</p>	<p>Construction logistics plans and construction environmental management plans should be submitted and approved in writing by LBTH to encourage sustainable travel by construction vehicles and set out measures to minimise effects.</p> <p>Operational travel plans should also be submitted to and approved in writing by LBTH which actively promote walking and cycling as viable alternatives to road and public transport.</p> <p>The option should plan for increased footbridge capacity.</p>
	<p>This option is likely to result in uncertain significant adverse effects on this objective. Public transport accessibility varies between PTAL levels 2, 3, 4, and 5 across the Masterplan Area which indicates poor and good access to the area by public transport.</p> <p>The Masterplan Area is in close proximity to the Central and Jubilee lines and the</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>DLR which are very congested on westbound and eastbound services during the AM peak three hours. C2C services from Barking to Limehouse are also heavily congested.</p> <p>The A11, A12 and A13 trunk roads are heavily used and congested and traffic delays are worst at the three river crossings – Tower Bridge, Rotherhithe and Blackwall Tunnels due to high demand to cross the river.</p> <p>During demolition and construction it is expected that the majority if not all of the materials will be transported to/ from the Masterplan Area by road. This will result in temporary minor adverse effects on this objective.</p> <p>All options will require an eastern South Dock foot bridge and replacement western South Dock foot bridge, to enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Metropolitan Centre.</p> <p>All options will require a Millwall Cutting foot bridge, to improve pedestrian permeability along South Dock and improve access to the South Dock foot bridges.</p> <p>Crossrail will be on-stream from December 2018 and it is predicted that it will offset</p>		


SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>capacity on the wider public transport network until 2031. However, it is not expected to accommodate the predicted population growth (15,309) expected as a result of this option. As such, this option is likely to have significant adverse effects on the capacity of the public transport network. However, this is uncertain.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective. Public transport accessibility varies between PTAL levels 2, 3, 4, and 5 across the Masterplan Area which indicates poor and good access to the area by public transport.</p> <p>The Masterplan Area is in close proximity to the Central and Jubilee lines and the DLR which are very congested on westbound and eastbound services during the AM peak three hours. C2C services from Barking to Limehouse are also heavily congested.</p> <p>The A11, A12 and A13 trunk roads are heavily used and congested and traffic delays are worst at the three river crossings – Tower Bridge, Rotherhithe and Blackwall Tunnels due to high demand to cross the river.</p> <p>During demolition and construction it is expected that the majority if not all of the materials will be transported to/ from the</p>	<p>--/?</p>	<p>Construction logistics plans and construction environmental management plans should be submitted and approved in writing by LBTH to encourage sustainable travel by construction vehicles and set out measures to minimise effects.</p> <p>Operational travel plans should also be submitted to and approved in writing by LBTH which actively promote walking and cycling as viable alternatives to road and public transport.</p> <p>The option should plan for increased footbridge capacity.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>Masterplan Area by road. This will result in temporary minor adverse effects on this objective.</p> <p>All options will require an eastern South Dock foot bridge and replacement western South Dock foot bridge, to enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Metropolitan Centre.</p> <p>All options will require a Millwall Cutting foot bridge, to improve pedestrian permeability along South Dock and improve access to the South Dock foot bridges.</p> <p>Crossrail will be on-stream from December 2018 and it is predicted that it will offset capacity on the wider public transport network until 2031. However, it is not expected to accommodate the predicted population growth (22,964) expected as a result of this option. As such, this option is likely to have significant adverse effects on the capacity of the public transport network. However, this is uncertain.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective. Public transport accessibility varies between PTAL levels 2, 3, 4, and 5 across the Masterplan Area which indicates poor and good access to the area by public</p>	<p>--/?</p>	<p>Construction logistics plans and construction environmental management plans should be submitted and approved in writing by LBTH to encourage sustainable travel by construction vehicles and set out measures to minimise effects.</p> <p>Operational travel plans should also be submitted to and approved in writing by LBTH which actively promote walking and cycling as viable</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>transport.</p> <p>The Masterplan Area is in close proximity to the Central and Jubilee lines and the DLR which are very congested on westbound and eastbound services during the AM peak three hours. C2C services from Barking to Limehouse are also heavily congested.</p> <p>The A11, A12 and A13 trunk roads are heavily used and congested and traffic delays are worst at the three river crossings – Tower Bridge, Rotherhithe and Blackwall Tunnels due to high demand to cross the river.</p> <p>During demolition and construction it is expected that the majority if not all of the materials will be transported to/ from the Masterplan Area by road. This will result in temporary minor adverse effects on this objective.</p> <p>All options will require an eastern South Dock foot bridge and replacement western South Dock foot bridge, to enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Metropolitan Centre.</p> <p>All options will require a Millwall Cutting foot bridge, to improve pedestrian permeability along South Dock and improve access to the South Dock foot</p>		<p>alternatives to road and public transport.</p> <p>The option should plan for increased footbridge capacity.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>bridges.</p> <p>Crossrail will be on-stream from December 2018 and it is predicted that it will offset capacity on the wider public transport network until 2031. However, it is not expected to accommodate the predicted population growth (34,445) expected as a result of this option. As such, this option is likely to have significant adverse effects on the capacity of the public transport network. However, this is uncertain.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective. Public transport accessibility varies between PTAL levels 2, 3, 4, and 5 across the Masterplan Area which indicates poor and good access to the area by public transport.</p> <p>The Masterplan Area is in close proximity to the Central and Jubilee lines and the DLR which are very congested on westbound and eastbound services during the AM peak three hours. C2C services from Barking to Limehouse are also heavily congested.</p> <p>The A11, A12 and A13 trunk roads are heavily used and congested and traffic delays are worst at the three river crossings – Tower Bridge, Rotherhithe and Blackwall Tunnels due to high demand to cross the river.</p>	<p>--/?</p>	<p>Construction logistics plans and construction environmental management plans should be submitted and approved in writing by LBTH to encourage sustainable travel by construction vehicles and set out measures to minimise effects.</p> <p>Operational travel plans should also be submitted to and approved in writing by LBTH which actively promote walking and cycling as viable alternatives to road and public transport.</p> <p>The option should plan for increased footbridge capacity.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>During demolition and construction it is expected that the majority if not all of the materials will be transported to/ from the Masterplan Area by road. This will result in temporary minor adverse effects on this objective.</p> <p>All options will require an eastern South Dock foot bridge and replacement western South Dock foot bridge, to enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Metropolitan Centre.</p> <p>All options will require a Millwall Cutting foot bridge, to improve pedestrian permeability along South Dock and improve access to the South Dock foot bridges.</p> <p>Crossrail will be on-stream from December 2018 and it is predicted that it will offset capacity on the wider public transport network until 2031. However, it is not expected to accommodate the predicted population growth (64,048) expected as a result of this option. As such, this option is likely to have significant adverse effects on the capacity of the public transport network. However, this is uncertain.</p> <p>Option 1 is deemed to perform the best as it is considered that the public transport network will be able to accommodate the predicted population growth expected from this option and hence there will be an opportunity to encourage modal shift and reduce reliance on the car.</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p>Options 2, 3, 4, and 5 are considered to have significant adverse effects on this objective with Option 5 having the greatest significant impact on the public transport network. New foot bridges to Canary Wharf and significant investment in new public transport infrastructure will be required to accommodate the predicted population growth predicted from the development of these options.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 2 (2,000 hr/ha) and above. This reflects concerns around the capacity of the public transport network to accommodate the increased population above this density. Whilst significant effects are more likely in respect of Options 2-5 there is recognised uncertainty in the appraisal at this strategic scale. It should also be recognised that all options represent a significant change from the baseline.</p>			
<p><b>9. To maximise the accessibility to key services and amenities (Idea Stores and leisure centres)</b></p>			
<p><b>Option 1</b></p>	<p>This option is likely to result in uncertain minor adverse effects on this objective. The Masterplan Area is located within close proximity to the Canary Wharf Idea Store and Tiller Leisure Centre which are located to the south which provide sports and leisure facilities, as well as library services, adult learning courses and an extensive programme of activities and events.</p> <p>The capacity of these services and facilities to accommodate the predicted growth of this option is not known at this stage. However, it is assumed that this option is likely to put pressure on these services as the predicted population growth (8,420) will require 253m<sup>2</sup> of additional library floorspace and three additional leisure courts (four courts per leisure centre).</p> <p>However, there is uncertainty in the appraisal as it is not clear what additional services will be provided as part of the option.</p>	<p>-/?</p>	<p>This option should ensure that a sufficient number of facilities are provided to support the predicted population growth. The provision of offsite facilities should only be allowed where onsite provision is not possible.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>This option is likely to result in uncertain minor adverse effects on this objective. The Masterplan Area is located within close proximity to the Canary Wharf Idea Store and Tiller Leisure Centre which are located to the south which provide sports and leisure facilities, as well as library services, adult learning courses and an extensive programme of activities and events.</p> <p>The capacity of these services and facilities to accommodate the predicted growth of this option is not known at this stage. However, it is assumed that this option is likely to put pressure on these services as the predicted population growth (15,309) will require 459m<sup>2</sup> of additional library floorspace and five additional leisure courts (four courts per leisure centre).</p> <p>However, there is uncertainty in the appraisal as it is not clear what additional services will be provided as part of the option.</p>	<p>-/?</p>	<p>This option should ensure that a sufficient number of facilities are provided to support the predicted population growth. The provision of offsite facilities should only be permitted where onsite (i.e. within the Masterplan Area) provision is not possible.</p>
<p><b>Option 3</b></p>	<p>This option is likely to result in uncertain significant adverse effects on this objective.</p> <p>The Masterplan Area is located within close proximity to the Canary Wharf Idea Store and Tiller Leisure Centre which are located to the south which provide sports and leisure facilities, as well as library services, adult learning courses and an extensive</p>	<p>--/?</p>	<p>This option should ensure that a sufficient number of facilities are provided to support the predicted population growth. The provision of offsite facilities should only be permitted where onsite provision (i.e. within the Masterplan Area) is not possible.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>programme of activities and events.</p> <p>The capacity of these services and facilities to accommodate the predicted growth of this option is not known at this stage. However, it is assumed that this option is likely to put significant pressure on these services as the predicted population growth (22,964) will require 689m<sup>2</sup> of additional library floorspace and eight additional leisure courts (four courts per leisure centre).</p> <p>However, there is uncertainty in the appraisal as it is not clear what additional services will be provided as part of the option.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective.</p> <p>The Masterplan Area is located within close proximity to the Canary Wharf Idea Store and Tiller Leisure Centre which are located to the south which provide sports and leisure facilities, as well as library services, adult learning courses and an extensive programme of activities and events.</p> <p>The capacity of these services and facilities to accommodate the predicted growth of this option is not known at this stage. However, it is assumed that this option is likely to put significant pressure on these services as the predicted population</p>	<p>--/?</p>	<p>This option should ensure that a sufficient number of facilities are provided to support the predicted population growth. The provision of offsite facilities should only be permitted where onsite provision (i.e. within the Masterplan Area) is not possible.</p>


SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>growth (34,445) will require 1,033m<sup>2</sup> of additional library floorspace and 11 additional leisure courts (four courts per leisure centre).</p> <p>However, there is uncertainty in the appraisal as it is not clear what additional services will be provided as part of the option.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective.</p> <p>The Masterplan Area is located within close proximity to the Canary Wharf Idea Store and Tiller Leisure Centre which are located to the south which provide sports and leisure facilities, as well as library services, adult learning courses and an extensive programme of activities and events.</p> <p>The capacity of these services and facilities to accommodate the predicted growth of this option is not known at this stage. However, it is assumed that this option is likely to put significant pressure on these services as the predicted population growth (64,048) will require 1,921m<sup>2</sup> of additional library floorspace and 21 additional leisure courts (four courts per leisure centre).</p> <p>However, there is uncertainty in the appraisal as it is not clear what additional services will be provided as part of the</p>	<p>--/?</p>	<p>This option should ensure that a sufficient number of facilities are provided to support the predicted population growth. The provision of offsite facilities should only be permitted where onsite provision (i.e. within the Masterplan Area) is not possible.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Best and Worst Performing Options</b>	option.		
	<p>Options 3, 4 and 5 are considered to perform the worst as they will put significant pressure on the existing surrounding facilities. Options 1 and 2 will also increase the pressure on existing facilities. However, as the estimated population growth of Options 1 and 2 is less, the magnitude of the impacts is also smaller. There is uncertainty in all the scores, recognising that new facilities could be provided as part of the development of all options.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 3 (3,000 hr/ha) and above. Whilst significant effects are more likely in respect of Options 3-5 there is recognised uncertainty in the appraisal at this strategic scale. It should also be recognised that all options represent a significant change from the baseline.</p>		
<b>10. To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources</b>			
<b>Option 1</b>	<p>The increase in residents will put pressure on the existing water supply and foul water treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs, and therefore any increase in demand from new development is considered to be a minor adverse, uncertain effect.</p> <p>Option 1 is likely to require the discharge of surface water directly into the dock. The amount discharged will depend on the amount of permeable land incorporated into the developments. This is considered to be an uncertain, minor adverse effect.</p>	-/?	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design and demonstrate the highest level of water efficiency.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<b>Option 2</b>	The increase in residents will put pressure on the existing water supply and foul water	-/?	New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs, and therefore any increase in demand from new development is considered to be a minor adverse, uncertain effect (although more adverse than Option 1).</p> <p>Option 2 is likely to require the discharge of surface water directly into the dock. The amount discharged will depend on the amount of permeable land incorporated into the developments. This is considered to be an uncertain minor adverse effect.</p>		<p>collection (e.g. water butts) in development design and demonstrate the highest level of water efficiency.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<b>Option 3</b>	<p>The increase in residents will put pressure on the existing water supply and foul water treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. Development of this density will lead to a substantial increase in demand for clean and foul water capacity, which is considered to be a significant adverse, uncertain effect.</p> <p>Option 3 is likely to require the discharge of surface water directly into the dock. The amount discharged will depend on the amount of permeable land incorporated into the developments. This is considered to be an uncertain minor adverse effect.</p>	--/?	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design and demonstrate the highest level of water efficiency.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>The increase in residents will put pressure on the existing water supply and foul water treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. Development of this density will lead to a substantial increase in demand for clean and foul water capacity, which is considered to be a significant adverse, uncertain effect.</p> <p>Whilst this option has been given the same score as Option 3, it is considered to be more adverse due to the higher population estimate.</p> <p>Option 4 is likely to require the discharge of surface water directly into the dock. The amount discharged will depend on the amount of permeable land incorporated into the developments. This is considered to be an uncertain minor adverse effect.</p>	<p>--/?</p>	<p>potential for green infrastructure alongside the Docks.</p> <p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design and demonstrate the highest level of water efficiency.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<p><b>Option 5</b></p>	<p>The increase in residents will put pressure on the existing water supply and foul water treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. Development of this density will lead to a substantial increase in demand for clean and foul water capacity, which is considered to be a significant adverse, uncertain effect.</p> <p>Whilst this option has been given the same</p>	<p>--/?</p>	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design and demonstrate the highest level of water efficiency.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p>




SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>score as Option 3 and 4, it is considered to be more adverse due to the higher population estimate.</p> <p>Option 5 is likely to require the discharge of surface water directly into the dock. The amount discharged will depend on the amount of permeable land incorporated into the developments. This is considered to be an uncertain minor adverse effect.</p> <p>All options would result in an increased population with potential to put pressure on the existing water supply and wastewater treatment network. The scope for capacity issues to be resolved is uncertain at this stage, but is assumed that solutions can be more readily achieved for the lower quantum options (i.e. Options 1, 2 and potentially 3).</p> <p>In terms of the threshold for significant effects, significant adverse uncertain effects are predicted for Options 3 (3,000 hr/ha) and above. There is, however, considerable uncertainty in this judgement and the capacity of the existing water supply and wastewater treatment network to meet the requirements of all options is unknown. It should also be recognised that all options represent a significant change from the baseline.</p>		<p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<p><b>11. To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates</b></p>			
<p><b>Option 1</b></p>	<p>This option is likely to result in uncertain minor adverse effects on this objective. LBTH does not have its own municipal waste treatment and disposal facility within the borough. As such, it is reliant on the availability of spare capacity at other waste facilities for the actual management of its municipal waste. Furthermore, the capacity of these facilities is limited and with more development coming forward also means its reducing.</p> <p>The borough is also currently experiencing</p>	<p>-/?</p>	<p>Construction environmental management plans and site waste management plans should be submitted and approved in writing by the LBTH to ensure waste is being dealt with appropriately.</p> <p>Developments within the Masterplan Area should provide sufficient space for waste recycling and storage to meet the needs and demands of the predicted development's population and its proposed uses.</p> <p>Waste collections should be planned and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise development.</p> <p>Option 1 has the potential to contribute to increased waste production through the generation of waste during the demolition and construction phase of the option. However, it is assumed that this will be recycled and reused where possible in accordance with best practice.</p> <p>The option will provide 1,100 habitable rooms per hectare and it is likely that this will exacerbate existing municipal waste capacity issues as well as existing operational difficulties related to waste storage and collection. However, this is uncertain.</p> <p>This option is likely to result in uncertain minor adverse effects on this objective. LBTH does not have its own municipal waste treatment and disposal facility within the borough. As such, it is reliant on the availability of spare capacity at other waste facilities for the actual management of its municipal waste. Furthermore, the capacity of these facilities is limited and with more development coming forward also means its reducing.</p> <p>The borough is also currently experiencing operational difficulties in terms of waste storage and collection, particularly in</p>	<p>-/?</p>	<p>Construction environmental management plans and site waste management plans should be submitted and approved in writing by the LBTH to ensure waste is being dealt with appropriately.</p> <p>Developments within the Masterplan Area should provide sufficient space for waste recycling and storage to meet the needs and demands of the predicted development's population and its proposed uses.</p> <p>Waste collections should be planned and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 3</b>	<p>respect of newer, high rise development.</p> <p>Option 2 has the potential to contribute to increased waste production through the generation of waste during the demolition and construction phase of the option. However, it is assumed that this will be recycled and reused where possible in accordance with best practice.</p> <p>The option will provide 2,000 habitable rooms per hectare and it is likely that this will exacerbate existing municipal waste capacity issues as well as existing operational difficulties related to waste storage and collection. However, this is uncertain.</p>		
	<p>This option is likely to result in uncertain significant adverse effects on this objective. LBTH does not have its own municipal waste treatment and disposal facility within the borough. As such, it is reliant on the availability of spare capacity at other waste facilities for the actual management of its municipal waste. Furthermore, the capacity of these facilities is limited and with more development coming forward also means its reducing.</p> <p>The borough is also currently experiencing operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise development.</p> <p>Option 3 has the potential to contribute to</p>	--/?	<p>Construction environmental management plans and site waste management plans should be submitted and approved in writing by the LBTH to ensure waste is being dealt with appropriately.</p> <p>Developments within the Masterplan Area should provide sufficient space for waste recycling and storage to meet the needs and demands of the predicted development's population and its proposed uses.</p> <p>Waste collections should be planned and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>increased waste production through the generation of waste during the demolition and construction phase of the option. However, it is assumed that this will be recycled and reused where possible in accordance with best practice.</p> <p>The option will provide 3,000 habitable rooms per hectare and it is likely that this will significantly exacerbate existing municipal waste capacity issues as well as existing operational difficulties related to waste storage and collection. However, this is uncertain.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective. LBTH does not have its own municipal waste treatment and disposal facility within the borough. As such, it is reliant on the availability of spare capacity at other waste facilities for the actual management of its municipal waste. Furthermore, the capacity of these facilities is limited and with more development coming forward also means its reducing.</p> <p>The borough is also currently experiencing operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise development.</p> <p>Option 4 has the potential to contribute to increased waste production through the generation of waste during the demolition</p>	<p>--/?</p>	<p>Construction environmental management plans and site waste management plans should be submitted and approved in writing by the LBTH to ensure waste is being dealt with appropriately.</p> <p>Developments within the Masterplan Area should provide sufficient space for waste recycling and storage to meet the needs and demands of the predicted development's population and its proposed uses.</p> <p>Waste collections should be planned and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>and construction phase of the option. However, it is assumed that this will be recycled and reused where possible in accordance with best practice.</p> <p>The option will provide 4,500 habitable rooms per hectare and it is likely that this will significantly exacerbate existing municipal waste capacity issues as well as existing operational difficulties related to waste storage and collection. However, this is uncertain.</p> <p>This option is likely to result in uncertain significant adverse effects on this objective. LBTH does not have its own municipal waste treatment and disposal facility within the borough. As such, it is reliant on the availability of spare capacity at other waste facilities for the actual management of its municipal waste. Furthermore, the capacity of these facilities is limited and with more development coming forward also means its reducing.</p> <p>The borough is also currently experiencing operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise development.</p> <p>Option 5 has the potential to contribute to increased waste production through the generation of waste during the demolition and construction phase of the option. However, it is assumed that this will be</p>	<p>--/?</p>	<p>Construction environmental management plans and site waste management plans should be submitted and approved in writing by the LBTH to ensure waste is being dealt with appropriately.</p> <p>Developments within the Masterplan Area should provide sufficient space for waste recycling and storage to meet the needs and demands of the predicted development's population and its proposed uses.</p> <p>Waste collections should be planned and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>recycled and reused where possible in accordance with best practice.</p> <p>The option will provide 7,000 habitable rooms per hectare and it is likely that this will significantly exacerbate existing municipal waste capacity issues as well as existing operational difficulties related to waste storage and collection. However, this is uncertain.</p> <p>Option 5 is considered to perform the worst against this objective as it will significantly increase the amount of municipal waste that will need to be collected and may also lead to significant issues with regard to storing the waste of the predicted population of the option (64,048) (there is likely to be less space for waste storage where there are tall buildings). Although Option 1 also has the potential to increase pressure on municipal waste capacity and exacerbate waste storage and collections issues, the estimated population (8,420) is much smaller and, as such, so is the magnitude of its impact on this objective. It is therefore considered that this Option performs the best against this objective.</p> <p>In terms of the threshold for significant effects, significant adverse effects are predicted for Options 3 (3,000 hr/ha) and above. Whilst significant effects are more likely in respect of Options 3-5 there is recognised uncertainty in the appraisal at this strategic scale. It should also be recognised that all options represent a significant change from the baseline.</p>		
<p><b>12. To protect existing, make provision for new, and maximise accessibility to education facilities to meet the needs of all sectors of the population</b></p>			
<p><b>Option 1</b></p>	<p>Option 1 will lead to an increased demand on education facilities. There is currently some school capacity on the Isle of Dogs', however, this is likely to be exceeded in the next 5 years. There is limited pre-school capacity (although it is recognised there is no statutory requirement to provide nursery places).</p> <p>Sufficient school capacity is a high priority for LBTH.</p>	<p>++/--/?</p>	<p>Financial contributions could be secured through s106 agreements / Community Infrastructure Levy (CIL), which could be used to improve existing education facilities. It is however noted that the Isle of Dogs has the fewest options for school expansion and potential new schools, and therefore the capacity for financial contributions to offset adverse effects is limited.</p> <p>New developments could incorporate onsite primary school and early learning facilities, which could serve the new residents and the wider community.</p> <p>It will be more difficult to accommodate secondary schools onsite due to</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>Based on current figures, this Option would need 0.7 primary schools (three form entry) to meet additional requirements for primary school provision within 300 m (or equivalent walking time) of South Quay. Without the provision of new facilities, this is considered to be a significant adverse effect.</p> <p>This Option will also need 0.2 secondary schools (eight form entry) to meet additional requirements for secondary school provision (to be delivered outside of South Quay). Without provision of new facilities, this is considered to be a significant adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new developments incorporate onsite education facilities, which could serve the new residents (uncertain negligible effect) and potentially the wider community (uncertain minor to significant positive effect depending on the school capacity and location).</p> <p>Overall mixed effects are predicted.</p> <p>Option 2 will lead to an increased demand on education facilities. There is currently some school capacity on the Isle of Dogs', however, this is likely to be exceeded in the next 5 years.</p> <p>There is limited pre-school capacity</p>	<p>++/--/?</p>	<p>the size of the institutions and the associated land requirements.</p> <p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing education facilities. It is however noted that the Isle of Dogs has the fewest options for school expansion and potential new schools, and therefore the capacity for financial contributions to offset adverse effects within the immediate locality is limited.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>(although it is recognised there is no statutory requirement to provide nursery places).</p> <p>Sufficient school capacity is a high priority for LBTH. Based on current figures, this Option would need 1.3 primary schools (three form entry) to meet additional requirements for primary school provision within 300 m (or equivalent walking time) of South Quay. Without the provision of new facilities, this is considered to be a significant adverse effect.</p> <p>This Option will also need 0.3 secondary schools (eight form entry) to meet additional requirements for secondary school provision (to be delivered outside of South Quay). Without provision of new facilities, this is considered to be significant adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new developments incorporate onsite education facilities, which could serve the new residents (uncertain negligible effect) and potentially the wider community (uncertain minor to significant positive effect depending on the school capacity and location).</p> <p>Overall mixed effects are predicted.</p> <p>Option 3 will lead to an increased demand for education facilities. There is currently</p>	<p>++/--/?</p>	<p>New developments could incorporate onsite (i.e. within the Masterplan Area) education facilities, which could serve the new residents and the wider community.</p> <p>It will be more difficult to accommodate secondary schools onsite due to the size of the institutions and the associated land requirements.</p> <p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing education facilities. It is however</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>some school capacity on the Isle of Dogs', however, this is likely to be exceeded in the next 5 years.</p> <p>There is limited pre-school capacity (although it is recognised there is no statutory requirement to provide nursery places).</p> <p>Sufficient school capacity is a high priority for LBTH. Based on current figures, this Option would need 2 primary schools (three form entry) to meet additional requirements for primary school provision within 300 m (or equivalent walking time) of South Quay. Without the provision of new facilities, this is considered to be a significant adverse effect. Whilst this option has been given the same score as Options 1 and 2, it is considered to be more adverse due to the higher population estimate (and hence the increased demand for facilities).</p> <p>This Option will also need 0.5 secondary schools (eight form entry) to meet additional requirements for secondary school provision (to be delivered outside of South Quay). Without the provision of new facilities, this is considered to be significant adverse effect. Whilst this option has been given the same score as Options 1 and 2, it is considered to be more adverse due to the higher population estimate (and hence the increased demand for facilities).</p>		<p>noted that the Isle of Dogs has the fewest options for school expansion and potential new schools, and therefore the capacity for financial contributions to offset adverse effects is limited.</p> <p>New developments could incorporate onsite education facilities, which could serve the new residents and the wider community.</p> <p>It will be more difficult to accommodate secondary schools onsite due to the size of the institutions and the associated land requirements.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>Depending on the developments progressed there is the possibility that new developments incorporate onsite education facilities, which could serve the new residents (uncertain negligible effect) and potentially the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p> <p>Overall mixed effects are predicted.</p> <p>Option 4 will lead to an increased demand on education facilities. There is currently some school capacity on the Isle of Dogs', however, this is likely to be exceeded in the next 5 years.</p> <p>There is limited pre-school capacity (although it is recognised there is no statutory requirement to provide nursery places).</p> <p>Sufficient school capacity is a high priority for LBTH.</p> <p>Based on current figures, this Option would need 2.9 primary schools (three form entry) to meet additional requirements for primary school provision within 300 m (or equivalent walking time) of South Quay. Without mitigation, this is considered to be a significant adverse effect. Whilst this option has been given the same score as Options 1, 2 and 3, it is considered to be more adverse due to the higher population</p>	<p>++/--/?</p>	<p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing education facilities. It is however noted that the Isle of Dogs has the fewest options for school expansion and potential new schools, and therefore the capacity for financial contributions to offset adverse effects is limited.</p> <p>New developments could incorporate onsite education facilities, (i.e. within the Masterplan Area) which could serve the new residents and the wider community.</p> <p>It will be more difficult to accommodate secondary schools onsite due to the size of the institutions and the associated land requirements.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>estimate.</p> <p>This Option will also need 0.7 secondary schools (eight form entry) to meet additional requirements for secondary school provision (to be delivered outside of South Quay). Without mitigation, this is considered to be significant adverse effect. Whilst this option has been given the same score as Options 1, 2 and 3, it is considered to be more adverse due to the higher population estimate (and hence the increased demand for facilities).</p> <p>Depending on the developments progressed there is the possibility that new developments incorporate onsite education facilities, which could serve the new residents (uncertain negligible effect) and potentially the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p> <p>Overall significant mixed effects are predicted.</p> <p>Option 5 will lead to an increased demand on education facilities. There is currently some school capacity on the Isle of Dogs', however, this is likely to be exceeded in the next 5 years.</p> <p>There is limited pre-school capacity (although it is recognised there is no statutory requirement to provide nursery</p>	<p>++/--/?</p>	<p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing education facilities. It is however noted that the Isle of Dogs has the fewest options for school expansion and potential new schools, and therefore the capacity for financial contributions to offset adverse effects is limited.</p> <p>New developments could incorporate onsite education facilities, which could serve the new residents and the wider community.</p> <p>It will be more difficult to accommodate secondary schools onsite due to</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>places).</p> <p>Sufficient school capacity is a high priority for LBTH.</p> <p>Based on current figures, this Option would need 4.5 primary schools (three form entry) to meet additional requirements for primary school provision within 300 m (or equivalent walking time) of South Quay. Without mitigation, this is considered to be a significant adverse effect. Whilst this option has been given the same score as Options 1, 2, 3, and 4 it is considered to be more adverse due to the higher population estimate.</p> <p>This Option will also need 1.1 secondary schools (eight form entry) to meet additional requirements for secondary school provision (to be delivered outside of South Quay). Without mitigation, this is considered to be significant adverse effect. Whilst this option has been given the same score as Options 1, 2, 3, and 4 it is considered to be more adverse due to the higher population estimate (and hence the increased demand for facilities).</p> <p>The requirement for additional primary and secondary school capacity for this option is considered to be a significant adverse effect. Whilst this option has been given the same score as previous options, it is considered to be more adverse due to the higher population estimate (and hence the</p>		<p>the size of the institutions and the associated land requirements.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>increased demand for facilities).</p> <p>Depending on the developments progressed there is the possibility that new developments incorporate onsite education facilities, which could serve the new residents (uncertain negligible effect) and potentially the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p> <p>Overall significant mixed effects are predicted.</p>		<p>Option 1 is considered to be the best performing option as it will put the least pressure on existing education facilities.</p> <p>Option 5 is considered to be the worst performing Option as it will put the most pressure on existing education facilities, although this Option could potentially deliver the highest amount of new education facilities due to development size.</p> <p>All Options are expected to score the same, however, Option 1 would represent the least change relative to the baseline.</p>
<p><b>13. To maximise the health and well-being of the population and reduce inequalities in health</b></p>			
<p><b>Option 1</b></p>	<p>The provision of sufficient health facilities is a short to medium term, medium priority for LBTH.</p> <p>The London Healthy Urban Development Unit (HUDU) recommends no more than 1,800 patients per GP.</p> <p>Based on the population estimate, Option 1 will generate the demand for a minimum of 4.7 GPs (based on a maximum of 1,800 residents per GP). Whilst there is a small amount of GP capacity available in LBTH currently, this increase in population will</p>	<p>++/-/?</p>	<p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing health facilities.</p> <p>New developments could incorporate onsite health facilities (i.e. within the Masterplan Area), which could serve the new residents and the wider community.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>put pressure on existing facilities, and may restrict the ability of existing and new residents to access health facilities. This is considered to be a minor adverse effect.</p> <p>This Option would need additional health floorspace to meet additional requirements for health services. Without mitigation, this is considered to be a minor adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new development incorporates onsite health facilities, which could serve the new residents (uncertain negligible effect) or the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p> <p>Overall, mixed, uncertain effects are predicted.</p> <p>The provision of sufficient health facilities is a short to medium term, medium priority for LBTH.</p> <p>The London Healthy Urban Development Unit (HUDU) recommends no more than 1,800 patients per GP.</p> <p>Based on the population estimate, Option 2 will generate the demand for a minimum of 8.5 GPs (based on a maximum of 1,800 residents per GP). Whilst there is a small amount of GP capacity available in LBTH currently, this increase in population will</p>	<p>++/-/?</p>	<p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing health facilities.</p> <p>New developments could incorporate onsite health facilities, which could serve the new residents and the wider community.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>put pressure on existing facilities, and may restrict the ability of existing and new residents to access health facilities. This is considered to be a minor adverse effect (although worse than Option 1).</p> <p>Based on current figures, this Option would need 1,275 m<sup>2</sup> of health floorspace to meet additional requirements for health services. Without mitigation, this is considered to be a minor adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new development incorporates onsite health facilities, which could serve the new residents (uncertain negligible effect) or the wider community (uncertain minor to significant positive effect depending on its capacity and location). Overall mixed uncertain effects are predicted.</p> <p>The provision of sufficient health facilities is a short to medium term, medium priority for LBTH.</p> <p>The London Healthy Urban Development Unit (HUDU) recommends no more than 1,800 patients per GP.</p> <p>Based on the population estimate, Option 3 will generate the demand for a minimum of 12.8 GPs (based on a maximum of 1,800 residents per GP). Whilst there is a small amount of GP capacity available in LBTH currently, this increase in population will</p>	<p>++/-/?</p>	<p>Financial contributions could be secured through s106 agreements, which could be used to improve existing health facilities.</p> <p>New developments could incorporate onsite health facilities (i.e. within the Masterplan Area), which could serve the new residents and the wider community.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 4</b>	<p>put pressure on existing facilities, and may restrict the ability of existing and new residents to access health facilities. This is considered to be a minor adverse effect (although worse than Options 1 and 2).</p> <p>Based on current figures, this Option would need 1,913 m<sup>2</sup> of health floorspace to meet additional requirements for health services. Without mitigation, this is considered to be a minor adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new development incorporates onsite health facilities, which could serve the new residents (uncertain negligible effect) or the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p> <p>Overall mixed uncertain effects are predicted.</p>		
	<p>The provision of sufficient health facilities is a short to medium term, medium priority for LBTH.</p> <p>The London Healthy Urban Development Unit (HUDU) recommends no more than 1,800 patients per GP.</p> <p>Based on the population estimate, Option 4 will generate the demand for a minimum of 19.1 GPs (based on a maximum of 1,800 residents per GP). This will exceed existing</p>	++/--/?	<p>Financial contributions could be secured through s106 agreements/ CIL, which could be used to improve existing health facilities.</p> <p>New developments could incorporate onsite health facilities (i.e. within the Masterplan Area), which could serve the new residents and the wider community.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>capacity in LBTH and therefore there is unlikely to be sufficient health facilities to accommodate the increase in population. Existing and new residents may need to travel further afield to access health facilities. This is considered to be a significant adverse effect (worse than Options 1 and 2).</p> <p>Based on current figures, this Option would need 2,869 m<sup>2</sup> of health floorspace to meet additional requirements for health services. Without mitigation, this is considered to be a minor adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new development incorporates onsite (i.e. within the Masterplan Area) health facilities, which could serve the new residents (uncertain negligible effect) or the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p> <p>An overall mixed effect (with significant adverse effects relating to the additional healthcare capacity necessary to accommodate the estimated population) is predicted. Significant positive effects are identified reflecting the potential for development on this scale to incorporate or contribute to new healthcare facilities.</p> <p>The provision of sufficient health facilities</p>	<p>++/--/?</p>	<p>Financial contributions could be secured through s106 agreements/ CIL,</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>is a short to medium term, medium priority for LBTH.</p> <p>The London Healthy Urban Development Unit (HUDU) recommends no more than 1,800 patients per GP.</p> <p>Based on the population estimate, Option 5 will generate the demand for a minimum of 35.6 GPs (based on a maximum of 1,800 residents per GP). This will exceed existing capacity in LBTH and therefore there are unlikely to be sufficient health facilities to accommodate the increase in population. Existing and new residents may need to travel further afield to access health facilities. This is considered to be a significant adverse effect (although worse than Option 4).</p> <p>This Option would need additional health floorspace to meet additional requirements for health services. Without mitigation, this is considered to be a significant adverse effect.</p> <p>Depending on the developments progressed there is the possibility that new development incorporates onsite (i.e. within the Masterplan Area) health facilities, which could serve the new residents (uncertain negligible effect) or the wider community (uncertain minor to significant positive effect depending on its capacity and location).</p>		<p>which could be used to improve existing health facilities.</p> <p>New developments could incorporate onsite health facilities, which could serve the new residents and the wider community.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>An overall mixed effect (with significant adverse effects relating to the additional healthcare capacity necessary to accommodate the estimated population) is predicted. Significant positive effects are identified reflecting the potential for development on this scale to incorporate or contribute to new healthcare facilities.</p>		<p>Option 1 is considered to be the best performing option as it will put the least pressure on existing health facilities.</p> <p>Option 5 is considered to be the worst performing options as it will put the most pressure on existing health facilities, although this Option could deliver the greatest amount of new health facilities due to development size.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 4 (4,500 hr/ha) and above. Above these densities patient demand will require more GPs than currently operate within the Borough (13.71). This is based on a maximum number of patients per GP of 1,800 (according to Healthy Urban Development Unit recommendations).</p> <p>It should be noted that all options would result in a significant change relative to the baseline.</p>
<p><b>14. To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability</b></p>			
<p><b>Option 1</b></p>	<p>This option is likely to result in uncertain significant positive effects on this objective. The option will deliver 1,100 habitable rooms per hectare and will therefore have a minor positive effect on contributing to the LBTH and GLA's housing targets, including the GLA's Draft Further Alterations to the London Plan.</p> <p>The option will have a significant positive effect on the delivery of affordable housing as it is assumed that affordable housing can be delivered onsite (i.e. within the Masterplan Area) in accordance with</p>	<p>++/?</p>	<p>Developments within the option should provide a mix of unit sizes, tenures and types to meet the needs of the population.</p> <p>Developments within the option should also provide a mix of uses on ground and lower above ground floors (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Delivery of onsite (i.e. within the Masterplan Area) affordable housing should be a priority for development within the Masterplan Area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>LBTH's Local Plan. However this is uncertain.</p> <p>This option is likely to result in uncertain significant mixed effects on this objective. The option will deliver 2,000 habitable rooms per hectare and will therefore have a minor positive effect on contributing to the LBTH and GLA's housing targets, including the GLA's Draft Further Alterations to the London Plan.</p> <p>The option will have a significant positive effect on the delivery of affordable housing as it is assumed that affordable housing can be delivered onsite (i.e. within the Masterplan Area) in accordance with LBTH's Local Plan. However this is uncertain.</p> <p>The minor adverse effect reflects the potential for impacts on overall liveability associated with higher density options.</p>	<p>++/-/?</p>	<p>Developments within the option should provide a mix of unit sizes, tenures and types to meet the needs of the population.</p> <p>Developments within the option should also provide a mix of uses on ground and lower above ground floors (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Delivery of onsite affordable housing (i.e. within the Masterplan Area) should be a priority for development within the Masterplan Area.</p>
<p><b>Option 3</b></p>	<p>This option is likely to result in uncertain significant mixed effects on this objective. The option will deliver 3,000 habitable rooms per hectare and will therefore have a minor positive effect on contributing to the LBTH and GLA's housing targets, including the GLA's Draft Further Alterations to the London Plan.</p> <p>The option will have a significant positive effect on the delivery of affordable housing</p>	<p>++/-/?</p>	<p>Developments within the option should provide a mix of unit sizes, tenures and types to meet the needs of the population.</p> <p>Developments within the option should also provide a mix of uses on ground and lower above ground floors (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Delivery of onsite affordable housing (i.e. within the Masterplan Area) should be a priority for development within the Masterplan Area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>as it is assumed that affordable housing can be delivered onsite (i.e. within the Masterplan Area) in accordance with LBTH's Local Plan. However this is uncertain.</p> <p>The minor adverse effect reflects the potential for impacts on overall liveability associated with higher density options.</p> <p>This option is likely to result in uncertain significant mixed effects on this objective. The option will deliver 4,500 habitable rooms per hectare and will therefore have a minor positive effect on contributing to the LBTH and GLA's housing targets, including the GLA's Draft Further Alterations to the London Plan.</p> <p>The option will have a significant positive effect on the delivery of affordable housing as it is assumed that affordable housing can be delivered onsite (i.e. within the Masterplan Area) in accordance with LBTH's Local Plan. However this is uncertain.</p> <p>The minor adverse effect reflects the potential for impacts on overall liveability associated with higher density options.</p>	<p>++/-/?</p>	<p>Developments within the option should provide a mix of unit sizes, tenures and types to meet the needs of the population.</p> <p>Developments within the option should also provide a mix of uses on ground and lower above ground floors (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Delivery of onsite (i.e. within the Masterplan Area) affordable housing should be a priority for development within the Masterplan Area.</p>
<p><b>Option 5</b></p>	<p>This option is likely to result in uncertain significant mixed effects on this objective. The option will deliver 7,000 habitable rooms per hectare and will therefore have</p>	<p>++/-/?</p>	<p>Developments within the option should provide a mix of unit sizes, tenures and types to meet the needs of the population.</p> <p>Developments within the option should also provide a mix of uses on ground and lower above ground floors (e.g. employment, retail, open</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>a minor positive effect on contributing to the LBTH and GLA's housing targets, including the GLA's Draft Further Alterations to the London Plan.</p> <p>The option will have a significant positive effect on the delivery of affordable housing as it is assumed that affordable housing can be delivered onsite (i.e. within the Masterplan Area) in accordance with LBTH's Local Plan. However this is uncertain.</p> <p>The minor adverse effect reflects the potential for impacts on overall liveability associated with higher density options.</p>		<p>space) enabling new and existing residents to live and work locally.</p> <p>Delivery of onsite (i.e. within the Masterplan Area) affordable housing should be a priority for development within the Masterplan Area.</p>
<p><b>15. To provide all residents with the opportunity of employment, particularly in deprived areas</b></p>			
<p><b>Option 1</b></p>	<p>This option is likely to have uncertain mixed effects on this objective. The option will generate a number of jobs during the demolition and construction phases of the developments within the Masterplan Area. This is likely to have a minor positive effect</p>	<p>+/-/?</p>	<p>Developers within the Masterplan Area should work with existing onsite occupants to find suitable relocation options, in the local area where possible. They should also work in partnership with LBTH, appropriate local agencies and other key stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>on this objective.</p> <p>However, the majority of the sites within the Masterplan Area are predominantly employment uses (e.g. offices). As such, the proposed residential led redevelopment of the area will likely result in the loss of some of the existing employment uses within the Masterplan Area and is likely to have a minor adverse effect on this objective. However, this is uncertain as it is not possible to predict what mix of uses will be provided as part of the option.</p> <p>This option is likely to have uncertain mixed effects on this objective. The option will generate a number of jobs during the demolition and construction phases of the developments within the Masterplan Area. This is likely to have a minor positive effect on this objective.</p> <p>However, the majority of the sites within the Masterplan Area are predominantly employment uses (e.g. offices). As such, the proposed residential led redevelopment of the area will likely result in the loss of the some existing employment uses within the Masterplan Area and is likely to have a minor adverse effect on this objective. However, this is uncertain as it is not possible to predict what mix of uses will be provided as part of the option.</p>	<p>+/-/?</p>	<p>Developments within the Masterplan Area should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Developers within the Masterplan Area should work with existing onsite occupants to find suitable relocation options, in the local area where possible. They should also work in partnership with LBTH, appropriate local agencies and other key stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Developments within the Masterplan Area should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>This option is likely to have uncertain mixed effects on this objective. The option will generate a number of jobs during the demolition and construction phases of the developments within the Masterplan Area. This is likely to have a minor positive effect on this objective.</p> <p>However, the majority of the sites within the Masterplan Area are predominantly employment uses (e.g. offices). As such, the proposed residential led redevelopment of the area will likely result in the loss of some the existing employment uses within the Masterplan Area and is likely to have a minor adverse effect on this objective. However, this is uncertain as it is not possible to predict what mix of uses will be provided as part of the option.</p>	<p>+/-/?</p>	<p>Developers within the Masterplan Area should work with existing onsite occupants to find suitable relocation options, in the local area where possible. They should also work in partnership with LBTH, appropriate local agencies and other key stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Developments within the Masterplan Area should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p>
<p><b>Option 4</b></p>	<p>This option is likely to have uncertain mixed effects on this objective. The option will generate a number of jobs during the demolition and construction phases of the developments within the Masterplan Area. This is likely to have a minor positive effect on this objective.</p> <p>However, the majority of the sites within the Masterplan Area are predominantly employment uses (e.g. offices). As such, the proposed residential led redevelopment of the area will likely result in the loss of some the existing employment uses within</p>	<p>+/-/?</p>	<p>Developers within the Masterplan Area should work with existing onsite occupants to find suitable relocation options, in the local area where possible. They should also work in partnership with LBTH, appropriate local agencies and other key stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Developments within the Masterplan Area should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>the Masterplan Area and is likely to have a minor adverse effect on this objective. However, this is uncertain as it is not possible to predict what mix of uses will be provided as part of the option.</p> <p>This option is likely to have uncertain mixed effects on this objective. The option will generate a number of jobs during the demolition and construction phases of the developments within the Masterplan Area. This is likely to have a minor positive effect on this objective.</p> <p>However, the majority of the sites within the Masterplan Area are predominantly employment uses (e.g. offices). As such, the proposed residential led redevelopment of the area will likely result in the loss of some the existing employment uses within the Masterplan Area and is likely to have a minor adverse effect on this objective. However, this is uncertain as it is not possible to predict what mix of uses will be provided as part of the option.</p>	<p>+/-/?</p>	<p>Developers within the Masterplan Area should work with existing onsite occupants to find suitable relocation options, in the local area where possible. They should also work in partnership with LBTH, appropriate local agencies and other key stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Developments within the Masterplan Area should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p>
<p><b>Best and Worst Performing Options</b></p>	<p>All options are likely to result in mixed effects as they have the potential to result in the loss of some of the employment space within the Masterplan Area (minor adverse effect). The options may provide a mix of employment uses which will have a minor positive effect on this objective. However, this is uncertain as the mix of proposed uses is not known at this stage.</p>		
<p><b>16. To reduce pollution to land through direct action or mitigation; to seek to improve the quality of the land as far as possible</b></p>			
<p><b>Option 1</b></p>	<p>This option is likely to result in minor positive effects on this objective. The</p>	<p>+</p>	<p>Ensure development layout and the proposed mix of uses is compatible with contaminated land investigations.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Masterplan Area is a former dock, and therefore it is likely that land is contaminated. Redevelopment of the Masterplan Area will therefore provide the opportunity remediate the contaminated land.</p> <p>It is noted that many of the sites within the Masterplan Area have been redeveloped since its use as a former dock and therefore contamination will have previously been remediated. However, this will have been to a certain depth which the proposed option may exceed.</p>		<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place.</p>
<b>Option 2</b>	<p>This option is likely to result in minor positive effects on this objective. The Masterplan Area is a former dock, and therefore it is likely that land is contaminated. Redevelopment of the Masterplan Area will therefore provide the opportunity remediate the contaminated land.</p> <p>It is noted that many of the sites within the Masterplan Area have been redeveloped since its use as a former dock and therefore contamination will have previously been remediated. However, this will have been to a certain depth which the proposed option may exceed.</p>	+	<p>Ensure development layout and the proposed mix of uses is compatible with contaminated land investigations.</p> <p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place.</p>
<b>Option 3</b>	<p>This option is likely to result in minor positive effects on this objective. The Masterplan Area is a former dock, and</p>	+	<p>Ensure development layout and the proposed mix of uses is compatible with contaminated land investigations.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>therefore it is likely that land is contaminated. Redevelopment of the Masterplan Area will therefore provide the opportunity remediate the contaminated land.</p> <p>It is noted that many of the sites within the Masterplan Area have been redeveloped since its use as a former dock and therefore contamination will have previously been remediated. However, this will have been to a certain depth which the proposed option may exceed.</p>		<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place.</p>
<b>Option 4</b>	<p>This option is likely to result in minor positive effects on this objective. The Masterplan Area is a former dock, and therefore it is likely that land is contaminated. Redevelopment of the Masterplan Area will therefore provide the opportunity remediate the contaminated land.</p> <p>It is noted that many of the sites within the Masterplan Area have been redeveloped since its use as a former dock and therefore contamination will have previously been remediated. However, this will have been to a certain depth which the proposed option may exceed.</p>	+	<p>Ensure development layout and the proposed mix of uses is compatible with contaminated land investigations.</p> <p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place.</p>
<b>Option 5</b>	<p>This option is likely to result in minor positive effects on this objective. The Masterplan Area is a former dock, and therefore it is likely that land is</p>	+	<p>Ensure development layout and the proposed mix of uses is compatible with contaminated land investigations.</p> <p>The Masterplan should ensure developers remediate the land in</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>contaminated. Redevelopment of the Masterplan Area will therefore provide the opportunity remediate the contaminated land.</p> <p>It is noted that many of the sites within the Masterplan Area have been redeveloped since its use as a former dock and therefore contamination will have previously been remediated. However, this will have been to a certain depth which the proposed option may exceed.</p>		<p>accordance with the most recent industry standards, regardless of what previous remediation has previously taken place.</p>
<b>Best and Worst Performing Options</b>			<p>There is unlikely to be any significant difference between options in respect of this objective.</p>
<b>17. To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible</b>			
<b>Option 1</b>	<p>There will be an increase in noise and emissions from the construction and operation of all the options.</p> <p>All options are required to adhere to emission reduction targets set by the GLA.</p> <p>The construction period for Option 1 is likely to be relatively short, due to the quantum of development required to accommodate a population of this size. The construction period will inevitably lead to some noise and air emissions, although these can be controlled through appropriate mitigation. This will lead to a minor adverse effect.</p>	-/?	<p>Accord with Local Plan Standards.</p> <p>CEMP and Dust Management Plan (DMP).</p> <p>Appropriate design of energy centres e.g. ultra Low NOx boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p> <p>Street greening e.g. maximising natural habitats such as trees.</p> <p>Promotion of car free developments.</p> <p>Promotion of car pools/ car clubs to encourage car sharing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage but could reach approximately 500 based on current Local Plan standards. The new population will increase demand for road vehicles (e.g. cars) and public transport, which will in turn lead increased noise and air emissions, when compared to the existing scenario. This will lead to a minor adverse effect.</p> <p>The increased population will also generate a high energy demand, which if not designed appropriately, will lead to increased emissions to air. This is expected to lead to a minor adverse effect.</p> <p>An overall minor adverse effect is considered appropriate in respect of this objective.</p>	<p>-/?</p>	<p>Provision of vehicle electric charging points</p>
	<p>The construction period for Option 2 is likely to be relatively short (although longer than Option 1), due to the quantum of development required to accommodate a population of this size. The construction period will inevitably lead to some noise and air emissions, although these can be controlled through appropriate mitigation. This will lead to a minor adverse effect.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage but could reach approximately 950 based on current Local Plan standards.</p>		<p>Accord with Local Plan Standards.</p> <p>CEMP and Dust Management Plan (DMP).</p> <p>Appropriate design of energy centres e.g. ultra Low NOx boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p> <p>Street greening e.g. maximising natural habitats such as trees.</p> <p>Promotion of car free developments.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>The new population will increase demand for road vehicles (e.g. cars) and public transport, which will in turn lead increased noise and air emissions, when compared to the existing scenario. This will lead to a minor adverse effect (although considered to be worse than Option 1).</p> <p>This increased population will also generate a high energy demand, which if not designed appropriately, will lead to increased emissions to air. This will lead to a minor adverse effect (although considered to be worse than Option 1).</p> <p>An overall minor adverse effect is considered appropriate in respect of this option.</p>		<p>Promotion of car pools/ car clubs to encourage car sharing.</p> <p>Provision of vehicle electric charging points</p>
<b>Option 3</b>	<p>The construction period for Option 3 is likely to be undertaken over a relatively long period of time (longer than required for Options 1 and 2) due to the quantum (height and mass required to accommodate this density of population) of development, and therefore overall noise and air emissions could be high for the duration of construction. This could lead to a significant adverse effect during construction.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage but could reach approximately 1,400 based on current Local Plan</p>	--/?	<p>Accord with Local Plan Standards.</p> <p>CEMP and Dust Management Plan (DMP).</p> <p>Appropriate design of energy centres e.g. ultra Low NOx boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p> <p>Street greening e.g. maximising natural habitats such as trees.</p> <p>Promotion of car free developments.</p> <p>Promotion of car pools/ car clubs to encourage car sharing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>standards. The increased population will lead to high demand for road vehicles (e.g. car usage) and public transport, which will in turn lead to increased noise and air emissions during operation.</p> <p>This increased population will also generate a high energy demand, which if not designed appropriately, will lead to increased emissions to air. This could lead to a significant adverse effect.</p> <p>Option 3 is likely to require tall buildings, the residents of which could be adversely affected by aircraft noise without appropriate mitigation. This could lead to an uncertain significant adverse effect.</p> <p>Overall, an uncertain significant adverse effect is anticipated in respect of this option.</p> <p>The construction period for Option 4 is likely to be undertaken over a relatively long period of time (longer than required for Options 1 to 3) due to the quantum (height and mass required to accommodate this density of population) of development, and therefore overall noise and air emissions could be high for the duration of construction. This could lead to a significant adverse effect (and considered to be worse than Option 3) during construction.</p> <p>The number of car parking spaces provided</p>	<p>--/?</p>	<p>Provision of vehicle electric charging points</p> <p>Accord with Local Plan Standards.</p> <p>CEMP and Dust Management Plan (DMP).</p> <p>Appropriate design of energy centres e.g. ultra Low NOx boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p> <p>Street greening e.g. maximising natural habitats such as trees.</p> <p>Promotion of car free developments.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>within the Masterplan Area is uncertain at this stage but could reach approximately 1,940 based on current Local Plan standards. The increased population will lead to high demand for road vehicles (e.g. car usage) and public transport, which will in turn lead to increased noise and air emissions during operation.</p> <p>This increased population will also generate a high energy demand, which if not designed appropriately, could lead to increased emissions to air. This could lead to a significant adverse effect (and is considered to be worse than Option 3).</p> <p>Option 4 is likely to require tall buildings, the residents of which could be adversely affected by aircraft noise without appropriate mitigation. This could lead to an uncertain significant adverse effect (and is considered to be worse than Option 3).</p> <p>Overall, an uncertain significant adverse effect is anticipated in respect of this option.</p>	--/?	<p>Promotion of car pools/ car clubs to encourage car sharing.</p> <p>Provision of vehicle electric charging points</p> <p>Accord with Local Plan Standards.</p> <p>CEMP and Dust Management Plan (DMP).</p> <p>Appropriate design of energy centres e.g. ultra Low NOx boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p>
<b>Option 5</b>	<p>The construction period for Option 5 is likely to be undertaken over a long period of time (longer than Options 1 to 4) due to the quantum (height and mass required to accommodate this density of population) of development, and therefore overall noise and air emissions could be high for the duration of construction. This could lead to</p>	--/?	



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>a significant adverse effect (and considered to be worse than Option 3 and 4) during construction.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage but could reach approximately 3,000 based on current Local Plan standards. The extremely dense population will lead to high demand for road vehicles (e.g. car usage) and public transport, which will in turn lead to increased noise and air emissions during operation.</p> <p>This increased population will also generate a high energy demand, which if not designed appropriately, will lead to increased emissions to air. This could lead to a significant adverse effect (and is considered to be worse than Option 3 and 4).</p> <p>Option 5 is likely to require very tall buildings, the residents of which could be adversely affected by aircraft noise without appropriate mitigation. This could lead to an uncertain significant adverse effect (and considered to be worse than Option 3 and 4).</p> <p>Overall, an uncertain significant adverse effect is anticipated in respect of this option.</p>		<p>Taller building design to incorporate additional insulation and triple glazing.</p> <p>Street greening e.g. maximising natural habitats such as trees.</p> <p>Promotion of car free developments.</p> <p>Promotion of car pools/ car clubs to encourage car sharing.</p> <p>Provision of vehicle electric charging points</p>
<b>Best and Worst Performing</b>	Option 1 is considered to be the best performing option due to the lower quantum of development which will be constructed (the		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Options</b></p>	<p>duration and nature of construction work will be less and hence construction impacts including noise and air pollution will be reduced).</p> <p>Option 5 is considered to be the worst performing option as it has potential to result in substantial air and noise emissions during construction and operation, due to the very high population increase estimated within the Masterplan Area, and the effect this will have on transport and energy demand.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 3 (3,000 hr/ha) and above, however, all options are predicted to result in adverse effects.</p> <p>Whilst significant effects are more likely in respect of Options 3-5 there is recognised uncertainty in the appraisal at this strategic scale. It should also be recognised that all options represent a significant change from the baseline.</p>		
<p><b>18. To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels</b></p>			
<p><b>Option 1</b></p>	<p>The design of the Masterplan Area for this option is unknown at this stage, and therefore the effects are uncertain.</p> <p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to be minor adverse, based on the scale of development proposed for this option.</p> <p>With appropriate design, the Masterplan could incorporate renewable energy facilities and waste less energy, which could offset the new energy demand from new residents. The effect of this is uncertain.</p> <p>Development within the Masterplan Area could connect into the Barkantine District Heat Centre, which could minimise fuel costs and service charges for future residents, and improve fuel security. This</p>	<p>-/+/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all development e.g. solar panels on roofs.</p> <p>All buildings should be designed to the highest standards of sustainability and design.</p>

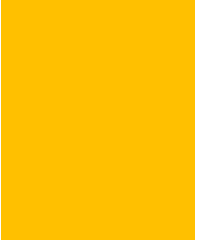
SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 2</b></p>	<p>is considered to be uncertain, minor positive.</p> <p>Scores for objective 1, 3 and 8 (which include sub-criteria which are also relevant to this objective) are either minor positive or minor adverse.</p> <p>The design of the Masterplan Area for this option is unknown at this stage, and therefore the effects are uncertain.</p> <p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to be minor adverse, based on the scale of development proposed for this option.</p> <p>With appropriate design, the Masterplan could incorporate renewable energy facilities and waste less energy, which could offset the new energy demand from new residents. The effect of this would be uncertain.</p> <p>Development within the Masterplan Area could connect into the Barkantine District Heat Centre, which could minimise fuel costs and service charges for future residents, and improve fuel security. This is considered to be uncertain, minor positive.</p> <p>Scores for objective 1, 3 and 8 (which include sub-criteria which are also relevant to this objective) vary from mixed (+/-/?)</p>	<p>--/+/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all development e.g. solar panels on roofs.</p> <p>All buildings should be designed to the highest standards of sustainability and design.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3</b></p>	<p>to significant adverse, uncertain (--/?). The significant adverse effect arises from the potential for increased traffic arising from this option and uncertainty as to whether modal shift could be achieved. This is reflected in the overall score for this objective.</p> <p>The design of the Masterplan Area for this option is unknown at this stage, and therefore the effects are uncertain.</p> <p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to be significant adverse, based on the scale of development proposed for this option i.e. the amount and length of the construction phase is likely to be substantial, and on account of the energy requirements of new residents.</p> <p>With appropriate design, the Masterplan could incorporate renewable energy facilities and waste less energy, which could offset the new energy demand from new residents. Given the scale of development it may not be possible to fully offset the new energy demand. The effect of this would be uncertain, minor adverse.</p> <p>Development within the Masterplan Area could connect into the Barkantine District Heat Centre, which could minimise fuel costs and service charges for future</p>	<p>--/+/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all development e.g. solar panels on roofs.</p> <p>All buildings should be designed to the highest standards of sustainability and design.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4</b></p>	<p>residents, and improve fuel security. This is considered to be uncertain, minor positive.</p> <p>Scores for objective 1, 3 and 8 (which include sub-criteria which are also relevant to this objective) vary from significant mixed (--/+/?) to significant adverse, uncertain (--/?). The significant adverse effects arise from the potential for increased traffic arising from this option and uncertainty as to whether modal shift could be achieved, concerns around increased flood risk and around scope for natural light to be achieved within the design of new developments. This is reflected in the overall score for this objective.</p> <p>The design of the Masterplan Area for this option is unknown at this stage, and therefore the effects are uncertain.</p> <p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to be significant adverse, based on the scale of development proposed for this option i.e. the amount and length of the construction phase is likely to be substantial, and on account of the energy requirements of new residents. This option is considered to be more significant than Option 3.</p> <p>With appropriate design, the Masterplan</p>	<p>--/+/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all development e.g. solar panels on roofs.</p> <p>All buildings should be designed to the highest standards of sustainability and design.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 5</b></p>	<p>could incorporate renewable energy facilities and waste less energy, which could offset the new energy demand from new residents. Given the scale of development it may not be possible to fully offset the new energy demand. The effect of this would be uncertain, minor adverse.</p> <p>Development within the Masterplan Area could connect into the Barkantine District Heat Centre, which could minimise fuel costs and service charges for future residents, and improve fuel security. This is considered to be uncertain, minor positive.</p> <p>Scores for objective 1, 3 and 8 (which include sub-criteria which are also relevant to this objective) vary from significant mixed (--/+/?) to significant adverse, uncertain (--/?). The significant adverse effects arise from the potential for increased traffic arising from this option and uncertainty as to whether modal shift could be achieved, concerns around increased flood risk and around scope for natural light to be achieved within the design of new developments. This is reflected in the overall score for this objective.</p> <p>The design of the Masterplan Area for this option is unknown at this stage, and therefore the effects are uncertain.</p>	<p>--/+/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to be significant adverse, based on the scale of development proposed for this option i.e. the amount and length of the construction phase is likely to be substantial, and on account of the energy requirements of new residents. This Option is considered to be more significant than Options 3 and 4.</p> <p>With appropriate design, the Masterplan could incorporate renewable energy facilities and waste less energy, which could offset the new energy demand from new residents. Given the scale of development it may not be possible to fully offset the new energy demand. The effect of this would be uncertain, minor adverse.</p> <p>Development within the Masterplan Area could connect into the Barkantine District Heat Centre, which could minimise fuel costs and service charges for future residents, and improve fuel security. This is considered to be uncertain, minor positive.</p> <p>Scores for objective 1, 3 and 8 (which include sub-criteria which are also relevant to this objective) vary from significant mixed (--/+/? ) to significant adverse, uncertain (--/?). The significant adverse effects arise from the potential for increased traffic arising from this option</p>		<p>development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all development e.g. solar panels on roofs.</p> <p>All buildings should be designed to the highest standards of sustainability and design.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Best and Worst Performing Options</b></p>	<p>and uncertainty as to whether modal shift could be achieved, concerns around increased flood risk and around scope for natural light to be achieved within the design of new developments. This is reflected in the overall score for this objective.</p> <p>Option 1 is considered to be the best performing option as it is likely to lead to the least energy demand due to the scale of development and estimated population likely to be living in the area.</p> <p>Option 5 is considered to be the worst performing options as it is likely to lead to the highest energy demand during construction and operation, due to the scale of development likely to be required.</p> <p>Impacts are, however, dependent on the design of the development within the Masterplan Area.</p> <p>In terms of the threshold for significant effects, significant adverse, uncertain effects are predicted for Option 2 (2,000 hr/ha) and above, however, all options are predicted to result in adverse effects.</p> <p>Whilst significant effects are more likely in respect of Options 2-5 there is recognised uncertainty in the appraisal at this strategic scale. It should also be recognised that all options represent a significant change from the baseline.</p>		



**Figure 4.1: Summary of SEA of Different Amounts of Development Options (Pre-mitigation)**

SEA Objectives		Likely Effects				
		Option 1	Option 2	Option 3	Option 4	Option 5
1.	To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place	-/?	--/?	--/?	--/?	--/?
2.	To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses	-/?	-/?	--/?	--/?	--/?
3.	To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems	+/-/?	+/-/?	--/+/?	--/+/?	--/+/?
4.	To enhance and protect the significance of heritage assets and archaeological heritage	-/?	-/?	--/?	--/?	--/?
5.	To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces	-/?	+/-/?	+/-/?	-/?	--
6.	To achieve a planned and aesthetically balanced skyline, as seen in protected views	0	0/-	+/-/?	--/+/?	--/?
7.	To protect views and the visual amenity of people living and working in and visiting the area and surroundings	?	?	-/?	-/?	--/?
8.	To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)	+/-/?	--/?	--/?	--/?	--/?
9.	To maximise the accessibility to key services and amenities	-/?	-/?	--/?	--/?	--/?
10.	To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources	-/?	-/?	--/?	--/?	--/?
11.	To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates	-/?	-/?	--/?	--/?	--/?
12.	To protect existing, make provision for new, and maximise accessibility to education facilities to meet the needs of all sectors of the population	++/--/?	++/--/?	++/--/?	++/--/?	++/--/?
13.	To maximise the health and well-being of the population and reduce inequalities in health	++/-/?	++/-/?	++/-/?	++/-/?	++/-/?
14.	To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability	++/?	++/-/?	++/-/?	++/-/?	++/-/?
15.	To provide all residents with the opportunity of employment, particularly in deprived areas	+/-/?	+/-/?	+/-/?	+/-/?	+/-/?

SEA Objectives		Likely Effects				
16.	To reduce pollution to land through direct action or mitigation; to seek to improve the quality of the land as far as possible	+	+	+	+	+
17.	To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible	-/?	-/?	--/?	--/?	--/?
18.	To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels	-/+/?	--/+/?	--/+/?	--/+/?	--/+/?

There are six options under assessment:

**Density & massing Option 1: 3,000 hr/ha Towers in Space**

**Density & massing Option 2: 1,100 hr/ha Towers in Space**

**Density & massing Option 3: 3,000 hr/ha Podium/ Plinth/ Towers**

**Density & massing Option 4: 1,100 hr/ha Podium/ Plinth/ Towers**

**Public open space Option 5: Principal open spaces & some onsite public open space delivery (not density dependent)**

Onsite public open space will be publicly accessible and not private open space. In general, the proposed elements of open space within the Masterplan comprises:

- Principal public open spaces (i.e. six larger, coordinated open spaces available for use by all Masterplan residents).
- Onsite public open spaces.
- Communal open space (only for residents of a site).
- Private open space (only for individual housing units).

**Public open space Option 6: Only onsite public open space delivery (not density dependent)**

Symbols will be used to record effects as follows:

<b>++</b>	Significant positive effect likely
<b>+</b>	Minor positive effect likely
<b>0</b>	Negligible effect likely
<b>-</b>	Minor adverse effect likely
<b>--</b>	Significant adverse effect likely
<b>+/-</b>	Mixed effect likely
<b>?</b>	Likely effect uncertain
<b>N/A</b>	Policy is not relevant to SEA objective

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>1. To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place</b>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>The previous assessment of quantum options noted that it would not be possible to deliver the amount of onsite open space to meet the estimated population arising from 3,000 hr/ha (when based on the National Playing Field Association 2.4ha standard and based on LBTH average provision of 1.2ha per 1,000 population).</p> <p>Towers in Space could deliver a greater quantity of open space (than 'Podium / Plinths / Towers' options) due to the smaller building footprint arising from taller, more slender buildings. This is, however, uncertain. However, there may be issues with the usability and quality of this open space – for example the ownership of different spaces may be less well defined, the open space may be less sheltered by lower scale buildings etc.</p> <p>It is difficult to form concrete judgements on the quality of design based on massing proposals. However, delivery of a series of towers in space could result in confusion over ownership of public versus private spaces, confusion over access to different uses (as uses would be provided within a single tower). It may also be more difficult to deliver community/ social infrastructure</p>	<p>--/?</p>	<p>Provide opportunities for the design of open spaces across development plots to create genuinely useable spaces.</p> <p>Include the design of green spaces into all aspects of building design e.g. rooftops/ balconies/ green walls.</p> <p>Where it is not possible to provide useable open spaces within the Masterplan Area, financial contributions should be provided.</p> <p>Ensure all development maintains and enhances existing public access to the waterfront.</p> <p>Ensure design of development considers and responds to the need to provide appropriate levels of daylight/ sunlight for building occupants and public spaces.</p> <p>Ensure all development maintains a setback of taller elements of built form from the street and public spaces.</p> <p>Maximise the amount of open / green space which can be provided on site to respond to the proposed density.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>due to the smaller development footprints.</p> <p>New and existing residents are likely to experience general feelings of overcrowding, based on the new population predicted from 3,000 hr/ha.</p> <p>This option proposes tall buildings, which would be taller than the surrounding environment (i.e. taller than the existing buildings). This option may also result in taller buildings than the 'Podium / Plinth/ Tower' options. This may lead to the Masterplan Area being windier than appropriate for certain uses and could lead to periods of high winds. This could adversely affect resident's ability to access specific uses, leading to potentially significant adverse effects on residents' health and wellbeing.</p> <p>There could also be significant adverse effects on daylight, sunlight and overshadowing from new, tall buildings. This could lead to poor quality accommodation (both existing and proposed) and therefore significant adverse effects on residents' health.</p> <p>Overall, a significant adverse uncertain effect is predicted for this option. Towers in Space, delivered to a density of 3,000hr/ha, could result in a weak, unfocused urban grain with confusion over access to different uses and difficulty in providing a range of uses due to the smaller footprint. The lack</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>of defined boundaries could also mean the distinction between public and private spaces is less clear. This option proposes tall buildings which could adversely affect microclimate – leading to windy conditions and daylight/ sunlight issues. There is significant uncertainty in the absence of detailed modelling.</p>		
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>The previous assessment of quantum options noted that it would be possible to deliver a portion of open space within the Masterplan Area to meet the estimated population needs arising from 1,100 hr/ha (when based on the National Playing Field Association 2.4ha standard and based on LBTH average provision of 1.2ha per 1,000 population).</p> <p>Towers in Space could deliver a greater quantity of open space (than 'Podium / Plinths / Towers' options) due to the smaller building footprint arising from taller, more slender buildings. This is, however, uncertain. However, there may be issues with the usability and quality of this open space – for example the ownership of different spaces may be less well defined, the open space may be less sheltered by lower scale buildings etc.</p> <p>It is difficult to form concrete judgements on the quality of design based on massing proposals. However, delivery of a series of towers in space could result in confusion</p>	<p>-/?</p>	<p>Provide opportunities for the design of open spaces across development plots to create genuinely useable spaces.</p> <p>Include the design of green spaces into all aspects of building design e.g. rooftops/ balconies/ green walls.</p> <p>Where it is not possible to provide useable open spaces within the Masterplan Area, financial contributions should be provided.</p> <p>Ensure all development maintains and enhances existing public access to the waterfront.</p> <p>Ensure design of development considers and responds to the need to provide appropriate levels of daylight/ sunlight for building occupants and public spaces.</p> <p>Ensure all development maintains a setback of taller elements of built form from the street and public spaces.</p> <p>Maximise the amount of open / green space which can be provided within the Masterplan Area to respond to the proposed density.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>over ownership of public versus private spaces, confusion over access to different uses (as uses would be provided within a single tower). It may also be more difficult to deliver community/ social infrastructure due to the smaller development footprints.</p> <p>New and existing residents could experience general feelings of overcrowding, based on the new population predicted from 1,100 hr/ha (this will be worse than the baseline, but better than predicted for option 1).</p> <p>This option proposes mainly mid-rise buildings, which are at a similar height or slightly taller than existing buildings. Consequently wind effects are predicted to be negligible (although this is uncertain without detailed modelling).</p> <p>There may be some minor, adverse, uncertain effects on daylight, sunlight and overshadowing from new buildings, but based on the scale of the development likely for this density the effects are not likely to be significant.</p> <p>Overall, a minor adverse, uncertain effect is predicted recognising that Towers in Space may result in confusion over access, ownership of spaces and it may not be possible to deliver an appropriate mix of uses. As already mentioned this option would perform worse (when compared to the baseline) but better than option 1.</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>The previous assessment of quantum options noted that it would not be possible to deliver open space within the Masterplan Area to meet the estimated population arising from 3,000 hr/ha (when based on the National Playing Field Association 2.4ha standard and based on LBTH average provision of 1.2ha per 1,000 population).</p> <p>It is difficult to form concrete judgements on the quality of design based on massing proposals. However, under the towers, podiums and plinths option it would be possible to clearly demarcate public, communal and private spaces (communal and private spaces would be delivered and enclosed within each development footprint). The inclusion of podium/ plinths also enables access to different uses to be more easily separated and a range of uses could be provided at the ground floor of podiums enabling community cohesion and creating spaces that encourage social interaction.</p> <p>Based on the density proposed, new and existing residents are likely to experience general feelings of overcrowding, based on the new population predicted from 3,000 hr/ha, particularly when walking around the wider Masterplan Area/ using shops etc. (this will be significantly worse than the baseline and also worse than options 2 and 4 which propose 1,100 hr/ha).</p>	<p>+/--/?</p>	<p>Provide opportunities for the design of open spaces across development plots to create genuinely useable spaces.</p> <p>Include the design of green spaces into all aspects of building design e.g. rooftops/ balconies/ green walls.</p> <p>Where it is not possible to provide useable open spaces on site, financial contributions should be provided.</p> <p>Ensure all development maintains and enhances existing public access to the waterfront.</p> <p>Ensure design of development considers and responds to the need to provide appropriate levels of daylight/ sunlight for building occupants and public spaces.</p> <p>Ensure all development maintains a setback of taller elements of built form from the street and public spaces.</p> <p>Maximise the amount of open / green space which can be provided within the Masterplan Area to respond to the proposed density.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>This option proposes tall buildings, which would be taller than the surrounding environment (i.e. the existing buildings) but likely not as tall as the buildings put forward under Option 1. This may lead to the Masterplan Area being windier than appropriate for certain uses and could lead to periods of high winds. This could adversely affect resident's ability to use the site for specific uses, leading to potentially significant adverse effects on residents' health and wellbeing (effects are likely to be less bad than predicted under Option 1).</p> <p>There could also be significant adverse effects on daylight, sunlight and overshadowing from new, tall buildings (these impacts would likely be less bad than predicted for Option 1). This could lead to poor quality accommodation (both existing and proposed) and therefore significant adverse effects on residents' health.</p> <p>Overall, significant mixed, uncertain effects are predicted under this option. The density proposed (3,000 hr/ha) has potential to result in adverse effects on health and wellbeing through a change to the wind microclimate/ daylight-sunlight issues and feelings over overcrowding. However, positive effects reflect the towers/ podium/ plinth approach to delivery of development with greater scope to delineate and demark private and public spaces, separate out access to different uses and create a more</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	coherent sense of space and movement.		
<b>Option 4: 1,100 Podium/ Plinth</b>	<p>The previous assessment of quantum options noted that it would not be possible to deliver all of the required open space within the Masterplan Area to meet the estimated population arising from 1,100 hr/ha (when based on the National Playing Field Association 2.4ha standard and based on LBTH average provision of 1.2ha per 1,000 population).</p> <p>It is difficult to form concrete judgements on the quality of design based on massing proposals. However, under the towers, podiums and plinths option it would be possible to clearly demarcate public and private spaces (private spaces would be delivered and enclosed within each development footprint). The inclusion of podium/ plinths also enables access to different uses to be more easily separated and a range of uses could be provided at the ground floor of podiums enabling community cohesion and creating spaces that encourage social interaction.</p> <p>Based on the density proposed, new and existing residents are likely to experience some feelings of overcrowding (if not designed appropriately, based on the new population predicted from 1,100 hr/ha, particularly when walking around the wider Masterplan Area/ using shops etc. (although this is likely to be better than Options 1 and</p>	<p>+/-/?</p>	<p>Provide opportunities for the design of open spaces across development plots to create genuinely useable spaces.</p> <p>Include the design of green spaces into all aspects of building design e.g. rooftops/ balconies/ green walls.</p> <p>Where it is not possible to provide useable open spaces within the Masterplan Area, financial contributions should be provided.</p> <p>Ensure all development maintains and enhances existing public access to the waterfront.</p> <p>Ensure design of development considers and responds to the need to provide appropriate levels of daylight/ sunlight for building occupants and public spaces.</p> <p>Ensure all development maintains a setback of taller elements of built form from the street and public spaces.</p> <p>Maximise the amount of open / green space which can be provided within the Masterplan Area to respond to the proposed density.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>3 which propose a higher density of development).</p> <p>This option proposes low to mid-rise buildings, which are at a similar height or slightly taller (in some cases smaller) than existing buildings. Consequently wind effects are predicted to be negligible (although this is uncertain without detailed modelling).</p> <p>There may be some minor, adverse, uncertain effects on daylight, sunlight and overshadowing from new buildings, but based on the scale of the development likely for this density the effects are not likely to be significant.</p> <p>Overall, mixed, uncertain effects are predicted under this option. The density proposed (1,100 hr/ha) has potential to result in adverse effects on health and wellbeing through feelings over overcrowding. However, positive effects reflect the towers/ podium/ plinth approach to delivery of development with greater scope to delineate and demark private and public spaces, separate out access to different uses and create a more coherent sense of space and movement.</p>		
<p><b>Option 5: Principal open spaces</b></p>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new</p>	<p>+/?</p>	<p>The locations for the new principal open spaces are based on deliverability (coordinating onsite public open space provision to deliver larger public open spaces) as well the desire to activate Marsh Wall and DLR spaces.</p> <p>Ensure the design and height of new developments does not adversely</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>development). It is recognised that this would not meet National Playing Field Association standards for onsite provision of public open space (for densities of 1,100 hr/ha or above).</p> <p>This is likely to result in minor positive effects against this objective – providing opportunities for new residents to socially interact, providing space for exercise and recreation and generally encouraging healthier lifestyles.</p> <p>There is uncertainty as it is unclear whether new development will affect the use-ability of these open spaces e.g. through over-shadowing, increased wind micro-climate.</p>		<p>affect the usability of the proposed new and existing public open space. This would need to be tested through appropriate wind and daylight-sunlight modelling, considering changes across the seasons.</p> <p>Include components such as green gyms and allotments within new open spaces to encourage physical activity and access to healthy food.</p> <p>New principal public open spaces along the dockside are not included within the Masterplan due to the northerly aspect and aspirations to activate Marsh Wall. However, access to onsite public open spaces should be encouraged to enable new and existing residents to walk along the dockside through the appropriate setback of new buildings.</p>
<p><b>Option 6: Only onsite public open spaces</b></p>	<p>This option would not put forward new principal public open spaces within the Masterplan Area and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>This is likely to result in a significant adverse effect against this objective – by not proactively encouraging new, principal public open spaces through the Masterplan process these are unlikely to come forward and opportunities to respond positively to creation of ‘liveable’ places are less likely to be realised.</p>	<p>--/?</p>	<p>Ensure the design and height of new developments does not adversely affect the usability of the existing public open space. This would need to be tested through appropriate wind and daylight-sunlight modelling, considering changes across the seasons.</p> <p>New principal public open spaces along the dockside are not included within the Masterplan due to the northerly aspect and aspirations to activate Marsh Wall. However, access to onsite public open spaces should be encouraged to enable new and existing residents to walk along the dockside through the appropriate setback of new buildings.</p> <p>Delivery of new onsite public open space should be coordinated between developers as necessary, to create larger overall public open spaces.</p>
<p><b>Overall Commentary on Options</b></p>	<p>Generally, the options that propose delivery of development as Podiums/ Plinths/ Towers perform better than the Towers in Space options as</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>there is greater opportunity for delineation and demarcation of public versus private spaces; access to different uses can be more easily segregated and there is greater scope for delivery of a mix of uses within each development plot. Delivering housing to the London Plan density mix (1,100 hr/ha) performs better than the 3,000 hr/ha option against this objective – a smaller estimated population across the Masterplan Area is less likely to result in health and wellbeing issues associated with overcrowding and less tall buildings would be required (consequently, wind micro-climate and daylight/ sunlight issues can be more appropriately managed).</p> <p>Options 5 (provision of new principal public open spaces and delivery of open space as part of development plots) and 6 (delivery of open space as part of development plots only) score minor positively (+/? ) and significant adversely (--/? ) respectively. A proactive approach to delivery of new principal public open space (Option 5) has much more potential to respond positively to this objective than Option 6. As the number of public open spaces proposed is six, the benefit realised from delivery of these spaces will be greater for lower density options (as they would be utilised by a smaller population overall).</p>		
<b>2. To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>The Millwall and West India Docks Grade II SINC is located within the Masterplan Area.</p> <p>There is potential for development at this density (whether as Towers in Space or Podium/ Plinth/ Towers) to result in significant adverse effects on the ecology of the SINC through over-shadowing (this is, however, uncertain) and other impacts such as change to water quality through discharges and loss of parts of the dock for development purposes.</p>	--/?	<p>Ensure that ecological enhancement measures are secured within detailed development design area (e.g. green walls, green roofs, bat and bird boxes).</p> <p>Ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks and the reasons for this.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council)</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019</li> <li>• Improve habitat in the Docks e.g. floating reedbeds.</li> <li>• Orientate green spaces to the south of buildings to maximise sunlight to vegetation.</li> <li>• Include nectar rich planting in the landscaping.</li> </ul>
<b>Option 2: 1,100 hr/ha Towers</b>	<p>The Millwall and West India Docks Grade II SINC is located within the Masterplan Area.</p>	-/?	<p>Ensure that ecological enhancement measures are secured within detailed development design (e.g. green walls, green roofs, bat and bird boxes).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	There is potential for development at this density (whether as Towers in Space or Podium/ Plinth/ Towers) to result in adverse effects on the ecology of the SINC through over-shadowing (this is, however, uncertain) and other impacts such as change to water quality through discharges and loss of parts of the dock for development purposes. Impacts are considered to be minor adverse due to the lower density of development put forward (this option would perform worse than the baseline but better than Options 1 or 3 which propose a density of 3,000 hr/ha).		<p>Ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks and the reasons for this.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council)</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019</li> <li>• Improve habitat in the Docks e.g. floating reedbeds.</li> <li>• Orientate green spaces to the south of buildings to maximise sunlight to vegetation.</li> <li>• Include nectar rich planting in the landscaping.</li> </ul>
<b>Option 3: 3,000 Podium/ Plinth</b>	<p>The Millwall and West India Docks Grade II SINC is located within the Masterplan Area.</p> <p>There is potential for development at this density (whether as Towers in Space or Podium/ Plinth/ Towers) to result in significant adverse effects on the ecology of the SINC through over-shadowing (this is, however, uncertain) and other impacts such as change to water quality through discharges and loss of parts of the dock for development purposes.</p>	--/?	<p>Ensure that ecological enhancement measures are secured within detailed development design (e.g. green walls, green roofs, bat and bird boxes).</p> <p>Ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks and the reasons for this.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council)</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019</li> <li>• Improve habitat in the Docks e.g. floating reedbeds.</li> <li>• Orientate green spaces to the south of buildings to maximise sunlight to vegetation.</li> <li>• Include nectar rich planting in the landscaping.</li> </ul>
<b>Option 4: 1,100 Podium/ Plinth</b>	The Millwall and West India Docks Grade II	-/?	Ensure that ecological enhancement measures are secured within detailed

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>SINC is located within the Masterplan Area.</p> <p>There is potential for development at this density (whether as Towers in Space or Podium/ Plinth/ Towers) to result in adverse effects on the ecology of the SINC through over-shadowing (this is, however, uncertain) and other impacts such as change to water quality through discharges and loss of parts of the dock for development purposes.</p> <p>Impacts are considered to be minor adverse due to the lower density of development put forward (this option would perform worse than the baseline but better than Options 1 or 3 which propose a density of 3,000 hr/ha).</p>		<p>development design (e.g. green walls, green roofs, bat and bird boxes).</p> <p>Ensure that developers contribute to a monitoring programme to ascertain whether development is having adverse effects on the aquatic ecology of the docks and the reasons for this.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council)</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019</li> <li>• Improve habitat in the Docks e.g. floating reedbeds.</li> <li>• Orientate green spaces to the south of buildings to maximise sunlight to vegetation.</li> <li>• Include nectar rich planting in the landscaping.</li> </ul>
<b>Option 5: Principal open spaces</b>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>There is scope for these public open spaces to also provide new and enhanced habitats for biodiversity. Minor positive effects are predicted.</p>	+/?	<p>Ensure new public and private open spaces provide a range of habitat types, including areas designed for lower public access to maximise biodiversity gains.</p> <p>Detailed mitigation/ enhancement proposals include:</p> <ul style="list-style-type: none"> <li>• Provision of green roofs (a priority for the Council)</li> <li>• Development should aim to achieve the actions in the LBTH Biodiversity Action Plan 2014-2019</li> <li>• Improve habitat in the Docks e.g. floating reedbeds.</li> <li>• Orientate green spaces to the south of buildings to maximise sunlight to vegetation.</li> <li>• Include nectar rich planting in the landscaping.</li> </ul>
<b>Option 6: Only onsite public open spaces</b>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public</p>	0/?	<p>Ensure new public and private open spaces provide a range of habitat types, including areas designed for lower public access to maximise</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>open space and provision of only onsite public spaces through new development.</p> <p>As such, the potential for biodiversity gains is limited, although it is recognised that some benefits may be achieved through provision of onsite spaces. A negligible, uncertain effect is predicted. This option performs worse than option 5 (as no larger principal public open spaces) would be delivered. Larger spaces are considered to offer greater potential for ecological benefits.</p>		<p>biodiversity gains.</p>
<p><b>Overall commentary on options</b> It is the density of development which is likely to have most impact on biodiversity. As such, there is no distinction between the scores given for options of the same density regardless of whether they are delivered as Towers in Space or Podium/ Plinth/ Towers. The options associated with a density of 3,000 hr/ha (Option 1 and 3) score worse than the options proposing a density of 1,100 hr/ha (Option 2 and 4).</p> <p>Option 5 (provision of principal public open spaces as well as onsite spaces) has greater potential to deliver new and enhanced habitats for biodiversity than delivery of onsite spaces only (Option 6).</p>			
<p><b>3. To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems</b></p>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>The entire Masterplan lies within Flood Zone 3, however, it is protected by existing flood defences and it is assumed these will be maintained by the EA.</p> <p>Development at this density will increase the number of people and properties at risk of flooding compared to the existing situation. This option will perform worse than options 2 and 4 due the higher density of development put forward.</p>	<p>--/?</p>	<p>SuD s to be included as part of all development design. Updated SuDs Guidance is available on the LBTH website.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>The increase in residents will put pressure on the existing foul water treatment capacity, which already experiences episodes of back surging during flood events. This is considered to be a significant adverse effect.</p> <p>The majority of the Masterplan Area is currently made up of existing buildings and areas of hard standing and therefore there is a high proportion of impermeable surfaces.</p> <p>The amount of new impermeable surfaces which will be introduced is uncertain at the moment. It is acknowledged there is potential to increase permeable surfaces across the Masterplan Area, as well as incorporate sustainable urban drainage (this is however, uncertain at this stage).</p> <p>Overall, a significant adverse, uncertain effect is predicted.</p>		<p>Work with Thames Water to address foul water issues.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>The entire Masterplan lies within Flood Zone 3, however, it is protected by existing flood defences and it is assumed these will be maintained by the EA.</p> <p>Development at this density will increase the number of people and properties at risk of flooding compared to the existing situation (consequently this option will result in adverse effects when compared to the baseline, but will not be as adverse as Options 1 or 3 as a lower density of</p>	<p>-/?</p>	<p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p> <p>Work with Thames Water to address foul water issues.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>development is proposed).</p> <p>The increase in residents will put pressure on the existing foul water treatment capacity, which already experiences episodes of back surging during flood events. This is considered to be a minor adverse effect.</p> <p>The majority of the Masterplan Area is currently made up of existing buildings and areas of hard standing and therefore there is a high proportion of impermeable surfaces.</p> <p>The amount of new impermeable surfaces which will be introduced is uncertain at the moment. It is acknowledged there is potential to increase permeable surfaces across the Masterplan Area, as well as incorporate sustainable urban drainage (this is, however, uncertain at this stage).</p> <p>Overall, a minor adverse, uncertain effect is predicted.</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>The entire Masterplan lies within Flood Zone 3, however, it is protected by existing flood defences and it is assumed these will be maintained by the EA.</p> <p>Development at this density will increase the number of people and properties at risk of flooding compared to the existing situation. This is considered to be significant adverse when compared to the</p>	<p>--/?</p>	<p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>baseline. This option will perform worse than options 2 and 4 due the higher density of development put forward.</p> <p>The increase in residents will put pressure on the existing foul water treatment capacity, which already experiences episodes of back surging during flood events. This is considered to be a significant adverse effect.</p> <p>The majority of the Masterplan Area is currently made up of existing buildings and areas of hard standing and therefore there is a high proportion of impermeable surfaces.</p> <p>The amount of new impermeable surfaces which will be introduced is uncertain at the moment. It is acknowledged there is potential to increase permeable surfaces across the Masterplan Area, as well as incorporate sustainable urban drainage (this is, however, uncertain at this stage).</p> <p>Overall, a significant adverse, uncertain effect is predicted.</p>		<p>Work with Thames Water to address foul water issues.</p>
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>The entire Masterplan lies within Flood Zone 3, however, it is protected by existing flood defences and it is assumed these will be maintained by the EA.</p> <p>Development at this density will increase the number of people and properties at risk of flooding compared to the existing</p>	<p>-/?</p>	<p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>situation (consequently this option will result in adverse effects when compared to the baseline, but will not be as adverse as Options 1 or 3 as a lower density of development is proposed).</p> <p>The increase in residents will put pressure on the existing foul water treatment capacity, which already experiences episodes of back surging during flood events. This is considered to be a minor adverse effect.</p> <p>The majority of the Masterplan Area is currently made up of existing buildings and areas of hard standing and therefore there is a high proportion of impermeable surfaces.</p> <p>The amount of new impermeable surfaces which will be introduced is uncertain at the moment. It is acknowledged there is potential to increase permeable surfaces across the Masterplan Area, as well as incorporate sustainable urban drainage (this is, however, uncertain at this stage).</p> <p>Overall, a minor adverse, uncertain effect is predicted.</p>		<p>potential for green infrastructure alongside the Docks.</p> <p>Work with Thames Water to address foul water issues.</p>
<p><b>Option 5: Principal open spaces</b></p>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p>	<p>+</p>	<p>New public open spaces and private spaces should be designed to maximise the amount of new permeable surfaces and minimise hard-standing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	New public open spaces have potential to incorporate SUDs and increase the amount of permeable surfaces across the Masterplan Area. As such a minor positive effect is predicted.		
<b>Option 6: Only onsite public open spaces</b>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>New private spaces have potential to incorporate SUDs and increase the amount of permeable surfaces across the Masterplan Area. An overall negligible effect is predicted.</p>	0	New public open spaces and private spaces should be designed to maximise the amount of new permeable surfaces and minimise hard-standing.
<b>Overall commentary on options</b>	<p>All options have the potential to increase the number of people and properties at risk of flooding compared to the baseline. The options which propose 3,000 hr/ha (Options 1 &amp; 3) have potential to result in significant adverse, uncertain effects (--/?). Minor adverse, uncertain effects are predicted for the options proposing 1,100 hr/ha (Options 2 &amp; 4).</p> <p>Option 5 (which proposes new public open spaces) is predicted to result in minor positive (+) effects by potentially introducing new areas incorporating SUDs and permeable surfaces.</p>		
<b>4. To enhance and protect the significance of heritage assets and archaeological heritage</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>The whole of the Masterplan is within an archaeological priority area.</p> <p>Development within the Masterplan would not directly affect any designated heritage assets including the Greenwich Maritime World Heritage Site (WHS) and its buffer</p>	--/?	<p>Design of development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure that the heritage significance of heritage assets and special historical and architectural interest of conservation areas is protected as far as possible.</p> <p>Ensure each development application provides visualisations incorporating</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>zone which lies to the south-east.</p> <p>Coldharbour Conservation Area lies to the east, partially within the Masterplan Area.</p> <p>There are no statutorily or locally listed buildings within the Masterplan Area, however, a number lie to the north, west and east.</p> <p>There is potential for indirect effects on the setting of assets.</p> <p>This option proposes 'Towers in Space' which has potential to create a 'wall of development' which could potentially dominate or overwhelm heritage assets including the WHS. Consequently, there is potential for significant adverse, uncertain effects.</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of basements/ foundations.</p>		<p>existing and consented developments and demonstrates the impact on the wider skyline and setting of heritage assets.</p> <p>Ensure it is possible to see sky between the towers, particularly as seen from the Greenwich Maritime World Heritage Site (WHS), to avoid a 'wall' of development in the setting to the WHS.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an archaeological priority area.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>The whole of the Masterplan is within an archaeological priority area.</p> <p>Development within the Masterplan would not directly affect any designated heritage assets including the Greenwich Maritime World Heritage Site (WHS) and its buffer zone which lies to the south-east.</p> <p>Coldharbour Conservation Area lies to the east, partially within the Masterplan Area.</p> <p>There are no statutorily or locally listed</p>	<p>-/?</p>	<p>Design of development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure that the heritage significance of heritage assets and special historical and architectural interest of conservation areas is protected as far as possible.</p> <p>Ensure each development application provides visualisations incorporating existing and consented developments and demonstrates the impact on the wider skyline and setting of heritage assets.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an archaeological priority area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>buildings within the Masterplan Area, however, a number lie to the north, west and east.</p> <p>There is potential for indirect effects on the setting of assets.</p> <p>This option proposes 'Towers in Space', with mainly mid-rise buildings, which are at a similar height or slightly taller than existing buildings. Consequently, buildings are less likely to dominate or overwhelm existing heritage assets. A minor adverse, uncertain effect is predicted.</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of basements/ foundations.</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>The whole of the Masterplan is within an archaeological priority area.</p> <p>Development within the Masterplan would not directly affect any designated heritage assets including the Greenwich Maritime World Heritage Site (WHS) and its buffer zone which lies to the south-east.</p> <p>Coldharbour Conservation Area lies to the east, partially within the Masterplan Area.</p> <p>There are no statutorily or locally listed buildings within the Masterplan Area, however, a number lie to the north, west and east.</p> <p>There is potential for indirect effects on the</p>	<p>+/--/?</p>	<p>Design of development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure that the heritage significance of heritage assets and special historical and architectural interest of conservation areas is protected as far as possible.</p> <p>Ensure each development application provides visualisations incorporating existing and consented developments and demonstrates the impact on the wider skyline and setting of heritage assets.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an archaeological priority area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>setting of assets.</p> <p>This option proposes delivery of buildings as 'Podiums/ Plinths/ Towers'. Whilst tall buildings would still be required to deliver this density, the massing visualisations suggest there could be more variety in massing and scale, creating less of a 'block' effect. Consequently, there remains potential for significant adverse, uncertain effects, but with scope of minor positive effects.</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of basements/ foundations.</p>		
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>The whole of the Masterplan is within an archaeological priority area.</p> <p>Development within the Masterplan would not directly affect any designated heritage assets including the Greenwich Maritime World Heritage Site (WHS) and its buffer zone which lies to the south-east.</p> <p>Coldharbour Conservation Area lies to the east, partially within the Masterplan Area.</p> <p>There are no statutorily or locally listed buildings within the Masterplan Area, however, a number lie to the north, west and east.</p> <p>There is potential for indirect effects on the setting of assets.</p>	<p>?</p>	<p>Design of development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed structures or conservation areas. Also to ensure that the heritage significance of heritage assets and special historical and architectural interest of conservation areas is protected as far as possible.</p> <p>Ensure each development application provides visualisations incorporating existing and consented developments and demonstrates the impact on the wider skyline and setting of heritage assets.</p> <p>Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an archaeological priority area.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>This option proposes low to mid-rise buildings, which are at a similar height or slightly taller (in some cases smaller) than existing buildings. Recognising the smaller scale of proposed new buildings under this option, overall effects on setting are uncertain. It is worth noting that the scale and massing of existing consented development could mean that smaller scale development provides less opportunity to create a more balanced skyline than exists at present.</p> <p>The potential for effects on archaeology is currently uncertain as it is dependent on the depth of basements/ foundations.</p>		
<p><b>Option 5: Principal open spaces</b></p>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>Provision of open space can contribute positively to the setting of heritage assets. However, as the proposed open spaces would be remote from existing heritage assets the effect is considered to be negligible.</p>	<p>0</p>	<p>New public open spaces could be designed to incorporate heritage interpretation /heritage trails, reflecting the historic importance of the docks.</p>
<p><b>Option 6: Only onsite public open spaces</b></p>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite</p>	<p>0</p>	<p>New public open spaces could be designed to incorporate heritage interpretation/ heritage trails, reflecting the historic importance of the docks.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>public spaces through new development.</p> <p>Provision of open space can contribute positively to the setting of heritage assets. However, as the proposed open spaces would be remote from existing heritage assets the effect is considered to be negligible.</p>		
<p><b>Overall commentary on options</b></p>	<p>Option 1 (which proposes 3,000 hr/ha, delivered as 'Towers in Space') performs worst of all options due to the density of development proposed (and hence the height of buildings required to deliver this) and as these would be delivered as Towers, with potential to create a 'wall' of development. Option 3 (3,000hr/ha delivered as Podium/ Plinths/ Towers) still has potential to significantly adversely affect the setting of heritage assets, however, delivery as Podium/ Plinths/ Towers provides scope to achieve a more balanced skyline than exists at present.</p> <p>Options 2 and 4 seek to deliver a density of 1,100 hr/ha as 'Towers in Space' and as Podium/ Plinths/ Towers respectively. Neither option would impact significantly on the wider skyline (particularly in views to/ from the WHS), however, there is potential for impacts on the setting of other, closer heritage assets. As tall buildings are not generally required to deliver this density there may be a lost opportunity for creating a more balanced skyline than exists at present (recognising the height of other recently consented developments within the Masterplan Area).</p> <p>Delivery of new open spaces is not considered to impact on this objective to any great degree.</p>		
<p><b>5. To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces</b></p>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>Within the southern extent of the area, development of towers in space at this density would dominate smaller residential streets and create a sudden jump in scale which would compound the current disparities in scale. However, within the north of the area, the towers would relate to the larger buildings within Canary Wharf.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend</p>	<p>--/?</p>	<p>Ensure the development has a positive relationship to surrounding areas by providing a suitable transition in scale from the smaller scale residential areas to the south and the large scale of Canary Wharf. In addition, create human scale streets with active frontages and attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these.</p> <p>However, the presence of towers in space is likely to result in significant adverse effects on the quality of public spaces due to an absence of human scale at street level and likely increase in wind and shadows resulting in low levels of usage.</p> <p>This option is therefore likely to have a significant adverse, uncertain effect on this objective.</p>		
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>These small towers will create a transition to some of the smaller scale residential streets to the south, east and west. However, the small towers in the north create a disparity in scale between development in Canary Wharf and South Quay.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, the presence of towers in space is likely to result in significant adverse effects on the quality of public spaces due to an absence of human scale at street level and lack of</p>	<p>--/?</p>	<p>There is limited scope to mitigate against the disparity in scale between the Masterplan Area and existing development to the north.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>shelter around the towers.</p> <p>This option is therefore likely to have a significant adverse, uncertain effect on this objective.</p>		
<b>Option 3: 3,000 Podium/ Plinth</b>	<p>This option is similar to that which was assessed as "Option 3" in the high level options matrix. The plinth and podium urban form is more likely to deliver human scale development than Towers in Space.</p> <p>Within the southern extent of the area, development at this density could dominate smaller residential streets and create a sudden jump in scale which may compound the current disparities in scale.</p> <p>Within the north of the area, this scale and density would relate to the larger buildings within Canary Wharf.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, development design is not known at this stage.</p> <p>This option is therefore likely to have a mixed, uncertain effect on this objective</p>	+/-/?	<p>Ensure the development has a positive relationship to surrounding areas by providing a suitable transition in scale from the smaller scale residential areas to the south and the large scale of Canary Wharf at street level.</p> <p>Development design should be based on principles such as the integration of attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximising opportunities to access these</p>
<b>Option 4: 1,100 Podium/ Plinth</b>	This was assessed as "Option 1" in high	-/?	There is limited scope to mitigate against the disparity in scale between the

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>level options matrix. The plinth and podium urban form is more likely to deliver human scale development than Towers in Space.</p> <p>Where the Masterplan Area borders smaller scale residential streets, this option will appear to respond to the scale of these adjacent areas. However, the small scale of buildings is likely to compound the current disparity in scale between development in Canary Wharf and the small grain and scale of surrounding residential areas.</p> <p>Effects in relation to the quality of public spaces and public open spaces will depend on whether the detailed design of the developments create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these. However, development design is not known at this stage.</p> <p>This option is therefore likely to have a minor adverse, uncertain effect on this objective.</p>		<p>Masterplan Area and existing development to the north.</p>
<p><b>Option 5: Principal open spaces</b></p>	<p>The provision of principal public open spaces, as well as private open spaces, will increase the activity and vitality of the townscape.</p> <p>The success of the spaces in terms of their quality, vibrancy and local distinctiveness will be dependent upon the detailed design.</p>	<p>++</p>	<p>Create attractive and high quality public spaces which include greenspace. Ensure the open spaces help to create a unique sense of place for South Quay, responding to and enhancing local features and assets (such as the docks).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	This option is likely to result in a significant positive effect on townscape character and quality.		
<b>Option 6: Only onsite public open spaces</b>	The provision of only onsite public open space will result in some positive effects on townscape character and quality.	+	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>Options 1 and 2 (both towers in space) are likely to result in the greatest adverse effects due to the absence of human scale at street level, lack of shelter around the towers (and shadowing/ loss of sky in the 3000 density option). Options 3 and 4 are likely to have result in less significant adverse effects due to presence of smaller scale buildings at street level.</p> <p>Option 4 does not include the potential positive effects of Option 3 because it does not have the ability to mitigate against the disparity in scale between the Masterplan Area and existing development to the north.</p> <p>Provision of principal public open spaces as well as private open spaces (Option 5) will result in greater positive effects on townscape character and quality of place than provision of only onsite public open spaces (Option 6) because these can be used to help to create a unique sense of place for South Quay, responding to and enhancing local features and assets (such as the docks).</p> <p>In terms of thresholds for significant effects, Options 1 and 2 (both Towers in Space) are likely to lead to significant adverse effects due to lack of human scale and wind and shadow effects.</p>		
<b>6. To achieve a planned and aesthetically balanced skyline, as seen in protected views</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>This option of towers in space is likely to give rise to a change to the skyline, and is likely to create a "wall" of development with limited variation in heights and massing.</p> <p>Given the scale of the towers, which are smaller than those which currently define the skyline at Canary Wharf, they are unlikely to appear imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from</p>	-/?	Ensure the massing, scale and grain is such that development does not form a 'wall' and is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. Aim to create a more balanced skyline than exists at present.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>London Bridge. However, the 'wall' of buildings would result in an adverse effect.</p> <p>As development design is not known at this stage, this option is likely to have a minor adverse, uncertain effect on this objective.</p>		
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>This option will give rise to a limited discernible change in LVMF views ('London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge), as development will be either screened by existing development or be of the same height of the buildings that lie within the foreground to Canary Wharf.</p> <p>It will not alter the appearance of the skyline currently defined by development within Canary Wharf.</p>	<p>0</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>This option is likely to give rise to a change to the skyline, although there will be some variation in heights and massing as opposed to a "wall" of development. Dependant on development design, the option could provide scope to enhance the existing situation if the option creates a more balanced skyline than exists at present.</p> <p>Given the scale of the tall buildings, which are smaller than those which currently define the skyline at Canary Wharf, they are unlikely to appear imposing or dominant in the backdrop to the 'London Panorama'</p>	<p>+/-/?</p>	<p>Ensure the massing, scale and grain is such that development does not form a 'wall' and is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. Aim to create a more balanced skyline than exists at present.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge. However, if a 'wall' of buildings is created this would result in an adverse effect.</p> <p>As development design is not known at this stage, this option is likely to have a mixed, uncertain effect on this objective.</p>		
<b>Option 4: 1,100 Podium/ Plinth</b>	<p>This was assessed as "Option 1" in high level options matrix.</p> <p>This option will give rise to a limited discernible change in LVMF views ( 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge), as development will be either screened by existing development or be of the same height of the buildings that lie within the foreground to Canary Wharf.</p> <p>It will not alter the appearance of the skyline currently defined by development within Canary Wharf.</p>	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Option 5: Principal open spaces</b>	The provision of principal public open spaces will have a negligible effect on the skyline.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Option 6: Only onsite public open spaces</b>	The provision of only onsite public open space may inform the position of taller elements of buildings thereby impacting on the skyline, but this effect is uncertain.	?	Ensure the skyline is considered when placing taller elements and open spaces within development sites.



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Overall commentary on options</b> When viewed from protected views the 1,100 density options (Options 2 and 4) will both have negligible effects because development of this scale will be either screened by existing development or be of the same height of the buildings that lie within the foreground to Canary Wharf. Option 1 is the most adverse as it has the potential to create a “wall” of development. Option 3 is the only option that might also result in some positive effects, as well as neutral or adverse, due to the potential to improve on the existing skyline.</p> <p>Provision of open space will not affect this objective.</p>			
<p><b>7. To protect views and the visual amenity of people living and working in and visiting the area and surroundings</b></p>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>The towers in this option will be imposing in views at street level, with no lower buildings to create a human scale. The towers are also likely to obscure the sky and create long shadows, resulting in adverse effects on the visual amenity of people on the streets.</p> <p>Depending on the development design, the option could obscure locally important vistas to the docks.</p> <p>As development design is not known at this stage, this option is likely to have a significant adverse, uncertain effect on this objective.</p>	<p>--/?</p>	<p>The adverse effects could be partially mitigated through creation of high quality streetscapes with a human scale at street level. Also incorporating active frontages to the street and water fronts, inclusion of green elements such as trees, retention/ opening up of views and links to the docks, and considered siting and design of buildings to reduce their dominance in views.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>The towers in this option are likely to be somewhat imposing in views at street level, with no lower buildings to create a human scale. Depending on the development design, the option could obscure some locally important vistas to the docks.</p> <p>As development design is not known at this stage, this option is likely to have a minor</p>	<p>-/?</p>	<p>The adverse effects could be partially mitigated through creation of high quality streetscapes with a human scale at street level. Also incorporating active frontages to the street and water fronts, inclusion of green elements such as trees, retention/ opening up of views and links to the docks, and considered siting and design of buildings to reduce their dominance in views.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	adverse, uncertain effect on this objective.		
<b>Option 3: 3,000 Podium/ Plinth</b>	<p>This option is similar to that assessed as "Option 3" in the high level options matrix.</p> <p>The scale of buildings in this option is likely to be imposing in views at street level, and reduce ability to see the sky. However, the presence of lower building will create a human scale at street level. Depending on the development design, the option could obscure locally important vistas to the docks.</p> <p>As development design is not known at this stage effects on this objective are uncertain.</p>	?	The adverse effects could be mitigated through high quality streetscapes with a human scale at street level, active frontages to the street and water fronts, inclusion of green elements such as trees, retention/ opening up of views and links to the docks, and considered siting and design of buildings to reduce their dominance in views.
<b>Option 4: 1,100 Podium/ Plinth</b>	<p>This was assessed as "Option 1" in the high level options matrix.</p> <p>At this scale, buildings are unlikely to be imposing but whether effects on visual amenity will be positive or adverse will depend on the development design. Although the option is not likely to reduce the ability for people to see open skies, poor design could obscure views to locally important vistas to the docks.</p> <p>As development design is not known at this stage effects on this objective are uncertain.</p>	?	Good design at street level incorporating green elements such as trees, views and links to the docks, with a human scale at street level, active frontages to the street and water fronts and the ability to see the sky could enhance local visual amenity.
<b>Option 5: Principal open spaces</b>	The provision of principal public open spaces, as well as onsite public open spaces, will benefit the visual amenity of local communities and of people working	++	Create attractive and high quality public spaces which enable people to see the sky, water and greenspace. Ensure the open spaces help to create a unique sense of place for South Quay, responding to and enhancing local

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>and visiting the area.</p> <p>The success of the spaces in terms of their quality, vibrancy and local distinctiveness will be dependent upon the detailed design, but effects are likely to be significantly positive if well designed.</p> <p>This option is likely to result in a significant positive effect on townscape character and quality.</p>		features and assets (such as the docks).
<b>Option 6: Only onsite public open spaces</b>	The provision of only onsite public open space will result in some positive effects on the visual amenity of local communities and of people working and visiting the area.	+	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>The towers in space options will result in greater adverse effects than the podiums, plinths and towers options due to the fact that there are no lower buildings to create a human scale at street level and the towers are therefore likely to be 'imposing'.</p> <p>Provision of principal public open spaces as well as private open spaces (Option 5) will result in greater positive effects on the visual amenity of people living, working in and visiting the area than provision of only onsite public open spaces (Option 6) because they will create attractive and high quality public spaces where people can see the sky, water and greenspace, as well as enhancing local features and assets (such as the docks).</p> <p>In terms of thresholds for significant effects, Option 1 (higher density towers in space) is likely to lead to significant adverse effects on the visual amenity of people on the streets due to lack of human scale, obscuring the sky and creating long shadows.</p>		
<b>8. To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>This option has potential to result in significant adverse, uncertain effects on this objective.</p> <p>As noted, under the earlier appraisal of quantum options, congestion is already an</p>	--/?	<p>There is a need for further planned investment in public transport and pedestrian / cycle solutions beyond Cross-rail and the provision of new foot bridges at South Dock and Millwall Cutting.</p> <p>Construction Logistics Plan (CLP) and Construction Environmental Management Plan (CEMP) to encourage sustainable travel by construction</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>issue within the Masterplan Area, in relation to both public transport and road travel.</p> <p>Planned investment in public transport including Cross-rail and new pedestrian access across the Dock will mitigate existing issues in the short to medium term. However, in the longer term development at this density is likely to require new pedestrian and public transport solutions.</p> <p>Development of 'Towers in Space' could result in traffic congestion within the Masterplan Area as access to different uses may not be coherently defined or coordinated.</p>		<p>vehicles and set out proposed measures to minimise effects.</p> <p>Developments to include a Travel Plan to actively promote walking and cycling as viable alternatives to road and public transport.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>This option is likely to result in minor adverse, uncertain effects on this objective.</p> <p>As noted, under the earlier appraisal of quantum options, congestion is already an issue within the Masterplan Area, in relation to both public transport and road travel.</p> <p>Planned investment in public transport including Cross-rail and new pedestrian access across the Dock will mitigate existing issues in the short to medium term.</p> <p>Development of 'Towers in Space' could result in traffic congestion within the Masterplan Area as access to different uses may not be coherently defined or coordinated. This is likely to result in adverse effects relative to the baseline,</p>	<p>-/?</p>	<p>There is a need for further planned investment in public transport and pedestrian / cycle solutions beyond Cross-rail and the provision of new foot bridges at South Dock and Millwall Cutting.</p> <p>TfL and GLA have stated that it would be possible to deliver infrastructure to respond to this density of development.</p> <p>Construction Logistics Plan (CLP) and Construction Environmental Management Plan (CEMP) to encourage sustainable travel by construction vehicles and set out proposed measures to minimise effects.</p> <p>Developments to include a Travel Plan to actively promote walking and cycling as viable alternatives to road and public transport.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>however, this option will perform better than option 1 due to the lower density of development proposed.</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>This option has potential to result in mixed, uncertain effects on this objective.</p> <p>As noted, under the earlier appraisal of quantum options, congestion is already an issue within the Masterplan Area, in relation to both public transport and road travel.</p> <p>Planned investment in public transport including Cross-rail and new pedestrian access across the Dock will mitigate existing issues in the short to medium term. However, in the longer term development at this density is likely to require new pedestrian and public transport solutions.</p> <p>Delivery of development as 'Podiums/ Plinths/ Towers' could help to alleviate potential congestion within the Masterplan Area by clearly separating out access for different uses and providing a more coherent streetscape and movement network within the Masterplan Area and within each development plot. However, delivering development at a density of 3,000 hr/ha is still likely to significantly increase the number of new residents with potential for an increase in car use (with adverse effects on this objective) and uncertainty regarding potential to walk/ cycle and utilise public transport.</p>	<p>+/-/?</p>	<p>There is a need for further planned investment in public transport and pedestrian / cycle solutions beyond Cross-rail and the provision of new foot bridges at South Dock and Millwall Cutting.</p> <p>Construction Logistics Plan (CLP) and Construction Environmental Management Plan (CEMP) to encourage sustainable travel by construction vehicles and set out proposed measures to minimise effects.</p> <p>Developments to include a Travel Plan to actively promote walking and cycling as viable alternatives to road and public transport.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>This option is likely to result in mixed, uncertain effects on this objective.</p> <p>As noted, under the earlier appraisal of quantum options, congestion is already an issue within the Masterplan Area, in relation to both public transport and road travel.</p> <p>Planned investment in public transport including Cross-rail and new pedestrian access across the Dock will mitigate existing issues in the short to medium term.</p> <p>Delivery of development as 'Podiums/ Plinths/ Towers' could help to alleviate potential congestion within the Masterplan Area by clearly separating out access for different uses and providing a more coherent streetscape within the Masterplan Area and within each development plot. However, delivering development at a density of 1,100hr/ha is still likely to increase the number of new residents with potential for an increase in car use (with minor adverse effects on this objective) and uncertainty regarding potential to walk/ cycle and utilise public transport.</p>	<p>+/-/?</p>	<p>There is a need for further planned investment in public transport and pedestrian / cycle solutions beyond Cross-rail and the provision of new foot bridges at South Dock and Millwall Cutting.</p> <p>TfL and GLA have stated that it would be possible to deliver infrastructure to respond to this density of development.</p> <p>Construction Logistics Plan (CLP) and Construction Environmental Management Plan (CEMP) to encourage sustainable travel by construction vehicles and set out proposed measures to minimise effects.</p> <p>Developments to include a Travel Plan to actively promote walking and cycling as viable alternatives to road and public transport.</p>
<p><b>Option 5: Principal open spaces</b></p>	<p>Delivery of new principal, public open spaces could have a minor positive impact on achievement of this objective through creation of new spaces with pedestrian and cycle routes.</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 6: Only onsite public open spaces</b>	Delivery of open spaces is not likely to have an impact on achievement of this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>Density is likely to have more of an impact on whether journeys will be made on foot / by bicycle, public transport or by the private car. Consequently, Options 1 and 3 (both seeking to achieve 3,000hr/ha) have potential to significantly adversely affect this objective (the availability of capacity within the public transport network and number of footbridges is a significant constraint on higher density development). However, delivering development in the form of 'Podiums/ Plinths/ Towers' has potential to reduce traffic congestion within the Masterplan Area and potentially encourage greater walking and cycling as there will be better defined accesses for different uses and moving in and around development plots will be better defined and more coherent.</p> <p>Similarly, Option 4 (1,100 hr/ha Podium/ Plinth/ Towers option) will perform better than Option 2 (1,100 hr/ha Towers in Space) due to the delineation of access for different uses.</p> <p>Option 5 (delivery of new principal, public open spaces) could have a minor positive effect on this objective through creating new spaces which incorporate new walking and cycling routes. Option 6 is not likely to have an impact on this objective.</p>		
<b>9. To maximise the accessibility to key services and amenities</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	Towers in Space will not deliver a High Street Typology. It is recognised that non-residential uses could be provided within the towers (i.e. on higher or lower floors). Delivery of multiple uses within a single building could lead to issues associated with access and useability (for example certain uses may be more appropriate at ground floor level). An overall minor, adverse uncertain effect is expected.	-/?	<p>New developments would be expected to deliver sufficient uses to meet need arising from the proposed development density within the Masterplan Area.</p> <p>When considering new development applications, the number, distribution and potential location of existing and proposed non-retail uses such as A5 Hot Food Takeaways and Betting Shops should be considered on a cumulative basis to minimise potential amenity and health impacts on new and existing residents.</p>
<b>Option 2: 1,100 hr/ha Towers</b>	Towers in Space will not deliver a High Street Typology.  It is recognised that non-residential uses could be provided within the towers (i.e. on	-/?	<p>New developments would be expected to deliver sufficient uses to meet need arising from the proposed development density within the Masterplan Area.</p> <p>When considering new development applications, the number, distribution and potential location of existing and proposed non-retail uses such as A5</p>

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	<p>higher or lower floors).</p> <p>Delivery of multiple uses within a single building could lead to issues associated with access and useability (for example certain uses may be more appropriate at ground floor level). An overall minor, adverse uncertain effect is expected.</p>		<p>Hot Food Takeaways and Betting Shops should be considered on a cumulative basis to minimise potential amenity and health impacts on new and existing residents.</p>
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>Marsh Wall will be promoted as South Quay's local high street. Retail uses will be sought at ground floor level along Marsh Wall, dock edges and areas fronting open spaces. Sport and leisure uses and community centres will also be sought along Marsh Wall.</p> <p>Delivery of individual developments as 'Podiums/ Plinths/ Towers' has potential to better contribute to the overall mix and useability of uses through delivery of non-residential uses at the ground floor level. An overall minor positive, uncertain effect is predicted.</p>	<p>+/?</p>	<p>New developments would be expected to deliver sufficient uses to meet need arising from the proposed development density within the Masterplan Area.</p> <p>When considering new development applications, the number, distribution and potential location of existing and proposed non-retail uses such as A5 Hot Food Takeaways and Betting Shops should be considered on a cumulative basis to minimise potential amenity and health impacts on new and existing residents.</p>
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>Marsh Wall will be promoted as South Quay's local high street. Retail uses will be sought at ground floor level along Marsh Wall, dock edges and areas fronting open spaces. Sport and leisure uses and community centres will also be sought along Marsh Wall.</p> <p>Delivery of individual developments as 'Podiums/ Plinths/ Towers' has potential to</p>	<p>+/?</p>	<p>New developments would be expected to deliver sufficient uses to meet need arising from the proposed development density within the Masterplan Area.</p> <p>When considering new development applications, the number, distribution and potential location of existing and proposed non-retail uses such as A5 Hot Food Takeaways and Betting Shops should be considered on a cumulative basis to minimise potential amenity and health impacts on new and existing residents.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	better contribute to the overall mix and useability of uses through delivery of non-residential uses at the ground floor level. An overall minor positive, uncertain effect is predicted.		
<b>Option 5: Principal open spaces</b>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>The provision of new open spaces has the potential to contribute positively to this objective, providing access to open space for leisure, cultural and recreational activities.</p>	+	When considering new development applications, consider the number, distribution and location of existing and proposed non-retail uses such as A5 Hot Food Takeaways and Betting Shops in relation to the proposed new and existing open spaces to minimise potential amenity and health impacts on new and existing residents.
<b>Option 6: Only onsite public open spaces</b>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>Recognising that no new principal public open spaces would be provided through this option, the contribution to this objective is uncertain.</p>	?	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>There is a commitment to supporting non-residential uses at key areas across the Masterplan Area and this applies to all options. There is a potential for improved delivery of non-residential uses for those options which would require development to be delivered in the form of 'Podiums/ Plinths and Towers'. These options (3 &amp; 4) consequently score positively against this objective.</p> <p>Delivery of new principal public open spaces (Option 5) also has potential to contribute positively to this objective by providing access to open space for leisure, cultural and recreational activities.</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>10. To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>Development at this density will put pressure on the existing water supply and foul treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. The increased demand on the existing network is considered to result in a significant adverse, uncertain effect on the capacity of the water supply and wastewater treatment network.</p> <p>Surface water is currently directly discharged into the Docks and this would continue, with potential significant adverse effects on the water quality of the Docks and the wider Thames Tideway.</p>	--/?	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<b>Option 2: 1,100 hr/ha Towers</b>	<p>Development at this density will put pressure on the existing water supply and foul treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. The increased demand on the existing network is considered to result in a potentially minor adverse, uncertain effect on the capacity of the water supply and wastewater treatment network.</p> <p>Surface water is currently directly discharged into the Docks and this would continue, with potential minor adverse effects on the water quality of the Docks</p>	-/?	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>and the wider Thames Tideway.</p> <p>An overall minor, adverse, uncertain effect is predicted for this option recognising the lower density of development put forward under this option (likely to result in a lower population and hence less pressure on existing water infrastructure).</p>		<p>permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>Development at this density will put pressure on the existing water supply and foul treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. The increased demand on the existing network is considered to result in a significant adverse, uncertain effect on the capacity of the water supply and wastewater treatment network.</p> <p>Surface water is currently directly discharged into the Docks and this would continue, with potential significant adverse effects on the water quality of the Docks and the wider Thames Tideway.</p>	<p>--/?</p>	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>Development at this density will put pressure on the existing water supply and foul treatment capacity. Adverse effects are already experienced by existing residents on the Isle of Dogs. The increased demand on the existing network is considered to result in a potentially minor adverse, uncertain</p>	<p>-/?</p>	<p>New developments should provide scope for the re-use of surface water run-off e.g. for grey water uses; include sufficient space for water collection (e.g. water butts) in development design.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>effect on the capacity of the water supply and wastewater treatment network.</p> <p>Surface water is currently directly discharged into the Docks and this would continue, with potential minor adverse effects on the water quality of the Docks and the wider Thames Tideway.</p> <p>An overall minor, adverse, uncertain effect is predicted for this option recognising the lower density of development put forward under this option (likely to result in a lower population and hence less pressure on existing water infrastructure).</p>		<p>likely to come forward in South Quay.</p> <p>SUDs to be included as part of all development design.</p> <p>All developments should demonstrate how they have maximised the amount of new permeable surfaces as part of development design.</p> <p>Provide natural/ green spaces within development plots to maximise permeable surfaces and provision of SUDs across the Masterplan Area.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p>
<p><b>Option 5: Principal open spaces</b></p>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>Provision of new principal public open spaces provides the opportunity for delivery of SuDs. A minor positive effect is predicted.</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>
<p><b>Option 6: Only onsite public open spaces only</b></p>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>Provision of open spaces is not considered to significantly impact on this objective.</p>	<p>0</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Overall commentary on options</b> All options have the potential to increase the number of people living in the Masterplan Area compared to the baseline. The options which propose 3,000 hr/ha (Options 1 &amp; 3) have potential to result in significant adverse, uncertain effects (--/? ) through increased pressure on the existing water supply and wastewater treatment network capacity and impacts on water quality in the Docks and wider Thames Tideway through surface water discharges. Minor adverse, uncertain effects are predicted for the options proposing 1,100 hr/ha (Options 2 &amp; 4).</p> <p>Provision of new, principal public open spaces (Option 5) could offer opportunities for the delivery of SuDs resulting in a minor positive effect overall. Provision of open spaces is not considered to significantly impact on option 6.</p>			
<p><b>11. To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates</b></p>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>All options would contribute to increased waste production through the generation of waste during the demolition and construction phase of the development. However, it is assumed this will be recycled and reused in accordance with best practice.</p> <p>The capacity of existing waste facilities to treat and manage municipal waste is reducing. There are also operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise developments.</p> <p>Further work has demonstrated that the pneumatic waste collection system is the most appropriate system that would realistically work for developments of this density or higher (as such a positive effect is recorded).</p> <p>A significant adverse effect is also predicted recognising that development at this density has potential to significantly increase the overall amount of operational waste</p>	<p>+/--/?</p>	<p>Implementation of CEMP and Site Waste Management Plan (SWMP).</p> <p>Sufficient space should be designed in for waste recycling and storage.</p> <p>Waste collection should be planned in and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p> <p>Development which promotes Masterplan-wide sustainable waste management solutions e.g. energy from waste plants will be supported.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	produced and the potential for waste reuse and/ or recycling is uncertain.		
<b>Option 2: 1,100 hr/ha Towers</b>	<p>All options would contribute to increased waste production through the generation of waste during the demolition and construction phase of the development. However, it is assumed this will be recycled and reused in accordance with best practice.</p> <p>The capacity of existing waste facilities to treat and manage municipal waste is reducing. There are also operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise developments.</p> <p>Further work has demonstrated that the pneumatic waste collection system is the only system that would realistically work for the higher density developments (a positive effect is recorded).</p> <p>It may be possible to implement conventional waste storage and collection systems under this density, however, management and co-ordination of collections may be difficult. This may be exacerbated through delivery of multiple single Towers as access for different uses would not be identified/ clearly delineated.</p> <p>An adverse effect is predicted recognising that development at this density has potential to increase the overall amount of operational waste produced and the</p>	+/-/?	<p>Implementation of CEMP and Site Waste Management Plan (SWMP).</p> <p>Sufficient space should be designed in for waste recycling and storage.</p> <p>Waste collection should be planned in and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p> <p>Development which promotes Masterplan-wide sustainable waste management solutions e.g. energy from waste plants will be supported.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>potential for waste reuse and/ or recycling is uncertain (this option performs better than option 1 due to the lower density of development proposed).</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>All options would contribute to increased waste production through the generation of waste during the demolition and construction phase of the development. However, it is assumed this will be recycled and reused in accordance with best practice.</p> <p>The capacity of existing waste facilities to treat and manage municipal waste is reducing. There are also operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise developments.</p> <p>Further work has demonstrated that the pneumatic waste collection system is the only system that would realistically work for developments of this density or higher.</p> <p>It is assumed that the pneumatic waste collection system can be delivered through the 'Podium/ Plinth/ Towers' option, resulting in minor positive effects, however, overall waste production is still likely to increase given the density of development proposed.</p>	<p>+/-/?</p>	<p>Implementation of CEMP and Site Waste Management Plan (SWMP).</p> <p>Sufficient space should be designed in for waste recycling and storage.</p> <p>Waste collection should be planned in and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>All options would contribute to increased waste production through the generation of waste during the demolition and</p>	<p>+/-/?</p>	<p>Implementation of CEMP and Site Waste Management Plan (SWMP).</p> <p>Sufficient space should be designed in for waste recycling and storage.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>construction phase of the development. However, it is assumed this will be recycled and reused in accordance with best practice.</p> <p>The capacity of existing waste facilities to treat and manage municipal waste is reducing. There are also operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise developments.</p> <p>Further work has demonstrated that the pneumatic waste collection system is the only system that would realistically work for the higher density developments.</p> <p>It is assumed that the pneumatic waste collection system can be delivered through the 'Podium/ Plinth/ Towers' option, resulting in minor positive effects, however, overall waste production is still likely to increase given the density of development proposed, resulting in minor adverse effects (this option performs better than option 3 due to the lower density of development proposed).</p>		Waste collection should be planned in and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.
<b>Option 5: Principal open spaces</b>	Delivery of open spaces is not considered to impact on this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Option 6: Only onsite public open spaces only</b>	Delivery of open spaces is not considered to impact on this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	Options 1-4 will increase the amount of construction/ demolition and operational waste produced. The 1,100 hr/ha options (2&4) would produce less waste overall (as there would be less development overall, compared to Options 1 & 3, but not when compared to the		



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>baseline).</p> <p>Delivery of the pneumatic waste collection system would be possible for either Towers in Space or 'Podiums / Plinths / Towers' and is likely to be most effective waste collection system for development at densities of 1,100 hr/ha or higher.</p> <p>Delivery of open spaces is not considered to impact on this objective.</p>		
<b>12. To protect existing, make provision for new, and maximise accessibility to education facilities to meet the needs of all sectors of the population</b>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>New primary schools will be sought within South Quay to meet the needs of the estimated population (it is predicted that two 3-form entry primary schools would be needed for this density). Primary Schools will be sought along Marsh Wall and at locations across the Masterplan.</p> <p>It is estimated that 0.5 secondary schools (8 form entry) would be needed for this density (to be delivered outside of South Quay).</p> <p>Sufficient school capacity is a high priority for LBTH.</p> <p>The towers and smaller development footprint associated with the 'Towers in Space' option may mean it is more difficult to deliver non-residential uses (including schools) across the Masterplan Area. This is likely to be a particular issue for provision of secondary schools.</p> <p>Recognising that delivery of new schools is a high priority for LBTH (with locations for new schools in short supply) and the uncertainty in delivery, significant adverse,</p>	<p>+/--/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	mixed effects are predicted.		
<b>Option 2: 1,100 hr/ha Towers</b>	<p>New primary schools will be sought within South Quay to meet the needs of the estimated population (it is predicted that 0.7 3-form entry primary schools would be needed for this density). Primary Schools will be sought along Marsh Wall and at locations across the Masterplan.</p> <p>It is estimated that 0.2 secondary schools (8 form entry) would be required to meet the estimated population (to be delivered outside of South Quay).</p> <p>Sufficient school capacity is a high priority for LBTH.</p> <p>The towers and smaller development footprint associated with the 'Towers in Space' option may mean it is more difficult to deliver non-residential uses (including schools) across the Masterplan Area. This is likely to be a particular issue for provision of secondary schools.</p> <p>Recognising that delivery of new schools is a high priority for LBTH (with locations for new schools in short supply) and the uncertainty in delivery, mixed effects are predicted (impacts are predicted to be less adverse than Option 1 as the estimated population would be lower under this option).</p>	<p>+/-/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>New primary schools will be sought within South Quay to meet the needs of the estimated population (it is predicted that two 3-form entry primary schools would be needed for this density). Primary Schools will be sought along Marsh Wall and at locations across the Masterplan.</p> <p>It is estimated that 0.5 secondary schools (8 form entry) would be required to meet the estimated population (to be delivered outside of South Quay).</p> <p>Sufficient school capacity is high priority for LBTH.</p> <p>This option proposes delivery of development in the form of 'Podium/ Plinths/ Towers' providing greater scope for delivery of non-residential uses (including schools) in the lower level podiums. This form of development delivery will also enable access to different uses to be kept separate, which will be important when schools and residential uses are delivered together.</p> <p>Recognising that delivery of schools is a high priority for LBTH (with locations for new schools in short supply), development delivery options which maximise opportunities for delivery of new schools onsite are to be supported and will result in overall significant positive effects.</p> <p>Adverse effects reflect the population</p>	<p>++/--/?</p>	<p>Developments which provide onsite education facilities must also provide financial contributions to delivery of school playing fields/ pitches whether onsite or offsite.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>estimated from density of 3,000hr/ha (with greater social infrastructure requirements) and recognise that delivery of school playing fields/ pitches alongside the new schools is unlikely due to limited space.</p>		
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>New primary schools will be sought within South Quay to meet the needs of the estimated population (it is predicted that 0.7 3-form entry primary schools would be needed). Primary Schools will be sought along Marsh Wall and at locations across the Masterplan.</p> <p>It is estimated that 0.2 secondary schools (8 form entry) would be needed for this density (to be delivered outside of South Quay).</p> <p>Sufficient school capacity is a high priority for LBTH.</p> <p>This option proposes delivery of development in the form of 'Podium/ Plinths/ Towers' providing greater scope for delivery of non-residential uses (including schools) in the lower level podiums. This form of development delivery will also enable access to different uses to be kept separate, which will be important when schools and residential uses are delivered together.</p> <p>Recognising that delivery of new schools is a high priority for LBTH (with locations for new schools in short supply), development</p>	<p>++/-/?</p>	<p>Developments which provide onsite education facilities must also provide financial contributions to delivery of school playing fields/ pitches whether onsite or offsite.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>delivery options which maximise opportunities for delivery of new schools onsite are to be supported and will result in significant positive effects.</p> <p>Adverse effects reflect the population estimated from density of 1,100hr/ha and recognise that delivery of school playing fields/ pitches alongside the new schools is unlikely due to limited space.</p>		
<b>Option 5: Principal open spaces</b>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>There is potential for new public open spaces to also incorporate educational facilities (e.g. nature education centres) and/ or school playing fields/ pitches, as such minor positive effects are predicted.</p>	+	When considering the design of new public open spaces, consider opportunities for supporting education facilities – e.g. inclusion of education centres, provision of school playing fields/ pitches.
<b>Option 6: Only onsite public open spaces only</b>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>This option is unlikely to have any effect on this objective.</p>	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	Options which propose a density of 3,000hr/ha (Options 1 & 3) will require delivery of more primary schools (two 3-form entry schools) than Options which propose a density of 1,100 hr/ha (Options 2 & 4). However, there is greater scope to deliver onsite primary schools with those options proposing a 'Podium/ Plinth/ Tower' form of development delivery (Options 3 & 4). Adverse impacts associated with the		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p>'Podium/ Plinth/ Tower' options relate to uncertainty regarding the potential to deliver onsite playing fields/ pitches and being able to deliver all the required educational facilities within the Masterplan Area (this is particularly an issue for Option 3 which proposes 3,000hr/ha).</p> <p>Option 6 (which proposes delivery of new principal public open spaces) could have positive effects – through prescribing some of the open space to playing fields/ pitches.</p>			
<p><b>13. To maximise the health and well-being of the population and reduce inequalities in health</b></p>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>Delivery of new health facilities will be sought along Marsh Wall.</p> <p>Additional health facility floor space of 1,250m<sup>2</sup> is required to meet the estimated population need arising from 3,000hr/ha.</p> <p>It is recognised that non-residential uses could be provided within the towers (i.e. on higher or lower floors).</p> <p>Delivery of multiple uses within a single building could lead to issues associated with access and useability (for example certain uses may be more appropriate at ground floor level). An overall minor, adverse uncertain effect is expected.</p> <p>It is assumed that some health space can be delivered along Marsh Wall (potential for minor positive effects), with potential adverse effects (with uncertainty).</p>	<p>+/-/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>Delivery of new health facilities will be sought along Marsh Wall where they do not compromise active frontages.</p> <p>Additional health facility floor space of 702m<sup>2</sup> is required to meet the estimated</p>	<p>+/-/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for this option and objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>population need arising from 1,100hr/ha.</p> <p>It is recognised that non-residential uses could be provided within the towers (i.e. on higher or lower floors).</p> <p>Delivery of multiple uses within a single building could lead to issues associated with access and useability (for example certain uses may be more appropriate at ground floor level). An overall minor, adverse uncertain effect is expected.</p> <p>It is assumed that some health space can be delivered along Marsh Wall (potential for minor positive effects), with potential adverse effects (with uncertainty).</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>Delivery of new health facilities will be sought along Marsh Wall where they do not compromise active frontages.</p> <p>Additional health facility floor space of 1,250m<sup>2</sup> is required to meet the estimated population need arising from 3,000hr/ha.</p> <p>Recognising that delivery of new healthcare facilities is a medium priority for LBTH, development delivery options which provide greater opportunities for delivery of more useable health facilities within the Masterplan Area are to be supported and will result in positive effects. For example, health facilities could be provided in ground floor podiums.</p> <p>Overall minor positive effects are predicted</p>	<p>+/?</p>	<p>When considering the design of new public open spaces, consider opportunities for supporting health – e.g. inclusion of green gyms, trim trails, walking and cycling routes etc.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	with uncertainty (as it is unclear what development mix will come forward and be approved).		
<b>Option 4: 1,100 Podium/ Plinth</b>	<p>Delivery of new health facilities will be sought along Marsh Wall where they do not compromise active frontages.</p> <p>Additional health facility floor space of 702m<sup>2</sup> is required to meet the estimated population need arising from 1,100hr/ha.</p> <p>Recognising that delivery of new healthcare facilities is a medium priority for LBTH, development delivery options which provide greater opportunities for delivery of more useable health facilities within the Masterplan Area are to be supported and will result in positive effects. For example, health facilities could be provided in ground floor podiums.</p> <p>Overall minor positive effects are predicted with uncertainty (as it is unclear what development mix will come forward and be approved).</p>	+/?	When considering the design of new public open spaces, consider opportunities for supporting health– e.g. inclusion of green gyms, trim trails, walking and cycling routes etc.
<b>Option 5: Principal open spaces</b>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>This option is expected to have a negligible effect on this objective</p>	0	When considering the design of new public open spaces, consider opportunities for supporting health– e.g. inclusion of green gyms, trim trails, walking and cycling routes etc.



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Option 6: Only onsite public open spaces only</b>	This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development. This option is unlikely to have any effect on this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>The Options which propose development delivery as 'Podiums/ Plinths/ Towers' (Options 3 &amp; 4) are likely to offer greater opportunities for delivery of healthcare facilities within the Masterplan Area and as such positive effects are predicted (+/?). There is less certainty that the 'Towers in Space' options (Options 1 &amp; 2) would support delivery of healthcare facilities linked to development and as such mixed effects (+/-/? ) are predicted.</p> <p>Neither option 5 nor option 6 are predicted to have an effect on this objective.</p>		
<b>14. To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>All options will result in delivery of significant amounts of housing and as such a significant positive effect is predicted.</p> <p>The earlier appraisal of quantum options assumed that all affordable housing could be provided within the Masterplan Area (regardless of the density proposed).</p> <p>Delivery of housing at this density, as 'Towers in Space' is less likely to meet criteria related to 'sustainability from a management perspective' and 'social inclusivity' – Towers provide less scope for delivery of a mix of uses at ground floor levels, which would contribute to the overall development sustainability/ vibrancy. Similarly, tall towers would not provide</p>	++/--?	Delivery of affordable housing within the Masterplan Area should be a priority for development within the Masterplan Area.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>scope for social interaction at lower levels, there may be confusion over the ownership of public/ private spaces etc. All of these factors are likely to reduce overall 'liveability'.</p> <p>Furthermore, Towers in Space may not be suitable for all types of housing (e.g. family housing) and can be less preferred by housing providers due to the higher service charges imposed.</p>		
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>All options will result in delivery of significant amounts of housing and as such a significant positive effect is predicted.</p> <p>Delivery of housing at this density, as 'Towers in Space' is less likely to meet criteria related to 'sustainability from a management perspective' and 'social inclusivity' – Towers provide less scope for delivery of a mix of uses at ground floor levels, which would contribute to the overall development sustainability/ vibrancy. Similarly, tall towers would not provide scope for social interaction at lower levels, there may be confusion over the ownership of public/ private spaces etc. All of these factors are likely to reduce overall 'liveability'.</p> <p>Furthermore, Towers in Space may not be suitable for all types of housing (e.g. family housing) and can be less preferred by housing providers due to the higher service</p>	<p>++/--?</p>	<p>Delivery of affordable housing within the Masterplan Area should be a priority for development within the Masterplan Area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	charges imposed.		
<b>Option 3: 3,000 Podium/ Plinth</b>	<p>All options will result in delivery of significant amounts of housing and as such a significant positive effect is predicted.</p> <p>The earlier appraisal of quantum options assumed that all affordable housing could be provided within the Masterplan Area (regardless of the density proposed).</p> <p>Delivery of housing at this density, as 'Podium/ Plinth/ Towers' is more likely to meet criteria related to 'sustainability from a management perspective' and 'social inclusivity' through provision of social infrastructure/ other non-residential uses at lower levels; providing clearly delineated, enclosed private spaces etc. All of these factors are likely to contribute to overall 'liveability'.</p>	++/?	Delivery of affordable housing within the Masterplan Area should be a priority for development within the Masterplan Area.
<b>Option 4: 1,100 Podium/ Plinth</b>	<p>All options will result in delivery of significant amounts of housing and as such a significant positive effect is predicted.</p> <p>Delivery of housing at this density, as 'Podium/ Plinth/ Towers' is more likely to meet criteria related to 'sustainability from a management perspective' and 'social inclusivity' through provision of social infrastructure/ other non-residential uses at lower levels; providing clearly delineated, enclosed private spaces etc. All of these factors are likely to contribute to overall</p>	++/?	Delivery of affordable housing within the Masterplan Area should be a priority for development within the Masterplan Area.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	'liveability'.		
<b>Option 5: Principal open spaces</b>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>Delivery of principal onsite public open spaces (in addition to other spaces) is likely to contribute positively to the overall liveability of new housing.</p>	+	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Option 6: Only onsite public open spaces</b>	Delivery of only onsite public open spaces is likely to have negligible impacts on this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>Options 1-4 would contribute to delivery of housing. Options which make provision for development to be delivered as 'Podiums/ Plinths/ Towers' (Options 3 &amp; 4) are likely to score more positively than 'Towers in Space' (Options 1 &amp; 2) as they would also contribute to criteria relating to 'liveability' including delivery of a mix of uses and provision of spaces at lower levels for social interaction.</p> <p>Provision of new principal public open spaces (Option 5) also scores positively in respect of this objective.</p>		
<b>15. To provide all residents with the opportunity of employment, particularly in deprived areas</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>All options would generate a number of jobs during the demolition, construction and operation phases of development (minor positive).</p> <p>However, the predominantly residential-led redevelopment of the Masterplan Area will likely result in a loss of existing employment (minor adverse) to be replaced with more appropriate employment floorspace (minor</p>	+/-/?	<p>Work with existing occupants in the Masterplan Area to find suitable relocation options in the local area where possible.</p> <p>Work in partnership with LBTH, appropriate local agencies and other stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Development should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Developers would be expected to deliver more appropriate employment</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>positive).</p> <p>Marsh Wall will be promoted as South Quay's local high street. Employment uses (B1) will be sought along Marsh Wall and at other locations at ground floors and above.</p> <p>There is uncertainty as to whether delivery of development as 'Towers in Space' would contribute to the mix of uses (including delivery of employment) as part of individual developments.</p> <p>Overall mixed, uncertain effects are predicted.</p>		<p>floorspace within the Masterplan Area for example B1(a) all proposals, B1(b) (where the proposed use would not compromise the safety or amenity of surrounding occupants and residents and B1(c) (where the proposed use would not compromise the amenity of the surrounding residents.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>All options would generate a number of jobs during the demolition, construction and operation phases of development (minor positive).</p> <p>However, the predominantly residential-led redevelopment of the Masterplan Area will likely result in a loss of existing employment (minor adverse) to be replaced with more appropriate employment floorspace (minor positive).</p> <p>Marsh Wall will be promoted as South Quay's local high street. Employment uses (B1) will be sought along Marsh Wall and at other locations at ground floors and above.</p> <p>There is uncertainty as to whether delivery of development as 'Towers in Space' would contribute to the mix of uses (including delivery of employment) as part of</p>	<p>+/-/?</p>	<p>Work with existing occupants within the Masterplan Area to find suitable relocation options in the local area where possible.</p> <p>Work in partnership with LBTH, appropriate local agencies and other stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Development should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Developers would be expected to deliver more appropriate employment floorspace within the Masterplan Area for example B1(a) all proposals, B1(b) (where the proposed use would not compromise the safety or amenity of surrounding occupants and residents and B1(c) (where the proposed use would not compromise the amenity of the surrounding residents.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>individual developments.</p> <p>Overall mixed, uncertain effects are predicted.</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>All options would generate a number of jobs during the demolition, construction and operation phases of development (minor positive).</p> <p>However, the predominantly residential-led redevelopment of the Masterplan Area will likely result in a loss of existing employment (minor adverse) to be replaced with more appropriate employment floorspace (minor positive).</p> <p>Marsh Wall will be promoted as South Quay's local high street. Employment uses (B1) will be sought along Marsh Wall and at other locations at ground floors and above.</p> <p>Delivery of individual developments as 'Podiums/ Plinths/ Towers' has potential to contribute to the overall mix of uses through delivery of non-residential uses (including employment) at the ground floor level.</p> <p>Overall, significant positive mixed uncertain effects are predicted.</p>	<p>++/-/?</p>	<p>Work with existing occupants within the Masterplan Area to find suitable relocation options in the local area where possible.</p> <p>Work in partnership with LBTH, appropriate local agencies and other stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Development should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Developers would be expected to deliver more appropriate employment floorspace within the Masterplan Area for example B1(a) all proposals, B1(b) (where the proposed use would not compromise the safety or amenity of surrounding occupants and residents and B1(c) (where the proposed use would not compromise the amenity of the surrounding residents.</p>
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>All options would generate a number of jobs during the demolition, construction and operation phases of development (minor positive).</p>	<p>++/-/?</p>	<p>Work with existing occupants within the Masterplan Area to find suitable relocation options in the local area where possible.</p> <p>Work in partnership with LBTH, appropriate local agencies and other stakeholders to ensure the maximum benefits of demolition and</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>However, the predominantly residential-led redevelopment of the Masterplan Area will likely result in a loss of existing employment (minor adverse) to be replaced with more appropriate employment floorspace (minor positive).</p> <p>Marsh Wall will be promoted as South Quay's local high street. Employment uses (B1) will be sought along Marsh Wall and at other locations at ground floors and above.</p> <p>Delivery of individual developments as 'Podiums/ Plinths/ Towers' has potential to contribute to the overall mix of uses through delivery of non-residential uses (including employment) at the ground floor level.</p> <p>Overall, significant positive mixed uncertain effects are predicted.</p>		<p>construction employment are realised within the local area.</p> <p>Development should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Developers would be expected to deliver more appropriate employment floorspace within the Masterplan Area for example B1(a) all proposals, B1(b) (where the proposed use would not compromise the safety or amenity of surrounding occupants and residents and B1(c) (where the proposed use would not compromise the amenity of the surrounding residents.</p>
<b>Option 5: Principal open spaces</b>	Delivery of open spaces it not considered to directly impact on this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Option 6: Only onsite public open spaces</b>	Delivery of open spaces it not considered to directly impact on this objective.	0	No mitigation and/ or enhancement measures have been recommended for this option and objective.
<b>Overall commentary on options</b>	<p>Options 1-4 would contribute to short-term, temporary job creation during the construction and demolition phases of development. All options would result in loss of existing employment to predominantly residential-led redevelopment. This will, however, be replaced with more appropriate employment floorspace</p> <p>Options 1 &amp; 2 (both of which propose delivery of development as 'Towers in Space') are considered less likely to contribute to new employment through development of a mix of uses (including employment) at lower levels. Consequently, Options 3 &amp; 4 (which propose</p>		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>delivery of developments as 'Plinth/ Podiums/ Towers') score best overall as they have potential to deliver additional employment at lower levels.</p> <p>The delivery of open space is not considered to directly impact on this objective.</p>		
<b>16. To reduce pollution to land through direct action or mitigation; to seek to improve the quality of the land as far as possible</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	<p>The Masterplan Area is a former dock, and it is likely that the land is contaminated. It is noted, that many of the sites within the Masterplan Area have been developed and therefore contamination will have been previously remediated to a certain depth.</p> <p>All options provide the opportunity to further remediate contaminated land.</p>	+	<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place. Implementation of the CEMP.</p> <p>UXO risk assessment and appropriate preconstruction survey.</p>
<b>Option 2: 1,100 hr/ha Towers</b>	<p>The Masterplan Area is a former dock, and it is likely that the land is contaminated. It is noted, that many of the sites within the Masterplan Area have been developed and therefore contamination will have been previously remediated to a certain depth.</p> <p>All options provide the opportunity to further remediate contaminated land.</p>	+	<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place. Implementation of the CEMP.</p> <p>UXO risk assessment and appropriate preconstruction survey.</p>
<b>Option 3: 3,000 Podium/ Plinth</b>	<p>The Masterplan Area is a former dock, and there it is likely that the land is contaminated. It is noted, that many of the sites within the Masterplan Area have been developed and therefore contamination will have been previously remediated to a certain depth.</p> <p>All options provide the opportunity to</p>	+	<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place. Implementation of the CEMP.</p> <p>UXO risk assessment and appropriate preconstruction survey.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	further remediate contaminated land.		
<b>Option 4: 1,100 Podium/ Plinth</b>	<p>The Masterplan Area is a former dock, and it is likely that the land is contaminated. It is noted, that many of the sites within the Masterplan Area have been developed and therefore contamination will have been previously remediated to a certain depth.</p> <p>All options provide the opportunity to further remediate contaminated land.</p>	+	<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place. Implementation of the CEMP.</p> <p>UXO risk assessment and appropriate preconstruction survey.</p>
<b>Option 5: Principal open spaces</b>	<p>This option proposes six new principal public open spaces across the Masterplan area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>Development of new public open spaces would also require remediation of contaminated land and as such an overall positive effect is predicted in the long term.</p>	+	<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place. Implementation of the CEMP.</p> <p>UXO risk assessment and appropriate preconstruction survey.</p> <p>The location of new public and private open space will need to take account of the nature and type of previously contaminated land. Some previous land uses may be less suitable for development as open space.</p>
<b>Option 6: Only onsite public open spaces</b>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development. Development of new private open spaces would also require remediation of contaminated land and as such an overall positive effect is predicted in the long term.</p>	+	<p>The Masterplan should ensure developers remediate the land in accordance with the most recent industry standards, regardless of what previous remediation has previously taken place. Implementation of the CEMP.</p> <p>UXO risk assessment and appropriate preconstruction survey.</p> <p>The location of new public and private open space will need to take account of the nature and type of previously contaminated land. Some previous land uses may be less suitable for development as open space.</p>
<b>Overall commentary on options</b>	All options propose new development with scope to remediate contaminated land in the longer term.		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>17. To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible</b>			
<p><b>Option 1: 3,000 hr/ha Towers</b></p>	<p>The construction period for this Option is likely to be undertaken over a relatively long period (longer than required for Options 2 &amp; 4 which seek to deliver 1,100 hr/ha) due to the quantum (height and mass required to accommodate this density of development) and therefore overall noise and air emissions could be high for the duration of construction. This could lead to a significant adverse effect during construction.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage. The increased population will lead to a high demand for road vehicles (e.g. car usage) and public transport which will in turn lead to increased noise and emissions during operation.</p> <p>This Option will require tall buildings, which could be adversely affected by aircraft noise without appropriate mitigation.</p> <p>The increased population will also generate a high energy demand, which if not designed appropriately, could lead to increased emissions to air.</p> <p>Developments within the Masterplan Area would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP</p>	<p>--/?</p>	<p>CEMP and Dust Management Plan</p> <p>Appropriate design of energy centres e.g. ultra low NO<sub>x</sub> boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>plant(s). Delivery of CHP plants for one or more urban blocks is likely to be more difficult if development is delivered as 'Towers in Space' as the configuration is less well suited to self-contained units for different uses.</p> <p>Overall a significant adverse, uncertain effect is predicted.</p>		
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>The construction period for this option is likely to be relatively short (when compared to Options 1 &amp; 3 which seek to deliver a density of 3,000hr/ha). However, construction will still result in noise and air emissions, considered to result in a minor adverse effect.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage. The increased population will lead to a high demand for road vehicles (e.g. car usage) and public transport which will in turn lead to increased noise and emissions during operation.</p> <p>This Option would require mainly mid-rise buildings and hence noise associated with aircraft movements will not be an issue.</p> <p>The increased population will also generate a high energy demand, which if not designed appropriately, could lead to increased emissions to air.</p> <p>Developments within the Masterplan Area</p>	-/?	<p>CEMP and Dust Management Plan</p> <p>Appropriate design of energy centres e.g. ultra low NO<sub>x</sub> boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). Delivery of CHP plants for one or more urban blocks is likely to be more difficult if development is delivered as 'Towers in Space' as the configuration is less well suited to self-contained units for different uses.</p> <p>An overall minor adverse, uncertain effect is considered appropriate in respect of this Option. This option will perform worse than the baseline but better than option 1 (as the proposed density is lower).</p>		
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>The construction period for this Option is likely to be undertaken over a relatively long period (longer than required for Options 2 &amp; 4 which seek to deliver 1,100 hr/ha) due to the quantum (height and mass required to accommodate this density of development) and therefore overall noise and air emissions could be high for the duration of construction. This could lead to a significant adverse effect during construction.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage. The increased population will lead to a high demand for road vehicles (e.g. car usage) and public transport which will in turn lead to increased noise and emissions during operation.</p>	<p>+/--/?</p>	<p>CEMP and Dust Management Plan</p> <p>Appropriate design of energy centres e.g. ultra low NO<sub>x</sub> boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>This Option will require tall buildings, which could be adversely affected by aircraft noise without appropriate mitigation (there may also be objections from London City Airport in relation to building heights).</p> <p>The increased population will also generate a high energy demand, which if not designed appropriately, could lead to increased emissions to air.</p> <p>Developments within the Masterplan Area would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). Delivery of CHP plants for one or more urban blocks is likely to be easier if development is delivered as 'Podiums/ Plinths/ Towers' as the configuration is better suited to self-contained units for different uses.</p> <p>Overall a significant adverse, mixed uncertain effect is predicted.</p>		
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>The construction period for this option is likely to be relatively short (when compared to Options 1 &amp; 3 which seek to deliver a density of 3,000hr/ha). However, construction will still result in noise and air emissions, considered to result in a minor adverse effect.</p> <p>The number of car parking spaces provided within the Masterplan Area is uncertain at this stage. The increased population will lead to a high demand for road vehicles</p>	<p>+/-/?</p>	<p>CEMP and Dust Management Plan</p> <p>Appropriate design of energy centres e.g. ultra low NO<sub>x</sub> boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>(e.g. car usage) and public transport which will in turn lead to increased noise and emissions during operation.</p> <p>This Option would require mainly low rise buildings and hence noise associated with aircraft movements will not be an issue.</p> <p>The increased population will also generate a high energy demand, which if not designed appropriately, could lead to increased emissions to air.</p> <p>Developments within the Masterplan Area would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). Delivery of CHP plants for one or more urban blocks is likely to be easier if development is delivered as 'Podiums/ Plinths/ Towers' as the configuration is better suited to self-contained units for different uses.</p> <p>An overall mixed, uncertain effect is considered appropriate in respect of this Option.</p>		
<p><b>Option 5: Principal open spaces</b></p>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>Provision of new open spaces (assuming an element of natural habitat is provided) has potential to improve air quality. This is</p>	+	<p>The design of new public and private spaces should incorporate natural habitats, including trees.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	considered to be a minor positive effect.		
<b>Option 6: Only onsite public open spaces only</b>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>Provision of new spaces (assuming an element of natural habitat is provided) has potential to improve air quality. As this option does not propose any new public open spaces, a negligible effect is predicted.</p>	0	The design of new public and private spaces should incorporate natural habitats, including trees.
<b>Overall commentary on options</b>	<p>Generally, the Options which propose development at a density of 3,000hr/ha (Options 1 &amp; 3) have potential to result in significant adverse, uncertain (--/?) effects on this objective due to potential noise and pollutant emissions during the construction phase, potential for new residents (in taller buildings) to be affected by aircraft noise and the potential for increased demand and use of car and public transport during operation (resulting in car-based greenhouse gas emissions and noise).</p> <p>The Options which seek to deliver development at 1,100hr/ha are predicted to have minor, adverse effects (-/?) on this objective in respect of construction and operational emissions.</p> <p>The 'Podium/ Plinth/ Towers' options (Options 3 &amp; 4) also have potential to result in minor positive (+) effects as this development configuration may be better able to accommodate multiple, self-contained uses (including new CHP units).</p> <p>Provision of new principal public open spaces (Option 5) has potential to contribute positively to this objective – natural habitats (including trees) can improve air quality.</p>		
<b>18. To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels</b>			
<b>Option 1: 3,000 hr/ha Towers</b>	The use of natural resources and fossil fuels will be required during construction and operation, which is considered to result in significant adverse effects (--/?) based on the scale of development proposed for this	--/?	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>option i.e. the amount and length of construction phase, and on account of the energy requirements of new residents.</p> <p>It is expected that developments within the Masterplan Area would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). This could minimise fuel costs and service charges for future residents and improve fuel security.</p> <p>Conventional waste collection and treatment systems are unlikely to be feasible for this density of development. There is potential to incorporate a pneumatic waste collection system.</p> <p>As outlined in the assessment of previous objectives, the potential to deliver self-contained units for waste and energy is less certain with 'Towers in Space'.</p> <p>Significant adverse, uncertain effects are predicted overall and also take account of the potential impact of taller buildings on natural light and microclimate (particularly wind), flood risk and the potential for increased CO<sub>2</sub> (e.g. on account of increased car use).</p>		<p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all developments e.g. solar panels on roofs.</p>
<p><b>Option 2: 1,100 hr/ha Towers</b></p>	<p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to result in minor adverse effects (-/?) based on the scale of development proposed for this option i.e. the amount and length of</p>	<p>-/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>construction phase, and on account of the energy requirements of new residents.</p> <p>Developments within the Masterplan Area would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). This could minimise fuel costs and service charges for future residents and improve fuel security.</p> <p>Conventional waste collection and treatment systems are likely to be less feasible for this density of development. There is potential to incorporate a pneumatic waste collection system.</p> <p>As outlined in the assessment of previous objectives, the potential to deliver self-contained units for waste and energy is less certain with 'Towers in Space'.</p> <p>Minor adverse, uncertain effects are predicted overall. Option 2 performs better than Option 1 due to the lower overall density of development proposed.</p>		<p>needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all developments e.g. solar panels on roofs.</p>
<p><b>Option 3: 3,000 Podium/ Plinth</b></p>	<p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to result in significant adverse effects (--/? ) based on the scale of development proposed for this option i.e. the amount and length of construction phase, and on account of the energy requirements of new residents.</p> <p>Developments within the Masterplan Area</p>	<p>+/--/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all developments e.g. solar panels on roofs.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). This could minimise fuel costs and service charges for future residents and improve fuel security.</p> <p>Conventional waste collection and treatment systems are unlikely to be feasible for this density of development. There is potential to incorporate a pneumatic waste collection system.</p> <p>As outlined in the assessment of previous objectives, the potential to deliver self-contained units for waste and energy is more likely with 'Podium/ Plinths/ Towers' resulting in a minor positive effect (+).</p> <p>Significant adverse, mixed, uncertain effects are predicted overall and also take account of the potential impact of taller buildings on natural light and microclimate (particularly wind), flood risk and the potential for increased CO<sub>2</sub> (e.g. on account of increased car use).</p>		
<p><b>Option 4: 1,100 Podium/ Plinth</b></p>	<p>The use of natural resources and fossil fuels will be required during construction and operation, which is considered to result in minor adverse effects (-/? ) based on the scale of development proposed for this option i.e. the amount and length of construction phase, and on account of the energy requirements of new residents.</p> <p>Developments within the Masterplan Area</p>	<p>+/-/?</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>would make continued use of the Barkantine CHP Plant. There is scope for an onsite CHP plant(s). This could minimise fuel costs and service charges for future residents and improve fuel security.</p> <p>Conventional waste collection and treatment systems are likely to be less feasible for this density of development. There is potential to incorporate a pneumatic waste collection system.</p> <p>As outlined in the assessment of previous objectives, the potential to deliver self-contained units for waste and energy is more likely with 'Podium/ Plinths/ Towers' resulting in minor positive effects (+).</p> <p>Mixed, uncertain effects are predicted overall.</p>		<p>developments e.g. solar panels on roofs.</p>
<p><b>Option 5: Principal open spaces</b></p>	<p>This option proposes six new principal public open spaces across the Masterplan Area (onsite public, communal and private open spaces would also be provided through new development).</p> <p>Provision of new open spaces (assuming an element of natural habitat is provided) has potential to contribute to climate change mitigation and adaptation (e.g. through provision of space to absorb runoff; natural habitats can absorb heat etc.).</p> <p>An overall minor positive effect is predicted.</p>	<p>+</p>	<p>Ensure climate change adaptation measures are built into new development design, for example, include trees (to provide natural shade), include green space to absorb heat etc.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Option 6: Only onsite public open spaces</b></p>	<p>This option would not put forward new principal public open spaces within the Masterplan and would rely on existing public open space and provision of only onsite public spaces through new development.</p> <p>Provision of new spaces (assuming an element of natural habitat is provided) has potential to contribute to climate change mitigation and adaptation.</p> <p>An overall negligible effect is predicted.</p>	<p>0</p>	<p>Ensure climate change adaptation measures are built into new development design, for example, include trees (to provide natural shade), include green space to absorb heat etc.</p>
<p><b>Overall commentary on options</b></p>	<p>Generally, the Options which propose development at a density of 3,000hr/ha (Options 1 &amp; 3) have potential to result in significant adverse, uncertain (--/?) effects on this objective due to the potential for increased emissions of greenhouse gases, use of natural resources and fossil fuels (during construction and operation) etc.</p> <p>The Options which seek to deliver development at 1,100hr/ha are predicted to have minor, adverse effects (-/? ) on this objective in respect of construction and operation emissions, use of fossil fuels etc.</p> <p>The 'Podium/ Plinth/ Towers' options (Options 3 &amp; 4) also have potential to result in minor positive (+) effects as this development configuration may be better able to accommodate multiple, self-contained uses (including new CHP units and waste collection systems).</p> <p>Provision of new principal public open spaces (Option 5) has potential to contribute positively to this objective – natural habitats (including trees) can help adapt to and mitigate the impacts of climate change.</p>		

**Figure 4.2: Summary of SEA of Delivery of Development Options (Pre-mitigation)**

SEA Objectives	Likely Effects					
	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
1. To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place	--/?	-/?	+/--/?	+/-/?	+/?	--/?
2. To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses	--/?	-/?	--/?	-/?	+/?	0/?
3. To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems	--/?	-/?	--/?	-/?	+	0
4. To enhance and protect the significance of heritage assets and archaeological heritage	--/?	-/?	+/--/?	?	0	0
5. To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces	--/?	--/?	+/-/?	-/?	++	+
6. To achieve a planned and aesthetically balanced skyline, as seen in protected views	-/?	0	+/-/?	0	0	?
7. To protect views and the visual amenity of people living and working in and visiting the area and surroundings	--/?	-/?	?	?	++	+
8. To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)	--/?	-/?	+/--/?	+/-/?	+	0
9. To maximise the accessibility to key services and amenities	-/?	-/?	+/?	+/?	+	?
10. To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources	--/?	-/?	--/?	-/?	+	0
11. To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates	+/--/?	+/-/?	+/--/?	+/-/?	0	0
12. To protect existing, make provision for new, and maximise accessibility to education facilities to meet the needs of all sectors of the population	+/--/?	+/-/?	++/--?	++/-/?	+	0
13. To maximise the health and well-being of the population and reduce inequalities in health	+/-/?	+/-/?	+/?	+/?	0	0
14. To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability	++/--?	++/--?	++/?	++/?	+	0
15. To provide all residents with the opportunity of employment, particularly in deprived areas	+/-/?	+/-?	++/-/?	++/-/?	0	0
16. To reduce pollution to land through direct action or mitigation; to seek to improve the quality of the land as far as possible	+	+	+	+	+	+

SEA Objectives	Likely Effects					
	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
17. To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible	--/?	-/?	+/--/?	+/-/?	+	0
18. To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels	--/?	-/?	+/--/?	+/-/?	+	0

This matrix has been used to appraise the draft SPD. All the component parts have been appraised alongside any reasonable alternatives.

Symbols will be used to record effects as follows:

<b>++</b>	Significant positive effect likely
<b>+</b>	Minor positive effect likely
<b>0</b>	Negligible effect likely
<b>-</b>	Minor adverse effect likely
<b>--</b>	Significant adverse effect likely
<b>+/-</b>	Mixed effect likely
<b>?</b>	Likely effect uncertain
<b>N/A</b>	Policy is not relevant to SA objective

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>1. To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place</b>			
<b>The Vision</b>	The vision for the Masterplan Area has potential to result in significant positive effects for the area – reference is made to 'exceptional standards of design'; provision of new primary schools, community facilities and public transport connections all of which would contribute positively to this objective. The vision	+ + / - / ?	The vision could reference an aspiration to achieve 'a high quality of living'; high standards of design <u>and sustainability</u> ; highly energy efficient developments. Delivery of new healthcare facilities could be specifically mentioned within the vision.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>refers to a 'substantial residential and working population' which could result in feelings of overcrowding and impact on the 'liveability' of the area if very tall buildings are developed (e.g. through micro-climate effects such as overshadowing or wind funnelling). This could result in a mixed significant uncertain effect.</p>		
<p><b>Placemaking Principles</b></p>	<p>There are 8 urban principles in total which should contribute positively to this objective. There is uncertainty in achievement of a number of the criteria underpinning this objective notably encouraging healthier lifestyles and achievement of a genuinely liveable place.</p> <p>This reflects uncertainty in the overall amount of development which will be delivered.</p>	<p>+/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<p><b>Guidance: Housing Density</b></p>	<p>As demonstrated through the earlier SEA work, higher development densities could impact significantly adversely on this objective.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the</p>	<p>++/-/?</p>	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration. For example, in respect of this objective there are concerns over: the quantity of open space available on site to meet the population needs arising from higher density development; impacts on daylight/ sunlight/ wind funnelling particularly on spaces which are proposed for amenity/ recreation (both within individual developments and in relation to amenity/ open space within the wider Masterplan Area).</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of potential health impacts, delivery of health infrastructure etc.</p> <p>As such, a significant positive, mixed effect is anticipated. The potential for significant positive effects reflect the requirement for development to deliver exemplary design for housing and non-residential uses which will contribute indirectly positively to this objective by creating better living conditions.</p>		
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>The proposals within this section could lead to significant positive effects on this objective through delivery of new spaces for physical activity and maximising opportunities for new residents to walk and cycle.</p> <p>Adverse effects are also predicted as the amount of open space on site is unlikely</p>	<p>++/-/?</p>	<p>The supporting text should state that "Development must not impact adversely on the quality of the existing <u>and proposed new principal open spaces</u> by overshadowing open spaces causing poor sunlight/ daylight to those spaces." Reference should also be made to wind – i.e. development design should be tested to ensure that new/ existing open spaces are not affected adversely by wind tunnelling. (see paragraph 3, page 41).</p> <p>Figures 2.3 -2.6 set out the expected design of the Primary and Secondary Streets, Shared Surfaces and Dock Edges. Only the Primary Street (Figure 2.3) provides genuinely dedicated cycle lanes. It is assumed that the other streets will have pedestrian/ cycle access shared. It is recommended that separate cycle lanes be provided along all routes to avoid pedestrian/ cyclist conflict. This would also encourage more safe cycling and walking to take place.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>to be sufficient to meet the needs of the future population (when considered in relation to accepted standards such as the National Playing Fields Association Standards).</p>		
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>This Guidance responds significantly positively to a number of the sub-criteria underpinning this objective.</p> <p>Due to the potential for very high density development (resulting in significant population growth within the area) there remain concerns over the general 'liveability' of the area – i.e. the potential for overcrowding and ensuring all open/ private spaces are not overshadowed and or affected by wind tunnelling effects.</p>	<p>++/--/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>For the most part, this Guidance is not relevant to this objective, however, 2 (iv) requires development to enable views of the open sky between buildings which should help support creation of a more liveable place at street level.</p> <p>An overall minor positive, uncertain effect is predicted.</p>	<p>+/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>This should contribute positively to the creation of a liveable, well-designed environment.</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Delivery</b></p>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies delivery organisations and key stakeholders, as well as delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground. This includes delivery of elements necessary to contribute positively to this objective – for example, LBTH will prepare a Design and Delivery Study for Principal and DLR Public Open Spaces within the short term (2014 to 2018). This will result in positive effects on this objective.</p>	<p style="text-align: center;">+</p>	<p>The Design and Delivery Study for Principal and DLR Public Open Spaces should take account of the various recommendations referenced throughout this appraisal in respect of delivery of new open spaces.</p>
<p><b>2. To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses</b></p>			
<p><b>The Vision</b></p>	<p>The vision does not specifically mention biodiversity or habitat creation. There is potential for impacts arising from the 'substantial residential and working population' e.g. impacts on water quality or overshadowing of the Millwall and West India Docks SINC.</p> <p>As the predicted population is uncertain a significant adverse, uncertain effect is predicted.</p>	<p style="text-align: center;">--/?</p>	<p>Include reference to biodiversity protection and enhancement, including new habitat creation as part of the overall community benefits.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Placemaking Principles</b>	None of the urban principles specifically mention biodiversity or creation of habitats etc. However, provision of new public open spaces could have an indirect positive impact.	+/?	As this Masterplan Area will be highly urbanised, an urban principle relating specifically to provision of landscaping and new habitats is recommended. This could set out expectations in terms of development landscaping such as inclusion of green roofs, nectar rich planting as well as supporting new habitats within the Docks e.g. floating reedbeds.
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact significantly adversely on this objective.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of potential biodiversity impacts (specifically impacts on the SINC through overshadowing, change to water quality through discharges from development and potential loss of parts of the Docks for development purposes).</p> <p>As such, a mixed effect is predicted.</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration. Potential direct and indirect impacts on the SINC (from each development and the wider cumulative impact of all developments).</p> <p>The SPD could also specify expected mitigation, including:</p> <ul style="list-style-type: none"> <li>• Biodiverse green roofs, particularly on less tall buildings.</li> <li>• Nectar rich planting in the landscaping.</li> <li>• Creation of new habitats within the Dock e.g. floating reedbeds.</li> <li>• Orientate green/ amenity spaces to the south of buildings where possible.</li> </ul>
<b>Guidance: Connections and Public Spaces</b>	This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets)	+/?	<p>All new open spaces should incorporate some form of new habitat of value to biodiversity and include nectar rich planting.</p> <p>New green/ amenity spaces should be orientated to the south of</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>The supporting text states that larger sites will be expected to provide onsite standalone public open spaces... with the character varying from quiet gardens, adventure playgrounds, urban forest, meadows and marshes, offering a network of spaces.</p> <p>There is potential for the new open spaces delivered across the Masterplan Area to contribute positively to this objective through creation of a range new habitats of value to biodiversity.</p>		<p>buildings where possible</p> <p>Require developers to contribute to creation of improved habitats for biodiversity within existing open spaces.</p> <p>Developers should provide biodiverse green roofs, particularly on less tall buildings e.g. podiums/ plinths.</p> <p>Developers should contribute to creation of new habitats within the Docks e.g. floating reedbeds.</p>
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and</p>	<p>-/+/?</p>	<p>See earlier recommendations re: potential to maximise biodiversity enhancements.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>plinth elements.</p> <p>There are anticipated to be mixed effects on this objective. Taller buildings have potential to result in overshadowing of the Docks SINC. Inclusion of communal and private amenity space offers potential for biodiversity enhancements.</p>		
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not considered relevant to this objective.</p>	0	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>The commitment to delivery of the new principal open spaces within the</p>	+	<p>See earlier recommendations on how open spaces can be designed to maximise biodiversity enhancements.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	Masterplan Area also has potential to deliver new habitats for biodiversity. An overall minor positive score is predicted.		
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>This includes delivery of elements necessary to contribute positively to this objective – for example, LBTH will prepare a Design and Delivery Study for Principal and DLR Public Open Spaces within the short term (2014 to 2018). This will result in positive effects on this objective.</p>	+	The Design and Delivery Study for Principal and DLR Public Open Spaces should take account of the various recommendations referenced throughout this appraisal in respect of delivery of new open spaces, including maximising potential for biodiversity enhancement.
<b>3. To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems</b>			
<b>The Vision</b>	<p>The vision makes reference to 'exceptional standards of design'. It is assumed that this also refers to Sustainable Urban Drainage Systems with potential for minor positive effects.</p> <p>However, the 'substantial residential and</p>	+/--?	Refer to the intention for development within the Masterplan Area to mitigate the impacts and adapt to future climate change e.g. through provision of sustainable drainage systems. A 'climate proofed' Masterplan Area could be part of the vision and/ or community benefits.



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	working population' proposed will increase the number of people and properties vulnerable to future flood risk. As such, an overall significant adverse mixed effect is predicted.		
<b>Placemaking Principles</b>	None of the principles directly relate to this objective. As such a negligible effect is predicted.	0	The urban principles could make reference to maximising permeability in design e.g. through provision of green space and inclusion of sustainable drainage systems.
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact significantly adversely on this objective.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the principle is non-specific it is assumed that this will include consideration of impact on flood risk.</p> <p>As such, an overall mixed effect is predicted.</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of future flood risk.</p> <p>The SPD could also specify expected mitigation, including:</p> <p>Maximising inclusion of Sustainable Urban Drainage Systems and the amount of permeable spaces across the Masterplan Area.</p>
<b>Guidance: Connections and Public Spaces</b>	This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets)	+/?	Any future Design Guide for new open spaces should seek to maximise the amount of green and permeable spaces which can be delivered. Provision of SUDs is a priority.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>New public open spaces have potential to incorporate SUDs and increase the amount of permeable surfaces across the Masterplan Area. As such, a minor positive, uncertain effect is predicted.</p>		
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>Overall mixed effects are anticipated on this objective. Increased housing across the Masterplan Area (delivered through the typologies proposed) will increase the number of people and properties at risk of flooding. Inclusion of communal amenity space provides scope for SUDs,</p>	<p>-/+/?</p>	<p>Any future Design Guide for new open/ amenity spaces should seek to maximise the amount of green and permeable spaces which can be delivered. Provision of SUDs is a priority.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	and permeable surfaces.		
<b>Guidance: The Skyline</b>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not considered relevant to this objective.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Infrastructure</b>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>The commitment to delivery of new principal open spaces also has indirect benefits for this objective through potential for creation of more permeable surfaces across the Masterplan Area. An overall minor positive effect is predicted.</p>	+	The SPD should provide a definition for what is meant by 'infrastructure'. This should include SUDs. The SPD should include a commitment to maximise delivery of SUDs and increase the permeable surfaces across the Masterplan Area.
<b>Delivery</b>	The Delivery Section sets out how development and social and physical	+	Any future Design and Delivery Study for new open/ amenity spaces should seek to maximise the amount of green and permeable spaces

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>This includes delivery of elements necessary to contribute positively to this objective – for example, LBTH will prepare a Design and Delivery Study for Principal and DLR Public Open Spaces within the short term (2014 to 2018). This will result in positive effects on this objective (through potential for creation of more permeable surfaces).</p>		<p>which can be delivered. Provision of SUDs is a priority.</p>
<p><b>4. To enhance and protect the significance of heritage assets and archaeological heritage</b></p>			
<p><b>The Vision</b></p>	<p>The vision does not specifically mention heritage or archaeology although it seeks to deliver an exceptional standard of design.</p> <p>There are statutorily listed structures and a locally listed structure within 500m of the Masterplan Area and the heritage interest could be indirectly affected by new development.</p> <p>Coldharbour Conservation Area lies partially within the Masterplan Area to the</p>	<p>+/--/?</p>	<p>In the vision or community benefits make reference to development that responds to existing heritage assets and character (both designated and undesignated, drawing on the latest Local List of Heritage Assets).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>east and would be directly and indirectly affected by new development.</p> <p>Recognising that there is potential for new development needed to support the 'substantial residential and working population' to have adverse effects, significant adverse mixed effects are predicted (the podium/ plinth/ towers development typology could deliver better designed development resulting in the minor positive effect).</p>		
<b>Placemaking Principles</b>	<p>None of the urban principles directly relate to this objective. As such a negligible effect is predicted.</p>	0	<p>Include an additional urban principle which relates to the design of development responding positively to existing heritage structures (including statutorily listed structures, structures on the Local List and structures identified as being of heritage and local townscape interest through the ongoing Masterplanning process).</p>
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact significantly adversely on this objective.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of impacts on both designated and undesignated heritage assets, drawing on the Local List and any buildings/ structures of townscape interest which emerge through the Masterplanning process.</p> <p>The SPD could also specify expected mitigation, including:</p> <ul style="list-style-type: none"> <li>• Design of development to ensure massing, scale and grain is such that developments are not imposing or dominant in views from the WHS and do not overwhelm listed structures or Conservation Areas. Also to ensure that the heritage significance of heritage assets and special historic and architectural interest of Conservation Areas is protected as far as possible.</li> </ul>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>consideration of impacts on designated and undesignated heritage assets as well as archaeology.</p> <p>As such, an overall mixed effect is anticipated.</p>		<ul style="list-style-type: none"> <li>• Ensure each development application provides visualisations incorporating existing and consented developments and demonstrates the impact on the wider skyline and setting of heritage assets.</li> <li>• Provision of basement car parks, constructing deep piles etc. has potential to impact on buried archaeology. Developers should consult extant archaeological reports and current monuments data held by the Greater London HER for the area and immediate environs and prepare a geotechnical and geoarchaeological model of the area to allow areas of relative sensitivity to be more easily identified.</li> <li>• Archaeological trial trenching followed by excavation / watching brief may be necessary both pre and during construction.</li> </ul>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>Provision of open space can contribute positively to the setting of heritage assets. However, as the proposed open spaces would be remote from existing heritage assets the effect is considered to be negligible.</p>	<p>0</p>	<p>Any future Design Guide for new open spaces should seek to incorporate heritage interpretation/ heritage trails, reflecting the historic importance of the Docks.</p> <p>The design of new open spaces should also take account of the setting of any new buildings emerging through the refresh of the Local List of heritage assets.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>Massing Guidance 1b. requires development to: sustain and enhance heritage assets, their setting and their significance (this should result in positive effects). Recognising that development of the scale proposed in South Quay could have adverse effects, an overall mixed effect is predicted.</p>	<p>+/-/?</p>	<p>Massing Guidance 1b. should be amended to state 'conserve and enhance heritage assets, their setting and significance..'). A definition should be provided for 'heritage assets' and should include designated and undesignated buildings and structures, including any on the existing and emerging Local List and any which are noted as being of townscape interest during the ongoing Masterplanning process.</p> <p>Developers within and adjacent to the Coldharbour Conservation Area would be expected to demonstrate how development has been designed to enhance the special architectural and historic interest of the Conservation Area.</p> <p>The Guidance should also make reference to archaeological potential.</p> <p>Developers should consult extant archaeological reports and current monuments data held by the Greater London HER for the area and immediate environs and prepare a geotechnical and geoarchaeological model of the area to allow areas of relative sensitivity to be more easily identified.</p> <p>Archaeological trial trenching followed by excavation / watching brief may be necessary both pre and during construction.</p>
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This section should contribute positively to</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>this objective by providing specific guidance in respect of the Greenwich Maritime WHS.</p>		
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>This section is not considered to impact on this objective.</p>	<p>0</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<p><b>Delivery</b></p>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>This includes delivery of elements necessary to contribute positively to this objective – for example, it is recommended that the Maritime</p>	<p>+</p>	<p>An additional project related study for LBTH should include updating the Local List of Heritage Assets to reflect the emerging context in South Quay.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	Greenwich World Heritage Management Team delivers an updated World Heritage Site Management Plan to reflect the emerging context at South Quay and to provide guidance for coherent materiality and colour along the Grand Axis. This should contribute positively to this objective.		
<b>5. To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces</b>			
<b>The Vision</b>	<p>The vision sets out the planned thriving nature of the neighbourhood, the exceptional quality of design and character of the Isle of Dogs.</p> <p>The vision indicates that the quality of the built environment will be improved, although details are not known.</p>	+/?	<p>Include reference to the relationship with adjacent areas and the potential to create a transition between the large scale of Canary Wharf and the smaller scale of the surrounding residential areas.</p> <p>Include reference to the creation of attractive, high quality and vibrant public open spaces which enhance local features and assets.</p> <p>Include reference to local distinctiveness and sense of place.</p>
<b>Placemaking Principles</b>	The principles indicate some positive effect on townscape character and quality, although this is fairly uncertain given the level of detail.	+/?	<p>Density could refer to the need to provide a transition from Canary Wharf to the lower density residential neighbourhoods surrounding.</p> <p>Massing could refer to the need to create a transition between the large scale of Canary Wharf and smaller scale surrounding residential areas.</p> <p>Public open spaces could refer to creation of vibrant specs (including greenspace) that responds to and enhances local features/ assets and sense of place.</p> <p>Is there a need for a separate point on character/ sense of place (account should be taken of the character and context provided by existing places and neighbourhoods and their contribution to the sense of place – including the surrounding historic environment – reference The Mayor’s ‘Character and Context’ SPG (June 2014)</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Guidance: Housing Density</b>	Guidance on average density of the Masterplan Area focuses on quantitative rather than qualitative issues. However, it does refer to a requirement for a high quality environment and the proposed urban typology of plinths, podiums and taller elements which indicate a positive effect on townscape although this is uncertain given the level of detail.	+/?	<p>Could include additional points to SQ1:</p> <p>Create a distinctive sense of place that relates to underlying landscape and historic character and provides a transition between Canary Wharf and surrounding lower density residential areas.</p> <p>Create high quality and vibrant public open spaces.</p> <p>(unless these are encompassed in the general "deliver the principles and the guidance in the Masterplan")</p>
<b>Guidance: Connections and Public Spaces</b>	<p>'Connections &amp; public realm' does not refer to this objective.</p> <p>'New public open space' refers to 'quality that provides for the residents and visitors in the area'. Effect is therefore uncertain.</p> <p>'Principal and DLR public open space' refers to delivery of visually engaging and welcoming active frontages and activation of spaces which indicate a positive effect on townscape although this is uncertain given the level of detail.</p>	+/?	SQ2.1: Include the creation of vibrant public realm that relates to underlying landscape and historic character, and responds to and enhances local features and assets.
<b>Guidance: Massing &amp; Urban Blocks</b>	Reference to human scale at street level, activation of the docks and docksides and stepping down in height from the Canary Wharf Major Centre indicates that guidance this will result in a positive effect on townscape/ landscape character. However, the extent is uncertain.	+/?	Add need to provide a transition between the larger scale Canary Wharf and smaller scale surrounding residential neighbourhoods to SQ3.
<b>Guidance: The Skyline</b>	This objective does not make specific reference to local landscape/ townscape	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	character. As such a negligible effect is predicted.		
<b>Guidance: Infrastructure</b>	This objective does not make specific reference to local landscape/ townscape character. As such a negligible effect is predicted.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Delivery</b>	This objective does not make specific reference to local landscape/ townscape character. As such a negligible effect is predicted.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Overall commentary</b>	<p>The vision and guidance on massing indicate that the Masterplan will result in a positive effect on landscape/ townscape character and quality, although wording could be strengthened, as suggested above.</p> <p>Other aspects of the SPG will result in uncertain effects on the character and quality of the area, although this may be strengthened with some additional wording, as suggested above.</p>		
<b>6. To achieve a planned and aesthetically balanced skyline, as seen in protected views</b>			
<b>The Vision</b>	The vision does not make reference to the skyline. As such a negligible effect is predicted.	0	Include reference to the fact that the neighbourhood will impact positively on the skyline.
<b>Placemaking Principles</b>	Principle 6 relates to a visually engaging skyline which indicates a positive effect on the skyline.	+	<p>May be an opportunity to suggest that the development should enhance the existing situation. Add 'and balanced' after visually engaging?</p> <p>Could add ... "particularly as seen from the Maritime Greenwich World Heritage Site, the 'London Panorama' from the General Wolfe Statue and the 'River Prospect' from London Bridge" (as referenced in the Mayor's London View Management Framework SPG).</p>
<b>Guidance: Housing Density</b>	The guidance on density does not directly	0	It is assumed that the achievement of a planned and aesthetically

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	relate to this objective. As such a negligible effect is predicted.		balanced skyline is encompassed within SQ1 1. aii (i.e. the requirement to “deliver the principles and the guidance in the Masterplan”).
<b>Guidance: Connections and Public Spaces</b>	This guidance does not relate to this objective.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Massing &amp; Urban Blocks</b>	The reference to creating articulation/ visual interest and stepping down in scale from Canary Wharf Major Centre indicates that this will result in a positive effects on the skyline as seen in protected views, although the exact details are uncertain as the exact location/ shape of blocks is not known.	+/?	Add “achieve an aesthetically balanced skyline, particularly as seen in protected views” to SQ3.6
<b>Guidance: The Skyline</b>	Reference to WHS Management Plan, stepping down of development from 1 Canada Square and visual layering indicates that this aspect of the Masterplan will result in a positive effect on the skyline. However, the exact extent is uncertain as the exact location/ shape and materiality of blocks is not known at this stage.	+/?	<p>As stated in previous comments it is not clear that 1. A. ii follows on from 1A i.e. “define the Grand Axis... by stepping down in height and scale towards the Maritime Greenwich World Heritage Site”. The stepping down in height is more to do with respecting the setting of the World Heritage Site more generally, and achieving a balanced skyline. It is an important point to retain, but belongs in a section on ‘Views’.</p> <p>Points 1.a.i and 1.c. remain relevant to the Maritime Grand Axis.</p> <p>It is queried whether it is acceptable to have materials and design different along the grand axis? What is the reason for this? [needs to be backed up by a reason if included – consult with EH/ WHS committee?]. This may draw attention to the cluster of buildings. If desirable, there needs to be more guidance on what colours and materials will be expected (otherwise there will be no coordination).</p> <p>A better approach may be to ensure the buildings in the Masterplan Area form a background in which buildings are no more visually prominent than the existing Canary Wharf cluster (in terms of height form and materials/ colour?</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
			<p>The current text under the sub-heading 'views' should be under 'visualisations'. And new text should be included under 'Views' which focuses on achieving an aesthetically balanced skyline as seen in views, particularly protected views – avoiding development that is imposing, dominant or creates a 'wall' of development and aiming to create a more balanced skyline than exists at present.</p> <p>The first para on p56 also needs updating accordingly. This needs to include reference to "how development can contribute to an aesthetically balanced skyline".</p> <p>The previous text in SQ4 which states that 1 Canada Square forms the defining point has been lost – why is this? (although it is noted it is in the detailed wording that follows)</p> <p>Is the word 'impact' missing after potential in the 2<sup>nd</sup> para p56? A number of other spelling typos are in this section.</p> <p>3<sup>rd</sup> para – note that the WHS Management Plan states that the dominance of All Saints on Blackheath and the vista along Blackheath Avenue remains.</p> <p>Include reference to IMPORTANT VIEWS AND TALL BUILDINGS (NOVEMBER 2006)</p>
<b>Guidance: Infrastructure</b>	This objective does not make specific reference to the skyline. As such a negligible effect is predicted.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Delivery</b>	This objective does not make specific reference to the skyline. As such a negligible effect is predicted.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Overall commentary</b>	Principle 6 (skyline), guidance on massing and guidance on the skyline will result in a positive effect on this objective (to achieve a planned and aesthetically balanced skyline, as seen in protected views). However, this could be strengthened further by inclusion of additional wording suggested above. Other parts of the SPG are less relevant to this objective.		

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>7. To protect views and the visual amenity of people living and working in and visiting the area and surroundings</b>			
<b>The Vision</b>	Although the vision does not refer directly to views or visual amenity, the reference to the areas being “designed to an exceptional standard” indicates that visual amenity will be enhanced.	+	Include reference to enhanced views and visual amenity.  Does the area want to have its own sense of place rather than be designed to the character of the ‘Isle of Dogs’ as is currently written (what is the ‘emerging character of the Isle of Dogs’?).
<b>Placemaking Principles</b>	Principle 4 refers to active frontages and Principle 5 refers to maximising natural light which indicates a positive effect on visual amenity.	+	Add reference to the importance of creating a human scale at street level and in open spaces – in Principles 3 and 4.
<b>Guidance: Housing Density</b>	Guidance on average density of the Masterplan Area focuses on quantitative rather than qualitative issues. However, it does refer to a requirement for a high quality environment which indicate a positive effect on visual amenity although this is uncertain given the level of detail.	+/?	It is assumed that the protection and enhancement of views and visual amenity is encompassed within SQ1 1.a.ii (i.e. the requirement to “deliver the principles and the guidance in the Masterplan”).
<b>Guidance: Connections and Public Spaces</b>	‘Connections & public realm’ does not refer to this objective.  ‘New public open space’ refers to ‘quality that provides for the residents and visitors in the area’. Effect is therefore uncertain.  ‘Principal and DLR public open space’ refers to delivery of visually engaging and welcoming active frontages and activation of spaces which indicate a positive effect on views and visual amenity although this is uncertain given the level of detail.	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>Guidance: Massing &amp; Urban Blocks</b>	Reference to human scale at street level, activation of the docks and docksid es and stepping down in height from the Canary Wharf Major Centre indicates that guidance this will result in a positive effect on views and visual amenity. However, the extent is uncertain.	+/?	Add requirement to protect and enhance views including retaining the ability of people to see the sky, water and greenspace ?(e.g. SQ3.1).
<b>Guidance: The Skyline</b>	Reference to stepping down of development from 1 Canada Square, visual layering and views of open sky between buildings indicates that this aspect of the Masterplan will result in a positive effect on the skyline. However, the exact extent is uncertain as the exact location/ shape and materiality of blocks is not known at this stage.	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Infrastructure</b>	This objective does not make specific reference to views/ visual amenity. As such a negligible effect is predicted.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Delivery</b>	This objective does not make specific reference to views/ visual amenity. As such a negligible effect is predicted.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Overall commentary</b>	<p>The vision, principle 4 on 'urban structure &amp; frontages' and guidance on massing &amp; urban blocks and the skyline indicate that the Masterplan will result in a positive effect on views and visual amenity, although some of the wording could be strengthened as suggested above.</p> <p>Other parts of the SPG are less relevant to this objective.</p>		
<b>8. To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)</b>			

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>The Vision</b>	<p>The vision references benefits generated by new development (which it is assumed includes public transport connections). New and improved walking and cycling connections and new and improved foot bridges to Canary Wharf will also form part of the overall Community Benefits. Minor positive effects are anticipated.</p> <p>However, the 'substantial residential and working population..' envisaged in the Masterplan Area could still result in adverse effects (potentially significant depending on the densities accepted) as car use is possible.</p>	+/-/?	<p>The vision should make reference to a Masterplan which enables all day-to-day needs can to be met by walking.</p> <p>Community Benefits could include making use of the Dock for deliveries, freight traffic etc. to further reduce vehicular road traffic.</p>
<b>Placemaking Principles</b>	<p>Provision of new public open spaces could incorporate walking and cycling routes. As such, an overall minor positive, uncertain effect is predicted.</p>	+/?	<p>Expand on existing urban principle 2. Connections &amp; Public Realm to prioritise movement by walking and cycling, followed by public transport.</p> <p>Furthermore, make reference to maximising use of the Docks for movement e.g. freight movement and for deliveries</p>
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact significantly adversely on this objective.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of the contribution of each development to vehicular travel (both during construction and operation) and how design has been used to maximise travel by walking and cycling as a priority.</p> <p>The SPD could also specify expected mitigation, including: use of the Docks for deliveries and freight based movements. This should be set out in a Construction Logistics Plan and Construction Environmental Management Plan.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's contribution to vehicular travel (both during the construction and operation phase).</p> <p>As, such an overall mixed effect is anticipated.</p>		
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>The Masterplan sets out proposals to address barriers to existing and future movement including requiring development to step back from Dock edges, provision of additional and improved footbridges over the Docks.</p> <p>As such, an overall significant positive effect is anticipated. There is uncertainty as dedicated cycle lanes are only proposed for Marsh Wall which could result in conflicts between pedestrian and cycle movements. Secondly, the population</p>	<p>++/?</p>	<p>Figures 2.3 -2.6 set out the expected design of the Primary and Secondary Streets, Shared Surfaces and Dock Edges. Only the Primary Street (Figure 2.3) provides genuinely dedicated cycle lanes. It is assumed that the other streets will have pedestrian/ cycle access shared. It is recommended that separate cycle lanes be provided along all routes to avoid pedestrian/ cyclist conflict. This would also encourage more safe cycling and walking to take place.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	arising from the high density development could result in issues of overcrowding discouraging walking and cycling.		
<b>Guidance: Massing &amp; Urban Blocks</b>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>The previous Guidance section on Connections and Public Spaces is directly relevant to this objective. However, this section does provide guidance on provision of car parking within the Masterplan Area which could result in significant adverse effects on this objective depending on how much comes forward across the Masterplan Area. A positive effect is identified reflecting the potential to create a sense of enclosure within development blocks which could encourage more walking and cycling.</p>	+/--/?	<p>The supporting text could be expanded to encourage and actively support car-free developments.</p> <p>The supporting text should state that development that makes use of the Docks for construction and operational traffic would be actively supported.</p>
<b>Guidance: The Skyline</b>	This section provides guidance on how	+	No mitigation and/ or enhancement measures have been recommended

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to significantly impact on this objective. However, 2 (iv) requires development to enable views of the open sky between buildings. This will be important in ensuring walking and cycling within the Masterplan Area is a pleasant experience. An overall minor positive effect is anticipated.</p>		for the Masterplan and this objective.
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>This section includes a commitment to delivery of two new pedestrian/ cycle bridges and one replacement/ refurbished footbridge across/ between the Docks. The new footbridges are identified as a</p>	++	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>'high' priority for the Masterplan Area.</p> <p>This should contribute significantly positively towards achievement of this objective.</p>		
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>This includes delivery of elements necessary to contribute positively to this objective – for example, LBTH (alongside other key stakeholders) will prepare a Feasibility, Design and Delivery Study for new and improved footbridges. This will be developed in the short term (2014-2018) and is a high priority for the Masterplan. This is likely to contribute significantly positively to this objective.</p>	++	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>9. To maximise the accessibility to key services and amenities</b>			
<b>The Vision</b>	The vision does not specifically state that new community facilities will be provided, but this is assumed to be inferred through	+/?	Community Benefits could include specific reference to Marsh Wall as the new local high street for the Masterplan Area incorporating a range of uses including retail.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>the benefits generated by new development (which is referenced). These are assumed to include leisure centres and Idea Stores.</p> <p>Retail is not specifically mentioned.</p> <p>A minor positive, uncertain effect is predicted.</p>		<p>The vision should make reference to a Masterplan which enables all day-to-day needs can to be met by walking.</p>
<b>Placemaking Principles</b>	<p>Existing urban principle 4. Urban Structure &amp; Frontages notes that active frontages would be focused onto Marsh Wall, open spaces and Docksid es. It is assumed this includes key services and facilities such as leisure, retail and Idea stores. As such, a minor positive effect is predicted.</p>	+	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact adversely on this objective (if insufficient facilities are provided to support the required density).</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of the contribution of each development to infrastructure (in this respect, leisure facilities and Idea stores and retail including shop(s) which meets day to day needs within walking distance) and how this will be met (with delivery of facilities onsite a priority).</p> <p>When considering the balance and mix of uses proposed with each development application, consider the number, distribution and location of existing and proposed non-retail uses such as A5 uses, betting shops etc. to minimise potential amenity and health impacts on new and existing residents (in particular consider the proximity to existing and proposed schools and open spaces).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>requirements in respect of infrastructure (including retail, leisure facilities and Idea Stores) and how this will be met either in the existing development, the wider Masterplan Area or through delivery offsite.</p> <p>As, such an overall mixed effect is anticipated.</p>		
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>The Guidance supports access to and from Canary Wharf Major Centre and supports a number of internal links to/ from Marsh Wall which will become the local High Street for the Masterplan Area. As such an overall minor positive effect is predicted in respect of this objective.</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>This section does not make specific reference provision of retail, leisure facilities or Idea Stores, however, active frontages (within the Podium) are promoted which are intended to include such uses. An overall minor positive effect is predicted.</p>		
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This is not expected to impact on this objective.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision</p>	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>This includes provision for delivery of additional Idea Store floorspace (to be delivered within and/ or outside of South Quay) and delivery of three new leisure courts (outside of South) in the short-long term (considered to be a low priority).</p> <p>An overall minor positive, uncertain effect is identified. The uncertainty reflects the identification of these facilities as 'low' priority.</p>		
<p><b>Delivery</b></p>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>This includes delivery of quick win projects (such as pop-up retail) to support the creation of a mixed community during the development of South quay and to promote it as a local destination. Longer</p>	<p>+</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	term project-related studies include the feasibility, design and delivery of footbridges which will improve access to the Canary Wharf Major Centre to the North. An overall minor positive effect is predicted.		
<b>10. To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources</b>			
<b>The Vision</b>	<p>The vision does not make specific reference to improved water quality and sustainable water resource management.</p> <p>The substantial new population envisaged could result in significant adverse effects on the water supply and wastewater treatment capacity.</p>	--/?	The vision should set out the requirement for new development to meet exceptional standards for sustainability and efficiency, including water reuse and recycling.
<b>Placemaking Principles</b>	<p>The placemaking principles do not specifically reference water quality or sustainable water resource management.</p> <p>As such, a negligible effect is anticipated.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact adversely on this objective through placing further pressure on the capacity of the water supply and wastewater treatment network.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration. In this respect this relates to the requirement of each development in relation to water supply and wastewater treatment capacity.</p> <p>The SPD could also specify expected mitigation/ design considerations, including:</p> <p>Demonstrating how the development has met exceptional standards for sustainability and efficiency including water reuse and recycling.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's requirements in respect of water and wastewater treatment.</p> <p>As, such an overall mixed effect is anticipated.</p>		
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>This Guidance is not considered to have a significant impact on this objective and an overall negligible effect is predicted.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>This Guidance is not considered to specifically impact upon this objective.</p>		
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact on this objective.</p>	0	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal</p>	--/?	<p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>open spaces etc.</p> <p>The section makes no reference to the capacity of water supply / wastewater treatment infrastructure. Recognising the population densities which could be supported within the Masterplan Area, there are potential for significant adverse effects against this objective.</p>		
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>No reference is made to consideration of the capacity of the water supply and wastewater treatment to accommodate the new residential development in South Quay. As such, a potential significant adverse, uncertain effect is predicted.</p>	--/?	<p>Complete a strategic capacity study in respect of water supply and wastewater capacity for the potentially highest density of development likely to come forward in South Quay. If this will form part of the Isle of Dogs &amp; South Poplar Opportunity Area Planning Framework this should be made explicit and reference made to Thames Water as a delivery organisation.</p>
<b>11. To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates</b>			
<b>The Vision</b>	<p>The vision does not make specific reference to Waste.</p> <p>The substantial new population envisaged</p>	--/?	<p>The vision should set out the requirement for new development to meet exceptional standards for sustainability and efficiency, including waste reuse and recycling. Reference should be made to the aspiration for</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	could result in significant adverse effects through waste production during construction and operation.		delivery of a Masterplan-wide waste management system. This could include reference to an Area-wide Energy from Waste Facility.
<b>Placemaking Principles</b>	The principles do not specifically reference waste. As such, a negligible effect is anticipated.	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact adversely on this objective through increasing the amount of waste produced.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's contribution to waste (and how this would be managed).</p> <p>As, such an overall mixed effect is anticipated.</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration. In this respect this relates to the development's contribution to waste during construction and operation.</p> <p>The SPD could also specify expected mitigation/ design considerations, including:</p> <p>Demonstrating how the development has met exceptional standards for sustainability and efficiency including waste reuse and recycling; demonstrating how the development will contribute/ deliver the ENVAC waste system; consideration of any other innovative proposals e.g. energy from waste and how these link into other developments within the Masterplan Area.</p>
<b>Guidance: Connections and Public Spaces</b>	This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets)	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>This Guidance is not considered to have a significant impact on this objective.</p>		
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>This Guidance is not considered to have a significant impact on this objective.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires development to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>applications.</p> <p>This Guidance is not expected to have an impact on this objective.</p>		
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>SQ5 (5) states that development should (a) explore the provision of innovative and appropriate waste recycling storage and collection systems and (b) connect to or demonstrate a potential connection to a Masterplan wide waste storage and collection system. Delivery of a pneumatic waste collection system is identified as a high priority for the Masterplan Area.</p> <p>Whilst commitment to a coordinated waste collection/ storage system will help manage the waste produced, this would not reduce or respond positively to the amount of additional waste produced. An overall significant adverse, mixed effect is predicted.</p>	<p>+/--/?</p>	<p>The SPD should encourage developments to develop innovative and highly sustainable waste management solutions to reduce and reuse waste as far as possible e.g. contribute to a Masterplan-wide energy from waste sites.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Delivery</b></p>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>This includes reference to a Feasibility &amp; Design Study for sustainable vacuum waste collection system. This is a short term, high priority for the Council. Whilst this will help ensure waste collection, recycling and storage is appropriately coordinated across the Masterplan Area it will not reduce the overall amount of waste produced or reused.</p> <p>As such an overall significant adverse mixed effect is anticipated.</p>	<p>+/--/?</p>	<p>Prepare a project-related looking at the feasibility, design and delivery of innovative, sustainable waste management technologies, for example, a Masterplan-wide Energy from Waste Plant.</p>
<p><b>12. To protect existing, make provision for new, and maximise accessibility to education facilities to meet the needs of all sectors of the population</b></p>			
<p><b>The Vision</b></p>	<p>The vision makes reference to the benefits to be generated by new development being available to people from across the Isle of Dogs and beyond. This is assumed to include consideration of schools, particularly primary schools.</p>	<p>++/?</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>It is assumed that sufficient secondary school capacity can be accessed offsite.</p> <p>A significant positive effect is anticipated.</p> <p>There is uncertainty as to whether primary school facilities such as playing fields/ sports pitches can be delivered within easy reach.</p>		
<p><b>Platemaking Principles</b></p>	<p>The principles do not make specific reference to education facilities. It is assumed that urban principle 7. Infrastructure includes reference to social infrastructure such as schools.</p> <p>A minor positive, uncertain effect is anticipated.</p>	<p>+/?</p>	<p>Provide a definition for 'infrastructure' as set out in urban principle 7.</p>
<p><b>Guidance: Housing Density</b></p>	<p>As demonstrated through the earlier SEA work, higher development densities could impact adversely on this objective (if insufficient education facilities are provided to support the required density).</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include</p>	<p>+/-/?</p>	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of the contribution of each development to infrastructure (in this respect, primary and secondary school, early years learning and further education) and how and where this will be delivered (with delivery of primary schools onsite a priority).</p> <p>When considering the balance and mix of uses proposed with each development application, consider the number, distribution and location of existing and proposed non-retail uses such as A5 uses, betting shops etc. to minimise potential amenity and health impacts on new and existing residents (in particular consider the proximity to existing and proposed schools and open spaces).</p> <p>Developers also need to demonstrate how they have taken into account delivery of the supporting and ancillary requirements of education</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>consideration of each development's requirements in respect of infrastructure (including education) and how this will be met either within the existing development plot, the wider Masterplan Area or through delivery offsite.</p> <p>As, such an overall mixed effect is anticipated.</p>		<p>facilities e.g. playing fields/ sports pitches.</p>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplans expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>There is potential for new public open spaces to also incorporate educational facilities (e.g. nature education centres) and/ or school playing fields/ pitches, as such minor positive effects are predicted.</p>	<p>+</p>	<p>Any future Design Guide for new open spaces should consider opportunities for supporting education facilities e.g. inclusion of education centres, provision of school playing fields/ pitches.</p>
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including</p>	<p>++/?</p>	<p>Determine the capacity of existing secondary schools within walking/ cycling distance of the Masterplan Area. Consider what further provision is necessary.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>The Guidance promotes provision of primary schools within the podium and plinth elements of urban blocks, also incorporating play space at ground level for younger children and play decks, MUGA at ground level and on podiums. This should ensure provision of primary school infrastructure as part of developments. As such a significant positive effect is anticipated. There is uncertainty as no provision is made for secondary schools or other forms of education (e.g. further education on site). This may result in secondary school pupils/ those attending further education establishments having to travel some distance outside of the Masterplan Area.</p>		
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact</p>	<p>0</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	on this objective.		
<b>Guidance: Infrastructure</b>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>This section requires development to provide an onsite primary school if deemed deliverable. This is a high priority for the Masterplan Area. CIL contributions will also be sought for offsite secondary schools.</p> <p>An overall significant positive uncertain effect is predicted. There is uncertainty as developments only need to deliver primary schools if this is demonstrated to be deliverable.</p>	++/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Delivery</b>	The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.	?	Include reference to the timeframe for delivery of primary schools and the delivery body responsible.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>No specific reference is made to educational facilities and as such there is uncertainty in the appraisal.</p>		
<b>13. To maximise the health and well-being of the population and reduce inequalities in health</b>			
<b>The Vision</b>	<p>The vision does not specifically reference access to healthcare facilities, although these are assumed to be delivered as part of the overall community benefits of new development.</p> <p>A minor positive, uncertain effect is predicted.</p>	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Placemaking Principles</b>	<p>The principles do not make specific reference to healthcare facilities. It is assumed that principle 7. Infrastructure includes reference to social infrastructure such as health.</p> <p>A minor positive, uncertain effect is anticipated.</p>	+/?	Provide a definition for 'infrastructure' as set out in urban principle 7.
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact adversely on this objective (if insufficient healthcare facilities are provided to support the required density).</p> <p>This Guidance seeks to require new</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of the contribution of each development to infrastructure (in this respect, healthcare) and how and where this will be delivered.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's requirements in respect of infrastructure (including health) and how this will be met either within the existing development plot, the wider Masterplan Area or through delivery offsite.</p> <p>As, such an overall mixed effect is anticipated.</p>		<p>When considering the balance and mix of uses proposed with each development application, consider the number, distribution and location of existing and proposed non-retail uses such as A5 uses, betting shops etc. to minimise potential amenity and health impacts on new and existing residents (in particular consider the proximity to existing and proposed schools and open spaces).</p> <p>More generally, developers would be expected to demonstrate how they are contribute to the wider aspirations for a 'genuinely liveable place' - this would include consideration of the wider determinants of health and how these are supported through development design.</p>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>There is potential for new public open spaces and encouraging walking and cycling to contribute positively to this objective by providing opportunities to</p>	<p>+/?</p>	<p>The supporting text should state that "Development must not impact adversely on the quality of the existing <u>and proposed new principal open spaces</u> by overshadowing open spaces causing poor sunlight/ daylight to those spaces." Reference should also be made to wind – i.e. development design should be tested to ensure that new/ existing open spaces are not affected adversely by wind tunnelling. (see paragraph 3, page 41).</p> <p>Figures 2.3 -2.6 set out the expected design of the Primary and Secondary Streets, Shared Surfaces and Dock Edges. Only the Primary Street (Figure 2.3) provides genuinely dedicated cycle lanes. It is assumed that the other streets will have pedestrian/ cycle access shared. It is recommended that separate cycle lanes be provided along all routes to avoid pedestrian/ cyclist conflict. This would also encourage more safe cycling and walking to take place.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	engage in physical activity etc.		When considering the design of new open spaces, consider opportunities for supporting health – e.g. inclusion of green gyms, trim trails etc.
<b>Guidance: Massing &amp; Urban Blocks</b>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>Healthcare facilities are not specifically mentioned (although it is assumed this would form part of the social infrastructure to be delivered within the plinth and podium elements). Recognising that this would contribute to the healthcare requirements for the wider Masterplan Area and overall significant positive uncertain effect is predicted.</p>	++/?	The SPD could provide definitions for key terms including 'social infrastructure' so it is clear what this includes.
<b>Guidance: The Skyline</b>	This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact on this objective.</p>		
<b>Guidance: Infrastructure</b>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>The table of infrastructure requirements includes scope for an additional (702m<sup>2</sup>) health facility floorspace. This is identified as a medium term priority. Overall significant positive effects with uncertainty are predicted (recognising that this is a medium-term priority for the Masterplan Area).</p>	++/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and</p>	?	Include reference to the timeframe for delivery of healthcare facilities and the delivery body responsible.



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>No specific reference is made to healthcare facilities and as such there is uncertainty in the appraisal.</p>		
<b>14. To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability</b>			
<b>The Vision</b>	<p>The vision does not specifically mention the type or mix of housing which is envisaged.</p> <p>Recognising that new housing will be delivered within the Masterplan Area a significant positive, uncertain effect is predicted.</p>	++/?	In order to respond to issues around social inclusivity and affordable housing, the vision should explicitly set out the ambition to achieve genuinely inclusive, mixed neighbourhoods through delivery of affordable housing onsite.
<b>Placemaking Principles</b>	<p>Principle 1. refers to delivery of exemplary housing meeting the needs of residents, Registered Providers and service providers. It is assumed this includes delivery of onsite affordable housing.</p> <p>An uncertain, minor positive score is predicted.</p>	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher development densities could impact on this objective (depending on the amount of affordable housing required and whether this can be delivered on</p>	++/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of the contribution of each development to a balanced mix of housing.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>site). Higher density development will also contribute significantly positively to the overall amount of new housing delivered.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's contribution to affordable housing and the balance and mix of residential development and how this will be met either within the existing development plot, the wider Masterplan Area or through delivery offsite.</p> <p>As, such an overall mixed effect is anticipated.</p>		<p>Developers should demonstrate how they have incorporated affordable housing onsite as well as a mix of house sizes and other uses seeking to deliver genuinely liveable places which are socially inclusive.</p>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space</p>	<p>+/?</p>	<p>See earlier recommendations in respect of walking/ cycling routes.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>requirements to meet their own development needs.</p> <p>The delivery of new open spaces and maximising opportunities for walking and cycling is likely to contribute positively to overall liveability of the Masterplan Area. There is uncertainty as higher density development could result in extremely high population densities with potential for feelings of overcrowding.</p>		
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>This Guidance seeks to encourage a range of housing typologies to come forward including wheelchair accessible housing and family housing. Guidance is also provided to support delivery of communal and private amenity space which will help support the overall 'liveability' of the Masterplan Area. The Plinth is identified</p>	<p>++/?</p>	<p>This Guidance section should specifically refer to the need for a mix of housing tenures, including provision of affordable housing to ensure a genuinely mixed community is achieved within the Masterplan Area.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	as the appropriate location for affordable housing. An overall significant positive, uncertain effect is predicted.		
<b>Guidance: The Skyline</b>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>For the most part, this Guidance is not expected to impact on this objective. However, creation of development across the Masterplan Area that provides variation in the skyline as well as enabling open views of the sky between buildings is likely to support creation of a more 'liveable' place.</p> <p>An overall minor positive effect is predicted.</p>	+	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Infrastructure</b>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal</p>	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>open spaces etc.</p> <p>No reference is made to delivery of affordable housing, however, providing a plan and commitment to delivery of a range of other infrastructure should contribute positively to the overall 'liveability' of the Masterplan Area. An overall minor positive, uncertain effect is predicted.</p>		
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>No specific reference is made to affordable housing and as such there is uncertainty in the achievement of this objective (in respect of affordable housing).</p>	?	<p>Include reference to the timeframe for delivery of affordable housing and the delivery body responsible.</p> <p>The Development Management section of the Draft SPD identifies a recognised need to explore the creation of a panel comprising members from Registered Providers who are responsible for design, management and maintenance of affordable housing in the Borough. It is recommended that creation of this panel is explicitly set out in the Delivery section of the Draft SPD.</p>
<b>15. To provide all residents with the opportunity of employment, particularly in deprived areas</b>			
<b>The Vision</b>	<p>The vision refers states that the Masterplan Area will be "...home to a substantial residential and working population..", however it does not</p>	+/-/?	<p>The vision should make reference to provision of new employment within easy reach.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>explicitly state that new employment will be provided.</p> <p>As the Masterplan will be predominantly residential-led there will be an overall loss of employment.</p> <p>A mixed uncertain effect is predicted.</p>		
<b>Placemaking Principles</b>	<p>There is no specific mention of employment and as such a negligible effect is predicted.</p>	0	<p>There is no section relating to expected Land Use mix/ expectations re: locations of different land uses in the SPD. It is recommended that cross-reference be made to the relevant sections in the Adopted Local Plan/ London Plan.</p>
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, there will be a loss of existing employment to new residential-led development.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of each development's contribution to employment through the balance and mix of other types of development proposed and how this will be met either within the existing development plot, the wider Masterplan</p>	+/-/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>This should include consideration of the contribution of each development to employment through the balance and mix of other types of developments proposed and how this will be met either within the existing development plot, the wider Masterplan Area or through delivery offsite. In particular, developers would be expected to demonstrate how the employment needs of higher population densities would be met.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>Area or through delivery offsite. In particular, developers would be expected to demonstrate how the employment needs of higher population densities would be met.</p> <p>As, such an overall mixed effect is anticipated.</p>		
<b>Guidance: Connections and Public Spaces</b>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>Access to the Canary Wharf Major Centre to the North is supported, as are connections to key locations in the South. This should have a minor positive benefit in enabling new residents to access existing employment.</p>	+	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Guidance: Massing &amp; Urban Blocks</b>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including</p>	+/?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>The Guidance does not specifically mention employment, however, it is assumed that active frontages within the podium and plinth design will include new employment. An overall minor positive, uncertain effect is predicted.</p>		
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact on this objective.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>open spaces etc.</p> <p>This section is not considered to impact significantly on this objective.</p>		
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>No specific reference is made to employment which may result in uncertainty in the delivery of a range of employment across the Masterplan Area.</p>	?	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>16. To reduce pollution to land through direct action or mitigation; to seek to improve the quality of the land as far as possible</b>			
<b>The Vision</b>	<p>The vision does not make reference to pollution or improvements to land quality.</p> <p>However, the principle of redevelopment offers the opportunity to further remediate contaminated land.</p>	+	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<b>Placemaking Principles</b>	<p>There is no specific mention of pollution or land quality in the principles. As such as negligible effect is predicted.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Guidance: Housing Density</b></p>	<p>As demonstrated through the earlier SEA work, all sites within the Masterplan Area have potential to further remediate contaminated land.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p>	<p style="text-align: center;">+</p>	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration and the expectations in terms of mitigation.</p> <p>In respect of this objective developers would need to robustly demonstrate their construction requirements e.g. depth of piling/ basement car parks/ buildings, the nature and types of contaminants present and how these will be remediated. Developers would be expected to demonstrate how the detailed contamination investigative work has informed the design e.g. in terms of construction depth, the location of different uses (e.g. open space versus buildings and basement car parks), recognising that open space may not be a suitable end use depending on the types of contaminants present.</p> <p>A UXO risk assessment should be undertaken as well as an appropriate pre construction survey.</p>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>This Guidance proposes development of new public open spaces (which would require remediation of contaminated land) and an overall long-term positive effect is predicted.</p>	<p style="text-align: center;">+</p>	<p>See earlier recommendations in respect of contaminated in respect of this objective.</p> <p>The location of new open spaces will need to take account of the nature and type of previously contaminated land. Some previous land uses may be less suitable for redevelopment as open space.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>The Guidance sets out the development typology which would be supported within the Masterplan Area. The principle of hybrid urban blocks would not directly impact on this objective, however, understanding the nature and type of contamination and providing appropriate remediation will be necessary to support development.</p>	<p>0</p>	<p>See earlier recommendations in respect of this objective.</p>
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact</p>	<p>0</p>	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	on this objective.		
<b>Guidance: Infrastructure</b>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>No specific reference is made to land quality/ land remediation. As such no effect is predicted.</p>	0	<p>Table 1: Indication of Infrastructure Requirements should be expanded to include scope for land remediation, particularly where there are cross-development issues e.g. the need to deliver new open spaces that expand across development plots.</p> <p>CIL could be used to fund appropriate remediation and this should be seen as a high priority for the Masterplan Area.</p>
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>No specific reference is made to land quality/ land remediation. As such there is uncertainty in delivery of remediation, particularly where cross-developer coordination is required.</p>	?	<p>CIL could be used to fund appropriate remediation (e.g. where new open spaces are required to be delivered across development plots). This should be seen as a high priority for the Masterplan Area and referenced in the Delivery Section.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
<b>17. To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible</b>			
<b>The Vision</b>	<p>The vision does not make reference to pollution or improvements to air quality.</p> <p>It is assumed that reference to the exceptional standard of design includes consideration of tall buildings and potential impacts from aircraft noise.</p> <p>The substantial population proposed could also result in impacts from increased energy demand with potential for emissions to air.</p> <p>An uncertain, significant adverse effect is predicted (recognising the potential for significant cumulative construction impacts).</p>	--/?	<p>The vision should set out the requirement for new development to meet exceptional standards for sustainability and efficiency, including energy efficiency. Reference should be made to the aspiration for delivery of a Masterplan-wide CHP plant or inclusion of development-wide plants.</p>
<b>Placemaking Principles</b>	<p>There is no specific mention of noise pollution or air quality. As such a negligible effect is predicted.</p>	0	<p>No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.</p>
<b>Guidance: Housing Density</b>	<p>As demonstrated through the earlier SEA work, higher density developments have potential to significantly adversely affect this objective through increased noise and air pollution during construction and operation.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will</p>	+/--/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>For this specific objective this should include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Construction noise, vibration and air pollution and how this will be managed.</li> <li>• Operational noise and air pollution from cars/ other vehicles accessing the site and how this will be managed.</li> <li>• Operational emissions from energy plant and any other predicted operational pollution sources and how this will be</li> </ul>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include consideration of potential noise and air pollution during both the construction and operational phases (both singularly and in combination with other development within the Masterplan Area and more widely) on existing residents and employees and on new residents.</p> <p>Developments would also be expected to demonstrate how they contribute to innovative and highly sustainable means to manage operational impacts e.g. through use of onsite CHP plants and maximising movement on foot and by bike.</p> <p>An overall mixed, significant adverse, mixed effect is predicted.</p>		<p>managed.</p> <ul style="list-style-type: none"> <li>• Operational noise from aircraft and how this will be managed.</li> </ul> <p>Possible sources of mitigation / embedded design considerations include:</p> <ul style="list-style-type: none"> <li>• Designing the layout to maximise access on foot and by public transport and clearly demonstrating the need for onsite car parking.</li> <li>• Promotion of car free developments as a priority and consideration of other tools to manage car use e.g. use of car pools/ car clubs.</li> <li>• Use of low noise plant items and demolition and construction techniques.</li> <li>• Appropriate design of energy centres e.g. ultra low NOx boilers should be installed.</li> <li>• Taller building design to incorporate additional insulation and triple glazing.</li> <li>• Use of CEMP and Dust Management Plan.</li> </ul> <p>Recognising the substantial amount of development taking place in the Masterplan Area much of which would be happening concurrently, developers would be expected to work together to demonstrate how construction phasing can be managed to minimise potential cumulative impacts from construction. Furthermore developers would be expected to work together to deliver, for example, large-scale CHP plants.</p>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space</p>	+	<p>Any future Design Guide for new open spaces should maximise scope for inclusion of natural habitats (including trees).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>requirements to meet their own development needs.</p> <p>Provision of new open spaces (assuming natural habitats are provided) has potential to improve air quality in the long term. This is considered to be a minor positive effect.</p>		
<p><b>Guidance: Massing &amp; Urban Blocks</b></p>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>Massing Guidance SQ5 b. notes the need to accord with the latest Civil Aviation Authority heights guidance for London City Airport – this is required for safety reasons, but also to minimise potential impacts on new residents from aircraft noise. SQ3 4 c (iv) references the need to ensure Podium and Plinth design mitigate impacts on residential amenity created by DLR services (through encouraging residential uses to be delivered at higher</p>	<p>+/?</p>	<p>Developers should be encouraged to work together to adopt a coordinated approach to responding to energy demand e.g. through use of a Masterplan-wide CHP plant.</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>levels); 11./12. Car Parking &amp; Servicing seeks to manage car parking access separate to other uses to maintain active frontages and support a high quality public realm. This should have a positive effect on this objective in the long term once developments are operational.</p> <p>No reference is made as to how other operational issues e.g. emissions arising from increased energy demand will be managed, bringing uncertainty to the appraisal.</p>		
<p><b>Guidance: The Skyline</b></p>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact on this objective.</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.
<p><b>Guidance: Infrastructure</b></p>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.



SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>open spaces etc.</p> <p>This section of Guidance is not expected to impact on this objective.</p>		
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, identifies the key delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>Reference is made to the need for additional officer resource to manage the implementation of the Masterplan alongside the Opportunity Area Planning Framework to include, for example, identifying, monitoring and managing cumulative impacts of development. It is assumed that this also include cumulative noise/ vibration and air pollution impacts. As such and overall minor positive effect is predicted.</p>	+	<p>Use the outputs from the SEA to help define the types of cumulative impacts which should be identified, monitored and managed.</p> <p>Include reference to a feasibility, design and delivery study for a Masterplan-wide CHP plant.</p>
<b>18. To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels</b>			
<b>The Vision</b>	The vision makes some reference to factors with potential to affect this	+/-/?	Refer to recommendations set out in relation to objectives 3, 8 and 17.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>objective e.g. benefits generated by new development (it is assumed this includes new public transport provision).</p> <p>Other factors (as referenced in earlier objectives) are not mentioned e.g. provision of SUDs (to respond to flood risk), commitments to high standards of energy efficiency and sustainability and reference to walking.</p> <p>Consequently a significant adverse, mixed effect is predicted.</p>		
<b>Placemaking Principles</b>	<p>There is no specific mention of mitigating the effects of climate change/ adapting to climate change.</p> <p>As such a negligible effect is predicted.</p>	0	<p>A new Urban Principle relating to climate change should be included. This should include the need for new development design to be future-proofed against climate change.</p>
<b>Guidance: Housing Density</b>	<p>As demonstrated through earlier SEA work, higher density developments have potential to significantly adversely affect this objective.</p> <p>This Guidance seeks to require new developments (seeking to exceed London Plan densities) to demonstrate how it will mitigate its impacts, how it will deliver the principles and guidance of the Masterplan, deliver exemplary design for housing and non-residential uses; and provides the required infrastructure.</p> <p>Whilst the Guidance is non-specific it is assumed that this will include</p>	+/--/?	<p>It would be helpful if the SPD could define what impacts it requires developers to take into consideration.</p> <p>For this specific objective this should include, but not be limited to:</p> <ul style="list-style-type: none"> <li>Managing flood risk – demonstrating inclusion of permeable surfaces and SUDs.</li> <li>Maximising accessibility on foot and by bike and clearly justifying the need for car parking.</li> <li>Promotion of car free developments as a priority and consideration of other tools to manage car use e.g. use of car pools/ car clubs.</li> <li>Maximising use of the Docks for deliveries/ freight travel.</li> <li>Managing energy demand during both construction and operation.</li> </ul> <p>Possible sources of mitigation / embedded design considerations</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>consideration of how new development achieves exemplary design in respect of sustainability standards and energy efficiency.</p> <p>An overall, significant adverse mixed effect is predicted.</p>		<p>include:</p> <ul style="list-style-type: none"> <li>• Design of all buildings/ spaces to include climate change adaptation measures e.g. through provision of adequate shade in summer, green spaces (as oppose to hard surfacing), outside shelters (for use during wetter winters) etc.</li> <li>• Maximising the inclusion of renewable energy technologies e.g. solar panels on roofs.</li> <li>• Contribution to Masterplan-wide heating solutions.</li> <li>• Contribution/ inclusion of sustainable technologies/ solutions including energy from waste.</li> <li>• Demonstrating a high level of efficiency – in terms of energy, water, waste etc.</li> </ul>
<p><b>Guidance: Connections and Public Spaces</b></p>	<p>This Guidance sets out the Masterplan expectations in terms of connections for walking, cycling (and the division of primary, secondary and tertiary streets) and well as the requirement for new development to contribute to six new principal open spaces in addition to meeting public realm/ open space requirements to meet their own development needs.</p> <p>Provision of new open spaces (assuming natural habitats are provided) has potential to contribute to climate change mitigation and adaptation (e.g. through provision of permeable surfaces to absorb runoff, natural habitats to absorb pollutants etc.).</p> <p>An overall minor positive effect is</p>	<p>+</p>	<p>Any future Design Guide for new open spaces should maximise scope for inclusion of natural habitats (including trees).</p>

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	predicted.		
<b>Guidance: Massing &amp; Urban Blocks</b>	<p>The section on Massing &amp; Urban Blocks provides a range of prescribed guidance including the anticipated massing, the provision of hybrid urban blocks (consisting of podium/ plinth and taller elements), creation of enclosure and differentiation between public and private spaces, activating frontages (including along the Docks), provision of a range of housing typologies, directing car parking within and/ or below the podium element and integration of social infrastructure and primary schools within the podium and plinth elements.</p> <p>An overall mixed effect is predicted – support for new private and communal amenity space could incorporate climate change adaptation measures with minor positive effects, however, support for car parking raises potential for car based travel to increase, contributing adversely to greenhouse gas emissions.</p>	+/-/?	Refer to earlier recommendations provided in respect of this objective.
<b>Guidance: The Skyline</b>	<p>This section provides guidance on how development should respond to the Maritime Greenwich Grand Axis, requires developers to provide visual layering and clustering across the Masterplan Area and sets out what verified visualisations are expected with development applications.</p> <p>This Guidance is not expected to impact</p>	0	No mitigation and/ or enhancement measures have been recommended for the Masterplan and this objective.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	upon this objective.		
<b>Guidance: Infrastructure</b>	<p>This section provides guidance for how strategic and local infrastructure will be planned and delivered. This includes a requirement for development to provide a primary school (if demonstrated to be deliverable) and to explore the provision of innovative and appropriate waste and recycling storage and collection systems. Key strategic infrastructure includes new and improved foot bridges, new principal open spaces etc.</p> <p>Table 1: Indication of Infrastructure Requirements includes provision of principal public open spaces as a high priority requirement. This could contribute positively to this objective by providing scope to adapt to climate change.</p>	+	CIL funding for item 6 (in Table 1: Indication of infrastructure requirements) should include requirement for measures that enable new open spaces to adapt to climate change e.g. provision of trees and other forms of natural shade; inclusion of SUDs and permeable surfaces etc.
<b>Delivery</b>	<p>The Delivery Section sets out how development and social and physical infrastructure will be delivered. It defines the approach to coordinated development, delivery organisations and key stakeholders, delivery tools and phasing.</p> <p>Setting out the approach to delivery ensures that the commitments and aspirations set out in the Masterplan SPD will happen on the ground.</p> <p>The project-related studies include</p>	+	The Open Space study should take account of the various recommendations referenced throughout this appraisal in respect of delivery of new open spaces, including maximising potential for climate change adaptation measures.

SEA Objective	Likely Effects	Significance of effect	Recommendations for mitigation and enhancement
	<p>reference to a Design and Delivery Study for Principal and DLR Public Open Spaces. This could contribute positively to this objective by providing scope to adapt to climate change.</p>		

**Figure 4.3: Summary of SEA of Draft Masterplan SPD (Pre-mitigation)**

SEA Objectives	Likely Effects							
	The Vision	Principles	Guidance: Housing Density	Guidance: Connections and Public Spaces	Guidance: Massing & Urban Blocks	Guidance: The Skyline	Guidance: Infrastructure	Delivery
1. To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place	++/--/?	+/?	++/--/?	++/--/?	++/--/?	+/?	+	+
2. To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses	--/?	+/?	+/-/?	+/?	-/+/?	0	+	+
3. To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems	+/--/?	0	+/-/?	+/?	-/+/?	0	+	+
4. To enhance and protect the significance of heritage assets and archaeological heritage	+/--/?	0	+/-/?	0	+/-/?	+	0	+
5. To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces	+/?	+/?	+/?	+/?	+/?	0	0	0
6. To achieve a planned and aesthetically balanced skyline, as seen in protected views	0	+	0	0	+/?	+/?	0	0
7. To protect views and the visual amenity of people living and working in and visiting the area and surroundings	+	+	+/?	+/?	+/?	+/?	0	0
8. To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)	+/--/?	+/?	+/-/?	++/?	+/--/?	+	++	++
9. To maximise the accessibility to key services and amenities	+/?	+	+/-/?	+	+	0	+/?	+
10. To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources	--/?	0	+/-/?	0	0	0	--/?	--/?
11. To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates	--/?	0	+/-/?	0	0	0	+/--/?	+/--/?
12. To protect existing, make provision for new, and maximise accessibility to education facilities to meet the needs of all sectors of the population	++/?	+/?	+/-/?	+	++/?	0	++/?	?
13. To maximise the health and well-being of the population and reduce inequalities in health	+/?	+/?	+/-/?	+/?	++/?	0	++/?	?
14. To ensure that all residents have access to good quality, well-located, affordable housing that promotes liveability	++/?	+/?	++/--/?	+/?	++/?	+	+/?	?
15. To provide all residents with the opportunity of employment, particularly in deprived areas	+/-/?	0	+/-/?	+	+/?	0	0	?
16. To reduce pollution to land through direct action or mitigation; to seek to improve the quality of the land as far as possible	+	0	+	+	0	0	0	?
17. To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible	--/?	0	+/--/?	+	+/?	0	0	+
18. To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels	+/--/?	0	+/--/?	+	+/-/?	0	+	+

## Appendix 5 Assumptions used in the SEA

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
1. <b>To create and sustain a liveable, well-designed environment that promotes long-term social cohesion, sustainable healthy lifestyles and a sense of place</b>	Will it promote a high quality public realm?	The National Playing Field Association requirement is 2.4 ha of open space per 1,000 residents. LBTH has determined that the average provision of public open space across the Borough is 1.2 hectares per 1,000 population, i.e. there is a borough-wide undersupply of open space.	Provide opportunities for the design of open spaces across development plots to create genuinely useable spaces.
	Will it contribute to a high quality, well designed living environment?		Include the design of green spaces into all aspects of building design e.g. rooftops/ balconies/ green walls.
	Will it encourage healthier lifestyles?	The amount of new open space required on account of development within South Quay will vary depending on the population size anticipated. Options will have significant adverse effects (--) where the amount of open space required to meet population needs (based on the 1.2ha per 1,000 residents standard) cannot be provided within the Masterplan Area (gross site area of Masterplan is 25.79ha i.e. excluding the areas of the Docks). Where a proportion of public open space could be provided on site (but not the full amount) a minor adverse (-) effect is predicted. This does not take account of the potential for green spaces provided on roof tops or balconies.	Where it is not possible to provide useable open spaces on site, financial contributions should be provided.
	Will it increase access to high quality recreation facilities and open and green space, including recreational use of the water space and paths along the waterfront?		Ensure all development maintains and enhances existing public access to the waterfront.
	Will it encourage community cohesion and a sense of shared ownership?		Ensure design of development considers and responds to the need to provide appropriate levels of daylight/ sunlight for building occupants and public spaces.
	Will it contribute towards the achievement of a genuinely 'liveable' place?		Ensure all development maintains a setback of high elements of built form from the street and public spaces.
	Will it create spaces that encourage social interaction and deliver a high quality of living?	It is not possible to form judgements on the quality of design based on massing proposals. Effects are uncertain (?) at this stage.	
	Will it create spaces that maximise natural light and ventilation whilst providing natural shade and cooling during periods of excessive summer heat?	Studies from abroad suggest that good quality, high density development is associated with higher standards of living, however, quality of life factors may be reduced. For example, options which would result in a greater population are less likely to deliver high quality open space, of a sufficient size, on site, or within walking	
	Will it contribute towards the		



SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
	achievement of managing the impact of local wind patterns to deliver usable public open spaces?	<p>distance which could be utilised by the new residents.</p> <p>Options which would result in a larger population within the Masterplan Area could result in impacts on health and wellbeing: for example, feelings of overcrowding which could in turn impact on physical and mental wellbeing.</p> <p>Taller buildings have potential to create overshadowing which can affect natural light levels at ground level. Options requiring a greater number of tall buildings are expected to result in more cumulative adverse effects (-). This is, however, uncertain (?) in the absence of detailed modelling work.</p> <p>Taller buildings have the potential to create high amounts of wind funnelling which can affect wind speeds and turbulence at ground level. Options requiring a greater number of tall buildings are expected to result in more adverse effects (-) whilst options which include more lower rise typologies are expected to result in positive effects (+). This is, however, uncertain (?) in the absence of detailed modelling work.</p> <p>Overall effects are considered to be a mix of positive, adverse and uncertain scores. There will be uncertainty associated with all options. Effects may be significant adverse (--) for some options.</p>	
2. <b>To protect, conserve and enhance the biodiversity within the Masterplan Area and wider borough and where appropriate create habitats, green and open spaces and watercourses</b>	<p>Will it conserve or enhance the Millwall and West India Dock SINC?</p> <p>Will it conserve or enhance habitat suitable for European and UK Protected Species?</p> <p>Will it maintain or enhance Priority Habitats and/ or Species?</p> <p>Will it lead to the creation of new areas of habitat and/ or contribute to improved</p>	<p>There is currently a mixed quality of public spaces with continued predominance of hard landscapes, with very limited vegetation and soft landscapes in the Masterplan Area (with limited biodiversity value).</p> <p>The Docks are listed as a SINC. There is a cumulative loss of habitat from the Millwall and West India SINC from developments reclaiming parts of the dock for development purposes. There is also potential for tall buildings to result in overshadowing of aquatic ecology.</p>	<p>Include ecological enhancement measures within development design e.g. green walls, green roofs, bird and bat boxes.</p> <p>Developers should contribute to a monitoring programme to ascertain whether tall buildings are having a significant cumulative overshadowing effect on the aquatic ecology of the docks.</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
	<p>habitat connectivity?</p> <p>Will it conserve TPO designated trees and/ or enhance tree cover?</p>	<p>There are not likely to be significant differences between options as the Masterplan Area is already developed and potential for significant biodiversity interest on site is low. All options have potential to have adverse effects on biodiversity (-/? ) due to potential impacts on the SINC. The effect of overshadowing is uncertain (?).</p>	
<p>3. <b>To minimise flood risk to people and property within the Masterplan Area, the wider borough and elsewhere, and promote the use of sustainable urban drainage systems</b></p>	<p>Will it take account of and mitigate against the potential impacts of flooding, and more frequent storms?</p> <p>Will it reduce the risk of damage to property and health from flooding and storm events?</p> <p>Will it enhance the flood defences of the area?</p> <p>Will it protect vulnerable uses from flooding?</p> <p>Will it provide spaces for flood water to dissipate during extreme rainfall events?</p>	<p>The entire Masterplan Area lies within Flood Zone 3. This Zone is classed as high risk and comprises land assessed as having a greater than a 0.5% annual exceedance probability of flooding in any year. All flood risk vulnerable uses are considered acceptable in within the Masterplan Area as the site is afforded protected by existing River Thames flood defences (these are likely to be maintained by the EA).</p> <p>Foul water is an issue on the Isle of Dogs. At present the manholes at the east end of Marsh Wall are frequently blocked and therefore sewer back-surfing onto the public highway could be a major issue. As a consequence of this, major back-surfing could also be experienced where the trunk sewer from the Isle of Dogs meets the sewer running to Beckton, at Abbotts Road.</p> <p>Whilst flood risk is an issue across the Masterplan Area, defences are provided. Most options are likely to have a negligible effect (0) on this objective. Options with a greater overall population would result in a greater number of people and properties at risk of future flooding (-/?).</p> <p>Options with a greater amount of development proposed could also have adverse, uncertain effects (-/? ) depending on the contribution of the new population to existing surface water and foul water flood issues.</p>	<p>SUDs to be included as part of all development design.</p> <p>Provide opportunities for the design of open spaces across development plots to create genuinely useable spaces. These will also have a flood mitigation function.</p> <p>Maintain a set-back between development and the Docks. Consider potential for green infrastructure alongside the Docks.</p> <p>Work with Thames Water to address foul water issues.</p>
<p>4. <b>To enhance and protect the significance of</b></p>	<p>Will it protect and/ or enhance the setting of the WHS in line with the WHS Management</p>	<p>The Maritime Greenwich WHS is 1.7 km to the south. Further tall development on the Isle of Dogs could adversely affect its setting by becoming imposing or</p>	<p>Design of the development to ensure massing, scale and grain is such that development is not imposing or dominant in views from the WHS and does not overwhelm listed</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
<b>heritage assets and archaeological heritage</b>	Plan?		
	Will it protect and/ or enhance the settings of the surrounding heritage assets?	dominant in the view from the WHS (notably the Grand Square or the Wolfe Memorial). Options that create a wall of development or that are imposing or dominant in views will result in a greater adverse impact than those that fit comfortably into the backdrop.	structures or conservation areas. Also to ensure the heritage significance of heritage assets and special historical and architectural interest of conservation areas is protected as far as possible.
	Will it conserve and/ or enhance areas or buildings of historical importance?	Whilst the setting of listed and locally listed buildings and/ or conservation areas may have already been partly compromised by previous developments, this does not mean that direct or indirect effects on these assets should be disregarded/ down played.	Archaeological Trial Trenching followed by excavation/ watching brief due to the location of the Masterplan within an area of archaeological potential.
	Will it protect known and unknown features of archaeological importance?	<p>English Heritage has previously advised that there should also be no distinction drawn between Grade I and II* buildings and Grade II buildings. The degree of protection afforded to listed buildings by the legislation does not distinguish between grades and as a national designation all grades should be regarded as 'high' importance.</p> <p>English Heritage has also previously advised that there should be no distinction in sensitivity between Conservation Areas - as a national designation they should be historic assets of 'high' importance. If a distinction is then to be drawn in townscape terms between those of consistent architectural or townscape character that should be reflected in the magnitude of change and not in their importance.</p> <p>The potential for adverse effects on the setting of listed and locally listed buildings and conservation areas may increase as development quantum increases due to potential for assets to be 'overwhelmed' or dominated by new built development. The removal of listed dock walls will be seen as adverse whereas the reinstatement of docks on the historical axis will be seen as positive.</p> <p>Coldharbour Conservation Area lies to the east and a small portion of the designated area is within the Masterplan Area.</p>	

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
		<p>Statutory and locally listed buildings lie to the north-east of the Masterplan with one locally listed building to the south.</p> <p>The whole of the Masterplan is within an area of archaeological potential. There is potential for new development to encounter buried archaeology. This is uncertain (?) at this stage.</p> <p>Varying the quantum of development will alter the potential effect on the setting of historic assets depending on the height and design of buildings. Effects are uncertain (?) for all options as development design is not known at this stage.</p> <p>Sources: Greenwich WHS Management Plan (Third Review, 2013); London's WHS: Guidance on Settings SPG (2012).</p>	
<p>5. <b>To enhance local townscape/ landscape character and improve the quality of the built environment and public open spaces</b></p>	<p>Will it contribute towards the achievement of a high-quality townscape/ landscape that responds to the local context and enhances local distinctiveness and quality of place?</p>	<p>The current spatial strategy within the Local Plan Core Strategy identifies the Masterplan Area as an Activity Area at the fringe of Canary Wharf. The Urban Structure and Characterisation Study (part of the Core Strategy evidence base) highlights that Canary Wharf currently has a poor relationship with surrounding residential areas, due to the large disparity in scale between them.</p> <p>The Masterplan Area's location to the south of Canary Wharf means that it forms an area of transition, positioned to potentially create a more successful integration of Canary Wharf with the surrounding area.</p> <p>Enhancing local distinctiveness and quality of a place will be strongly dependant on sound design principles which consider a range of interrelated issues, but it is also linked to addressing the current disparity in scale and massing between development in Canary Wharf and the surrounding area.</p> <p>Positive effects (+) are more likely where development forms a suitable transition between the large scale</p>	<p>Good design to ensure the development has a good relationship to surrounding areas and provides a suitable transition from residential areas to Canary Wharf. Integration of attractive vibrant public open spaces which respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
		<p>developments at Canary Wharf and the small scale and grained residential developments in the surrounding area. Options which do not respond to the local context are likely to have an adverse effect (-).</p> <p>The creation of attractive public spaces will contribute to a high quality built environment and vibrant public open spaces. Developments which create vibrant greenspaces, respond to and enhance local features and assets (such as the docks), and maximise opportunities to access these, will have positive effects (+).</p> <p>Effects are likely to be uncertain for all options (?) as development design is not known at this stage.</p> <p>Sources: London Borough Tower Hamlets Character Area Assessment, Urban Structure and Characterisation Study, and Building Heights Note Version 2.</p>	
6. <b>To achieve a planned and aesthetically balanced skyline, as seen in protected views</b>	<p>Will it impact positively on the skyline as seen in protected views and in a wider London context?</p> <p>Is it in line with management guidance for the LVMF for relevant protected views?</p>	<p>LVMF views aim to preserve London's character and built heritage. Options that create a "wall" of development with limited variation in heights and massing or that are imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge will result in a greater adverse impact than those that fit comfortably into the backdrop. There may also be the opportunity to enhance the existing situation if the option creates a more balanced skyline than exists at present.</p> <p>Effects are likely to be uncertain for all options (?) as development design is not known at this stage.</p> <p>Source: London View Management Framework (2012)</p>	<p>Good design to ensure the massing, scale and grain is such that development is not imposing or dominant in the backdrop to the 'London Panorama' from The General Wolfe Statue and the backdrop to the 'River Prospect' from London Bridge.</p>
7. <b>To protect and enhance views and the visual amenity of people living and working in and visiting the area</b>	<p>Will it enhance the visual amenity of local communities and of people working and visiting the area?</p> <p>Is the building imposing? Will people walking on the streets be able to see the sky?</p>	<p>Options that include high quality streetscapes with inclusion of green elements such as trees, views and links to the docks, with a human scale at street level and active frontages to the street and water fronts will result in more positive effects (+).</p>	<p>Good design at street level incorporating green elements such as trees, views and links to the docks, with a human scale at street level, ability to see the sky and active frontages to the street and water fronts.</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
<b>and surroundings</b>		Options where buildings are not imposing at street level and that retain the ability for people to see the sky, water and greenspace will result in more positive effects (+).  Source: list of local views provided by LBTH.	
<b>8. To increase the proportion of journeys made by walking and cycling followed by bus or train (relative to those taken by the car)</b>	<p>Will it contribute towards the reduction of traffic volumes?</p> <p>Will it contribute towards the reduction of traffic congestion?</p> <p>Will it encourage more journeys to be made by walking and cycling?</p> <p>Will it increase the proportion of journeys made using alternative transport modes to the private vehicle?</p> <p>Will it encourage travelling by bus or train?</p>	<p>PTAL levels vary between 2, 3, 4 and 5 across the Masterplan Area</p> <p>Westbound Central Line trains, eastbound Jubilee Line trains and the DLR west are very congested in the AM peak three hours. C2C services from Barking to Limehouse are also very crowded</p> <p>The A11, A12 and A13 trunk roads are heavily used and congestion and traffic delays are worst at the three river crossings – Tower Bridge, Rotherhithe and Blackwall tunnels due to high demand to cross the river.</p> <p>Crossrail will be on-stream from December 2018, however, TfL predicts that this will only offset capacity on the wider public transport network until 2031. It is assumed that this does not take account of the increased development in South Quay (above that which was anticipated in the Core Strategy and London Plan). As such, the majority of options are likely to result in significant adverse (---/?) effects on this objective.</p> <p>Transport for London (TfL) is providing modelling information in relation to the pedestrian network and public transport capacity. Transport assessments undertaken for site specific proposals are indicating that by 2021 the existing footbridge will be congested only enabling restricted movement.</p> <p>The potential to achieve significant modal shift (i.e. from cars to walking/ cycling or public transport) is assumed to be more likely for the options with lower population levels. Minor positive (+) effects are predicted for these options.</p>	<p>Construction Logistics Plan (CLP) and Construction Environmental Management Plan (CEMP) to encourage sustainable travel by construction vehicles and set out proposed measures to minimise effects.</p> <p>Developments to include a Travel Plan (TP) to actively promote walking and cycling as viable alternatives to road and public transport.</p> <p>Crossrail could provide mitigation but TfL have confirmed that this will only provide mitigation until 2031.</p> <p>Plan for increased footbridge capacity.</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
		The potential to achieve significant modal shift from use of public transport to walking and cycling is assumed to be more likely for the options with lower population levels, recognising that footbridge capacity could be an issue in the future. Minor positive (+) effects are predicted for these options.	
9. <b>To maximise the accessibility to key services and amenities</b>	<p>Will it improve the accessibility for all to key local services (including leisure and sports facilities)? Education and health facilities are considered under separate objectives.</p> <p>Will it improve accessibility for all to shopping facilities?</p> <p>Will it reduce the need to travel?</p>	<p>Existing services and facilities are provided at Canary Wharf Idea Store and Tiller leisure centre to the south.</p> <p>Capacity of these services and facilities to accommodate the additional populations proposed in relation to each option is unknown at this stage. However, it is assumed that the higher quantum options are likely to put more pressure on existing services/ facilities and result in adverse effects (-). This is uncertain (?) as it not clear which additional services/ facilities would be provided as part of development. Effects are likely to vary between minor adverse and significant adverse uncertain.</p>	Include a mix of facilities as part of the design of development. Provide provision of services offsite where onsite provision is not possible.
10. <b>To improve the quality of water within the Masterplan Area and to achieve the wise management and sustainable use of water resources</b>	<p>Will it improve the quality of water within the River Thames and surrounding Docks?</p> <p>Will it contribute towards the reduction of water consumption?</p> <p>Will it encourage water efficiency, including recycling and reuse?</p>	<p>Currently any of the surface water going into the docks is not treated, the docks are not being monitored and this eventually ends up in the River Thames.</p> <p>National Standards (still in draft) have been produced which state: SuDS NS1. Surface runoff not collected for use must be discharged to one or more of the following, listed in order of priority: 1) discharge into the ground (infiltration); or where not reasonably practicable, 2) discharge to a surface water body; or where not reasonably practicable, 3) discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable, 4) discharge to a combined sewer. Added to the above are the actions of the River Basement Management Plan, which focuses on water quality.</p> <p>It is recognised that the discharge of untreated surface water into the Docks is a potential issue. This is anticipated to result in an adverse effect for all options (-). In respect of water supply and water treatment there are</p>	<p>Promote the reuse of surface water run-off e.g. for grey-water uses; include sufficient space for water collection (e.g. water butts) in development design.</p> <p>Monitor the quality of surface water run-off to the Docks.</p> <p>Complete a strategic capacity study in respect of water supply and wastewater capacity for chosen quantum of development in the South Quay Masterplan with Thames Water.</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
		potential constraints which could be exacerbated by higher quantum options. Effects will vary from minor adverse (-) to significant adverse (--) uncertain.	
11. <b>To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates</b>	<p>Will it contribute towards the reduction in the consumption of materials and resources?</p> <p>Will it contribute towards the reduction of household and commercial waste sent to waste facilities?</p> <p>Will it contribute towards the reduction of demolition and construction waste sent to waste facilities?</p> <p>Will it encourage the re-use or recycling of products and packaging?</p> <p>Will it make use of recycled materials?</p>	<p>LBTH does not have its own municipal waste treatment and disposal facility within the Borough. The Council is reliant on the availability of spare capacity at other waste facilities for the actual management of its Municipal Waste. The capacity of these facilities is limited moving forward.</p> <p>The Council does not consider that all of the existing waste sites within the Borough provide the best long term solution for the sustainable management of waste in terms of sufficient recycling, composting or treatment capacity given their size, location and accessibility. The capacity at Northumberland Wharf has therefore been increased from 0.62 ha to 0.85 ha, and additional sites in the borough have also been considered.</p> <p>The borough is experiencing operational difficulties in terms of waste storage and collection, particularly in respect of newer, high rise development.</p> <p>All options will contribute to increased waste production. More construction and demolition waste is anticipated with more development (it is assumed that this will be recycled and reused where possible).</p> <p>All options have potential to contribute to capacity issues in respect of municipal waste treatment and disposal. All options are also expected to exacerbate existing operational difficulties related to waste storage and collection. Effects will vary from minor adverse to significant adverse depending on the number of units proposed. All effects will be uncertain (?).</p>	<p>Implementation of CEMP and a site waste management plan (SWMP).</p> <p>Sufficient space should be designed in for waste recycling and storage.</p> <p>Waste collection should be planned in and designed to accommodate the maximum amount of waste. Waste collections should be coordinated across the Masterplan Area utilising sustainable new technologies and capturing benefits for local people.</p>
12. <b>To protect existing, make provision for new, and maximise accessibility to</b>	<p>Will it result in capacity issues in local primary and/ or secondary schools?</p> <p>Will it provide onsite primary and/ or secondary schools which are accessible to</p>	<p>Schools provision is a key issue for LBTH.</p> <p>There is currently some school capacity on the Isle of Dogs, however this is likely to be exceeded in the next five</p>	<p>Adverse effects on local schools facilities should be offset by the implementation of new schools with planning obligations secured where relevant.</p>



SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
<b>education facilities to meet the needs of all sectors of the population</b>	<p>new and existing residents?</p> <p>Will it provide offsite primary and / or secondary schools which are accessible to new and existing residents?</p> <p>Will it improve the quality and diversity of learning and training opportunities?</p>	<p>years</p> <p>The Isle of Dogs has the highest levels of projected housing and therefore population growth requiring additional schools. However, it also has the fewest options for school expansion and potential new schools.</p> <p>All options are likely to result in a need for new and expanded primary within 300 metres of the Masterplan Area and new secondary school facilities across the borough. All options are likely to result in adverse effects, varying from minor to significant depending on the population predicted. All effects are expected to be uncertain (?) as the mix of uses proposed by new development is unknown.</p>	
<b>13. To maximise the health and well-being of the population and reduce inequalities in health</b>	<p>Will it reduce health inequalities?</p> <p>Will it improve access to high quality health facilities?</p>	<p>Provision of health facilities is a key issue for LBTH.</p> <p>Existing GPs within the area can accommodate a maximum of 24,687 new patients within the South East LBTH locality. However, the number of patients moving to the area is increasing year on year and this capacity will soon diminish</p> <p>Additionally, 65% of the capacity is located at Limehouse, Crisp Street and Aberfeldy practices, none of which are easily accessible to residents on the Isle of Dogs</p> <p>All options are likely to result in a need for new/ expanded healthcare facilities. The assessment will consider whether the required number of GPs (worked out in relation to the predicted populations) exceeds or is within the current LBTH provision (i.e. 13.71 GPs in surplus). Also recognise that provision is outwith the Masterplan Area so accessing these facilities may be an issue. Scores will range from minor adverse, uncertain to significant adverse uncertain. All effects are expected to be uncertain (?) as the mix of uses proposed by new development is unknown.</p>	<p>Adverse effects on local health facilities should be offset by the implementation of new health facilities with planning obligations secured where relevant.</p>
<b>14. To ensure that all residents have</b>	<p>Will it increase the provision of affordable</p>	<p>All options will contribute to an increased supply of housing</p>	<p>Development should provide a mix of unit sizes, tenures</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
<b>access to good quality, well-located, affordable housing that promotes liveability</b>	<p>housing for all social groups within the Masterplan Area or wider borough?</p> <p>Will it increase the net availability of new homes in the borough?</p> <p>Will it provide a mix of unit sizes and types to meet need e.g. for single persons, co-habiting couples and families?</p> <p>Will it provide affordable housing in appropriate locations and typologies?</p> <p>Will it deliver affordable housing that is sustainable from a management perspective, affordable from a resident perspective and inclusive from a social perspective?</p> <p>Will it provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally?</p>	<p>which is positive (+). It is assumed that all affordable housing will be delivered in accordance with Local Plan policies with onsite delivery being a significant positive. It is assumed that all options can deliver affordable housing onsite, however, this uncertain. Therefore all options will result in significant positive, uncertain effects (++) against this objective.</p>	<p>and types to meet need e.g. for single person, co-habiting couples and families.</p> <p>Development should provide a mix of uses on ground and lower above ground floors (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p> <p>Delivery of onsite affordable housing should be a priority for development in South Quay Masterplan.</p>
<b>15. To provide all residents with the opportunity of employment, particularly in deprived areas</b>	<p>Will it generate new jobs within the Masterplan Area?</p> <p>Will it create or contribute to the creation of low and high skilled jobs?</p> <p>Will it improve the resilience of the Borough's business and the wider economy?</p> <p>Will it reduce unemployment?</p> <p>Will it improve economic performance in both advantaged and disadvantaged areas?</p>	<p>Most existing sites within the Masterplan Area are for predominantly employment uses e.g. offices.</p> <p>All options will provide employment during the construction phase (+).</p> <p>All options will result in adverse effects (-) as a result of the loss of existing on site uses. There is uncertainty (?) as it is unclear what mix of uses will be provided in new development.</p>	<p>Work with existing onsite occupants to find suitable relocation options in the local area where possible.</p> <p>Work in partnership with LBTH, appropriate local agencies and other stakeholders to ensure the maximum benefits of demolition and construction employment are realised within the local area.</p> <p>Development should provide a mix of uses (e.g. employment, retail, open space) enabling new and existing residents to live and work locally.</p>
<b>16. To reduce pollution to land through direct action or mitigation; to seek</b>	<p>Will it maintain and / or enhance land quality?</p> <p>Will it remediate contaminated land?</p>	<p>The site is a former dock, and therefore it is likely that the land is contaminated. It is noted, that many of the sites have been developed and therefore contamination will</p>	<p>Additional ground investigation and detailed remediation strategy, where necessary.</p> <p>Implementation of the CEMP.</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
<b>to improve the quality of the land as far as possible</b>		<p>have been previously remediated to a certain depth.</p> <p>All options provide the opportunity to further remediate contaminated land (+).</p>	<p>UXO risk assessment and appropriate preconstruction survey.</p>
<b>17. To reduce pollution to air and reduce disruption from noise and vibration through direct action or mitigation measures; to seek to improve the quality of the air as far as possible</b>	<p>Will it reduce the emission of greenhouse gases and other airborne pollutants?</p> <p>Will it improve air quality?</p> <p>Will it reduce noise and vibration levels, including those from roads, public transport, aviation and construction activities?</p>	<p>LBTH is designated as an AQMA and therefore even small increases in emissions can lead to significant adverse effects. Key sources of air pollution are vehicles, central heating systems and construction activities</p> <p>All options would contribute adversely (-) to air quality during construction.</p> <p>The higher quantum options would require a greater number of car parking spaces in the lower PTAL areas with potential to result in increased car based emissions.</p> <p>The higher quantum options would also result in a greater number of residents with potential for increased contributions to air pollution from central heating systems (relative to the lower quantum development options).</p> <p>Existing dominant sources of noise pollution are considered to be road traffic, DLR, aircraft (to and from London City Airport) and building services from commercial buildings.</p> <p>All options would contribute adversely (-) to noise pollution during construction. Options requiring taller buildings may result in residents experiencing increased noise from aircraft travelling to and from London City Airport.</p>	<p>CEMP and Dust Management Plan (DMP).</p> <p>Appropriate design of energy centres e.g. ultra Low NOx boilers should be installed if background concentrations of NO<sub>2</sub> do not improve in future years.</p> <p>Use of low noise plant items and demolition and construction techniques.</p> <p>Taller building design to incorporate additional insulation and triple glazing.</p>
<b>18. To ensure the Masterplan adapts to the effects of climate change (both now and in the future) and contributes to climate change</b>	<p>Will it ensure that buildings are able to cope with the effects of climate change (e.g. warmer, summers and wetter winters)?</p> <p>Will it create spaces that maximise natural light and ventilation whilst providing natural shade and cooling</p>	<p>Of the 33 Local Authorities in Greater London, LBTH produces the third highest level of total carbon emissions All options would result in increased emissions during construction (-).</p> <p>The Barkantine District Heating Centre network has capacity for expansion and has points of connection in the network to achieve this.</p> <p>Sub-criteria relating to design cannot be predicted with certainty at this stage. An uncertain effect should be ascribed in respect of these (?).</p>	<p>Developments are currently required to demonstrate a 50% reduction in carbon dioxide.</p> <p>Ensure climate change adaptation measures are built into new development design.</p> <p>Developments to connect to Barkantine District Heat Centre. Connection needs to be built into overall design of development.</p> <p>Potential for renewable energy should be built into the design of all development e.g. solar panels on roofs.</p>

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
<b>mitigation, achieves greater energy efficiency and reduces its reliance on fossil fuels</b>	during periods of excessive summer heat?	Only the sub-criteria in bold should appraised as new in respect of this objective. The remaining criteria have been assessed in respect of the other objectives (the earlier scores should be used to inform the overall score for this objective).	All buildings should be designed to the highest standards of design.
	Will it increase access to high quality green and open spaces which could also provide a cooling and flood mitigation function?		
	Will it reduce the damage to property from flooding?		
	Will it encourage the use of Sustainable Drainage Systems?		
	Will it reduce traffic volumes?		
	Will it increase the proportion of journeys using alternative transport modes to private vehicles?		
	<b>Will it lead to an increased proportion of energy needs being met from renewable sources?</b>		
	<b>Will it reduce the use of natural resources during its construction and operation?</b>		
	<b>Will it ensure buildings are designed so they use and waste less energy?</b>		
	<b>Will it result in the reduction of use of fossil fuels?</b>		
<b>Will it reduce CO<sub>2</sub> emissions onsite from the developments?</b>			
<b>Will it minimise fuel costs and service charges for future residents?</b>			
<b>Will it improve fuel security for future occupants?</b>			

SEA Objective	Sub-criteria	Assumptions	Potential Mitigation
	<p>The sub-criteria in <b>bold</b> are unique to this objective and should be appraised in full. The remaining sub-criteria are variously assessed in respect of other objectives (the scores from the earlier appraisal of these sub-criteria should be used to inform the overall score for objective 18.).</p>		