

**Lambert
Smith
Hampton**

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Vauxhall SPD
Sustainability Appraisal Update
Draft

on behalf of

London Borough of Lambeth

Prepared by
Lambert Smith Hampton
United Kingdom House
180 Oxford Street
London W1D 1NN

Tel: 020 7198 2000
Fax: 020 7198 2001
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1.0 Introduction

Background

- 1.1 This is the draft Sustainability Appraisal (SA) for the Vauxhall Supplementary Planning Document, the report investigates the likely significant impacts on Vauxhall and the wider area in terms of sustainability and the potential contribution towards sustainable improvements that might arise should the principles and proposals for the Character Areas come forward. The draft Sustainability Appraisal accompanies the draft Vauxhall SPD consultation.
- 1.2 The purpose of the SA (incorporating SEA) is to ensure that environmental, social and economic considerations have been integrated into the preparation of the Vauxhall SPD, promoting sustainable development. The SA is an integral part of the development of plans, assessing preliminary options and the Draft SPD against the sustainable objectives and the baseline information available. The SA process has been integral to the development of the Vauxhall SA and this report provides an update on the SA appraisal on the draft Vauxhall SPD previously undertaken through scoping report and consultation stages.
- 1.3 The Planning and Compulsory Purchase Act (2004) made it mandatory for all Local Development Documents to be subject to a Sustainability Appraisal. However, the 2008 Act removed the requirement for Supplementary Planning Documents to be subject to an SA as their main purpose is to supplement existing plans and policies. Guidance on this indicates that where a SPD is prepared for an area there may well be the need for an SA.
- 1.4 The draft Vauxhall SPD will be supplementary planning guidance to the London Borough of Lambeth's Core Strategy. The Vauxhall Supplementary Planning Document's purpose is to 'translate the London Plan, the Council's Core Strategy and the Vauxhall Nine Elms Opportunity Area Planning Framework (OAPF) strategic ambitions into a level of detail capable of interpretation at a neighbourhood scale'. The SPD will guide the growth of Vauxhall in providing 3, 500 new homes and 8, 000 new jobs for local people. The map in fig 1 identifies the boundary of the SPD area.
- 1.5 This report builds on the previous Sustainability Appraisal stages undertaken, reviewing the baseline information, updating the plans and programmes, and taking the objectives forward to appraise the revised Vauxhall SPD objectives, principles and character area indicative proposals. The appraisals have been based on the best information and knowledge of what are of necessity indicative and aspirational proposals at this stage.

Structure and Content of the SA report

- 1.6 This report sets out the methodology and approach to the sustainability appraisal of the Vauxhall SPD as follows:
- Scope and methodology of the SA (section 2.0)
 - Environmental, social and economic baseline and the relationship with other plans and strategies (section 3.0)
 - The Vauxhall SPD – an overview (section 4.0)
 - The Sustainability Framework (section 5.0)
 - Appraisal of the objectives, principles and character areas in the SPD (section 5.0)
 - Monitoring and implementation (section 6.0)

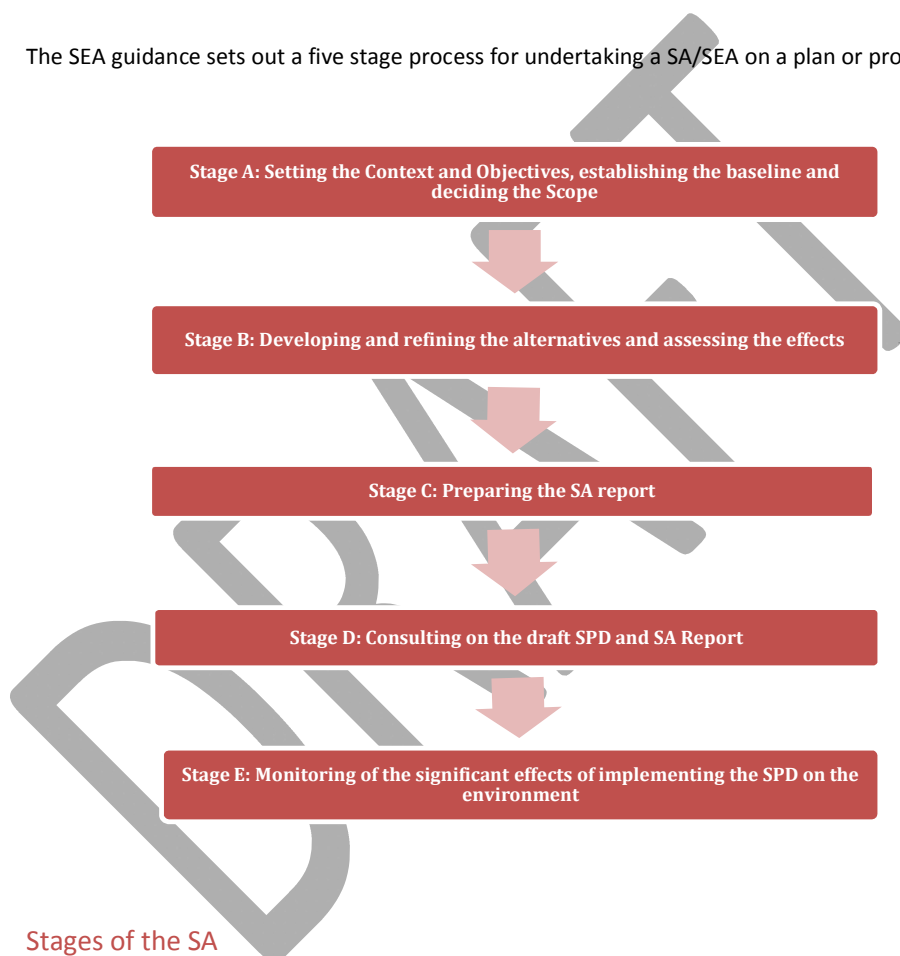
[Insert Map of SPD boundary]

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2.0 Appraisal Methodology

The Regulations

- 2.1 This SA guidance and policy is contained within the European Directive 2001/42/EC, which requires SA/SEA to be an integral part of plan preparation “on the assessment of the effects of certain plans and programmes on the environment” (SEA Directive). Although the SEA and SA are distinct processes, the intention of an SA, in line with guidance, is to adopt an approach that takes account and meets the requirements of the SEA Directive.
- 2.2 The SEA guidance sets out a five stage process for undertaking a SA/SEA on a plan or programme:



Stages of the SA

- 2.3 The development and consultation on the Vauxhall SPD has been an ongoing process since December 2007. The initial stages of the SA work was undertaken between December 2007 and July 2008 which was then working towards a public consultation on the draft Vauxhall SPD. Since this time there has been further work on the Vauxhall SPD in light of the area being included in the wider Vauxhall Nine Elms Opportunity Area and subsequent work on developing plans for the wider area. We recognise the update in this SA is based upon information on that previously consulted on and used. However, there have been no indications to suggest that there is a significant change to the baseline data and consequently the use of this original data is considered valid.
- 2.4 The previous SA stages undertaken were (*details in italics identify stages that are still to be undertaken*):
- Stage A: Setting the Context and Objectives, establishing the baseline and deciding the Scope**
 - Preparation of the SA scoping report (December 2007 to February 2008)

- Circulation of the SA Scoping report to Consultation bodies and key stakeholders for comment (February 2008)

Stage B: Developing and refining the alternatives and assessing the effects

- Appraisal of the Strategic Options (April-June 2008)

Stage C: Preparing the SA report

- First Appraisal of development principles, planning requirements and implementation of initial draft SPD and recommendations for changes (May-June 2008)
- *Updating the SA report to reflect changes to the Vauxhall SPD (current stage)*

Stage D: Consulting on the draft SPD and SA Report

- *Public consultation on the draft Vauxhall SPD and the draft Sustainability Appraisal are due to be undertaken in Autumn 2012*

Stage E: Monitoring of the significant effects of implementing the SPD on the environment

- *This stage will be ongoing once the SPD is adopted*

- 2.5 The draft Vauxhall SPD provides further detail to support the implementation of Policy XXX in Lambeth's Core strategy. The adopted Core Strategy was subject to a Sustainability Appraisal, including the policy on Vauxhall. The scope and subject of the Sustainability Appraisal process on the Vauxhall SPD focuses on this area and does not appraise the wider area as this will have been covered through the SA on the Borough wide Core Strategy.
- 2.6 The SA appraises the objectives of the SPD, the 10 principles to guide development and the 6 identified character areas and the indicative proposals for each of these. The appraisal considers these in light of the updated baseline information and the sustainability objectives. The SA takes a broad approach to these and does not SA individual sites within the SPD, but does consider the broad parameters and criteria in which development should take place. It may be necessary for some of the site specific proposals that come forward to be accompanied by more detailed assessments of their potential impact, for example the need for an EIA.
- 2.7 An SA Scoping Report was undertaken by BDP initially in February 2008. The report produced at that stage set out initial context and findings, including the relationship of the SPD with other relevant plans and programmes; relevant sustainability objectives, an analysis of baseline information (social, economic and environmental); characteristics of the area most likely to be affected by the SPD; and identifying the key sustainability issues for the SPD area.
- 2.8 The Scoping Report set out proposed methodology, suggested sustainability criteria and the level of scope and detail of the SA, and these were consulted on. The responses to the consultation were responded to, and where appropriate changes were made to the SA and will be considered throughout the process.
- 2.9 The purpose of the SA is to determine the likely social, environmental and economic effects of the Vauxhall SPD, determining what each of these could be for the principles and indicative development in the character areas. This included assessing the change that the proposal could make whether this would be major positive (++) , minor positive (+) , neutral (=) , minor negative (-) or major negative (--), particularly in terms of the Sustainability Objectives, and also the timescales of the effect, what the permanence would be and the magnitude of the effect. There are some instances where an effect could be both positive (+) and negative (-), and both temporary and permanent.
- 2.10 The results of the assessment can be found in the matrix in Appendix Two and the summary in section 5.0 of this report. Following the assessment, mitigation and monitoring measures have been suggested and these can be found in section 6.0.

Consultation

- 2.11 Following the completion of the Draft Vauxhall SPD and this SA report, there will be formal public consultation with copies of both reports available for public inspection and comment.

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3.0 The Vauxhall SPD

- 3.1 The Vauxhall SPD will be supplementary planning guidance to the London Borough of Lambeth's Core Strategy. The Vauxhall Supplementary Planning Document's purpose is to 'translate the London Plan, the Council's Core Strategy and the VNEB Opportunity Area Planning Framework (OAPF) strategic ambitions into a level of detail capable of interpretation at a neighbourhood scale'. The SPD will guide the growth of Vauxhall in providing 3, 500 new homes and 8, 000 new jobs for local people. The map in fig 1 identifies the SPD boundary.
- 3.2 The Vision for the Vauxhall SPD is to deliver a sustainable community, with a recognisable and distinct neighbourhood with high quality buildings, exemplary streets and public realm and improved public transport, re-establishing a sense of place. The main themes in the Vision are:
- a series of recognisable neighbourhoods
 - a riverside walk
 - provision of new homes and new places to work, in high quality and taller buildings
 - linkage of historic places with green spaces
 - more activity in and though the railway arches
 - new and improved footpaths
 - improved public transport interchange with less dominance by the road system
 - a new high street
 - New homes and taller buildings at the heart of the district.
 - To create a link to Wandsworth in the form of a linear park.
 - The creation of a new underground station at Nine Elms.
- 3.3 The Vauxhall SPD has 10 principles that frame the guidance to achieve the vision for Vauxhall:
1. Create a Sustainable Mix
 2. A New District Centre for Vauxhall
 3. Reinforce Neighbourhoods
 4. Rediscover the Railway Arches
 5. Reconnect Vauxhall to the River
 6. Streets and Spaces
 7. Connect and Improve Green Spaces
 8. Supporting Infrastructure
 9. Place Making
 10. A Good Transport Experience
- 3.4 Along with the 10 principles, 6 Character Areas have been recognized and are based on those identified in the Core strategy. The proposals for these are illustrative and give an idea of how development could come forward in line with the 10 principles.
1. Vauxhall Gateway North
 2. Central Embankment
 3. Spring Gardens
 4. Vauxhall Cross
 5. Miles Street
 6. Pascal Place
- 3.5 **Principle 1: Create a Sustainable Mix of High Density Development Providing at Least 8,000 new Jobs and 3,500 new homes, a Diverse and Balanced Community**
The aim of this principle is to promote change and growth in the Vauxhall area with a sustainable mix of high density development. The main growth area is identified to be a new district centre at Vauxhall Cross and a series of mixed use developments of exceptional quality along the Albert Embankment,

creating new high density homes and new employment. The new employment will not just be in physical space but will also be underpinned by a range of services and programmes to support local people into work.

- 3.6 The principle recognises that to achieve the level of growth and the density of development it needs to be supported by good infrastructure including public transport and social and economic infrastructure servicing. The principle promotes choice in affordable homes, provision of family housing, the provision of specialist housing such as sheltered accommodation and the provision of new homes in Vauxhall is expected to make a contribution to the housing need that has been identified in the borough.
- 3.7 **Principle 2: A New District Centre**
Promote a new district centre, the heart of Vauxhall that will increase the vitality of the area and form a growth pole in the form of a new CAZ frontage. The aim of this principle is to create a new district centre that will be the focus for the activity and amenity of new and existing communities providing shopping, working, living and will be enlivened with cafes, restaurants and other town centre uses. The new district centre is envisaged to be a double sided retail High Street which will replace the existing bus station and its canopy and this is seen as a positive for freeing up land for major investment and new buildings and public spaces. Retail provision is to be sized and priced to attract a mix of independent retailers including affordable retail space, a range of support measures which support retail, internet, innovation and enterprise, will compliment the success of Vauxhall's evening economy, and will be a flexible policy that considers proposals to adjust the normal requirements for active ground floors in all developments across the SPD area with particular emphasis on avoiding extended voids at ground floor level.
- 3.8 The Council will also consult on a proposal that a new Vauxhall community development trust could act as a landlord for new affordable retail units. In addition the Council will also work with developers to ensure that newly created units avoid long term periods of vacancy and they will also agree a design and leasing policy for smaller affordable units.
- 3.9 **Principle 3: Reinforced Neighbourhood Destinations**
Reinforced neighbourhood destinations can consolidate and expand the cultural and evening economy. Reinforced local neighbourhood destinations at Black Prince Road, Old Paradise Street and Vauxhall Pleasure Gardens as part of the creation of a network of journeys between places of interest. It is envisaged that a network of connecting footpaths and cycle ways between public spaces and interesting places will be established. New green links, planting and public investment will seek to join up the areas of more formal green spaces and spaces next to the railway arches will also be improved with better lighting and surfaces.
- 3.10 The intention of this principle is that these neighbourhood destinations are part of the cultural history of the area and that by linking these assets together both physically and economically or by reputation will enhance the offer of the area. This includes making room for new modern and cultural facilities that appeal to a modern society and also to build on the distinct nightlife destination that Vauxhall has established for itself. The principle does, however, recognise that the balance needs to be struck between the night time offer and ensuring that there is careful management and good neighbour relations with an increasing population.
- 3.11 **Principle 4: Rediscover the Railway Arches**
Rediscover the railway arches as an active spine, a focus for employment and business, cultural, artistic and community uses. The railway arches around Vauxhall have been identified as a genuine prospect of improvement business and employment opportunities. It is hoped that the investment in the railway arches will dilute the effect of the railway line as a physical barrier and that the opening up of the arches will increase the permeability and economic activity in Vauxhall and will be an asset creating a place of character and distinction. Three of the closed arches have been identified to be opened up as pedestrian cycle links.

- 3.12 **Principle 5: Connecting the River Front**
Reconnect Vauxhall to the river, improve the riverside walk and enliven the waterfront. The main aim of this principle is to reconnect Vauxhall to the river frontage increasing access on key movement routes, improving the Thames Path and enlivening the riverside with public spaces and activities such as eating and drinking. Views along the river are also considered to be particularly important and they will be reinforced with exceptionally designed quality buildings and the protection of key vistas.
- 3.13 **Principle 6: Streets and Spaces**
Development should define a series of streets, spaces and places, revitalising Vauxhall with a new High Street shared between pedestrians and vehicles and a new urban square as a focus for a new district centre. The new street layout is also to be strongly referenced back to the historic street patterns in the area ensuring that there is a sense of place and scale that can be understood.
- 3.14 The streets and public spaces are to be improved with simplification of road junctions and by prioritising pedestrian crossings at optimum desire lines overcoming the dominance of the existing traffic. The new public realm is to be of a more human scale with additional planting of street trees, improved footways with functional well designed street furniture removing any current cluttering of street furniture. There should also be a clear distinction between public and private space.
- 3.15 **Principle 7: Connected Spaces**
Connecting and improve the green spaces, especially Vauxhall Pleasure Gardens, Vauxhall Park and the Larkhill Park and create new spaces where possible. The Vauxhall area is identified as one of open space deficiency. This principle proposes two measures to ensure that green spaces and parks do not come under pressure from development. The first measure is a continuous pedestrian and cycle route throughout the whole area from Lambeth Bridge along the whole Albert Embankment through the High Street which then connects with the Linear Park in Wandsworth. The second measure is to improve the connectivity and amenity of existing green spaces. It is expected that development contributions from the development in the area will be directed towards the delivery of a series of community supported projects that will enable increased usage of the parks where appropriate.
- 3.16 **Principle 8: Supporting Infrastructure**
Ensuring supporting infrastructure is provided to create a truly memorable place. This principle expects that the necessary supporting infrastructure will be paid for by new development where it is necessary to allow growth to proceed or to mitigate the impact of development. The principle identifies the main areas of infrastructure that will be needed whether this is upgrading the existing infrastructure or new infrastructure that needs to be provided. The infrastructure requirements identified include strategic transport provision but also the possible need for additional site specific transport to be addressed, the possible need for a new primary school, the need for new health facilities, the provision of a new community, children, adult learning centre and the possible re-provision of a hostel.
- 3.17 One main element of this principle is the development and provision of a new community development trust (CDT) which will be funded from the proceeds of development. The CDT will be set up as a social enterprise and will be charged with the responsibility to nurture the vitality of local life and guide the benefits that are coming to the area.
- 3.18 **Principle 9: Place Making and Tall Buildings**
Good place making principles should be applied to all new development. This principle expects that good place making principles should be applied to all new development within the Vauxhall area combining both economic strategy with architecture and regeneration to create sustainability in the area. The principle identifies the principles related to design that throughout the SPD it is aiming to achieve:
- An environment that is well designed and visually rich.
 - Quality open space.
 - A distinct place that has a strong and positive identity.
 - Human scale and attractive skyline with enjoyable views to and from places of note.
 - A rich mix of uses and diversity of attractions.

- Ease of accessibility for all.
 - High amenity value especially in its heritage areas.
 - Pedestrian friendly environments.
 - Safe and sustainable environments especially in residential areas.
 - Well managed and maintained throughout.
- 3.19 This principle focuses on two types of place that the SPD is seeking to bring forward as a single seamless place and these are Albert Embankment and the Vauxhall tall building cluster.
- 3.20 **Principle 10: A Good Transport Experience**
An improved experience for people using public transport and walking and cycling in the area. Maintaining the effective transport interchange with simplified road junctions and crossing, reconfiguring the bus station and bus movements in the area, whilst anticipating future two-way streets. It has been recognised that improvements are needed to the strategic transport network to enable the level of growth and development proposed within this area. These strategic transport improvements include an extension to the Northern Line from Kennington to Battersea Power Station and this is expected to have significant additional public transport capacity from around 2018. Improvements to the bus network in the interim are expected to provide short term capacity increases.
- 3.21 The SPD recognises that other improvements to transport infrastructure and services will still be required to accommodate additional journeys that are expected for all new developments in the areas. The SPD therefore states that developers will be expected to contribute towards strategic transport improvements in order to maintain and enhance accessibility. The improvement to the transport infrastructure and public transport systems are proposed to include a transformation of the gyratory system, the creation of a more effective transport interchange with simplified road junctions and crossings, the remodelling of the bus station retaining its function but with the outcome to significantly reduce the total distances travelled by buses through Vauxhall improving the convenience of using this mode of transport and to also include new entrances to underground and railway stations, re-establishing the street pattern and located to ensure that pedestrians are orientated towards the new High Street.
- 3.22 The SPD also identifies six key character areas in Vauxhall and the SPD indicates how the ten principles can be applied in the character areas.
- 3.23 **Northern Gateway**
The SPD identifies the Northern Gateway area as forming the entrance to Vauxhall and is the most important point of arrival to Vauxhall Nine Elms from the centre of London. The SPD indicates that the Northern Gateway will include around 340 new homes and provide at least 630 new jobs, improvements to the Lambeth Community Park, opening up two arches, strengthening the mix and concentration of uses, underpinning the function of Black Prince Road, and strengthening the neighbourhood centres in this location is identified as a key principle.
- 3.24 **Central Embankment**
The SPD identifies this central area of the Albert Embankment as the area where the railway viaduct runs closest to the River Thames. The area is identified as having a number of opportunities to create interesting spaces and uses alongside and within the viaduct whilst supporting pedestrian movement and reinforcing the Black Prince Road neighbourhood centre. The Central Embankment is proposed to include around 450 new homes and provide at least 2,130 new jobs including the redevelopment of buildings adjacent to the riverside, improvements to Peddlers Park including street furniture and play equipment, encouraging the active use of railway arches, improvements to the Albert Embankment reducing the perception of a car dominated environment, the creation of new public spaces along the riverside and a new vibrant pedestrian route running along the western edge of the viaduct.
- 3.25 **Spring Gardens**
Spring Gardens is identified in the SPD on the northern edge of the district and having significant opportunities for riverside redevelopment. The uses proposed in this area include a range of leisure and entertainment activities, complementing existing facilities. These include cafes, restaurants and bars

along the riverside as well as important employment uses. Development in the area is expected to include around 450 new homes and provide at least 2,130 jobs, improve the public space along the Albert Embankment, provide new mixed use buildings along the Albert Embankment and Riverside and provide evening economy, cultural and employment uses.

3.26 **Vauxhall Cross**

Vauxhall Cross is identified in the SPD as the heart of Vauxhall and is identified as the area where a place must be created with the formation of a district centre and improvements to the existing transport interchange. In this area the SPD proposed a two sided High Street along the line of Bond Way, a new public square which would be created as the heart of Vauxhall Cross providing a new urban space as a focal point, and to ensure that public realm is a primary focus ensuring pedestrians are given greater priority over vehicle movements. The Vauxhall Cross area is expected to include around 225 residential units and provide at least 590 jobs. The transformation of this area will also include the return to a two way working on the gyratory system.

3.27 **Mile Street**

Mile Street area is identified in the SPD and is located south of Vauxhall Cross and will provide an important link between the new district centre of Vauxhall Cross and Linear Park. Mixed use development in this area will be encouraged with uses consistent with the district centre function at ground and first floor levels and mixed used development all based around a new urban square. In the Mile Street character area it is anticipated that there will be at least 1,350 new homes and the provision of approximately 2,500 new jobs.

3.28 **Pascal Place**

Pascal Place character area is identified in the SPD as the most southerly area within the SPD boundary and on the edge of the tall building cluster. The Pascal Place area will relate to existing neighbourhoods as well as having connections into the new developments in the Nine Elms area. Within the Pascal Place character area a planning permission has already been granted for the expansion of an existing supermarket to facilitate the provision of the new Nine Elms station for the Northern Line in this area. The SPD identifies that this area is to include around 540 new homes and provide at least 770 new jobs.

4.0 Baseline Context, and Other Plans and Strategies

Other Plans and Strategies

- 4.1 The plans and programme at the international, national, regional and local level have been reviewed in the initial Scoping stage of the SA, and a detailed review of these was undertaken and can be found within the Scoping report. This concluded that there were no general inconsistencies between policies identified, and that a number had been used to provide framing context for the Vauxhall SPD.
- 4.2 It should be noted that at the national level the previous PPGs and PPSs have as of March 2012, been replaced with the National Planning Policy Framework (NPPF). The NPPF has sustainability running through it and identifies the three dimensions of sustainable development; economic, social and environmental. The NPPF has been taken into account as appropriate.

Baseline Information

- 4.3 The SA Guidance and the SEA directive require the collection of baseline characteristics (environmental, social and economic) of an area from which to use as a basis for predicting and monitoring effects. In particular the SEA Directive is concerned with *“the likely significant effects on the environment of implementing the plan”*.
- 4.4 The baseline context and information was reviewed at the scoping stage, and has been continually reviewed through the development of the Vauxhall SPD. The headline main issues remain broadly the

same as identified in the scoping report. The tables below summarise the key issues identified through the baseline information and for the draft Vauxhall SPD.

Baseline Information – Key Issues identified through the Scoping Process

Housing	While there is a high proportion of young adults and families in the study area there is a lack of dwellings of more than four rooms in size and overall majority of dwellings are rented from the Council.
Skills and Employment	The base line analysis reveals that there is a high proportion of the population in the study area who are within the top two skill tiers and who are economically active, however, almost 20% are within the final three tiers including those on state benefits demonstrating the social disparities in Vauxhall.
Community	A significant proportion of commerce within Vauxhall is within the real estate, renting and business activities. There is a need to improve the range of businesses that are present. In addition, while there are numerous community facilities available, the anticipate population increase is likely to place pressure on these facilities.
Health and Crime	Statistics reveal that Lambeth has reduced the number of crimes by some 80% over the last five or so years. The crime levels in the study area are therefore expected to be low. However, fear of crime is a greater issue identified owing to the poor quality of streets and spaces and relationships with buildings.
Biodiversity and Open Space	A number of habitats for species have been identified in Vauxhall but the levels of public open space, and the quality of the space that does exist is low.
Air	Vauxhall is within an air quality management area, but the current levels of pollution are low. This could change given extensive new development anticipated within the area.
Water	Most of the Vauxhall area is within a level 3 flood zone, and parts of it are within level 2 flood zone. Significant new development could increase surface water runoff and the risk of flooding.
Heritage and the Built Environment	There are a number of historic assets in and around the Vauxhall area, including conservation areas, Listed and historic buildings, Lambeth Palace, Westminster World Heritage Site and historic parkland (Victoria Tower Gardens and Lambeth Palace). There is also archaeological value and a designated archaeological priority area.
Pedestrian Environment and Urban Design	The pedestrian environment in Vauxhall is currently poor, and movement through the area and connections with surrounding areas is unclear and difficult to navigate.
Access and Inclusion	The current environment is vehicle dominated and fails to make proper provision for all people, including those who are disabled.
Building Heights and Views	There are already a number of tall buildings within Vauxhall. Where there are strategic views and important local views identified, the key issue is ensuring that those are protected, respected and that building heights are sensitively considered.
Transport and Travel	Vauxhall is highly accessible in terms of public transport, but there are concerns that various modes are already at capacity. Furthermore, access to the station is poor and they are congested. The road network dominates the area and presents a barrier to pedestrian movement and safety issues for users of the area.

4.4 The draft Vauxhall SPD identifies the following key challenges in the Vauxhall area:

Economic:

- Restructuring the local economy, to provide new jobs following the decline in the demand for office space and the decline in light industry in the area

- Addressing the higher than average unemployment in the surrounding area
- Addressing the weak retail provision in the area and the number of vacant and inactive frontages
- Encouraging and maintaining the vibrant evening economy, whilst increasing the residential population and district function of Vauxhall

Social:

- Tackling social deprivation, including reducing barriers to housing, ensuring access to essential services and improving the well-being of communities
- Providing more affordable housing, and achieving a mixed and balanced community
- Protecting the existing character of the community of Portuguese, LGBT and young population
- The lack of cultural offer and enhancing the existing cultural heritage strengths in the area

Physical:

- Vauxhall currently has a lack of identity, has a poor image and is seen as identified by the meeting point for a number of major roads; the neighbourhoods in the area need to be reconnected
- Vauxhall is dominated by the gyratory system that pre-dates a number of the developments in the area, generating high levels of pollution, exacerbating congestion and creating a poor environmental experience, which in turn leads to a poor experience for cyclists and pedestrians
- Inefficient bus operation, with poor public realm and an in-balance in the road network; and the underground station is often congested at peak hours with little spare capacity
- There is little connectivity and unrealised potential along the Albert Embankment
- The area has poor public realm, with little active frontages, a lack of open space and a need to enhance and protect existing open space
- Vauxhall has conservation and view designations that need to be respected and enhanced by new development

5.0 TESTING THE PRINCIPLES & CHARACTER AREAS OF THE SPD

The Sustainability Framework

- 5.1 To help assess the principles and character area proposals in the Vauxhall SPD, the establishment of SA objectives and indicators help to assess their sustainability and indicators for each of the objectives help to monitor and provide a measure of the operation of the SPD.
- 5.2 To ensure consistency of approach the SA objectives and indicators are based on those previously developed through the SA scoping report and consultation. Since the scoping report consultation there has been consultation and publication of the SA on the Borough's Core Strategy. Where appropriate, any linkages between indicators and the Core Strategy and Annual monitoring Report (AMR) have been identified.

Sustainability Framework, SA Objectives for the Vauxhall SPD

Objective 1 Townscape, Historic Environment and Views	Maintain and enhance the quality and character of the townscape in Vauxhall including the quality of the built and historic environment both within and around the Vauxhall area. As part of this strategic and local views into and from the site must be protected including the relationship with the north bank of the Thames.
Objective 2 Public Realm	Improve the quality of the public realm in order to enhance the quality of the public spaces such as Spring Gardens, the pedestrian environment and streetscape, enhance movement, increase safety and help reduce the fear of crime.
Objective 3	Reduce congestion at the Vauxhall interchange by reducing the need to travel,

Sustainability Framework, SA Objectives for the Vauxhall SPD	
Transport and Travel	encouraging alternatives to the car and making the best use of and improving the existing transport infrastructure.
Objective 4 Housing	Increasing the amount of housing in Vauxhall and provide the opportunity for all people to meet their housing needs.
Objective 5 Employment and Skills	Increase the amount of and access to employment generating activities and as such foster opportunities for people to develop skills, fulfil their potential and increase their contribution to society.
Objective 6 Health and Wellbeing	Improve overall levels of health in Vauxhall and seek to reduce disparities between different groups and areas.
Objective 7 Community Cohesion	Create a more cohesive community, where there is a high degree of social inclusion interaction and skills development whilst respecting the area's diversity through improving the character of residential areas in Vauxhall and providing community facilities.
Objective 8 Services and Amenities	Enable people all to have similar and sufficient levels of access to services, amenities and facilities.
Objective 9 Noise	Enhance and maintain the amenity of peoples' environment including by minimising and reducing noise pollution.
Objective 10 Air Quality	Reduce all forms of air pollution in the interest of local air quality and the integrity of the atmosphere and the air quality management area.
Objective 11 Micro-Climature	Improve and protect the micro-climate in Vauxhall especially relating to the Albert Embankment and where tall buildings are likely to be developed
Objective 12 Water and Flooding	Improve access to the Albert Embankment. Maintain and improve the quality of ground and river waters and minimise the risk of flooding.
Objective 12 Efficient Use of Land	Use land efficiently, maximising development on appropriate sites, overcoming dereliction and retaining undeveloped land.
Objective 14 Sustainable Energy	Increase and foster new opportunities for energy generation from renewable and low carbon sources and to maintain a stock of non renewable energy sources.
Objective 15 Inclusive Environment	Create an environment that is accessible to and fully inclusive for all people including the elderly and disabled
Objective 16 Biodiversity	Protect and enhance the biodiversity in Vauxhall including that of Harleyfo rd Road Community Garden and Vauxhall City Farm.
Objective 17 Sense of Place	Create a sense of place in Vauxhall by creating a heart and ensuring ground floor uses and active frontages.

5.3 As outlined in the methodology section of the report each principle and character area proposal has been appraised using the sustainability objectives and the likely effect of the proposal against the baseline of information, using a 5 point scoring system. The timescales of the effect were also assessed, alongside the magnitude and permanence. The full matrix appraisals can be found in Appendix Two of this report.

5.4 **Table showing the Key to the Matrices**

Nature of effect	++	Major Positive
	+	Minor Positive
	=	Neutral
	-	Minor Negative
	--	Major Negative
Timescales	Short	0-5 years
	Medium	5-10 years
	Long	10-15+ years
Magnitude	Major	
	Minor	
Permanence	Permanent	
	Temporary	

5.5 The system of appraisal used does not attempt to score or given any weighting to the assessment of the principles and character areas. Its main purpose is to flag up possible significant effects and impacts and to recommend appropriate mitigation and monitoring of the impact to possibly reduce its impact. In some cases the potential effects/ impacts of a principle/ character area indicative proposal may be limited, particularly where this is involving a cumulative impact. There is therefore a degree of subjectivity to the assessment of the proposals over varying timescales, this subjective judgement is made with reference to what the sustainability objective is trying to achieve in Vauxhall. It should also be born in mind that the assessments are based upon indicative proposals and that and that the magnitude of the effects could change in either direction as proposals progress.

Summary of Assessment

5.6 In the assessment the main emphasis is to identify the sustainability issues and what the impacts may be of delivering the principles and character area indicative proposals in Vauxhall, whether these are positive or negative. Where negative impacts are thought to occur mitigation measures are recommended.

5.7 The assessment is based on the information available at the time. The principles and proposals in the draft SPD are high level and indicative, giving a strategy and themes against which planning applications for development in the area will be assessed. Planning applications for outline and detailed development proposals will be expected to be accompanied by detailed assessments and design, and the sustainability implications of any detailed scheme will need to be considered and appraised at the time.

5.8 Following the Scoping Report and initial assessment of the draft Vauxhall SPD, changes have been made to consider heritage assets and the view designations in the area. The initial SA appraisal also identified the potential impacts and mitigation for different quantum's of development in the Vauxhall Area.

5.9 The draft SPD contains both positive and negative impacts to varying degrees for different elements of the principles and proposals. Overall, the principles for the redevelopment of the area are likely to have positive effects of improving the sustainability credentials of the SA area. In particular, the following have been identified as key benefits arising from the principles and character areas.

New District Centre

5.10 The creation of a New District Centre would result in the following sustainability benefits:

- Improved access to amenities
- Opportunities for economic growth
- Employment

- affordable shops

Transport Interchange the removal of existing barriers to movement

5.11 The reconfiguration of the transport interchange and the removal of existing barriers to movement would result in the following sustainability benefits:

- potential improvements for cyclists and pedestrians
- reduction in pollution and congestion
- easier access to public transport, thereby enhancing the sustainability of the area
- improved community cohesion resulting from ease of movement through the area

Linking of open spaces

5.12 The linking of existing open spaces would result in the following sustainability benefits:

- improved open space provision in an area currently deficient in open space
- opportunities to enhance biodiversity in the area

New Homes

5.13 The creation of new homes would result in the following sustainability benefits:

- more affordable housing choice
- mixture of housing types and sizes
- opportunity to incorporate renewable energy technologies

However, in order to secure these sustainability benefits, consideration must also be given to a range of consequences and issues arising from the proposals. The main consequences are summarised below, with a brief commentary on the associated issues.

Quantum of development proposed

5.14 The proposals set out in the SA would provide a significant quantum of new development. In order to ensure that this quantum of development in a sustainable manner, it will be necessary to ensure that the necessary infrastructure is in place to cope with the demands of a significantly increased population. For example, the early provision of the new station at Nine Elms will be essential to ensuring that the new development is accessible and that that the new development does not result in congestion on the local road network. Consideration will also need to be given to both the long term effects of this quantum of new development, particularly flood risk, and the short terms issues associated with construction, including air quality, noise pollution and local travel disruption.

Open Space provision

5.15 Although the provision of linked and improved open spaces has been identified as benefit resulting from the proposals in the SA, it will be important to ensure that the benefits gained by improving existing open space are not outweighed by the additional demand for open space resulting from the increased population in the area following the completion of these developments. The provision of new open space will therefore need to be commensurate with the provision of new development if the sustainability benefits of linking and improving existing open space are not be negated.

Effect on biodiversity

- 5.16 Within the SA area, opportunities for improving existing habitats and creating new habitats are limited. It will therefore be important that the effects of a large quantum of new development on biodiversity are fully considered and mitigated where necessary

Waste management

- 5.16 The quantum of development proposed will clearly have significant implications for waste management. It will be important to ensure that sustainable measures are in place to deal effectively with the increased generation of waste resulting from the quantum of development proposed.

Transport impacts outside of the SA area

- 5.17 Although the transport improvements within the SA area are identified as one of the main benefits resulting from these proposals, it is important that freeing up travel movements within the SA area does not have adverse implications for travel movements in the surrounding areas. The knock-on implications for travel movements outside the SA area, which could potentially be positive as well as negative, should therefore be fully assessed.

High quality design

- 5.18 With the quantum of development proposed, it will be important that the design of new buildings and associated spaces is of high quality. This applies equally to tall building and smaller scale developments. It is important in this context that development has full regard to existing street patterns

Views Management

- 5.19 The proposals for clusters of tall buildings have the potential to impact upon important strategic views, and this will need to be carefully managed through the design process.

Renewable energy technologies

- 5.20 The existing building stock within the SA area is mostly of an age whereby renewable energy technologies do not approach current standards. The quantum of development proposed represents a significant opportunity to increase energy performance of the area as a whole, and it will therefore be important to maximise this opportunity by ensuring that the energy performance of new development is of the highest standard.

6.0 MONITORING

- 6.1 Monitoring the ongoing effect of plans and policies is an integral and important part of the SA process. The long term nature of the proposals, the monitoring through indicators linked to the SA objectives will illustrate if the sustainability objectives of the SPD are being met. Where indicator performance shows over time that an indicator is not being met then relevant remedial action can be taken. Indicators can also illustrate where there may be a particular sustainability issue that needs responding to, and can be assessed against targets where these exist.
- 6.2 The SA/ SEA legislation and guidance does not require plans and programmes to be monitored individually. The Government has introduced recent changes for monitoring requiring a Single Data List and the best use of resources to monitor the effects through monitoring wider indicators. The Borough

has to produce an Annual Monitoring Report (AMR) on an annual basis to measure the performance of the LDF.

- 6.3 The SPD itself doesn't include specific monitoring indicators, so, it is important that the indicators monitoring the impact of the SPD are aligned to the SA objectives of the SPD to ensure the monitoring of significant effects.
- 6.4 Potential indicators for the Vauxhall SPD are indicated in the table below, and where possible have been aligned to existing indicators in the AMR and the SA Objectives.

SA Objective (s)	Indicators
Objective 1 Townscape, Historic Environment and Views Objective 2 Public Realm Objective 15 Inclusive Environment Objective 17 Sense of Place	% of demolitions within a Conservation Area LOI 12 – Number of conservation areas with up to date character appraisal LOI 11 – Number of listed buildings and buildings on 'at risk' register LOI 3 – Gross additional wheelchair accessible homes LOI 4 – Gross additional building for life assessments Annual progress update on each of the places and neighbourhoods
Objective 3 Transport and Travel	Annual progress update of infrastructure schedule LOI 14 – Level and type of planning obligations received LOI 7 – Number of passengers using rail and underground stations LOI8 – Public Transport Accessibility Levels
Objective 4 Housing	COI H1 – Plan period and housing targets Net additional dwellings COI H5 – Gross affordable housing completions LOI 2 – Proportion of homes with 3 or more bedrooms
Objective 5 Employment and Skills	COI BD 1 – Total amount of additional employment floorspace, by type
Objective 6 Health and Wellbeing Objective 7 Community Cohesion Objective 8 Services and Amenities	LOI 5 – New child play spaces created in completed residential developments Annual progress update of infrastructure schedule Recorded Crimes per 1, 000 households LOI 13 – Percentage of planning approvals for ten or more residential units receiving Secure by Design accreditation
Objective 9 Noise Objective 10 Air Quality Objective 11 Micro-Climate Objective 12 Water and Flooding Objective 12 Efficient Use of Land Objective 14 Sustainable Energy Objective 16 Biodiversity	LOI 9 – Unrestricted open space per 1,000 persons Monitoring through the Air Quality Management Area (AQMA) NI 186 – Per capita CO2 emissions in local authority area COI E1 – Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds COI H3 – New and converted dwellings – on previously developed land COI BD 2 – Total amount of employment floorspace on previously developed land, by type COI E3 – Renewable Energy Generation Air Pollution Index

Appendix One – Relevant Policies, Plans and Programmes

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APPENDIX 1 – Relevant policies, plans and programmes

Level: International
Directive 92/43/EC Conservation of Natural Habitats of Wild Fauna & Flora
Directive 2009/147/EC Birds Directive
The Convention on Biological Diversity. Rio de Janeiro 1992.
Directive 2000/60/EC Water Framework Directive
Directive 2008/50/EC Ambient Air Quality Directive
Directive 1999/30/EC Limit values for SO ₂ , NO _X , PM ₁₀ & lead
Directive 2002/49/EC Environmental Noise Directive
Kyoto Protocol on Climate Change 2005
Directive 99/31/EC Landfill Directive
Pan-European Biological and Landscape Diversity Strategy
European Sustainable Development Strategy
European Spatial Development Perspective
White Paper. European Transport Policy for 2010: time to decide EU COM (2001) 370
EU Sixth Environmental Action Programme
European Landscape Convention (2006)
Living Planet Report 2012
Level: National
Climate Change Act 2008
UK Sustainable Development Strategy "Securing the Future". March 05
Conservation of Habitats and Species Regulations 2010
The Conservation of Habitats and Species Regulations 2011
UK Biodiversity Action Plan
Biodiversity 2020: a Strategy for England's Wildlife and Ecosystems
The Future of Transport White Paper DfT 2004
The Future of Air Transport
Wildlife and Countryside Act 1981 (as amended)
Sustainable Communities Plan ODPM 2003
Energy White Paper 2011
Climate Change: The UK Programme 2006
The Air Quality Strategy for England, Scotland, Wales & Northern Ireland. DEFRA 2007.
Air Pollution: Action in a Changing Climate (March 2010)
The National flood and Coastal Erosion Strategy for England 2011
An Environment Agency: Policy and Practice for the Protection of Groundwater
Looking to the Future 2004-7 The National Trust 2004
Natural England Corporate Plan 2011 - 2015
Code for Sustainable Homes
The Historic Environment: A Force for Our Future 2001
Transport & the Historic Environment - English Heritage 2004

Strategic Plan - British Trust for Conservation Volunteers
Level: Regional and London Policy
EER - South East of England Regional Assembly - South East Plan - A clear vision for the South East - March 2006
Sustainable Development Framework for London
The London Plan July 2011
Sustainable Design and Construction SPG (May 2006)
Strategic Housing Land Availability Assessment and Housing Capacity Study 2009
Industrial capacity SPG (March 2008)
GLA London View Management Framework Draft Regional SPG
Sustainable Communities in London. ODPM 2003
Intermodal Transport Interchange for London. BPG 2004 Regional Policy
London Climate Change Adaptation Strategy (draft 2010)
London Water Strategy (October 2011)
Health Inequalities Strategy (April 2010)
Health Care for London. A Framework for action (July 2007)
Improving Londoner's Access to Nature - London Plan Implementation Report' (February 2008)
Level: Borough Level Policy
The London Plan - Sub-Regional development framework for Central London May 2006
Core Strategy (January 2011)
Adopted UDP August 2007
Sustainable Design & Construction SPD July 2008
Guidance and Standards for Housing Development and House Conversions SPD (July 2008)
Safer Built Environments SPD (April 2008)
S106 Planning Obligations SPD (July 2008, updated July 2010)
LBL Sustainable Community Strategy Our 2020 Vision (2008-2010)
LBL Lambeth's Housing Strategy Statement 2004-2007
Lambeth Local Implementation Plan (Transport, 2011)
CRP - Light at the End of the Tunnel Regional Policy
Lambeth Open Space Strategy, 2004 (Updated 2007)
Lambeth Biodiversity Action Plan (2006)
Lambeth PCT strategies: Strategic Service Development Plan (SSDP, for 3 boroughs March 2008), 5 Year Commissioning Strategy Plan (2008/09); Operations Plan 2008/09, Promoting Mental Health and Wellbeing in Lambeth (2005), Lambeth Healthy Weight - Healthy Lives Strategy (2008-11) and Updated Estates Strategy (March 2008)
NHS Modernisation Initiative

Appendix Two – Appraisal Matrices

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Vauxhall SPD – Draft Sustainability Appraisal: Principle 1

Matrix of Appraised Option

Principle or Area Specific Proposal:

Principle 1: Create a sustainable mix

Create a sustainable mix of high density development providing at least 8,000 new jobs and 3,500 new homes, a diverse and balanced community.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude (Major/minor)	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	=	Medium – long	Major	Permanent	Quality of design is important.
2. Public Realm	=	Medium – long	Major	Permanent	Quality of urban design
3. Transport and Travel	-	Medium – long	Major	Permanent	Need for transport infrastructure to align within increase demand.
4. Housing	++	Medium – long	Major	Permanent	Significant increase in the amount, type and mix of housing, providing more choice
5. Employment and Skills	++	Short and medium – long	Major	Temporary permanent	Creation of 3500 new jobs will bring significant growth to the local economy
6. Health and Wellbeing	-	Medium – long	Minor	Permanent	Design principles – secured by design.
7. Community Cohesion	+	Medium – long	Major	Permanent	
8. Services and	+	Medium – long	Major	Permanent	Lifetime homes/ wheelchair housing

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude (Major/minor)	Permanence	Commentary/ Mitigation
Amenities					programmes
9. Noise	-	Short – medium	Minor	Temporary	Consider phasing and construction, construction hours etc
10. Air Quality	-	Short – medium	Minor	Temporary	Consider phasing and construction, construction hours etc
11. Microclimate	-	Long – term	Minor	Permanent	Design and location of tall buildings
12. Water and Flooding	=	Medium – long	Major	Permanent	Design considerations will be important to ensure no adverse effects
13. Efficient Use of Lane	+	Medium – long	Major	Permanent	Positive Impact , subject to good design
14. Sustainable Energy	+	Medium – long	Major	Permanent	Opportunity to design in renewable energy
15. Inclusive Environment	++	Medium – long	Major	Permanent	Lifetime homes/wheelchair housing programmes for significant number of homes
16. Biodiversity	=	Medium – long	Major	Permanent	Depend on schemes and potential to create new habitat
17. Sense of Place	+	Medium – long	Major	Permanent	Opportunity to improve ground activities and activity frontages
Summary of Assessment:					
Potentially long term positive benefits through the provision of new jobs and homes. Much of the impact is going to be determined by the quality and design of the new built environment.					
Comments on Assessment & potential mitigation:					
Design and consideration of sustainable design and construction techniques, working practices. Ensure a robust assessment is made of infrastructure requirements to support growth agenda.					

Vauxhall SPD – Draft Sustainability Appraisal: Principle 2

Matrix of Appraised Option

Principle or Area Specific Proposal:

Principle 2: Promote a new District Centre, the ‘Heart of Vauxhall’ that will increase the vitality of the area and form a ‘growth pole’ in the form of a new CA2 frontage

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude (Major/minor)	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Medium – long	Major	Permanent	Quality of design is important to ensure new centre is integrated into the area and creates a new destination
2. Public Realm	++	Short – medium	Major	Permanent	Positive impact in the creation of more accessible Public Realm
3. Transport and Travel	+	Medium – long	Major	Permanent	Positively enhances and encourages use of Public Transport
4. Housing	=				Neutral
5. Employment and Skills	++	Short and medium – long	Major	Permanent	Positive contribution through provision of affordable space, support measures and job/training opportunities
6. Health and Wellbeing	=				Neutral
7. Community Cohesion	+	Short – medium	Minor	Permanent	Positive impact due to supportive culture of retail enterprise
8. Services and Amenities	++	Short, medium – long	Major	Permanent	Positively enhances the level of service and amenities provided thorough new district centre
9. Noise	-	Short – medium – long	Minor	Permanent	Potential impacts due to servicing requirements

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude (Major/minor)	Permanence	Commentary/ Mitigation
10. Air Quality	-	Short – medium – long	Minor	Permanent	and increased vehicular movements Potential impacts due to servicing requirements and increased vehicular movements
11. Microclimate	-	Short – medium – long	Minor	Permanent	Increased emissions potentially effects pedestrians and cyclists
12. Water and Flooding	=				Flood risk and surface drainage mitigation measures
13. Efficient Use of Lane	+	Medium – long	Major	Permanent	Making more efficient use of previously developed land
14. Sustainable Energy	+	Medium – long	Minor	Permanent	Opportunity to include renewable energy technology in new buildings
15. Inclusive Environment	+	Medium – long	Major	Permanent	Opportunity to improve Public Realm and accessible spaces
16. Biodiversity	=				No opportunity to create new habitat or enhance existing
17. Sense of Place	+	Short – medium – long	Major	Permanent	Positive contribution to the creation of active frontages
Summary of Assessment:					
Positive enhancement of services, amenities and Public Realm, creating a sense of place.					
Comments on Assessment & potential mitigation:					
Consideration of sustainable transport plans for increased servicing requirements. Biodiversity should be considered in the design of the new buildings and whether there can be opportunities to enhance it.					

Vauxhall SPD – Draft Sustainability Appraisal

Matrix of Appraised Option

Principle or Area Specific Proposal:

Principle 3: Reinforce neighbourhood destinations and consolidate and expand the cultural and evening economy. Reinforce local neighbourhood destinations at Black Prince Road, Old Paradise Street and Vauxhall Pleasure Gardens as part of the creation of a network of journeys between places of interest.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	+	Short/Medium term	Major	Permanent	Positive enhancement of existing neighbourhoods and maintaining character of the area.
2. Public Realm	+	Short/Medium/Long Term	Major	Permanent	Positive enhancement of public realm.
3. Transport and Travel	+	Medium/Long Term	Major	Permanent	Reduction in need to travel through creation of a network of footpaths and cycle ways.
4. Housing	=	n/a	n/a	n/a	No new housing proposed, effect considered to be neutral.
5. Employment and Skills	=	n/a	n/a	n/a	No employment created or lost.
6. Health and Wellbeing	+	Short/Medium/Long term	Major	Permanent	Positive effect through greater opportunities for walking and cycling. Creation of safer neighbourhoods through increased activity and better lighting.
7. Community Cohesion	+	Sort/Medium/Long Term	Minor	Permanent	Positive enhancement of neighbourhood characters and linkages. Improvements to public

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
8. Services and Amenities	+	Short/Medium/Long Term	Major	Permanent	space and cultural facilities. Positive impact through provision of increased cultural offer and better access, particularly to formal open green spaces.
9. Noise	=	n/a	n/a	n/a	Potential benefit to reduce noise through decrease in traffic movements balanced by increased noise due to increased evening economy.
10. Air Quality	+	Short/Medium/Long Term	Minor	Permanent	Potential benefit due to reduction in emissions resulting from fewer vehicular movements.
11. Microclimate	+	Short/Medium/ Long Term	Minor	Permanent	Potential benefit due to reduction in emissions resulting from fewer vehicular movements.
12. Water and Flooding	=	n/a	n/a	n/a	No significant impact on flood risk and surface water drainage.
13. Efficient Use of Land	+	Short/Medium/Long Term	Minor	Permanent	
14. Sustainable Energy	+	Short/Medium Term	Minor	Permanent	Potential to positively increase the number of journeys made by cycling and walking.
15. Inclusive Environment	+	Short/Medium Term	Minor	Permanent	Positive enhancement of existing movement routes and creation of linkages between neighbourhoods..
16. Biodiversity	+	Short/Medium Term	Minor	Permanent	Potential for the enhancement of biodiversity through new green links and planting. Need to ensure these are linked to existing areas of biodiversity.
17. Sense of Place	+	Short/Medium Term	Major	Permanent	Positive enhancement of sense of place.
Summary of Assessment:					

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Positive contribution to achieving sustainability objectives.					
Comments on potential mitigation:					

Vauxhall SPD – Draft Sustainability Appraisal

Matrix of Appraised Option

Principle or Area Specific Proposal: Principle 4: Rediscover Railway Arches

Rediscover the railway arches as an active spine, a focus for employment and business, cultural, artistic and community uses.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Short/Medium/Long Term	Major	Permanent	Opportunity to significantly enhance character and appearance of the locality
2. Public Realm	++	Short/Medium/Long Term	Major	Permanent	Opportunity to significantly improve the Public Realm
3. Transport and Travel	+	Medium/Long Term	Major	Permanent	Opening up of closed arches removes existing barrier to movement and significantly improves connectivity
4. Housing	=				Neutral
5. Employment and Skills	+	Short/Medium/Long Term	Major	Permanent	Potential to increase employment and business opportunities and to increase economic growth
6. Health and Wellbeing	+	Short/Medium/Long Term	Minor	Permanent	Removing existing barriers to movement offers potential to increase walking and cycling
7. Community Cohesion	+	Short/Medium/Long Term	Minor	Permanent	Opportunities for community events.
8. Services and Amenities	+	Short/Medium/Long Term	Minor	Permanent	Limited creation of additional services and amenities

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	Temporary noise created through opening up /re-use of existing arches; increase in noise through additional employment activity
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary and permanent	Temporary reduction in air quality through opening up /re-use of existing arches; potential for permanent reduction in air quality as a result of increased employment activity and associated service requirements.
11. Microclimate	-	Short/Medium/Long Term	Minor	Permanent	Increase in emissions resulting from increased employment activity could impact upon conditions for cyclists
12. Water and Flooding	=				Uses would be less vulnerable in flood risk terms
13. Efficient Use of Lane	+	Short/Medium/Long Term	Major	Permanent	Re-use of vacant arches for employment purposes would be an efficient use of previously developed land
14. Sustainable Energy	+	Short/Medium/Long Term	Minor	Permanent	Limited opportunities for the use of sustainable energy technologies in re-use of arches.
15. Inclusive Environment	+	Short/Medium/Long Term	Major	Permanent	Opening up of closed arches removes existing barrier to movement and significantly improves access for all
16. Biodiversity	=				No loss of existing habitat, with little opportunity for the creation of new habitat
17. Sense of Place	+	Short/Medium/Long Term	Major	Permanent	The re-use of closed arches for employment activity would significantly enhance the sense of place.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
<p>Summary of Assessment:</p>					
<p>The opening up of the arches represents an opportunity to significantly enhance the appearance of the locality and the quality of the public realm; would generate employment; and would significantly increase connectivity and accessibility for all.</p>					
<p>Comments on mitigation:</p> <p>Any negative impacts in terms of noise and air quality could be reduced or obviated with appropriate mitigation.</p> <p>Opportunities to enhance biodiversity should be considered in site specific proposals</p>					

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Matrix of Appraised Option

Principle or Area Specific Proposal: Principle 5: Reconnect Vauxhall to the River

Reconnect Vauxhall to the river, improve the riverside walk and enliven the waterfront

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Long Term	Major	Permanent	Reinforcement of key vistas along the River Thames through exceptional new buildings
2. Public Realm	++	Medium/Long Term	Major	Permanent	Creation of new spaces with planting and public art will significantly improve the public realm
3. Transport and Travel	+	Medium/Long Term	Minor	Permanent	The creation of new pedestrian links through the area offers limited opportunities to reduce demand for travel.
4. Housing	=				Neutral
5. Employment and Skills	+	Short/Medium Term	Minor	Temporary	Potential creation of some employment opportunities in the opening up of new access routes and improvement of existing footpaths.
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	Creation of new pedestrian routes and improvement of existing pedestrian routes within an enhanced environment
7. Community Cohesion	+	Medium/Long Term	Major	Permanent	Creation of enhanced environment with spaces to meet would positively enhance community cohesion

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
8. Services and Amenities	+	Medium/Long Term	Minor	Permanent	Limited opportunity to introduce services and amenities associated with new open spaces.
9. Noise	=				No significant impact
10. Air Quality	=				No significant impact
11. Microclimate	=				No significant impact
12. Water and Flooding	=				No significant impact
13. Efficient Use of Land	+				More efficient use of land through improved use of the viaducts
14. Sustainable Energy	=				
15. Inclusive Environment	+	Medium/Long Term	Minor	Permanent	Opportunities to improve accessibility in the creation of new pedestrian routes and improvement of existing routes
16. Biodiversity	+	Medium/Long Term	Minor	Permanent	Opportunities to enhance existing habitats and create new habitats
17. Sense of Place	+	Medium/Long Term	Major	Permanent	Significant opportunity to reinforce the distinctive character of the riverside
Summary of Assessment:					
Significant opportunity to reinforce and enhance key vistas of the River Thames; to reinforce the distinctive sense of place offered by the riverside; to improve accessibility and connectivity through the area; and to improve health and wellbeing through increased activity within an enhanced environment.					

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
<p>Comments on potential mitigation:</p> <p>Need to ensure that increased activity and linkages, and Riverfront walk does not have any impact on biodiversity present along the River.</p> <p>No mitigation required</p>					

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Matrix of Appraised Option

Principle or Area Specific Proposal: Principle 6: Streets and Spaces

Development should define a series of streets, spaces and places, revitalising Vauxhall with a new High Street shared between pedestrians and vehicles and a new urban square as a focus for the new District Centre.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	+	Long Term	Major	Permanent	Significant opportunity to enhance the townscape, whilst safeguarding historic street patterns
2. Public Realm	+	Medium/Long Term	Major	Permanent	Significant opportunity to enhance the public realm through the creation of new spaces and the enhancement of existing spaces
3. Transport and Travel	+	Medium/Long Term	Major	Permanent	Opportunity to reduce the need to travel by enhancing quality of the pedestrian and cycling environment.
4. Housing	=				Neutral
5. Employment and Skills	+	Medium/ Long Term	Minor	Permanent	Opportunity to increase employment, particularly in the retail sector, through the creation of an enhanced shopping environment.
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	Benefit gained through improved pedestrian links and increased opportunities for walking
7. Community Cohesion	++	Medium/Long Term	Major	Permanent	Significant opportunity through the creation of a new public square linked to other public spaces

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
8. Services and Amenities	++	Medium/Long Term	Major	Permanent	Significantly improved services and amenities associated with the revitalised High Street.
9. Noise	-	Medium/Long Term	Minor	Temporary and permanent	Temporary noise impacts resulting from construction of new road layouts and creation of new spaces; potential for permanent noise impacts resulting from activities within the new spaces.
10. Air Quality	+	Medium/Long Term	Minor	Permanent	Improvement in air quality resulting from reduced emissions, offset in the short term by impacts resulting from construction.
11. Microclimate	+	Medium/Long Term	Minor	Permanent	Improvement in conditions for cyclists resulting from reduced emissions
12. Water and Flooding	=				Any issues in relation to flood risk to less vulnerable uses in the area could be mitigated through appropriate measures
13. Efficient Use of Lane	+	Medium/ Long Term	Major	Permanent	Reconfiguration of existing road layout could lead to significant improvement in the efficient use of land
14. Sustainable Energy	+	Medium/Long Term	Minor	Permanent	Limited potential for the inclusion of renewable technologies in new development
15. Inclusive Environment	+	Medium/Long Term	Major	Permanent	Major opportunity to improve inclusive access in the reconfigured street layout
16. Biodiversity	+	Medium/Long Term	Minor	Permanent	Limited opportunity to create new habitats in public spaces
17. Sense of Place	+	Long Term	Major	Permanent	Major opportunity to create a sense of place based upon a new public square

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Summary of Assessment:					
Significant opportunity to create a sense of place within a reconfigured street layout which, whilst reflecting the historic street pattern, offers the potential for an improved townscape and an accessible environment.					
Comments on potential mitigation:					
Mitigation required in respect of potential noise impacts and flood risk.					

Vauxhall SPD – Draft Sustainability Appraisal

Matrix of Appraised Option

Principle or Area Specific Proposal: Principle 7: Connect and Improve Green Spaces

Connect and improve the green spaces, especially Vauxhall Pleasure Gardens, Vauxhall Park and Larkhall Park, and create new spaces where possible.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Medium/Long Term	Major	Permanent	Significant improvement to the townscape resulting from linked open spaces improving access for the local population and visitors
2. Public Realm	++	Medium/Long Term	Major	Permanent	Significant improvement to the public realm resulting from linked open spaces
3. Transport and Travel	=				Neutral
4. Housing	=				Neutral
5. Employment and Skills	=				Neutral
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	Significant benefits resulting from improved access and linked open spaces creating better facilities for cycling and walking
7. Community Cohesion	+	Medium/Long Term	Major	Permanent	Significant opportunities for improved community cohesion resulting from improved open space
8. Services and	=	n/a	n/a	n/a	

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Amenities					
9. Noise	-	Medium/Long Term	Minor	Permanent	Potential noise impacts on local residents through increased use of open spaces
10. Air Quality	=	n/a	n/a	n/a	
11. Microclimate	=	n/a	n/a	n/a	
12. Water and Flooding	=	n/a	n/a	n/a	
13. Efficient Use of Lane	=	n/a	n/a	n/a	
14. Sustainable Energy	=	n/a	n/a	n/a	
15. Inclusive Environment	+	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that existing and new open spaces are fully accessible
16. Biodiversity	+	Medium/Long Term	Major	Permanent	Significant opportunity to create new habitats and improve existing habitats within open spaces
17. Sense of Place	+	Medium/Long Term	Major	Permanent	Significant opportunity to create a sense of place based upon a series of linked open spaces.
Summary of Assessment:					
Significant opportunity to enhance the townscape and the public realm through a series of linked and fully accessible open spaces.					
Comments on Assessment & potential mitigation:					
Potential noise impacts resulting from increased use of the open space will need to be mitigated.					

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Principle or Area Specific Proposal: Principle 8: Supporting Infrastructure

Ensure supporting infrastructure is provided to create a truly memorable place.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	=	Medium/Long Term	Major	Permanent	The provision of new infrastructure will have a major impact on the townscape, the nature of which will be site specific and subject to quality of design. In the absence of such details, the impact has been assessed as neutral but in practice could equally be positive or negative.
2. Public Realm	=	Medium/Long Term	Major	Permanent	The provision of new infrastructure will have a major impact on the public realm, the nature of which will be site specific and subject to quality of design. In the absence of such details, the impact has been assessed as neutral but in practice could equally be positive or negative
3. Transport and Travel	++	Medium/Long Term	Major	Permanent	The provision of infrastructure at the local level will reduce the need to travel. The possible provision of a new station at Nine Elms would also be a significant benefit, increases in public transport efficiency and capacity
4. Housing	=				Neutral
5. Employment and	++	Medium/Long Term	Major	Temporary	The provision of new infrastructure would

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Skills				and Permanent	generate new jobs, both in terms of temporary construction jobs and permanent jobs in the long term. The increase in infrastructure would also support the economic growth of the area
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The provision of new infrastructure would bring significant benefits in terms of health and wellbeing potentially reducing congestion and pollution
7. Community Cohesion	+	Medium/Long Term	Major	Permanent	The provision of new infrastructure would bring significant benefits in terms of community cohesion.
8. Services and Amenities	+	Medium/Long Term	Major	Permanent	The provision of new infrastructure would result in the provision of new services and amenities, and better connectivity to other services in the area
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The provision of new infrastructure could have significant impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary and permanent	The provision of new infrastructure could have significant impacts in terms of air quality, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation
11. Microclimate	+	Short/Medium/Long Term	Minor	Permanent	Potential local improvements on the microclimate due to reduced emissions.
12. Water and Flooding	-	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the specific uses proposed and appropriate mitigation.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
13. Efficient Use of Lane	++	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from innovative design on constrained sites
14. Sustainable Energy	++	Medium/Long Term	Major	Permanent	Significant opportunity to include renewable technologies in innovative designs for new infrastructure
15. Inclusive Environment	+	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that all new infrastructure, particularly a new station at Nine Elms, are fully accessible.
16. Biodiversity	+	Medium/Long Term	Minor	Permanent	Limited potential to create new habitats as part of new infrastructure projects
17. Sense of Place	+	Medium/Long Term	Major	Permanent	Opportunity to create a sense of place through innovative design in new infrastructure projects.
<p>Summary of Assessment:</p> <p>Opportunity to generate significant community and sustainability benefits through the provision of innovatively designed new infrastructure projects, better connectivity and improved services. The new infrastructure provision will support the growth of the area.</p>					
<p>Comments on Assessment & potential mitigation:</p> <p>New infrastructure will require good design and appropriate mitigation measures in order to avoid potentially significant impacts. The provision of infrastructure will need to secure to enable the start of sustainable growth in the area.</p>					

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Principle or Area Specific Proposal: Principle 9: Place Making

Good place making principles should be applied to all new developments

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	=	Medium/Long Term	Major	Permanent	Principles for good place making will have a significant effect on townscape quality and the historic environment. Principles for the assessment of tall buildings will significantly impact key views, including strategic views from outside the Borough. Potential for this to have a negative impact unless mitigated.
2. Public Realm	++	Medium/Long Term	Major	Permanent	Principles for good place making will have a significant effect on the public realm
3. Transport and Travel	=				Neutral
4. Housing	=				Neutral
5. Employment and Skills	=				Neutral
6. Health and Wellbeing	=				Neutral
7. Community Cohesion	=				Neutral

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
8. Services and Amenities	=				Neutral
9. Noise	=				Neutral
10. Air Quality	=				Neutral
11. Microclimate	-	Medium/Long Term	Minor	Permanent	Potential impact on the microclimate due to overshadowing and the 'tunnel' effect of clusters on tall building.
12. Water and Flooding	-	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the quantum and design of new development
13. Efficient Use of Lane	+	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land through clusters of tall buildings
14. Sustainable Energy	+	Medium/Long Term	Major	Permanent	Significant opportunity to include renewable technologies as part of clusters of tall buildings
15. Inclusive Environment	+	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new development is fully inclusive
16. Biodiversity	-	Medium/Long Term	Minor	Permanent	Potential adverse impact on biodiversity due to changes in the microclimate resulting from clusters of tall buildings
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through distinctive and innovative design of tall buildings

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Summary of Assessment:					
<p>Significant potential to secure a sense of place through the application of principles requiring high quality and innovative design, particularly in relation to clusters of tall buildings. The principles in relation to the latter assume greater significance because clusters of tall buildings will have an impact both on local views and strategic views from outside the Borough.</p>					
Comments on Assessment & potential mitigation:					
<p>A number of potentially significant impacts resulting from clusters of tall buildings will need to be mitigated by good design. The potential impact of tall buildings should be further assessed in terms of affect on wind, over shadowing and amenity. Tall buildings should enhance and not detract from the existing views and conservation value in the area, and this should be demonstrated in any proposals coming forward.</p>					

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Principle or Area Specific Proposal: Principle 10: A Good Transport Experience

An improved experience for people using public transport and walking and cycling in the area. Maintain an effective transport interchange with simplified road junctions and crossings, reconfiguring the bus station and bus movements in the area, whilst anticipating future two way streets.

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	+	Medium/Long Term	Major	Permanent	The simplification of the road layout, and in particular the reconfiguration of the bus station, would result in commensurate improvements to the townscape.
2. Public Realm	+	Medium/Long Term	Major	Permanent	The simplification of the road layout, and in particular the reconfiguration of the bus station, would result in commensurate improvements to the public realm
3. Transport and Travel	++	Medium/Long Term	Major	Permanent	The simplification of the road, the reconfiguration of the bus station and reorganisation of local bus routes would individually and cumulatively bring significant benefits in the local transport and travel
4. Housing	=				Neutral
5. Employment and Skills	=				Neutral

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The provision of an improved transport network would bring significant benefits in terms of health and wellbeing Neutral
7. Community Cohesion	=				Neutral
8. Services and Amenities	=				Neutral
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The provision of new local transport network could have significant impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary and permanent	The provision of new local transport network could have significant impacts in terms of air quality, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation
11. Microclimate	+	Short/Medium/Long Term	Minor	Permanent	Potential local improvements on the microclimate due to reduced emissions from buses and other vehicles and the provision of the opportunity to provide more green space
12. Water and Flooding	--	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the quantum and design of new road layouts/transport interchanges.
13. Efficient Use of Lane	+	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land in a reconfigured road network
14. Sustainable Energy	+	Medium/Long Term	Minor	Permanent	Limited opportunity to include renewable technologies as part of a reconfigured road

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
15. Inclusive Environment	+	Medium/Long Term	Major	Permanent	network. Significant opportunity to ensure that the local transport network is fully accessible.
16. Biodiversity	=				Neutral
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through distinctive and innovative design in the new road layout and transport interchange
Summary of Assessment:					
Opportunity to create significant improvements in the local transport network, with commensurate benefits in terms of health and wellbeing, including the creation of a fully inclusive environment.					
Comments on Assessment & potential mitigation:					
A number of potentially significant impacts will need to be mitigated by good design, including flood risk, air quality and pollution. The proposed transport changes should be subject to detail modelling to ensure that there are no significant impacts on areas outside the SPD boundary.					

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Principle or Area Specific Proposal:

Northern Gateway

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Medium/Long Term	Major	Permanent	The proposals for the Northern Gateway character area would result in significant improvements to the townscape.
2. Public Realm	++	Medium/Long Term	Major	Permanent	The proposals for the Northern Gateway character area would result in significant improvements to the public realm, through the creation of new open space and urban squares along the Albert Embankment
3. Transport and Travel	+-	Medium/Long Term	Major	Permanent	The opening up of viaduct breakthroughs and the linking of streets would improve connectivity and would facilitate travel through the area. The proposal includes car parking, which may work against encouraging more sustainable forms of transport. Potential new increase in uses may lead to more traffic
4. Housing	+	Medium/Long Term	Major	Permanent	The proposals include a significant amount of new housing
5. Employment and Skills	+	Short/Medium/Long Term	Major	Temporary and permanent	The proposals for this area would generate a significant number of new jobs

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The provision of a network of linked streets and new open spaces within developments would bring significant benefits in terms of health and wellbeing
7. Community Cohesion	+	Medium/Long Term	Minor	Permanent	The provision of new open spaces, together with the removal of barriers to travel through the area, will assist in improving community cohesion.
8. Services and Amenities	+	Medium/Long Term	Minor	Permanent	Opportunity to provide additional services and facilities as part of redevelopment proposals in the area.
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The development proposals within this area could have impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary	The construction of development proposals within this area could have temporary impacts in terms of air quality,
11. Microclimate	=				Neutral
12. Water and Flooding	-	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the quantum and design of new development.
13. Efficient Use of Lane	++	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land in development proposals
14. Sustainable Energy	+-	Medium/Long Term	Minor	Permanent	Limited opportunity to include renewable technologies as part of new development proposals
15. Inclusive	+	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Environment					development proposals are fully inclusive
16. Biodiversity	+	Medium/Long Term	Minor	Permanent	Potential to provide new and enhanced habitats as part of development proposals in open space and through improvements to Lambeth community park
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through distinctive and innovative design in new development proposals and the inclusion of active ground floor frontages
<p>Summary of Assessment:</p> <p>Opportunity to create significant improvements in the local townscape and to provide a significant quantum of new housing and employment opportunities within a fully inclusive environment and the provision of additional open space. The area would potentially benefit from improved connectivity and linkages particularly through the viaduct.</p>					
<p>Comments on Assessment & potential mitigation:</p> <p>A number of potentially significant impacts, including flood risk, will need to be mitigated by good design and/or specific mitigation measures uncertain impact on the impact of car parking encourages more cars used. Parking should be limited to that necessary and travel plans incorporated in development proposals.</p>					

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Principle or Area Specific Proposal:

Central Embankment

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Medium/Long Term	Major	Permanent	The proposals for the Central Embankment character area would result in significant improvements to the townscape, with improvement to the Albert Embankment
2. Public Realm	+	Medium/Long Term	Major	Permanent	The proposals for the Central Embankment character area would result in significant improvements to the public realm with new urban square
3. Transport and Travel	+-	Medium/Long Term	Major	Permanent	The linking of streets would improve connectivity and would facilitate travel through the area. Car parking is included in the proposal which may encourage more use of cars
4. Housing	+	Medium/Long Term	Major	Permanent	The proposals include a significant amount of new housing
5. Employment and Skills	+	Short/Medium/Long Term	Major	Temporary and permanent	The proposals for this area would generate a significant number of new jobs and opportunity for economic growth
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The provision of a network of linked streets, an improved north-south pedestrian link and new open spaces within developments would bring

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
					significant benefits in terms of health and wellbeing
7. Community Cohesion	+	Medium/Long Term	Minor	Permanent	The provision of new open spaces, together with improved connectivity through the area, will assist in improving community cohesion.
8. Services and Amenities	+	Medium/Long Term	Minor	Permanent	Opportunity to provide additional services and facilities as part of redevelopment proposals in the area.
9. Noise	-+	Short/Medium/Long Term	Minor	Temporary and permanent	The development proposals within this area could have impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation. Reduction in traffic could improve noise levels in certain paths
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary	The construction of development proposals within this area could have temporary impacts in terms of air quality.
11. Microclimate	=				The development proposals within this area would have no significant impact on the microclimate
12. Water and Flooding	-	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the quantum and design of new development.
13. Efficient Use of Lane	+	Medium/Long Term	Major	Permanent	Re-use of land will be more efficient
14. Sustainable Energy	+	Medium/Long Term	Minor	Permanent	Limited opportunity to include renewable technologies as part of new development proposals
15. Inclusive Environment	++	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new development proposals are fully inclusive

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
16. Biodiversity	+	Medium/Long Term	Minor	Permanent	Potential to provide new and enhanced habitats as part of development proposals
17. Sense of Place	+/-	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through distinctive and innovative design in new development proposals but would require careful design to incorporate 450 new homes
<p>Summary of Assessment:</p> <p>Opportunity to create significant improvements in the local townscape and to provide a significant quantum of new housing and employment opportunities, together with improved connectivity through the area and a fully inclusive environment.</p>					
<p>Comments on Assessment & potential mitigation:</p> <p>A number of potentially significant impacts, including flood risk, will need to be mitigated by good design and/or specific mitigation measures.</p>					

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Principle or Area Specific Proposal:

Spring Gardens

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	+	Medium/Long Term	Major	Permanent	The proposals for Spring Gardens character area offer significant opportunities to enhance the townscape of this key riverside location
2. Public Realm	++	Medium/Long Term	Major	Permanent	The proposals for the Spring Gardens character area would result in significant improvements to the public realm along Albert Embankment and the provision of additional open space
3. Transport and Travel	+	Medium/Long Term	Major	Permanent	The proposed viaduct breakthrough would improve connectivity and would facilitate travel through the area.
4. Housing	++	Medium/Long Term	Major	Permanent	The proposals include a significant amount of new housing
5. Employment and Skills	++	Short/Medium/Long Term	Major	Temporary and permanent	The proposals for this area would generate a significant number of new jobs
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The improvements to the Albert Embankment and the strengthening of links with the Vauxhall Pleasure Gardens provision of a network would bring significant benefits in terms of health and wellbeing

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
7. Community Cohesion	+	Medium/Long Term	Minor	Permanent	The improvements to the Albert Embankment, including the provision of new cafes, bars and restaurants, together with the strengthening of links with the Vauxhall Pleasure Gardens provision of a network would bring significant benefits in terms of community cohesion. New uses will have to be integrated well into the existing facilities in the area
8. Services and Amenities	+	Medium/Long Term	Minor	Permanent	Opportunity to provide additional services and facilities as part of redevelopment proposals in the area.
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The development proposals within this area could have impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary	The construction of development proposals within this area could have temporary impacts in terms of air quality.
11. Microclimate	=				Neutral
12. Water and Flooding	-	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the quantum and design of new development.
13. Efficient Use of Lane	+	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land in development proposals
14. Sustainable Energy	+	Medium/Long Term	Minor	Permanent	Limited opportunity to include renewable technologies as part of new development proposals
15. Inclusive	+	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Environment					development proposals are fully inclusive, particularly the increase of cultural, evening economy and employment uses
16. Biodiversity	=				Could involve the planting of trees and enhancement of biodiversity in new open space
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through distinctive and innovative design in new development proposals
<p>Summary of Assessment:</p> <p>Opportunity to create significant improvements in the townscape of this important riverside location and to provide a significant quantum of new housing and employment opportunities, together with improved connectivity through the area and a fully inclusive environment. More active frontages, along routes to open space should provide better amenities in the area. The new open space offers the opportunity to enhance biodiversity in the area.</p>					
<p>Comments on Assessment & potential mitigation:</p> <p>A number of potentially significant impacts, including flood risk, will need to be mitigated by good design and/or specific mitigation measures. The potential increase in the evening economy in the area will have to be sensitively integrated and managed, to ensure continued and increased community cohesion with existing and future residents.</p>					

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Principle or Area Specific Proposal:

Vauxhall Cross

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Medium/Long Term	Major	Permanent	The proposals for the Vauxhall Cross character area, particularly the reconfiguration of the transport interchange, offer significant opportunities to enhance the townscape of this key riverside location
2. Public Realm	+	Medium/Long Term	Major	Permanent	The enhancement of the Public Realm is one of the key objectives and outcomes for this character area. Creation of a new public square will enhance the public realm
3. Transport and Travel	++	Medium/Long Term	Major	Permanent	The proposed reconfiguration of the transport interchange and the surrounding road would significantly improve travel through the area.
4. Housing	+	Medium/Long Term	Major	Permanent	The proposals include a modest level of new housing
5. Employment and Skills	+	Short/Medium/Long Term	Major	Temporary and permanent	The proposals for this area would generate new jobs and the creation of a new district centre would offer the opportunity to increase economic growth.
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The links with the Vauxhall Pleasure Gardens and the river would bring significant benefits in terms

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
7. Community Cohesion	+	Medium/Long Term	Minor	Permanent	of health and wellbeing The creation of a new urban square with a mixture of cultural and community activities , combined with a significantly improved retail offer of the adjoining district centre, would bring significant benefits in terms of community cohesion.
8. Services and Amenities	+	Medium/Long Term	Minor	Permanent	Opportunity to provide additional services and facilities as part of the improved district centre.
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The development proposals within this area could have impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary	The construction of development proposals within this area could have temporary impacts in terms of air quality.
11. Microclimate	+	Medium/Long Term	Minor	Permanent	The improved traffic flows resulting from the reconfiguration of the transport interchange and local road network offers potential for reducing emissions and therefore improving the microclimate
12. Water and Flooding	-	Medium/Long Term	Major	Permanent	Potential significant impacts on flood risk and surface drainage, subject to the quantum and design of new development.
13. Efficient Use of Lane	+	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land in development proposals
14. Sustainable Energy	+	Medium/Long Term	Major	Permanent	Significant opportunity to include renewable technologies as part of new development proposals

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
15. Inclusive Environment	+	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new development proposals are fully inclusive
16. Biodiversity	=	n/a	n/a	n/a	
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through the creation of a new urban square and active frontages
<p>Summary of Assessment:</p> <p>Significant opportunity to improve the public realm and to assist community cohesion through the provision of a new urban square and an enhanced district centre. Potentially significant improvements to travel patterns resulting from the reconfiguration of the transport interchange and the local road network.</p>					
<p>Comments on Assessment & potential mitigation:</p> <p>A number of potentially significant impacts, including flood risk, will need to be mitigated by good design and/or specific mitigation measures.</p>					

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Principle or Area Specific Proposal:

Miles Street

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	+	Medium/Long Term	Major	Permanent	The proposals for the miles Street character area, particularly the creation of a new urban square, offer a significant opportunity to improve the townscape and improve public open space
2. Public Realm	++	Medium/Long Term	Major	Permanent	The proposals for the miles Street character area, particularly the creation of a new urban square, offer a significant opportunity to improve the public realm
3. Transport and Travel	+	Medium/Long Term	Major	Permanent	The simplification of a major road junction in this area would significantly improve travel through the area.
4. Housing	+	Medium/Long Term	Major	Permanent	The proposals include a significant amount of new housing offering more housing opportunities
5. Employment and Skills	+	Short/Medium/Long Term	Major	Temporary and permanent	The proposals for this area would generate a significant number of new jobs
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The links with existing open spaces and the river would bring significant benefits in terms of health and wellbeing
7. Community Cohesion	+	Medium/Long Term	Minor	Permanent	The creation of a new urban square, combined

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
					with a significantly improved retail offer, would bring significant benefits in terms of community cohesion.
8. Services and Amenities	+	Medium/Long Term	Minor	Permanent	Opportunity to provide additional services and facilities as part of the improved district centre.
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The development proposals within this area could have impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary	The construction of development proposals within this area could have temporary impacts in terms of air quality.
11. Microclimate	+	Medium/Long Term	Minor	Permanent	The improved traffic flows resulting from the simplification of road junctions offers potential for reducing emissions and therefore improving the microclimate
12. Water and Flooding	-	Medium/Long Term	Minor	Permanent	Potential impacts on flood risk and surface drainage, subject to the quantum and design and mitigation measures included in new development.
13. Efficient Use of Land	++	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land in development proposals
14. Sustainable Energy	++	Medium/Long Term	Major	Permanent	Significant opportunity to include renewable technologies as part of new development proposals
15. Inclusive Environment	++	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new development proposals are fully inclusive

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
16. Biodiversity	=				
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through the creation of a new urban square and active frontages
<p>Summary of Assessment:</p> <p>Significant opportunity to improve the public realm and to assist community cohesion through the provision of a new urban square and an enhanced retail offer with active frontages. Potentially significant provision of new housing and job creation, contributing to the social and economic growth of the area. Potential to improve the connectivity in the area and priority for public transport, and improve access to existing openspace.</p> <p>Comments on Assessment & potential mitigation:</p> <p>A number of potentially significant impacts will need to be mitigated by good design and/or specific mitigation measures. The increase in the density of development will need to be balanced with the potential negative effects on surface water and flooding; and mitigation measures for the construction period of a large quantum of development. As with other areas in Vauxhall, ensuring there is sufficient infrastructure capacity to ensure sustainable development of 1350 homes and commercial space to provide 2500 jobs.</p>					

Vauxhall SPD – Draft Sustainability Appraisal

Matrix of Appraised Option

Principle or Area Specific Proposal:

Pascal Place

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
1. Townscape, Historic Environment and Views	++	Medium/Long Term	Major	Permanent	Significant opportunity to improve the townscape within this character area
2. Public Realm	++	Medium/Long Term	Major	Permanent	Significant opportunity to improve the public realm in this area, particularly in the proposal for the new Nine Elms station
3. Transport and Travel	++	Medium/Long Term	Major	Permanent	The proposal for the new Nine Elms station would bring significant travel benefits, not only for this character area but also adjoining areas
4. Housing	++	Medium/Long Term	Major	Permanent	The proposals include a significant amount of new housing, promoting efficient use of land
5. Employment and Skills	++	Short/Medium/Long Term	Major	Temporary and permanent	The proposals for this area would generate a significant number of new jobs, with opportunities for economic growth
6. Health and Wellbeing	+	Medium/Long Term	Major	Permanent	The links with existing open spaces and the river would bring significant benefits in terms of health and wellbeing to the population
7. Community Cohesion	=				Neutral
8. Services and	+	Medium/Long Term	Minor	Permanent	Opportunity to provide additional services and

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Amenities					facilities, particularly in association with the new Nine Elms station
9. Noise	-	Short/Medium/Long Term	Minor	Temporary and permanent	The development proposals within this area could have impacts in terms of noise generation, both on a temporary basis during construction and on a permanent basis, subject to appropriate mitigation.
10. Air Quality	-	Short/Medium/Long Term	Minor	Temporary	The construction of development proposals within this area could have temporary impacts in terms of air quality.
11. Microclimate	=				Neutral
12. Water and Flooding	-	Medium/Long Term	Minor	Permanent	Potential impacts on flood risk and surface drainage, subject to the quantum and design of new development.
13. Efficient Use of Lane	+	Medium/Long Term	Major	Permanent	Potential significant benefits resulting from more efficient use of land in development proposals
14. Sustainable Energy	++	Medium/Long Term	Major	Permanent	Significant opportunity to include renewable technologies as part of new development proposals
15. Inclusive Environment	++	Medium/Long Term	Major	Permanent	Significant opportunity to ensure that new development proposals are fully inclusive, potentially including the new Nine Elms station
16. Biodiversity	=	n/a	n/a	n/a	
17. Sense of Place	+	Medium/Long Term	Minor	Permanent	Opportunity to create a sense of place through new developments and innovative design

SA Objectives	Nature (Positive (+), Neutral (=), Negative (-))	Timescale (Length of effect) Short/ Medium/ Long Term	Magnitude	Permanence	Commentary/ Mitigation
Summary of Assessment:					
The provision of the new Nine Elms station represents a significant opportunity to improve travel into an out of the area, and to improve the public realm in the locality. Potentially significant provision of new housing and job creation, with additional community services and provision. The proposals off the potential to make better use of/more efficient use of land, and reconnecting neighbourhoods, reducing the need to travel.					
omments on potential mitigation: A number of potentially significant impacts will need to be mitigated by good design and/or specific mitigation measures, particularly noise and air quality during construction, flood risk and surface water drainage.					