

**Draft London Riverside Opportunity Area Planning Framework
Screening report for Strategic Environmental Assessment**

March 2015

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Purpose of the Report

- 1.1.1 The Mayor is consulting on the Draft London Riverside Opportunity Area Planning Framework (LR OAPF) which is Supplementary Planning Guidance (SPG) to the London Plan. The current version of the London Plan is known as the 'London Plan (Consolidated with Alterations since 2011)' (hereafter the London Plan 2015).
- 1.1.2 This report is prepared in support of the draft LR OAPF to ensure that the legal requirements for Strategic Environmental Assessment (SEA) are met where there are impacts that have not been covered in the appraisal of the parent Development Plan Document (DPD), in this case the London Plan as noted above. In doing so, this report fulfils the requirements for SEA screening in a manner that incorporates the requirements of the European Union's SEA Directive (2001/42/EU) and the transposing UK Regulations.
- 1.1.3 The draft LR OAPF focuses on the key areas that planning can influence, and promotes the consolidation and intensification of industrial land uses to release surplus land for new housing and the creation of new mixed use neighbourhoods, together with new and improved transport infrastructure to support the anticipated growth. As such the impact of the SPG will be relatively restricted. Whilst the strategies of the LR OAPF will help deliver area wide objectives, the issues considered do not need to be as comprehensive as for the London Plan 2015. The SEA Directive suggests a possible exemption of SEA where the plan or programme would be likely to not have significant environmental effects.

Overview of the draft London Riverside OAPF

- 1.1.4 The draft LR OAPF has been prepared in the context the London Plan 2015 policies, and in particular the following:
 - 2.13 - Opportunity Areas and Intensification Areas
 - 2.6, 2.7 and 2.8 focused on Outer London's vision, economy and transport
 - 2.17 - Strategic Industrial Locations
 - 3.1 - Ensuring equal life chances for all
 - 3.3 - Increasing housing supply
 - 4.1 - Developing London's economy
 - 4.4 – Managing industrial land and premises
 - 4.12 – Improving opportunities for all
 - 6.1, 6.2, 6.4 – Strategic approach to transport, public transport capacity and connectivity
 - 7.1 – Lifetime neighbourhoods
 - 7.2 – An inclusive environment
 - 7.19 – Biodiversity and access to nature

7.25, 7.26, 7.27 and 7.29 regarding the Blue Ribbon Network and the River Thames

- 1.1.5 The London Riverside Opportunity Area covers some 3,000 hectares extending from the Royal Docks in the west to Rainham Marches in the east, a total distance of 12 kilometres. It encompasses the southern parts of the boroughs of Barking and Dagenham and Havering, and a small part of Newham in the west. Historically the home of industry, changes in industrial practices have resulted in extensive areas of brownfield land and relatively deprived and isolated communities, with low levels of development activity. However, the area is well located between growth and employment areas in Central London including the City and Canary Wharf, and those in Essex at Bluewater, Tilbury and London Gateway, and presents great opportunities to capitalise on the geographic advantages. The areas land availability, its location and outstanding green spaces mean it is well suited for the delivery of new housing, jobs and supporting facilities.
- 1.1.6 The main purpose of this framework is to set out the Mayor's strategic priorities and long term vision for the area over the next 20 years based on a comprehensive review and analysis of key strategic and local issues. Specifically, the framework sets out how the Mayor wishes to see this part of London evolve into a sustainable and successful part of the city and how it relates to the wider south-east.
- 1.1.7 The OAPF puts forward strategies to guide the regeneration of the area setting out how the Mayor's planning, transport, housing and land functions can be coordinated to maximise the public benefit to Londoners. The framework looks at land use (housing and industry), built form and connectivity, transport and the interventions that will be needed to facilitate change.
- 1.1.8 There are five broad objectives aimed at achieving change in London Riverside:
- A coordinated land use strategy aimed at releasing underused Strategic Industrial Land (SIL) to create new neighbourhoods with up to 26,500 new homes and 16,000 jobs, (including within the potential Housing Zone bid areas), and the designation of new SIL;
 - Improved and new transport infrastructure and services to unlock development potential;
 - High quality public and private realm to improve the image of the area;
 - Expediting the development of publicly owned land;
 - Maximising housing investment.
- 1.1.9 The document has seven chapters which set out the land use and transport strategies and the design principles that will deliver these objectives. As Supplementary Planning Guidance to the London Plan, the OAPF does not

propose new policy. The strategies of the OAPF provide clarity on how existing policy will be applied in London Riverside and pull together the various policies and strategies of the three boroughs, indicate a direction of travel for local policy reviews.

- 1.1.10 The employment strategy is to facilitate the provision of 16,000 new jobs in the opportunity area to support the development of green industries, and to allow a limited release of surplus industrial land for other uses, mainly housing. It encourages and facilitates the consolidation and intensification of industrial districts at East Beckton, River Road and Dagenham Dock/Rainham employment areas; the designation of new Strategic Industrial Land in East Beckton and at Coldharbour in Havering, with a small reduction on Thames Road and Creekmouth. This will facilitate the expansion of the residential district west and south of Barking Town Centre and help to integrate sites along the River Roding and at Barking Riverside. The strategy envisages the extension of Rainham village west to integrate key sites on the A1306, and the establishment of a new community at South Dagenham/South Hornchurch around Beam Park. It also supports the intensification of retail uses in existing centres at Barking, Beckton, Dagenham Heathway and Rainham and in emerging centres at Barking Riverside, Chequers Corner and in the new developments along the A1306; and mixed-use developments to provide local shopping, services and employment in existing and emerging centres.
- 1.1.11 The strategy for housing and social infrastructure is to facilitate the provision of 26,500 new homes across the area in a number of locations including the Housing Zone bid areas in Barking Town Centre and Beam Park and Rainham, and other suitable sites along the A1306. These will be at densities that make the most efficient use of land bearing in mind the context of each site and the provision of social and transport infrastructure to support those homes.
- 1.1.12 The transport strategy supports the timely provision of transport infrastructure and services in order to support development in the opportunity area and to mitigate any adverse impacts on the existing transport network; and sets out the interventions necessary to facilitate development to meet new capacity demands. Along with the urban design strategy, it also considers how the issue of poor connectivity within the area can be addressed, and suggests how links can be created between new district and local centres and public transport. Key to this is the delivery of the London Overground extension to Barking Riverside, the new Thames crossings and improvements to the A13.
- 1.1.13 The urban design strategy builds on the All London Green Grid and sets out measures to improve connectivity and enhance the public realm across the area. It looks at existing urban form and gives broad indications of appropriate areas for density of future developments. For sites along the A1306, broad design principles are set out. As one of the largest housing

regeneration sites in the OA, for Barking Riverside it provides a broad layout and phasing plan indicating delivery timescales.

- 1.1.14 The OAPF also identifies opportunities for decentralised energy production and the development of a satellite district-heating networks across the area that interconnect over time to supply locally produced low to zero carbon energy.
- 1.1.15 Finally, the framework outlines the phasing and delivery of infrastructure and possible delivery mechanisms. A Development Infrastructure Funding Study (DIFS) will be commissioned, building on the work already carried out by the boroughs and the London Thames Gateway Development Corporation when it was responsible for the area, and work done since by the GLA and TfL to secure funding.
- 1.1.16 The plan will be delivered in partnership with the London boroughs of Barking and Dagenham, Havering and Newham and the implementation chapter sets out how this will be achieved. Mechanisms for cooperation, funding and monitoring and review of the plan are considered in detail.
- 1.1.17 A development capacity and transport studies have been undertaken by the GLA and TfL to inform the strategies of the OAPF.
- 1.1.18 The OAPF does not seek to unnecessarily duplicate the policies of the London Plan 2015 or guidance set out in other SPG documents. As such the document only addresses policy areas necessary to achieve the vision and objectives set out above. The London Plan 2015 policies were subject to Equalities Impact Assessment (EqIA) as part of an integrated Impact Assessment (IIA) and this annex builds on that, specific to this OAPF. The London Plan IIA documents can be viewed at <https://www.london.gov.uk/priorities/planning/london-plan>.

Sustainability Objectives and Assessment of Relevance/Impact

- 2.1.1 An Integrated Impact Assessment (IIA) was carried out for the parent document, the London Plan. The establishment of appropriate objectives and indicative guide questions was central to the IIA process and provided a way in which the performance and effects of the FALP could be identified and described. Using objectives ensured that each topic area required by the SEA regulations was addressed and provided a framework which guided the assessment in a consistent manner enabling the likely effects of the implementation of the London Plan to be identified. Using this approach ensured consistency with the previous IIAs of the London Plan.
- 2.1.2 This objective-led approach enabled the appraisal to identify the extent to which the policies of the London Plan 2015 contributed towards each objective. It is therefore more qualitative and allowed for a greater degree of the identification and description of effects rather than attempting to

ascribe a quantitative value, which is more restrictive at a strategic level.

2.1.3 The sustainability objectives used for the London Plan 2015 and described in this section have evolved over a number of years and have been informed by baseline evidence, the consideration of the key sustainability issues for London, the review of plans and programmes and the comments received during the consultation of the Scoping Report. Broadly, the objectives present the preferred environmental, social or economic outcome which typically involves minimising detrimental effects and enhancing positive effects. They have been formulated to allow for a comprehensive appraisal of the likely effects of the implementation of the London Plan by covering the relevant social, economic and environmental aspect.

2.1.4 The indicative guide questions have been formulated to provide additional guidance on aspects that could be considered with regards to the likely effects that may occur. They are not designed to be read as targets or aims with which to achieve the objective. Furthermore, a general assumption that underpins the sustainability objectives is that all existing legal requirements will be met and, as such, statutory compliance has not been reflected individually within the objectives or within the guide questions. It is important that these objectives remain constant through sustainability appraisals of new documents. The objectives and guide questions are listed in the table below.

Sustainability Objectives	Guide questions for the SEA	SEA topic requirement
<p>1. Regeneration and land use</p> <p>To stimulate regeneration and urban renaissance that maximises benefits for the most deprived areas and communities.</p>	<p>Will the regeneration have benefits for deprived areas?</p> <p>Will it help to make people feel positive about the area they live in?</p> <p>Will it help to create a sense of place and 'vibrancy'?</p> <p>Will it help reduce the number of vacant and derelict buildings?</p> <p>Will it make the best use of scarce land resources and reuse brownfield sites?</p> <p>Will it minimise impacts of development on the environment?</p> <p>Will it help address contamination, including of land?</p>	Material Assets
<p>2. Biodiversity</p> <p>To protect, enhance and promote the natural</p>	<p>Will it conserve and enhance habitats and species and provide for the long-term management of</p>	Biodiversity, Fauna, Flora, Soil, Water, Landscape

<p>biodiversity of London.</p>	<p>natural habitats and wildlife (in particular will it avoid harm to national or London priority species and designated sites)?</p> <p>Will it improve the quality and extent of designated and non-designated sites?</p> <p>Will it provide opportunities to enhance the environment and create new conservation assets (or restore existing wildlife habitats)?</p> <p>Will it protect and enhance the region's waterbodies to achieve a good ecological status?</p> <p>Will it promote, educate and raise awareness of the enjoyment and benefits of the natural environment?</p> <p>Will it bring nature closer to people, especially in the most urbanised parts of the city?</p> <p>Will it promote respect and responsibility for the wise management of biodiversity?</p> <p>Will it improve access to areas of biodiversity interest?</p> <p>Will it enhance the ecological function and carrying capacity of the greenspace network?</p> <p>Will it promote a network of green infrastructure?</p>	
<p>3. Health and well-being</p> <p>To maximise the health and well-being of the population and reduce inequalities in health.</p>	<p>Will it help reduce poverty and the impact of income inequality?</p> <p>Will it help reduce health inequalities?</p> <p>Will it help improve mental and emotional health?</p> <p>Will it improve access to high quality public services (including health facilities)?</p> <p>Will it help reduce the misuse of substances?</p> <p>Will it help people to live an inclusive and active lifestyle?</p> <p>Will it promote a sense of well-</p>	<p>Population, Human Health</p>

	being?	
<p>4. Equalities</p> <p>To advance the equality of opportunity for all communities and especially between people who share a protected characteristic, and those that do not have that characteristic in order to minimise discrimination, poverty and social exclusion. To also promote the cultural, ethnic, faith and racial diversity of London in a way that brings Londoners together.</p>	<p>Will it reduce poverty and social exclusion in those areas and communities most affected?</p> <p>Will it remove or minimise disadvantage suffered by persons who experience disadvantage or discrimination?</p> <p>Will it, in particular address the housing, cultural, social and employment needs of those with protected characteristics?</p> <p>Will it reduce the level of crime experienced by those with protected characteristics?</p> <p>Will it promote adequate accessibility, in particular for older or disabled people?</p>	Population, Human Health
<p>5. Housing</p> <p>To ensure that all Londoners have access to good quality, well-located housing that is affordable.</p>	<p>Will it reduce homelessness and overcrowding?</p> <p>Will it reduce the number of unfit homes?</p> <p>Will it increase the range and affordability of housing (taking into account different requirements and preferences of size, location, type and tenure)?</p> <p>Will it ensure that appropriate social and environmental infrastructure is in place for new residents?</p> <p>Will it provide housing that ensures a good standard of living and promotes a healthy lifestyle?</p> <p>Will it promote lifetime homes?</p> <p>Will it improve overall design quality?</p> <p>Will it increase use of sustainable design and construction principles?</p> <p>Will it improve insulation, internal air quality and energy efficiency in housing to reduce fuel poverty and ill-health?</p> <p>Will it provide housing that</p>	Population, Human Health, Material Assets

	<p>encourages a sense of community and enhances the amenity value of the community?</p> <p>Will it ensure homes are well located in relation to flood risk?</p> <p>Will it promote the increased supply of housing?</p>	
<p>6. Employment</p> <p>To offer everyone the opportunity for rewarding, well-located and satisfying employment.</p>	<p>Will it help generate satisfying and rewarding new jobs?</p> <p>Will it help to provide employment in the most deprived areas and stimulate regeneration?</p> <p>Will it help reduce overall unemployment, particularly long-term unemployment?</p> <p>Will it help to improve learning and the attainment of skills?</p> <p>Will it encourage the development of healthy workplaces?</p> <p>Will it provide employment in accessible locations?</p>	<p>Population, Material Assets</p>
<p>7. Stable economy.</p> <p>To encourage a strong, diverse and stable economy and to improve the resilience of businesses. This should also support the development of an efficient, low carbon economy (including new green technologies) that minimises unsustainable resource use.</p>	<p>Will it improve sustainable business development?</p> <p>Will it improve the resilience of business and the economy?</p> <p>Will it help to diversify the economy?</p> <p>Will it prevent the loss of local businesses?</p> <p>Will it encourage business start-ups and support the growth of businesses?</p> <p>Will it encourage ethical and responsible investment?</p> <p>Will it help reduce levels of deprivation?</p> <p>Will it support the development of green industries and a low carbon economy?</p> <p>Will it support other niche or emerging sectors of the economy?</p> <p>Will it help maintain London as an internationally competitive city?</p>	<p>Population, Material Assets</p>

	Will it support the infrastructure required by a growing and changing economy?	
<p>8. Flood risk and climate change adaptation</p> <p>To ensure London adapts to the effects of climate change (both now and in the future). The effects on London particularly concern flooding, drought and overheating.</p>	<p>Will it protect London from climate change impacts?</p> <p>Will it minimise the risk of flooding from rivers and watercourses to people and property?</p> <p>Will it manage existing flood risks appropriately, including taking opportunities to reduce existing flood risk and avoid new flood risks?</p> <p>Will it minimise and manage the effects of surface water flooding?</p> <p>Will it help London function during periods of drought?</p> <p>Will it help avoid overheating in the built environment?</p> <p>Will it support social and physical infrastructure to be resilient to climate change impacts?</p> <p>Will it minimise the health impacts due to the impacts of climate change?</p> <p>Will it contribute to ensuring an adequate water supply to London, including by using existing water resources efficiently?</p>	Climatic Factors
<p>9. Climate change mitigation and energy</p> <p>To ensure London contributes to global climate change mitigation, achieve greater energy efficiency and reduces its reliance on fossil fuels.</p>	<p>Will it help minimise emissions of greenhouse gases?</p> <p>Will it help London meet its emission targets, including through off-setting existing emissions?</p> <p>Will it avoid exacerbating the impacts of climate change?</p> <p>Will it increase the proportion of energy both purchased and generated from renewable and low carbon resources?</p> <p>Will it reduce the demand and need for energy?</p> <p>Will it promote and improve</p>	Climatic Factors, Material Assets

	<p>energy efficiency?</p> <p>Will it support community energy projects?</p>	
<p>10. Water quality and water resources.</p> <p>To protect and enhance London's waterbodies and the Blue Ribbon Network.</p>	<p>Will it improve the quality of waterbodies?</p> <p>Will it reduce discharges to surface and ground waters?</p> <p>Will it promote sustainable urban drainage?</p> <p>Will it improve the water systems infrastructure (e.g. water supply/sewerage)?</p> <p>Will it reduce abstraction from surface and ground water sources?</p> <p>Will it reduce water consumption?</p> <p>Will it help to meet the objectives of the Water Framework Directive?</p>	Water
<p>11. Waste</p> <p>To minimise the production of waste across all sectors and increase reuse, recycling, remanufacturing and recovery rates.</p>	<p>Will it help minimise the production of waste?</p> <p>Will it help minimise resource use?</p> <p>Will it promote reuse and recycling (e.g. in the design of buildings and spaces, etc)?</p> <p>Will it enable the sorting and handling of waste and recyclable products?</p> <p>Will it help to promote a market for recycled products?</p> <p>Will it promote recovery from waste?</p>	Population, Material Assets
<p>12. Accessibility and mobility</p> <p>To maximise the accessibility for all in and around London and increase the proportion of journeys made by sustainable transport modes (particularly public transport, walking and cycling).</p>	<p>Will it encourage a modal shift to more sustainable forms of travel as well as encourage greater efficiency (e.g. through car-sharing)?</p> <p>Will it reduce the overall need for people to travel by improving their access to the services, jobs, leisure and amenities in the place in which they live?</p> <p>Will it reduce traffic volumes and traffic congestion?</p>	Population

	<p>Will it reduce the length of commuting journeys?</p> <p>Will it help to provide a more integrated transport service from start to finish (i.e. place of residence to point of service use or place of employment)?</p> <p>Will it support an increase in the number of sub-regional and orbital public transport routes that facilitate locally based living?</p> <p>Will it improve accessibility to work by public transport, walking and cycling?</p> <p>Will it reduce road traffic accidents, especially involving cyclists?</p> <p>Will it improve physical access to the transport system as well as buildings and spaces?</p>	
<p>13. Built and historic environment</p> <p>To enhance and protect the existing built environment (including the architectural distinctiveness, townscape/landscape and archaeological heritage) and landscapes, and ensure new buildings and spaces are appropriately designed.</p>	<p>Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential, including their settings?</p> <p>Will it conserve and enhance the townscape/cityscape character?</p> <p>Will it promote high quality design and sustainable construction methods?</p> <p>Will it respect visual amenity and the spatial diversity of communities?</p> <p>Will it enhance the quality of the public realm?</p> <p>Will it support and enhance heritage?</p> <p>Will it improve the wider built environment and sense of place?</p> <p>Will it conserve and enhance local character?</p> <p>Will it protect important views across London?</p> <p>Will it protect and enhance public spaces including historic parks and</p>	<p>Cultural Heritage (including architectural and archaeological heritage), Landscape</p>

	gardens?	
<p>14. Liveability and place.</p> <p>To create sustainable, mixed use environments that promote long-term social cohesion, sustainable lifestyles, safety and security, and a sense of place.</p>	<p>Will it create and sustain vibrant and diverse communities and encourage increased engagement in recreational, leisure and cultural activities?</p> <p>Will it increase the provision of culture, leisure and recreational activities?</p> <p>Will it support the provision of quality, affordable and healthy food?</p> <p>Will it provide opportunities for people to choose an active, fulfilling life?</p> <p>Will it increase the provision of key services, facilities and employment opportunities?</p> <p>Will it positively enhance and promote the perceived sense of place held by the community?</p> <p>Will it protect and enhance the provision of open space?</p> <p>Will it help reduce actual levels of crime and antisocial behaviour?</p> <p>Will it help reduce damage to the physical and natural environment?</p> <p>Will it help reduce the perception of crime in an area?</p> <p>Will it help reduce actual noise levels and disturbances from noise and other nuisance?</p> <p>Will it protect and improve existing quality of life?</p> <p>Will it help reduce the risk of terrorist attack?</p>	<p>Population, Human Health, Material Assets, Landscape, Cultural Heritage (including architectural and archaeological heritage)</p>
<p>15. Open space</p> <p>To protect and enhance natural open space in London.</p>	<p>Will it protect and enhance areas of open space?</p> <p>Will it improve access to open space and improve the quality and quantity of publicly accessible greenspace?</p> <p>Will it address areas with deficiencies of access to open</p>	<p>Biodiversity, Flora, Fauna, Landscape</p>

	<p>space?</p> <p>Will it promote an appropriate range and type of open space uses?</p> <p>Will it increase Londoners access for recreation purposes?</p> <p>Will it promote urban greening?</p> <p>Will it promote and support the function of the Blue Ribbon Network?</p>	
<p>16. Air quality</p> <p>To improve London's air quality.</p>	<p>Will it improve air quality?</p> <p>Will it reduce exposure to poor air quality?</p> <p>Will it reduce emissions of greenhouse gases?</p> <p>Will it help to reduce emissions of PM10 and NO2?</p> <p>Will it reduce emissions of ozone depleting substances?</p> <p>Will it help to achieve national and international standards for air quality (for example, those set out in the Air Quality Regulations 2010)?</p>	Air

Summary of Sustainability Appraisal of London Plan Policies to which the London Riverside OAPF strategies relate

2.1.5 For the purpose of sustainability assessment, the grouped policies of the London Plan were presented under 12 themes. These were:

- Housing
- Opportunity areas
- Delivery of development
- Transport
- Town centres
- Employment
- Social infrastructure
- Physical infrastructure
- Design
- Noise
- Waste
- General

- 2.1.6 The full assessment of each of these themes and how this assessment informed changes to London Plan 2015 policies can be viewed in “*Integrated Impact Assessment Further Alterations to the London Plan, Consultation, December 2013*”. It is available for download here:

<http://www.london.gov.uk/sites/default/files/FALP%20IIA%20December%202013.pdf>

Assessment of impact

- 2.1.7 The following table sets out the policies and themes to which the strategies of the LR OAPF relate and clarifies that the LR OAPF will have no further impact.

Strategy	Associated London Plan policy	Theme identified for FALP sustainability appraisal	Comments	Will the Strategy further impact on IIA objectives?
Employment strategy (Chapter 3)	2.6, 2.7, 2.8, 2.13, 2.16, 2.17, 4.4, 4.1, 5.16-5.17	<ul style="list-style-type: none"> - Employment - Delivery of development 	The strategy will have significant positive social and economic effects as it seeks to ensure continued supply of industrial and employment premises through consolidation and intensification, supporting agglomerations of economies. This will maintain local jobs, provide space for further job growth and reduce the need to travel elsewhere to access employment. The strategy will also have positive environmental impacts as it ensures that employment growth for existing communities takes place sustainably within the OA reducing the need to	No. The purpose of the strategy is to provide more detailed guidance and clarification on the application of London Plan policies.

			travel elsewhere.	
Strategy for housing and social infrastructure (Chapter 3)	3.1, 3.3-3.13, 3.16-3.19, 4.12, 7.1, 7.2, 7.19, 7.25, 7.26, 7.27, 7.29	<ul style="list-style-type: none"> - Delivery of development - Social infrastructure - Housing - Town centres 	<p>The strategy will have significant positive social and economic effects, by supporting the delivery of new housing supported by mixed use neighbourhoods close to existing industries and employment, providing a sense of place and opportunities for employment, together with supporting social infrastructure for new residents such as schools, leisure and medical facilities.</p> <p>The strategy will also have positive environmental impacts as it ensures that new homes are created around new and existing neighbourhoods and communities providing a critical mass to support services within the OA reducing the need to travel elsewhere.</p>	No. The purpose of the strategy is to provide more detailed guidance and clarification on the application of London Plan policies.
Transport strategy (Chapter 4)	2.6, 2.7, 2.8, 2.13, 3.1, 4.12, 6.1, 6.2, 6.4, 7.1, 7.2	<ul style="list-style-type: none"> - Delivery of development - Physical infrastructure - Employment - Housing - Town centres - Transport 	<p>The strategy will have positive social, economic and environmental effects as it seeks to improve public transport facilities to support the employment and housing growth anticipated, improve linkages between housing and</p>	No. The purpose of the strategy is to provide more detailed guidance and clarification on the application of London Plan policies.

			employment, and provide better access to local amenities including open spaces and town centres, thereby reducing reliance on the car and fostering a more walkable environment.	
Urban design strategy (Chapter 5)	2.6, 2.7, 2.8, 2.13, 3.1, 3.3, 4.4, 4.12, 7.1-7.7, 7.19	<ul style="list-style-type: none"> - Social infrastructure - Design - Employment - Town centres - Housing - Opportunity areas - Delivery of development 	The Strategy will have positive social and environmental effects as it will ensure that land uses and the necessary supporting social infrastructure is focused into sustainable locations close to existing and proposed housing and employment that will reduce the need to travel and the reliance on cars. The Strategy will have positive economic impact as it will improve the image of the area, create a sense of place encouraging inward investment and regeneration.	No. The purpose of the strategy is to provide more detailed guidance and clarification on the application of London Plan policies.
Strategy for decentralised energy production (Chapter 6)	5.1-5.3, 5.5-5.7, 5.12-5.15	<ul style="list-style-type: none"> - Physical infrastructure - Opportunity areas - Housing - Employment 	The Strategy will have positive environmental impacts as it will deliver projects for decentralized energy production and encourage new development to connect to the network. There will also be significant positive economic impacts as it will deliver low cost	No. The purpose of the strategy is to provide more detailed guidance and clarification on the application of London Plan policies.

			energy solutions to homes and businesses. The Strategy will have no social impacts.	
Strategy for the phasing and delivery of infrastructure and funding (Chapter 7)	3.10-3.13, 6.1, 6.2, 6.5, 8.1-8.3	- Transport - Physical infrastructure - Delivery of development	Strategy will have positive social, economic and environmental effects as it will ensure the delivery of all of the other strategies listed in this table to drive the regeneration and growth of the OA.	No. The purpose of this strategy is to ensure that there are mechanisms and funding in place to ensure the delivery of the other strategies listed in this table, and provide further detailed guidance on the application of London Plan policies for the OA.

Conclusion and Screening Outcome

- 3.1.1 An IIA was carried out for the London Plan (Consolidated with Alterations since 2011). The London Riverside OAPF is a supplementary guidance document that sits under the “parent” document (the London Plan) and is unlikely to have any significant effect above and beyond any significant effects that the London Plan is likely to have, either individually or in combination with other plans and projects.
- 3.1.2 As a result of the above assessment it is unlikely that there will be any significant negative impacts arising from the London Riverside OAPF on economic, social and environmental matters that were not covered in the IIA of the London Plan. Therefore, the London Riverside OAPF will not trigger the need for an SEA.