



LONDON ROAD CENTRAL MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)

STATEMENT OF SUSTAINABILITY ISSUES

This statement has been published in order to comply with the guidance provided by the Planning Advisory Service's online Plan Making Manual (updated November 2009) as well as paragraphs 5.D.4 and 5.D.5 of the "Practical Guide to Strategic Environmental Assessment Directive", 2005 (ODPM).

How Sustainability Issues have been integrated into the SPD

The SPD seeks to provide an economically and environmentally healthy town centre that meets the needs of its users. Sustainability issues are embedded throughout the masterplan with some of the key principles including the retention/conversion of existing quality buildings including listed buildings, encouragement of social activity through improved public realm, delivery of air quality improvements, and improved green infrastructure.

The section on Land Use describes a mix of potential development types that may be brought forward in the area, including employment, residential, retail, education and community uses, all of which would contribute towards sustainable development.

The section on Movement and Access describes measures that will be required to assist in addressing and resolving air quality issues.

The section on Urban Design lists key townscape buildings that need to be retained and preserved and describes the need to facilitate pedestrian and cyclist movement to and from nearby destinations as one of the key challenges for the area. It sets design principles for new development which include meeting recommended standards in sustainable building design and achieving zero carbon, delivering improvements in air quality and noise climate, providing opportunities for small independent retailers, and maximising opportunities for urban greening and biodiversity. The section describes three "Development Zones" and considers refurbishment or redevelopment of existing key buildings. All three zones include a range of priorities such as introduction of new pedestrian and cyclist routes, creation of Greenways through planting and other features, and re-designing building lines to bring about air quality and public realm improvements.

The section on Public Realm describes the design principles for different road types, which include tree planting and removal of barriers that restricts pedestrian movement. It also identifies opportunities for creation of new public space.

The SPD also contains a section on Sustainability which includes details on the requirements to meet minimum standards of sustainable building design; to consider opportunities to promote sustainable living to residents of new developments; to consider district heating for local energy generation; to ensure development improves dispersal of air pollutants; to create links to areas of the Green Network; and to ensure water quality is not compromised.

How the Sustainability Appraisal and consultation has been taken into account.

Following the first assessment of the SPD, the SA made the following suggestions: that the needs of the existing and future community must be met through the inclusion of community infrastructure and through the mix of retail on offer; that the SPD should specify the standards as set out in Sustainable Building Design SPD must be met in order to minimise energy and water consumption; to include a reference to minimising production of construction waste; to ensure the underlying aquifer is protected at construction and operation stage and to make a reference to protecting the health of the existing communities. All of these suggestions were incorporated into the SPD.

The SA made no further suggestions to the second and third drafts of the SPD, as despite the SA concluding that the SPD could have an adverse impact on air quality and traffic/congestion due to the development proposals and some of the measures that aim to keep traffic moving in the Movement and Access section, the SA found the option of “producing the SPD” more preferable to the alternative option.

The SA was subject to public consultation in June 2009. Six responses were received which were taken into consideration when the final Sustainability Appraisal Report and SPD were prepared. Changes resulting from consultation comments included:

- Updated references to the South East Plan in Plans, Policies and Guidance section;
- Additional indicators added to the Sustainability Appraisal Framework;
- Further information added from the Urban Characterisation study relating to the London Road Central area;
- More emphasis placed on the significance of key buildings in the Sustainability Issues section;
- Re-consideration of impacts of SPD proposals on SA objectives relating to air quality and reducing journeys made by car.

The reasons for choosing the SPD as adopted

The Sustainability Appraisal considered the adoption of the SPD in the light of other reasonable alternatives and concluded that the option of producing an SPD was the preferred choice of the two possible options put forward.

Monitoring arrangements

The significance of the London Road Central Masterplan will be monitored on an annual basis with the findings reported in the Annual Monitoring Report produced by the Planning Strategy & Projects team. The following monitoring indicators have been proposed:

- Quantums of development including:
 - number of residential units including affordable units.
 - BD1 – Total amount of additional floorspace by type
 - BD2 – Total amount of employment floorspace on previously developed land
- Number of vacant retail units and associated percentage increase or decrease.
- Number of long term privately owned empty properties brought back in to residential use.
- Annual mean concentrations of NO₂ at three monitoring sites DT12, DT13 and DT14.
- Average monthly traffic flow – all motorised vehicle counts at counter sites: 74 - New England Road, 809 – Preston Road, and 810 - Beaconsfield Road.
- Average monthly cycle flow at counter site 959 – Preston Road.
- Total number of “All Crimes” recorded per annum – St Peters and North Laine Ward
- Number of listed buildings within the area (grade 1 and 2*).
- Number of listed buildings within the area on the at risk register.
- Percentage of Super Output Areas in the St Peters & North Laine ward identified as being within the 20% most deprived SOA in the UK.
- Percentage of major new build developments (residential and mixed use development) achieving recommended CSH/BREEAM standards set out in SPD08.
- Percentage of major new build development (residential and mixed use) that has contributed towards a reduction in urban heat island effect through implementation of green infrastructure.
- Amount and type of infrastructure and service improvements achieved through Section 106.

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