

# Lambeth Local Development Framework

## Core Strategy Adopted January 2011



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# Section 1 – Introduction

This section explains the role of Lambeth's Local Development Framework Core Strategy and sets out the process involved in developing it. It addresses the relationship of the Core Strategy with Lambeth's Sustainable Community Strategy, national planning policy, the London Plan and neighbouring boroughs.

## The Local Development Framework

- 1.1 All local councils are required to produce a Local Development Framework, or LDF, for their area. An LDF is a 'folder' of documents designed to guide the spatial development of the borough over the next 15 years.
- 1.2 An LDF must achieve **sustainable development** for the area it covers. The four guiding principles for sustainable development are:
  - social progress which recognises the needs of everyone
  - effective protection of the environment
  - the prudent use of natural resources
  - the maintenance of high and stable levels of economic growth and employment.
- 1.3 Work on Lambeth's LDF began in January 2008 and is expected to take approximately three years. When it is complete it will replace the Unitary Development Plan (UDP) adopted in August 2007.

## The Core Strategy

- 1.4 The Core Strategy is the first and most important document in the LDF 'folder' of Development Plan Documents (DPDs). It sets out:
  - the national, regional and local policy context (this section)
  - the evidence base and a summary of the spatial issues affecting the borough (section 2)
  - the spatial strategy, vision and strategic objectives to be achieved (section 3)
  - a limited number of strategic policies that provide a framework for the spatial strategy (section 4)
  - policies for shaping individual places and neighbourhoods (section 5)
  - the process and mechanisms for delivery and monitoring of the strategy (section 6).
- 1.5 More detailed policies and guidance will be contained in other LDF documents to be prepared after the Core Strategy and in accordance with it. These will include:



- A Site Allocations DPD – this will identify the sites required to achieve the spatial strategy set out in the Core Strategy
- A Development Management DPD (DM DPD) – this will set out detailed policies for the management of development in the borough
- Supplementary Planning Documents (SPDs) – these will elaborate on particular aspects of policy in the Core Strategy and DM DPD

## The Process and Assessment of Options

- 1.6 All DPDs, including the Core Strategy, must meet three tests of soundness: they must be *justified*, *effective* and *consistent with national policy*.
- 1.7 In order to meet these tests, the development of the Core Strategy has involved the following process:
- Consultation on initial issues and the emerging evidence base
  - Statutory consultation on Issues and Options for the Core Strategy (April-June 2008)
  - Consultation on a preferred approach, set out in a full Draft Core Strategy (May-June 2009)
  - A statutory Sustainability Appraisal throughout the development of the strategy
  - An Equalities Impact Assessment

The reports of this process are listed under the headings 'Consultation' and 'Sustainability Appraisal and Equalities Impact Assessment' in Annex 1.

- 1.8 This process has helped to ensure the Core Strategy's vision, objectives and policies accurately reflect the aspirations of stakeholders and the needs of the borough, and that the Core Strategy sets out the most appropriate strategy for the spatial development of the borough, given reasonable alternatives.
- 1.9 The process of assessing options for the Core Strategy is explained in the accompanying Consultation Statement and Sustainability Appraisal report listed in Annex 1. In summary, this involved the presentation of nine sets of alternative options for addressing key spatial issues at the 'Issues and Options' stage. These key spatial issues and options related to:
- the additional opportunities for the development of new homes
  - the mix of affordable and market-priced housing
  - the mix of dwelling sizes to meet housing need
  - the level of density for new residential development
  - where to allow new conversion of houses into flats

- how to increase the number and variety of jobs in the borough
  - how to achieve an adequate supply of affordable business premises
  - how to increase the borough's sustainable waste management capacity
  - where to locate tall buildings.
- 1.10 Stakeholders were asked to respond to options for addressing these issues and to identify any other alternatives. The Sustainability Appraisal also assessed the nine sets of options. Consideration of the consultation results alongside the recommendations of the Sustainability Appraisal led to the development of the preferred approach.
- 1.11 Consultation was also undertaken as part of various area based studies and master-plans. These studies are part of the evidence base for the Core Strategy and inform the policies for places and neighbourhoods set out in Section 5. The detailed consultation methods and findings for these area based studies can be found in the relevant study report (see the reports listed under 'Places and Neighbourhoods' in Annex 1).

### **Lambeth's Sustainable Community Strategy**

- 1.12 Lambeth First, the Local Strategic Partnership for Lambeth, produced 'Our 2020 Vision – Lambeth's Sustainable Community Strategy' in 2008 (SCS). This sets out an agreed approach to improving quality of life for the people who live and work in the borough.
- 1.13 The overall vision for the SCS is that by 2020 Lambeth will be *a diverse, dynamic and enterprising borough at the heart of London*. This is underpinned by the following seven long term outcomes:
- A great place to do business with higher levels of investment and business growth.
  - Greater well-being for households through higher numbers of residents in employment.
  - Even more children and young people on the path to success through the provision of good quality education, training and jobs, which reduces the risk of exclusion and offending.
  - Safe and cohesive places where people are empowered and have the confidence to play active roles in their communities.
  - Improved health and well-being of people which enables them to live active and independent lives.
  - Lower levels of poverty and social exclusion by helping more socially excluded adults into employment, education and training.
  - Mixed and sustainable communities with an increased supply of new homes, improved existing dwellings and a high quality physical environment.

- 1.14 Lambeth's LDF will be an important tool in helping to implement the **spatial** aspects of these outcomes, such as addressing geographical inequality, providing new housing and jobs, and delivering the infrastructure required for service delivery. The early stages of preparing the Core Strategy coincided with the development of the SCS, so the strategies have influenced each other and are closely aligned.

### **National Planning Policy**

- 1.15 Government sets out national planning policy in the form of Planning Policy Guidance (PPGs), Planning Policy Statements (PPSs) and government circulars. Local Development Frameworks must be consistent with national policy.
- 1.16 Lambeth's Core Strategy only elaborates on national planning policy where this is considered necessary to meet local objectives and achieve local distinctiveness. Otherwise, cross-references are made to national policy and this will be applied in addition to the policies in the Core Strategy.

### **The London Plan**

- 1.17 The London Plan is the spatial development strategy for London, produced by the Greater London Authority on behalf of the Mayor of London. Every London borough Local Development Framework must be in general conformity with the London Plan. The policies in the London Plan 2008 and in Lambeth's Local Development Framework together constitute the statutory local development plan for the London Borough of Lambeth. The adopted Unitary Development Plan is also part of Lambeth's statutory development plan until the LDF DPDs are adopted.
- 1.18 As with national policy, Lambeth's Core Strategy only elaborates on London Plan policy where this is considered necessary to meet local objectives and achieve local distinctiveness. Otherwise, cross-references are made to London Plan policies and these will be applied in addition to the policies in the Core Strategy.
- 1.19 All references to 'The London Plan' in this Core Strategy relate to The London Plan - Spatial Development Strategy for Greater London (Consolidated with Alterations since 2004) (February 2008).
- 1.20 The objectives of The London Plan are:
- To accommodate London's growth within its boundaries without encroaching on open spaces.
  - To make London a healthier and better city for people to live in.
  - To make London a more prosperous city with strong and diverse long-term economic growth.

- To promote social inclusion and tackle deprivation and discrimination.
- To improve London's accessibility.
- To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.

1.21 In relation to Lambeth, the London Plan:

- Requires at least 11,000 additional dwellings in Lambeth over the period 2007/8 to 2016/17, with an annual target of at least 1,100.
- Requires 50 per cent of all new homes to be affordable, with a 70:30 split between social rented and intermediate affordable housing.
- Designates Waterloo and Vauxhall/Nine Elms/Battersea as Opportunity Areas, promoted to accommodate both new jobs and new homes with a mixed and intensive use of land.
- Designates the north of the borough as part of the Central Activities Zone, promoted for finance, specialist retail, tourist and cultural uses and activities.
- Designates the South Bank, along with neighbouring Bankside in Southwark, as a Strategic Cultural Area.
- Designates a River Thames Policy Area to protect and enhance the special character of the River Thames and Thames-side.
- Designates Clapham Common, Jubilee Gardens, Brockwell Park, Streatham Common and Woodfield Recreation Ground as Metropolitan Open Land.
- Identifies the town centres of Brixton and Streatham as Major Centres, with an additional nine District Centres in Lambeth (of which six cross borough boundaries).
- Identifies a waste apportionment of 346,000 tonnes per annum by 2020.
- Seeks the promotion of tall buildings on suitable sites.
- Protects strategic views of the Palace of Westminster and St Paul's Cathedral.

1.22 The new Mayor of London has indicated that he will undertake a comprehensive review of The London Plan by 2012. Consultation on a draft replacement London Plan took place between October 2009 and January 2010. It is anticipated that Lambeth's Core Strategy will be adopted before the new London Plan is adopted.

## Neighbouring Boroughs

- 1.23 Lambeth has borders with the City of London and the London boroughs of Westminster, Southwark, Croydon, Merton, Wandsworth and Bromley. Each of these boroughs is in the process of developing its own Local Development Framework and several meetings have been held with these boroughs, both individually and collectively, to help achieve a full assessment of cross-border issues and strategic alignment of objectives and policies. Neighbouring boroughs have been formally consulted at each stage of preparation of the Lambeth Core Strategy.
- 1.24 Lambeth is also part of both central London and the south-west London sub-region. Some elements of the evidence base have been prepared jointly at sub-regional level to ensure that sub-regional issues are fully assessed (see Annex 1). All evidence has been shared to support the development of other boroughs' LDFs.
- 1.25 Neighbouring boroughs will continue to be actively engaged during the delivery and implementation of the Core Strategy.
- 1.26 The key cross-border issues affecting Lambeth are:
  - Protected strategic views of the Westminster World Heritage site and St Paul's Cathedral in Westminster and the City, which requires assessment of impact by development proposed in north Lambeth.
  - Vauxhall/Nine Elms/Battersea Opportunity Area, which is partly in Wandsworth and is the subject of a joint emerging Opportunity Area Planning Framework.
  - Major mixed use development planned at Battersea Power Station (Wandsworth) and Elephant and Castle (Southwark), which will have an impact on commercial areas in Lambeth.
  - The Central Activities Zone, which spans all or part of several central London boroughs.
  - The status of South Bank/Bankside as a Strategic Cultural Area spanning the border with Southwark.
  - Six district centres that cross borough boundaries (Herne Hill, Lavender Hill/Queenstown Road, Clapham South, Norbury, Camberwell Green and Westow Hill/Crystal Palace).
  - The planned East London Line extension spanning Southwark, Lambeth and Wandsworth, with potential for a station at Brixton.
  - The potential to extend the Croydon Tramlink to Crystal Palace.
  - An appropriate replacement for the role and function of the Cross River Tram.
  - The provision of school places which affects pupils travelling across borders to attend schools in neighbouring boroughs as well as other provision for children and young people.

## Section 2 – Evidence Base and Issues

This section summarises the evidence base that has informed the development the Core Strategy. It provides a brief spatial portrait of the borough and summarises the key spatial planning issues to be addressed in relation to six key themes.

### Evidence Base

- 2.1 The following evidence has been used to develop this strategy:
- statistical data and borough wide studies
  - area based studies and master-plans
  - engagement with service and infrastructure providers
  - the baseline review for the Sustainability Appraisal.
- 2.2 A full list of evidence base documents is provided in Annex 1. In some cases, evidence in relation to specific aspects of policy has been summarised into Topic Papers. These are also listed in Annex 1.
- 2.3 References to evidence base documents and Topic Papers are used throughout the Core Strategy to justify the statements made.

### Spatial Portrait - Lambeth Today

- 2.4 Lambeth is an inner London borough with a northern boundary on the Thames and situated mainly between the boroughs of Wandsworth and Southwark. It covers an area of approximately ten and a half square miles, including Waterloo and the South Bank, Vauxhall, the Oval, Kennington, Stockwell, Clapham, Brixton, Loughborough Junction, Herne Hill, Streatham, Tulse Hill, West Norwood and Gypsy Hill. The north of the borough has a mix of central London activities, while the south of the borough is predominantly sub-urban in character.

### Population

- 2.5 In common with the rest of inner London, Lambeth's population has grown rapidly in recent years, expanding from a quarter of a million in the 1990s to 272,000 in 2006. Its population is projected to grow to 317,000 (by nearly 17 per cent) by 2026 (according to Greater London Authority, or GLA, estimates).
- 2.6 Lambeth is among the most densely populated areas in the country, with over 99 people per hectare compared to nearly 46 per hectare across London as a whole. In 2004 there were about 118,000 households in Lambeth and this number is expected to increase by 19

per cent by 2026. Current household composition includes a high proportion of single parent households with dependent children. One person households, in particular, are projected to increase.

- 2.7 Population turnover, or ‘churn’, is currently estimated at 20 per cent every year (SOB report 2008).

### Diversity

- 2.8 Lambeth has an even more ethnically diverse population than the rest of the capital. During the early post World War II period the borough became known as an important focus for the Black Caribbean population. It also has a growing African population and a large Portuguese-speaking community. New job-seeking immigrants continue to settle in Lambeth. The largest group between 2002 and 2006 was from Poland, with 3,550 new National Insurance registrations for Polish people living in Lambeth. The next two largest totals were from Australia (2,830) and Jamaica (1,750) (SOB report 2008).
- 2.9 Ethnic group projections from the GLA suggest that the Black Caribbean group in Lambeth is likely to decrease by two per cent of the total population in the next 25 years, compared to an increase in the Black African population by 15 per cent and in the Asian population by 26 per cent. Overall, the cultural and ethnic complexity of Lambeth’s communities is not expected to decrease in the period 2008-2033 (SOB report 2008).
- 2.10 London has a relatively young age profile compared to the whole country, and Lambeth is young within that. Almost half (45 per cent) of Lambeth’s population were aged between 20 and 39 years in 2001. Those aged under 15 years make up almost one in five residents, while the older persons group is half this size and accounts for just one in ten residents. Population projections predict that the number of 46-64 year olds will increase by a large amount, with small movements in the number of under 18s and 19-30 year olds. Lambeth’s younger population will include a growing proportion of Black African and Asian people, while its older population will increasingly be represented by older Black Caribbeans (SOB report 2008).

### Deprivation

- 2.11 The 2007 Index of Multiple Deprivation (IMD) places Lambeth as the fifth most deprived borough in London and 19<sup>th</sup> most deprived in England. This is worse than 2004, when the borough was ranked 23<sup>rd</sup> in England. This is a result of relative improvements in other boroughs and a decline in Lambeth in four of the seven areas that comprise overall IMD: income; health and disability; living environment; and access to housing and barriers to services. The other three areas are employment; education, skills and training; and crime and disorder, all of which remained the same or improved (SOB report 2008).



- 2.12 Lambeth combines areas of affluence with areas of severe poverty and deprivation. The most deprived areas are spread throughout the borough but are particularly concentrated in Coldharbour ward, in Brixton, and in the Crown Lane area of Knights Hill ward, in the south of the borough. The most affluent areas include the Thames-side part of Bishops ward and the Dulwich border area of Thurlow Park.

### Housing

- 2.13 Lambeth's housing stock is typical of inner London, with a large proportion of flats - 73 per cent in total of which about two thirds are purpose built and one third conversions - and a correspondingly small proportion of houses (approximately 26 per cent) (Lambeth Residential Conversions Study 2009). Lambeth has a lower rate of home ownership than the rest of London (36 per cent compared to 55 per cent in London and 68 per cent in England) and a relatively high proportion of private and social rented accommodation (22 per cent and 40 per cent respectively) (SOB report 2008).
- 2.14 The average dwelling price was in line with the inner London average at around £350,000 in December 2007, although this had decreased by approximately 12 per cent by December 2008. The entry level price for a two bedroom flat in the cheaper areas of Lambeth was £231,000 in December 2007, with a private sector rent of £232 per week. Average gross household income in Lambeth is £31,000 per annum, with a large variance depending on housing tenure, from £13,000 for social renters up to an average of almost £60,000 for owner occupiers with a mortgage (SOB report 2008).
- 2.15 Just under a third of council homes (32 per cent) and an estimated 11 per cent of private sector dwellings in Lambeth were assessed as 'unfit' by the Council's private sector stock condition survey in 2004. There were just under 2,000 households living in temporary accommodation in December 2008 and 706 people were accepted as homeless in the borough in 2007/08 (Lambeth Housing Strategy 2009). In total 13,439 households are estimated to be in 'housing need' within the borough. Affordable family sized accommodation is in particularly short supply (Housing Needs Assessment Update 2007).
- 2.16 There are fifteen pitches for gypsies and travellers at the Lonesome Depot site in Streatham Vale and ten additional pitches are required in the borough to meet future need (London Boroughs' Gypsy and Traveller Accommodation Needs Assessment 2008).

### Economy

- 2.17 There are around 10,000 businesses in Lambeth of which three-quarters have fewer than five employees. Over 99 per cent of businesses in the borough are Small and Medium Enterprises (SMEs). However, Lambeth has the third lowest business density per head of

population across inner London. Far fewer new firms register for VAT than across the rest of London (42 per 10,000 working age population compared with 57 across London in 2006/07). Numbers of businesses and levels of entrepreneurial activity are particularly low in Lambeth's most deprived neighbourhoods (Business Premises Study 2007).

- 2.18 Despite this, the overall stock of VAT registered firms in the borough grew by 14 per cent between 2002 and 2006, compared to seven per cent across inner London and only three per cent nationally. More than half of Lambeth's small businesses plan to expand over the next ten years (Lambeth Employment Study 2004 and Business Premises Study 2007).
- 2.19 There is a cluster of large employers in the north of the borough – around South Bank/Waterloo and Vauxhall – which is a key part of central London. Forty eight of these employ more than 200 people, including IBM, Shell, ITV, Guy's and St Thomas' Hospital, MI6 and Lambeth Council (which also has offices in Brixton and Streatham). Over half of Lambeth's existing jobs are located in the South Bank/Waterloo area alone (SOB report 2008).
- 2.20 The main employment sectors in Lambeth are the public sector, health and education; distribution, hotels and restaurants (including retail); and business and financial services. There is also a smaller but growing creative sector (Business Premises Study 2007).
- 2.21 The borough suffers from relatively high rates of unemployment – 71 per cent of the population of working age were classified as employed in 2007/08, compared with 70 per cent across London and 74 per cent nationally. The rate of economic inactivity has steadily decreased since a peak in July 2005-June 2006, although this is expected to change as a result of the recession in 2009. Lambeth has one of the highest numbers of Employment Support Allowance claimants in London (SOB report 2008).

### Children and Young People

- 2.22 Lambeth has 87 schools of which five are nursery, sixty two primary, thirteen secondary (including two new academies), five special schools and two pupil referral units. Over a third of primary schools in Lambeth are voluntary aided. Demand for primary school places is strong and there are currently very few surplus places in Lambeth primary schools. Over the next ten years demand for primary places is expected to continue to rise as a result of continuing population growth and housing development, with an estimated additional 5,460 places required by 2020. There will also be an increase in demand for other children's and young people's facilities.
- 2.23 The Building Schools for the Future (BSF) programme (see Annex 2) and the opening of the two new academies is helping to address an

historic shortage of secondary school places in the borough. It is estimated that approximately half of the 11-15 aged secondary pupils currently resident in Lambeth attend schools in neighbouring local authorities, or in the independent sector. There is also a need to meet the growing needs from population increase. It is the Council's aspiration to provide a year 7 place for 80% of pupils leaving primary school. The aim is that at the end of the BSF programme there will be a Lambeth co-educational non-denominational secondary school within 1.5km of approximately 70-75% of the borough's population. Significant increased provision has already taken place through the provision of additional schools and expansion of others. This has increased numbers from 1,627 Year 7 places in 2006 to 2,048 in 2009. By the completion of the BSF programme in 2015, the number of Year 7 places is expected to increase further to 2,370. The greatest need for further secondary school places is in the SW2 and SW16 postcode areas. In order to address this, the Council has agreed to develop a new secondary school to be located in the Tulse Hill area.

- 2.24 One hundred and twenty three community languages are spoken in Lambeth schools in addition to English; Portuguese and Yoruba are the most common of these. Overall, educational attainment levels in Lambeth's schools are below the national average but are improving. Lambeth has a high number of young people Not in Employment, Education or Training (NEET) (SOB report 2008).
- 2.25 In 2006, the proportion of Lambeth residents with no qualifications was 21 per cent compared with 14 per cent of people in London as a whole. Three in five of those in paid work have NVQ levels 3 and 4 skills, compared with just a quarter among the workless population. In 2007 37 per cent of Lambeth's businesses reported shortages in finding skilled labour (SOB report 2008).
- 2.26 An audit of children's play facilities in 2007 identified a shortage of play opportunities in the south of the borough, in West Norwood and Streatham (Infrastructure Programmes 2010).

## Transport

- 2.27 There are fourteen over-ground railway stations spread evenly throughout the borough. There are also eight underground stations mainly in the north of the borough, and many bus routes, with major interchanges at Waterloo, Vauxhall and Brixton. Waterloo is the busiest over-ground terminal in England by passenger numbers. Access to public transport is good in north and central Lambeth. However, residents in Streatham and West Norwood are dependent on rail and bus connections. These tend to be focussed on the main north-south radial routes into central London rather than east-west orbital routes, which means that some housing estates in particular continue to have low levels of public transport accessibility.

- 2.28 Half of households do not have access to a car, which is one of the highest proportions in the country, although car ownership is greater in the south of the borough (2001 Census). Traffic congestion is a serious concern for residents, with a perception that major roads can divide communities. A network of major cycle routes is in place throughout the borough and this is being expanded every year. There are also many off-street walking routes.
- 2.29 In 2001, approximately 90,000 people travelled out of Lambeth to work every day and another 61,500 travelled into Lambeth from other parts of London (2001 Census). Nearly 60 per cent of Lambeth workers travel to work by public transport, compared to just 14 per cent nationally. Much of the public transport infrastructure in Lambeth is currently operating at or over capacity during peak hours.
- 2.30 The Eurostar terminal at Waterloo relocated to St. Pancras in November 2007, which presents an opportunity to reconfigure Waterloo Station.

### Environment

- 2.31 There are 1.54 hectares of unrestricted open space in Lambeth per 1,000 population, although access is unevenly spread and particularly limited in the north of the borough. This figure is similar to that for other inner London boroughs, but the ratio is predicted to decrease as a result of population increase and housing growth, given limited opportunities to create major new areas of open space in the borough (Lambeth Open Spaces Strategy update 2007). Six parks or open spaces were awarded the Green Flag in 2009 in recognition of high environmental quality and management and access to the community. These are Archbishop's Park, Milkwood Community Park, Myatt's Fields Park, Ruskin Park, St. Paul's Churchyard and Vauxhall Park. West Norwood Cemetery is the only council owned burial space within the borough. Lambeth Council also owns and manages Streatham and Lambeth Cemeteries, both of which are located in the London Borough of Wandsworth.
- 2.32 Just under a quarter of properties in Lambeth are at risk of tidal flooding, but risk is low due to protection from the Thames Barrier. The Strategic Flood Risk Assessment 2008 also identifies flood risk from fluvial and surface water flooding.
- 2.33 Total energy consumption in Lambeth equates to 3.2 per cent of the total energy consumption in London and Lambeth ranks 11<sup>th</sup> out of the 33 London boroughs. The domestic sector accounts for over half of consumption in the borough and gas is the primary fuel type (82 per cent of total domestic consumption). In relation to levels of energy produced from Combined Heat and Power, Lambeth ranks 24<sup>th</sup> among all London boroughs. It has been estimated that 32,800 (26%) of Lambeth residents are in fuel poverty (National Energy Action 2008; a

fuel poor household is one which cannot afford to keep adequately warm by spending a reasonable proportion of its income).

- 2.34 Lambeth has lower levels of carbon dioxide emissions at 5.5 tonnes per 1,000 population than London as a whole (6.8 tonnes) and the United Kingdom (7.9 tonnes). The carbon footprint in Lambeth is 12.21 tonnes of CO<sup>2</sup> per capita, which ranks 16<sup>th</sup> among London boroughs (London Carbon Emissions Inventory).
- 2.35 Despite predicted improvements in air quality in Lambeth over the next four to five years, some measures (levels of nitrogen dioxide and fine particulates) are likely to continue to fail government targets.
- 2.36 Lambeth currently generates about 154,000 tonnes of municipal waste each year. In line with targets, 25 per cent of household waste was recycled or composted in 2007/08. This has increased steadily from less than ten per cent in 2001/02. Lambeth was ranked 20<sup>th</sup> for household recycling and composting among all London boroughs in 2007/08.

#### Built heritage

- 2.37 Lambeth has approximately 2,500 listed buildings. The vast majority of these are nineteenth century residential dwellings reflecting the historical development of the borough. Typically two or three structures are added to the statutory list each year. A local list of historically significant buildings (not on the national list) is being prepared.
- 2.38 There are 62 conservation areas in Lambeth covering approximately 30 per cent of the borough. The first was designated in 1969 and the most recent in 2009. These are also mostly residential in character, with the notable exceptions of the South Bank, characterised by post-war cultural and civic buildings, and West Norwood with its nineteenth century cemetery and many fine monuments. The borough also has seventeen Archaeological Priority Zones and eight historic Registered Parks and Gardens (of which two are private), and has protected strategic views in the north of the borough of St Paul's Cathedral and the Palace of Westminster (a World Heritage site).

#### Health and social care

- 2.39 Overall, Lambeth's health profile is improving and the vast majority of Lambeth's residents feel they are currently in good health (72 per cent) (SOB 2008). Life expectancy in Lambeth is improving and is about two years lower for men and one year lower for women compared to England as a whole. However, in some of the most deprived wards in Lambeth life expectancy is five and three years lower than for England for men and women respectively. This reflects the significant adverse effect of poverty and deprivation on health (APH 07/08).

- 2.40 Both men and women in Lambeth have higher than expected levels of premature deaths (under the age of 75) from heart disease, strokes, cancers, respiratory conditions and liver problems (APH 07/08).
- 2.41 Unhealthy lifestyles such as smoking, alcohol and drug misuse are high compared to London and England, increasing the risk of serious illness (AHP 07/08). There are an estimated 5,029 people in Lambeth for whom drug use is a problem (SOB 2008). Levels of teenage conceptions and sexually transmitted infections are also high (APH 07/08). Obesity is a growing problem among children and young people in the borough (APH 07/08).
- 2.42 Those with a long-term limiting illness account for 16 per cent of all residents (SOB 2008). Lambeth also has one of the highest incidences of mental health issues in the capital, particularly among residents from ethnic minority backgrounds (JSNA 2009). There are a growing number of people with learning disabilities living in the borough. The proportions of people with mental health problems and with physical disabilities and older people helped to live at home are increasing. The number of those aged over 85 is expected to increase which will significantly increase age-related long term conditions and demand for care services. This includes some people with enduring mental health needs who will become part of the ageing population, with particular housing needs (APH 07/08).
- 2.43 Lambeth has a relatively high and increasing birthrate. It is projected that the birthrate will continue to increase over the next five years (SOB 2008).
- 2.44 Health services in the borough are provided by NHS primary care providers including GPs, dentists, pharmacies and opticians, in addition to the community services provided by Lambeth Community Services, commissioned by NHS Lambeth.

#### Community Safety

- 2.45 Comparing all London boroughs, Lambeth had the fourth highest count of Total Notifiable Offences in 2006/07 (this includes the majority of crimes but excludes more minor offences). However, this has been reducing every year in Lambeth since 2003/04, and the sanctioned detection rate has increased. Levels of gun-enabled crime are high but decreasing. Tackling gang-related crime, violent extremism and the threat of terrorism are growing priorities for the borough. Crime in Lambeth is particularly high around public transport interchanges and in town centres. Some residential neighbourhoods are also more affected (SOB report 2008).
- 2.46 Crime reduction and public safety remain the top concern of Lambeth residents. Anti-social behaviour is also a concern for residents with just over a third perceiving a high level in the borough. For young people,

concerns relating to anti-social behaviour focus on people using or dealing drugs (SOB report 2008).

## Summary of Spatial Planning Issues

2.47 Drawing on the evidence base and the many issues raised through public consultation, the spatial planning issues affecting Lambeth can be summarised under the following six key themes:

- A. Accommodating population growth
- B. Achieving economic prosperity and opportunity for all
- C. Tackling and adapting to climate change
- D. Providing essential infrastructure
- E. Promoting community cohesion and safe, liveable neighbourhoods
- F. Creating and maintaining attractive, distinctive places

2.48 Each of these themes is explained more fully below

### A. Accommodating population growth

2.49 Lambeth is already one of the most densely populated London boroughs and there is very limited additional land available for new development. There is a high degree of competition for this land to meet different needs, including for the essential infrastructure to service the growing population.

2.50 Demand for housing will come from a mix of current Lambeth children growing up and forming new households, existing households breaking up into smaller units, adults and families migrating into the borough to find work and a place to live (a strong tradition in this part of London), and gypsies and travellers. Lambeth's supply of housing will need to meet the needs of young single people, single older people, couples, growing families, larger extended families, those with social care needs, students and gypsies and travellers (Housing Needs Assessment Update 2007).

2.51 **Affordability** is a major challenge in Lambeth, where the entry level price for housing is very high in relation to average household income. Although there is already a large stock of social housing in Lambeth, there is little movement within this and those who are born in the borough struggle to get on the first rung of the housing ladder within their local communities. There is a specific shortage of affordable family sized accommodation, and there are particular shortages of housing suitable for people with extra care needs, mental health needs, learning disabilities, substance mis-users and ex-offenders (Housing Needs Assessment Update 2007).



- 2.52 In addition, Lambeth's essential public services find it hard to recruit and retain **key workers** – fire fighters, police staff, teachers, nurses, social and care workers for example - because they cannot afford to live close enough to where they work. Other employers also need to be confident of finding a local supply of appropriately skilled staff, which will in part be determined by the availability of housing to meet workers' needs.

## **B. Achieving economic prosperity and opportunity for all**

- 2.53 Lambeth is a prosperous borough but with pockets of extreme poverty, deprivation and **worklessness**. In many cases these pockets are located within the most commercially vibrant areas, such as in Waterloo and Brixton, but major employers are not able to find the skilled labour they need locally. As a result, specific skills shortages are often filled by migrant labour, which in turn increases demand for local housing, transport and services. The number of people starting businesses is also very low in the most deprived parts of the borough (SOB report 2008).
- 2.54 Lambeth needs to plan for regeneration and long-term sustainable **economic growth**, and to ensure that the least economically active sections of its population contribute to, and benefit from, this. Lambeth's role in the central London economy means that significant numbers of Lambeth residents will continue to travel out of the borough to work. The workless population also needs to be encouraged to explore this option. However, for many, local employment presents a more realistic first step into economic activity.
- 2.55 For the workless population, the **barriers to employment and enterprise** can include low skill levels and low levels of educational attainment, reluctance to take 'low quality' jobs in some cases (low pay, poor conditions and limited career progression), difficulty finding suitable work within easy travelling distance, working hours that are incompatible with caring responsibilities, difficulty finding affordable childcare, a history of offending, substance misuse or mental illness, physical or learning disabilities, and the lack of space to start businesses from home in very high density housing. Some of Lambeth's ethnic minority groups are more likely to experience some of these barriers than are other groups in the community (SOB report 2008).
- 2.56 In order to tackle these barriers, it is necessary to maintain a supply of **local jobs opportunities** and business premises across the borough, deliver the infrastructure required by support services, and undertake programmes supporting local people into work. These measures complement wider economic development initiatives addressed by Lambeth First's Economic Development Theme Partnership (see section 6 on delivery).

- 2.57 Jobs growth in Lambeth will come from a variety of sectors and types and size of business, including many owned and managed by ethnic minority entrepreneurs. **Key growth sectors** in Lambeth include the public sector (health, education and training and the police in particular), the ‘knowledge economy’ (the creative and cultural, and business and financial services sectors in particular), the hospitality, leisure, travel and tourism sector, retail, and the new ‘green economy’ (with particular emphasis on the waste sector) (Lambeth Employment Study 2004; Business Premises Study 2007; London Office Policy Review 2007; London Hotel Demand Study 2006).
- 2.58 Demand for **premises** to support this growth will vary enormously. It is likely to include everything from larger office developments to support inward investment by major national and international companies, to small office and light industrial space, a range of visitor accommodation, large and small retail units, street markets, new and improved educational, training, policing and health facilities, new waste facilities, and space for those working or running a business from home (including ‘live-work’ accommodation and ‘meeting hubs’). The affordability of business premises is an issue for some sectors and types of business, such as parts of the creative sector and social enterprises. In addition, there are spatial variations across the borough in demand for types and affordability of premises (Business Premises Study 2007).
- 2.59 The London Plan **Opportunity Areas** of Waterloo and Vauxhall present the most significant potential for commercial development and jobs growth in the borough, alongside their potential to provide new housing. Waterloo is a major office location, one of the capital’s most successful tourist areas and an international centre for culture and the arts. Vauxhall is under-going rapid change linked to the wider regeneration of Battersea/Nine Elms. Both areas can make an even greater contribution to the central London economy than they already do, if they are planned and managed effectively as part of the London Plan Central Activities Zone, in partnership with key stakeholders (Draft Vauxhall Area SPD 2008; Waterloo Area SPD 2009).
- 2.60 However, this will not happen unless the capacity of the public transport infrastructure servicing these areas also grows at a sufficient rate to meet the increased demand generated by new development. Although both areas are served by major transport interchange, these are already operating at capacity. Major developers will be expected to contribute to meeting the cost of increasing capacity in order to mitigate the impact of their schemes. This will be alongside significant public sector investment (Draft Vauxhall Area SPD 2008; Waterloo Area SPD 2009). Developers providing new jobs will also be expected to contribute to programmes of support for Lambeth’s unemployed or economically inactive residents, so that their chances of accessing these opportunities increase.

- 2.61 Lambeth's hierarchy of **town centres** presents another significant opportunity (see Annex 4 for a full list of major, district and local centres in the borough; and Borough Retail Capacity Study 2008). New shops need to be located in a way that supports rather than undermines Lambeth's existing town centres, and in areas of high public transport accessibility. Maintaining **active street frontages** and an appropriate mix of ground floor uses are also key issues, along with the need to maintain and improve the environment, public realm and community safety.
- 2.62 Lambeth's two major centres, Brixton and Streatham, both have significant potential for new commercial and residential development, supported by effective town centre management and contributions to increased public transport infrastructure where this is required. This will help to secure their future prosperity in the face of major planned retail and leisure expansion at Elephant and Castle and Battersea.
- 2.63 Some of Lambeth's district centres are thriving (such as Clapham High Street) and others require carefully planned regeneration (such as West Norwood, Stockwell and Herne Hill). Lambeth's local centres and street markets need strong protection given the essential contribution they make to neighbourhoods and communities, to local distinctiveness and to reducing the need to travel.
- 2.64 Lambeth's twenty seven **Key Industrial and Business Areas** represent the borough's strategic reservoirs of land for business use (see Annex 5 for a full list) (Lambeth Employment Study 2004; Business Premises Study 2007).
- 2.65 The final category of land for commercial use in Lambeth is the wide array of **smaller sites** located outside of the designated Opportunity Areas, town centres and KIBAs. This includes railway arches outside of centres, isolated shops and pubs, and a variety of back-land sites currently or recently used by an employment generating activity. They make a significant contribution to the borough's stock of business premises and to providing a spread of employment opportunities within neighbourhoods, close to where people live (Business Premises Study 2008).
- 2.66 Underpinning the Core Strategy is the need to maximise the contribution of Lambeth's limited employment land resources to job creation in the borough.

## **C. Tackling and adapting to climate change**

- 2.67 Climate change is an increasingly high priority for Lambeth residents as well as in European, national, regional and local policy. This requires approaches which contribute to tackling (or mitigating) climate change on the one hand, and to adapting to its effects on the other. This is important to maintain security of energy.

- 2.68 There are a number of ways in which Lambeth can make a contribution to tackling climate change. The most important of these is reducing carbon emissions. In addition to programmes to promote changes in the behaviour of individuals, businesses and public services, this will involve a growing emphasis on the following measures: reducing the need to travel by meeting needs locally; promoting alternatives to the private car, including public transport, walking and cycling; the sustainable design and construction of buildings; the appropriate re-use of existing buildings in recognition of their ‘embodied energy’; retrofitting existing buildings to achieve greater energy efficiency; renewable energy production through micro-generation and area based Combined Heat and Power (CHP) schemes; safeguarding allotments for small-scale local food production; retaining existing trees and promoting further tree planting and urban greening; and reducing the amount of waste going to landfill. The NHS’s strategy and target for reducing carbon emissions will help make a contribution (NHS ‘Saving Carbon, Improving Health’ 2009). Further contributions will arise from the secondary and primary school building programmes, which have been set ambitious environmental sustainability targets.
- 2.69 Waste is an increasingly significant resource which needs to be managed sustainably through the hierarchy of reduce, reuse and recycle. This will enable the re-use of scarce resources through recycling and composting. Waste can also be used to generate energy in some cases.
- 2.70 Measures to reduce carbon emissions can have positive impacts on other issues affecting Lambeth. More energy efficient buildings and CHP will make a significant contribution to reducing fuel poverty and deprivation. Recognising the ‘embodied energy’ in existing buildings helps to support the conservation of existing built heritage. The new ‘green industries’ are a growth sector covering construction, energy and waste management that will bring new jobs opportunities and skills for local people, including through social enterprise.
- 2.71 Encouraging walking and cycling as alternatives to car use contributes to healthy lifestyles and helps to prevent obesity. Less car use increases road safety and reduces air pollution, which also have health benefits. Fewer parked cars frees up land for other uses for which there is a high demand, including housing, commercial floor-space, community facilities and essential infrastructure. However, there will still be a need for an appropriate level of car use and parking to meet key needs, including for those with mobility difficulties travelling to hospital, servicing local businesses and providing essential local services (such as GPs and nursing teams).
- 2.72 Maintaining and increasing **biodiversity** within Lambeth’s network of open spaces and along the river foreshore is also critical, both in tackling climate change and in monitoring its impact. Lambeth’s wildlife habitats and its natural environment need safeguarding and enhancing.

This includes the significant contribution made by back gardens in residential properties and by the existing mature tree stock.

- 2.73 Adaptation to climate change is equally significant as rainfall levels become less predictable, extreme weather events and heat-waves more frequent, and flood risk more likely. Managing **flood risk** is a particular challenge, and can particularly affect vulnerable groups such as the elderly. A large part of the north of the borough is located within the highest flood risk zone (level 3a). The principal risk in this area is from tidal flooding of the River Thames. The floodplain is defended by the Thames Barrier and built flood defences, but it is necessary to manage the residual risk of flooding. There is an additional risk of fluvial flooding close to the river Graveney in the south of the borough. Further risks arise across the borough from sewer and surface water flooding (Strategic Flood Risk Assessment 2008).
- 2.74 **Sustainable Urban Drainage Systems** (SUDS) are an effective method of dealing with excessive surface water run-off following heavy rainfall. These include measures to achieve **urban greening** such as roofs, retention of existing trees, tree planting, living walls, new areas of ground cover planting, resisting the paving over of front gardens and 're-greening' those that have already been paved over, all of which help to absorb excess water. Urban greening also provides extended natural habitats for wildlife and helps to reduce the growing 'heat-island effect' by absorbing heat and providing natural shade.
- 2.75 Rainwater collection and re-use of grey water are additional effective ways to manage water resources in an urban environment, alongside the more extensive infrastructure requirements of Thames Water. These include the proposed Thames Tideway Tunnel to deal with London's current sewage effluent into the Thames at times of high rainfall (Infrastructure Programmes 2010). Finally, water quality is an issue as it can be affected by previously contaminated land causing contamination of local aquifers.

#### **D. Providing essential infrastructure**

- 2.76 Lambeth's future housing growth, economic development and environmental sustainability cannot be achieved without a wide array of essential **infrastructure** provided by a combination of council run services, partner statutory agencies and private sector companies. Essential infrastructure falls into three broad categories: **physical**, **social**, and **green** infrastructure. Annex 2 provides a full list of these, the agencies responsible and their current infrastructure strategies or programmes. Further information is contained in the Infrastructure Programmes document listed in Annex 1.
- 2.77 Some areas of infrastructure provision are particularly critical over the next 15 years because they are already subject to considerable pressure for resources and/or additional land and facilities are required

in order to support projected population and economic growth. These include **public transport, school places, health and social care services, open space, facilities for policing the borough and waste facilities**. Decentralised heat, cooling and power systems are also key infrastructure to achieve reductions in energy use and CO<sup>2</sup> emissions.

- 2.78 As already highlighted under section B above, it will not be possible to achieve the significant levels of housing and economic growth set out in the Core Strategy without the supporting **transport infrastructure** required for people to travel to and from work, shops and leisure destinations. Existing public transport in Lambeth is already very well used and over capacity in some cases, and current improvements will not achieve the level of capacity increase that is needed. Public transport accessibility also varies, with some parts of the borough – particularly in the south – quite poorly served. Overall, radial transport (into the centre of London) is better in Lambeth than orbital transport (east-west). Improved sustainable transport links will also help to reduce borough wide carbon emissions.
- 2.79 It is the Council's aspiration to provide a year 7 place for 80 percent of pupils leaving Lambeth primary schools. The number of **school places** in the borough is currently insufficient to meet future demand, both at secondary and primary level. The Council has to add additional temporary classrooms each year at great expense to discharge its statutory duty to provide primary school places for everyone who wants one. This is an unsustainable position, given the projected future demand for an additional 5,460 primary school places by 2020 and 2,294 secondary school places by 2015 (which would increase the total number of secondary Year 7 places in the borough to 2,370 by 2015). An additional 650 nursery class places are also required by 2020 to meet both the Council's commitment to early years provision and parental choice and the Government's commitment of a place for each three year old. Significant public sector investment is already in place to contribute to the required increase, along with a growing level of contributions from major housing developers where they are building family sized dwellings. Programmes to expand existing primary and secondary schools are underway. However, more land and funding are required to build additional schools to meet projected future demand over the next ten years.
- 2.80 In further education, the support for and creation of regional centres of excellence within high quality educational buildings is required in order to attract investment and talent to the borough. Lambeth College is the largest provider of adult and community learning in the borough and has a programme to reconfigure its premises during the plan period in order to achieve this. Changes in the field of education and training for students aged 16-19 are likely to lead to a requirement for additional accommodation and funding for this age group.

- 2.81 The configuration of **health and social care** facilities is undergoing considerable change across London to meet the current and future needs of the growing population, the challenges of high population turnover and the requirements of modern service delivery. This includes NHS Lambeth's new network for Neighbourhood Resource Centres for primary health care, the planned reconfiguration of King's College Hospital and Guy's and St. Thomas' Hospital NHS Foundation Trust estates in the borough (which will both include CHP programmes) and the establishment of the joint Academic Health Sciences Centre. However, it is recognised that some facilities within residential neighbourhoods can have an additional impact on residential amenity – through extended opening hours for example – and this will need to be carefully managed.
- 2.82 Lambeth has many highly valued areas of **open space** (see Annex 7 for a list of Metropolitan Open Land, district and local open spaces) but in some parts of the borough, particularly the north, this is in short supply relative to the level of resident population. With the planned population increase, pressures on open space will become even more intense across the borough. The same will be true of burial space in the borough. Existing open space (including burial space) therefore needs to be safeguarded and its quality and access improved. There are very limited opportunities to create new public open space in the borough, but two are the creation of the new Waterloo City Square and an extension to Jubilee Gardens. Existing open spaces can be linked and other opportunities may arise through the redevelopment of major sites.
- 2.83 Lambeth is working with its residents and businesses to reduce the quantity of **waste** they produce and re-use and recycle as much of it as possible. However, as the population increases the quantity of waste produced in Lambeth will continue to rise. In addition, Lambeth is required by the London Plan to find additional land for sustainable waste management use in order to meet its share of London's future waste management requirements.
- 2.84 A general theme running through almost all partners' infrastructure programmes – particularly in the public services - is the trend towards **neighbourhood based service delivery**. Neighbourhood community facilities need increasingly to accommodate services promoting health and well-being, housing support, adult learning, skills training, English language tuition, employment support, childcare, play, youth provision, and community policing, for example.
- 2.85 This presents a unique opportunity to **co-locate** services within neighbourhoods through a co-ordinated partnership approach and to achieve a significant improvement to the strength and cohesiveness of communities as a result. The co-location of services within neighbourhoods can optimise use of facilities, minimise the need to travel (where it is not essential to delivery specialist services more



centrally) and maximise opportunities for social networking and integration. This includes the co-location of services with local shops and community meeting spaces, and the dual use of facilities such as the use of school premises after hours.

## **E. Promoting community cohesion and safe, liveable neighbourhoods**

- 2.86 Alongside planning for housing, jobs, climate change and infrastructure, the Core Strategy's key priority is to maintain and develop safe, liveable **neighbourhoods**. Many of Lambeth's neighbourhoods are already known and valued for their mixed communities that include both young and old, people with and without disabilities, a variety of income levels and the full range of ethnic and cultural backgrounds. The neighbourhoods of the future need to maintain and improve this mix while providing high quality, well serviced residential environments with a sense of place, in which people and families wish to settle and prosper.
- 2.87 At present, some communities feel that their neighbourhoods lack stability and that not enough households stay long enough to put down roots and contribute positively to community life. Residents in some parts of the borough feel particularly strongly that families are an essential part of a stable community and that the loss of family housing to flat conversions is damaging this (see the consultation reports listed in Annex 1).
- 2.88 A number of Lambeth's neighbourhoods are currently struggling with high levels of ill-health (including mental ill-health), educational under-achievement, child poverty, worklessness, crime and fear of crime, gang-related violence and anti-social behaviour. These multiple problems are frequently (although not always) concentrated on existing social housing estates and this concentration of problems can create numerous barriers for individuals, families and communities wishing to make positive changes to their lives (SOB report 2008). Some of these estates fail the 'decent homes' standards, were poorly designed and are unpopular (Lambeth Housing Strategy 2009).
- 2.89 In order to become strong, safe, healthy and self-reliant, communities need local spaces that can accommodate a wide range of community activity. This is particularly true in Lambeth, which is home to such diverse groups. Community activity contributes positively to **community cohesion** and well-being and can include active citizenship and volunteering, activities and meeting space for young people, parenting support, projects to prevent social isolation among the elderly and vulnerable and among people recently arrived in the borough, social events, cultural, cross-cultural and inter-generational activity, community group meetings, social enterprise and enterprise start-up, internet access and the aspiration for local food production.

Above all, communities need spaces that allow informal day-to-day contact and social interaction among their members.

- 2.90 There is already a wide range of **community facilities** across Lambeth that can help to meet these needs, including parks, open spaces, play areas, allotments, Customer Centres, community centres, day care centres, nurseries, Children's Centres, youth centres, local schools with extended opening hours, faith buildings (such as churches, church halls and mosques), libraries, leisure centres, pubs, cafes and local shops. However, coverage is currently unevenly spread across the borough, with some neighbourhoods experiencing severe shortages of useable space, while others apparently have too many under-used facilities. Space for young people is a particular priority in those parts of Lambeth where levels of youth unemployment, crime and gang activity are high (Infrastructure Programmes 2010). New, larger church congregations also struggle to find the right size of premises in appropriate locations (see consultation reports listed in Annex 1).
- 2.91 Community, play and youth facilities and meeting spaces are therefore an essential part of the social infrastructure required by neighbourhoods. In some cases, where they are lacking, these can be provided alongside essential services and as part of a multi-functional local centre. The BSF and Primary School Programmes are seeking to enhance the facilities available to community users, with all recent new school sites and buildings being designed for use by the community out of school hours, and future developments will also carry this requirement.
- 2.92 Lambeth currently offers a good range of **play facilities** but improvements to quality are required in some cases. A recent audit also highlighted geographical disparity in access to play across the borough, with a particular lack of facilities in the south of the borough, in West Norwood and Streatham (Infrastructure Programmes 2010). As the population of the borough increases, access to quality play provision will become an increasing priority across the borough as a whole. The North Lambeth and North Southwark Sports Action Zone continues to run successful sports programmes in the borough.
- 2.93 An additional, critical feature of strong neighbourhoods is **community safety**. People who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. Opportunities for crime and criminal behaviour can be prevented through the design of buildings and the public realm, as can the risk of fire. It is also important to address communities' fear of crime because this influences the way people behave and interact in public spaces. This involves designing the urban environment in a way that enables communities to 'own' and take pride in their local spaces.

- 2.94 Another element of community safety is **resilience to terrorism**. This is a key issue for Lambeth as the borough contains part of the government's Security Zone on the South Bank and some of south London's major transport hubs, and there is a history of terrorist incidents and attempts in the borough in recent years.

#### **F. Creating and maintaining attractive, distinctive places**

- 2.95 Finally, Lambeth needs to shape and maintain distinctive places across the borough, drawing on each community's **heritage** and contributing to the development of local community **identity** and to quality of life.
- 2.96 Lambeth has many **historic assets** which play a significant role in creating a local sense of place, but many of these are currently under-used. Distinctive places can be shaped through investment in the historic built and natural environment and cherished local landmarks, alongside excellent **new design** in buildings, **public spaces** and **art in the public realm**, to provide a unique environment of which Lambeth's communities can be proud and which will attract new businesses and visitors. New design can draw on Lambeth's cultural diversity.
- 2.97 Place shaping will need to take place in the context of Lambeth's listed buildings, conservation areas, protected **strategic views** (see Annex 8), historic Registered Parks and Gardens and archaeological priority zones.
- 2.98 The **River Thames** is a key local and regional asset, used and valued equally by local communities, workers and visitors. Access to the river for water based uses and the Thames riverside path contribute to the enjoyment of the river. Lambeth's riverside is increasingly used to celebrate public events, often using the River Thames as a London focus. The river, with its piers, is also increasingly important as a mode of transport for people and freight.
- 2.99 **High density** development will continue to be an essential element in meeting Lambeth's many needs over the next 15 years, and excellent design and management will be key to preventing problems that can be associated with high density, such as noise disturbance, overlooking and poorly maintained shared areas. Tall buildings are one form of high density development that can be appropriate for some uses and in some locations, again subject to excellent design, protection of strategic views, good public transport accessibility and consideration of the impact on the surrounding area. They can also provide more opportunities for the creation of space between buildings than is possible through lower level development involving extensive site coverage. Tall buildings can also contribute to place shaping by providing landmarks and defining gateways.
- 2.100 Lambeth is the proud home of numerous **arts, sports and cultural assets**, including many of international, national and regional as well

as local importance. While the London Eye, National Theatre, Southbank Centre, British Film Institute (BFI), Brit Oval and the Old and Young Vic theatres are commonly cited examples, other institutions such as the Black Cultural Archives also have major significance as an expression of Lambeth's and Britain's black heritage. Well known cultural businesses such as the BFI IMAX cinema, Ritzy and Clapham Picture-houses, the Oval House theatre, the O2 Academy, B3 Media, London Printworks Trust, Photofusion and the 198 Gallery all make a vital contribution to the identity, economy and regeneration of their local areas and they wish to expand and grow in the borough (see the studies listed under 'Places and Neighbourhoods' in Annex 1). Many of these organisations contribute to or deliver programmes of activity for young people and deprived communities, which have a direct impact on community cohesion and reducing worklessness.

- 2.101 The large number of **artists** is another distinctive feature of Lambeth - as it is in neighbouring boroughs - contributing to local economic development, local skills development and the identity of local areas, including Brixton, Clapham, Kennington and Vauxhall. This includes visual artists, performers and musicians with specific needs for affordable studio, rehearsal, exhibition and performance space.
- 2.102 Finally, **local shops, independent businesses and street markets** are essential to the identity of the different parts of the borough, and much valued by local residents as well as the growing number of people who visit the borough. This includes the cluster of gay owned businesses and venues in Vauxhall, the unique multi-cultural covered markets in Brixton, historic street and covered markets in Brixton and Lower Marsh, Portuguese owned businesses in and around Stockwell, Somali owned businesses in Streatham, the valued local shops in Herne Hill and West Norwood and many other examples (see the studies listed under 'Places and Neighbourhoods' in Annex 1).

## Section 3 – Spatial Strategy, Vision and Strategic Objectives

This section sets out the Spatial Strategy, Vision and Strategic Objectives for the Core Strategy. It also includes a Key Diagram showing the spatial distribution of future development and key infrastructure and Lambeth's relationship with its neighbouring boroughs.

### Spatial Strategy

- 3.1 The Core Strategy sets out the spatial strategy for a fifteen year period between 2010 and 2025.
- 3.2 To contribute to meeting London's and local housing needs, the Core Strategy makes provision for at least 7,700 net additional dwellings in the borough by 2016/17 in accordance with Lambeth's target set out in the London Plan (2008), and will provide for the subsequent target approved by the Mayor over the plan period. Based on the need to provide a 15-year land supply from the date of adoption of the Core Strategy and advice from GOL and GLA to roll forward existing housing targets up to 2024/25 (15 years from 2010/11), the minimum housing requirement for Lambeth is:

<b>Delivery period of Core Strategy</b>	<b>Minimum housing requirement based on London Plan targets</b>
2010/11 – 2014/15	5,500
2015/16 – 2019/20	5,500
2020/21 – 2024/25	5,500
<b>Total over 15 years 2010/11 – 2024/25</b>	<b>16,500</b>

- 3.3 In addition, to meet various other needs and priorities in the plan period, the borough has potential to accommodate:
- Approximately 5,400 m<sup>2</sup> gross convenience and 3,600 m<sup>2</sup> gross comparison retail floor-space in the borough in the period up to 2015, taking into account existing commitments and the re-occupation of vacant floor-space in the borough and the rise of internet shopping (Borough Retail Capacity Study 2008 tables 10B and 7C). In the longer term (2015 to 2020) an additional 3,400 to 5,200 m<sup>2</sup> gross convenience and 1,400 to 13,600 m<sup>2</sup> gross comparison retail floor-space could be accommodated in the borough, depending on the scale and nature of retail developments within neighbouring boroughs. Capacity for further retail development in the period to 2025 would be assessed as part of the monitoring and review process of the Core Strategy. The

evidence base for the approach to retail in the Core Strategy is set out in Topic Paper 6: Retail.

- Additional office floor-space identified by the GLA London Office Policy Review (2007) of 152,000 m<sup>2</sup> to be provided in the period 2006 to 2026.
  - An indicative estimate of 2,500 net (2,750 gross) additional serviced visitor accommodation rooms identified by the GLA London Hotel Demand Study (2006) to be provided in the period 2007 to 2026.
- 3.4 An assessment of commercially provided leisure facilities has concluded that existing provision exceeds estimated potential future demand up to 2020 (Borough Retail Capacity Study 2008).
- 3.5 A number of key elements of infrastructure have been identified to support growth in housing and jobs over the plan period:
- Upgrades to the London Underground network to increase station and train capacity.
  - Increased public transport capacity at Vauxhall and Waterloo.
  - An appropriate replacement for the role and function of the former Cross River Tram; the potential for an East London Line station at Brixton; and the extension of the Croydon Tramlink to Crystal Palace.
  - Approximately 5,460 additional primary school and 650 additional nursery class places by 2020.
  - Approximately 2,294 additional secondary school places (of which 322 additional Year 7 places) by 2015 through Building Schools for the Future (BSF) Phase 2.
  - A new network of Neighbourhood Resource Centres for primary health care.
  - Reconfiguration of the Kings College Hospital (Denmark Hill) and Guy's and St Thomas' Hospital estates.
  - Reconfigured facilities for policing the borough.
  - Reconfiguration of the Lambeth College estate.
  - The Thames Tideway Tunnel to manage sewage effluent across the capital, including in Lambeth. This project will address an existing shortfall in sewage management capacity in the capital and is required in order to ensure national compliance with the EU Urban Waste Treatment Directive.
- 3.6 The projects to deliver this infrastructure are summarised in the Infrastructure Schedule in Annex 2.
- 3.7 There is a need for more open space in the borough to serve the growing population, but there is no land available to deliver a major new park. This need will therefore be met principally by safeguarding existing open space and improving its quality and access, as well as linkages between open spaces. Limited additional increases in

quantity can be achieved through an extension to Jubilee Gardens, the Windrush Square project in Brixton, the Waterloo City Square project and will be pursued on major development sites as opportunities arise.

3.8 The Core Strategy does not make any strategic site allocations. Land to accommodate new development and key infrastructure requirements will be identified in the Site Allocations DPD.

3.9 The guiding spatial approach will be, in summary:

- promotion of both economic and housing growth across the borough, with housing supply supporting economic growth by helping to ensure an appropriate supply of labour at both local and sub-regional levels;
- a focus for growth and development on Waterloo and Vauxhall (supporting the London Plan Opportunity Areas) and town centres – including through the regeneration of Brixton and other centres – addressing the issues of transport capacity and other physical infrastructure in key locations;
- town centre regeneration to include housing in appropriate locations;
- the mix, balance and diversity of residential neighbourhoods to be maintained, with an emphasis on increasing choice in the type and location of affordable housing overall;
- keeping the existing requirement for 50 per cent affordable housing across the borough, with flexibility only in very clearly defined circumstances to enable social housing estate renewal;
- dwelling mix for affordable housing to be defined through housing needs/market assessment data;
- a limitation on flat conversions, using clearly defined criteria;
- an approach to density that reflects the London Plan approach;
- support for tall buildings in appropriate locations to deliver regeneration and economic objectives in accordance with London Plan and national policies;
- strengthening the existing policy approach to Key Industrial and Business Areas (KIBAs), removing the ‘mixed use employment area’ designation in these locations;
- support for community facilities both to enable local service delivery at neighbourhood level and to meet the changing needs of Lambeth’s communities, including the need for assembly space for faith groups.



## Spatial Vision

*By 2025 Lambeth will be a key part of, and contributor to, central London's thriving economy and the benefits of this will be shared throughout the borough. It will be home to a skilled workforce and a growing number of businesses and jobs providing opportunities for local people. The achievements of Lambeth's young people will be widely celebrated and the levels of worklessness in the borough will have significantly declined. Lambeth will be at the forefront of tackling and adapting to climate change.*

*At least 16,500 additional dwellings will have been developed along with additional shops, offices and visitor accommodation. Fifty percent of new residential dwellings will be affordable. Growth in housing and jobs will be mainly focussed on the Waterloo and Vauxhall (linked to Battersea/Nine Elms) Opportunity Areas and the major town centres of Brixton and Streatham.*

*This growth will be supported by approximately 5,460 additional primary school places, 650 additional nursery class places and 2,294 additional secondary school places through BSF Phase 2 (of which 322 additional Year 7 places), additional childcare, play and youth provision, a network of new Neighbourhood Resource Centres for primary health care, reconfigured hospital and further education premises and new facilities for policing across the borough. The capacity of the public transport infrastructure, including the inter-changes at Waterloo, Vauxhall and Brixton, will have increased sufficiently to accommodate all those travelling to, from and through the borough for work, shopping, recreation and tourism.*

*Lambeth will be known for its flourishing and distinctive business neighbourhoods in Waterloo, Vauxhall, Brixton, Streatham, Clapham, Oval, Stockwell, Herne Hill and Tulse Hill/West Norwood, for its cutting edge culture and creativity, its access to the River Thames and to views of central London, and its international cultural and tourist destination on the South Bank. There will be a world class new public open space at Waterloo City Square.*

*Lambeth's residential neighbourhoods will house mixed, cohesive, stable communities that thrive on the diversity of their population, including different ethnic groups, faiths and sexual orientations, the young, the elderly and people with disabilities. They will be green, safe, accessible areas that enable healthy and sustainable lifestyles and foster well-being. Although high in density, they will excel in the sustainable design and management of their built environment and public spaces, with a strong focus on liveability, community safety, enhanced historic buildings and spaces with an improved sense of place.*

*This vision will be delivered jointly by the partners of Lambeth First through its theme partnerships, strategies and programmes and in consultation with all stakeholders, supported by the policies contained in this Core Strategy and Lambeth Council's powers as a local planning authority.*

## Strategic Objectives

3.10 The following strategic objectives for the Core Strategy are not listed in order of priority and have equal importance. They are grouped under the six key over-arching issues, but it is recognised that many of the objectives address more than one of the issues.

### *A. Accommodating population growth*

1. Increase the overall supply of housing by at least 16,500 additional dwellings, and increase mix and quality of housing (including affordable, key worker and family housing) to meet demand identified through the Strategic Housing Market Assessment.

### *B. Achieving economic prosperity and opportunity for all*

2. Support the growth of key economic sectors through the development of new shops, offices and visitor accommodation, by maintaining a varied supply of business premises and through plans for town centre regeneration.
3. Increase the number and variety of job opportunities for local people by protecting land for commercial use within neighbourhoods and seeking contributions to employment and skills support programmes.

### *C. Tackling and adapting to climate change*

4. Reduce carbon emissions by minimising the need to travel and maximising energy efficiency and renewable energy generation in buildings and area regeneration schemes.
5. Safeguard and increase biodiversity through co-ordinated implementation of the Lambeth Biodiversity Action Plan.
6. Enable Lambeth to adapt to the effects of climate change, including drought and flood risk, through the design of the built environment, retention of existing trees, urban greening, and sustainable urban drainage and protection of the supply of water.

### *D. Providing essential infrastructure*

7. Provide the essential physical, social and green infrastructure to support population and economic growth through the co-ordinated delivery of infrastructure programmes by Lambeth First partners and statutory undertakers.
8. Work in partnership with government, Transport for London, Network Rail and major developers to increase public transport capacity and accessibility, reduce reliance on the private car, promote walking and cycling, and provide alternatives to road-based freight transport.

9. Provide approximately 5,460 additional primary school places, 650 additional nursery class places and 2,294 additional secondary school places through BSF Phase 2 (of which 322 additional Year 7 places) of good quality to meet existing and future demand in Lambeth, by enabling a supply of land for new schools and seeking contributions to education from developers of family housing; and support the reconfiguration of further education premises.
10. Contribute to improving health and well-being and reducing health inequalities by delivering a network of Neighbourhood Resource Centres for primary health care, supporting the reconfiguration of hospital premises, and by encouraging healthy lifestyles in the design of the built environment.
11. Increase the quality of open space in Lambeth by safeguarding, linking and upgrading existing open space, improving access and retaining existing trees (through delivery of the Lambeth Open Spaces Strategy), and seek new open space where-ever possible including through an extension to Jubilee Gardens.
12. Contribute to the delivery of Lambeth's Sustainable Waste Management Strategy by maintaining an appropriate supply of land for waste management and operational use and seeking the most effective waste management facilities within new developments.

*E. Promoting community cohesion and safe, liveable neighbourhoods*

13. Develop and sustain stable neighbourhoods with a high quality, liveable residential environment, respect for local amenity, good access to local services and transport, and mixed populations (including different ethnic groups, faiths and sexual orientations, the young, the elderly and people with disabilities).
14. Increase community safety and resilience to terrorism by designing out crime and fear of crime in the built environment and through joint working within the Safer Lambeth Partnership.

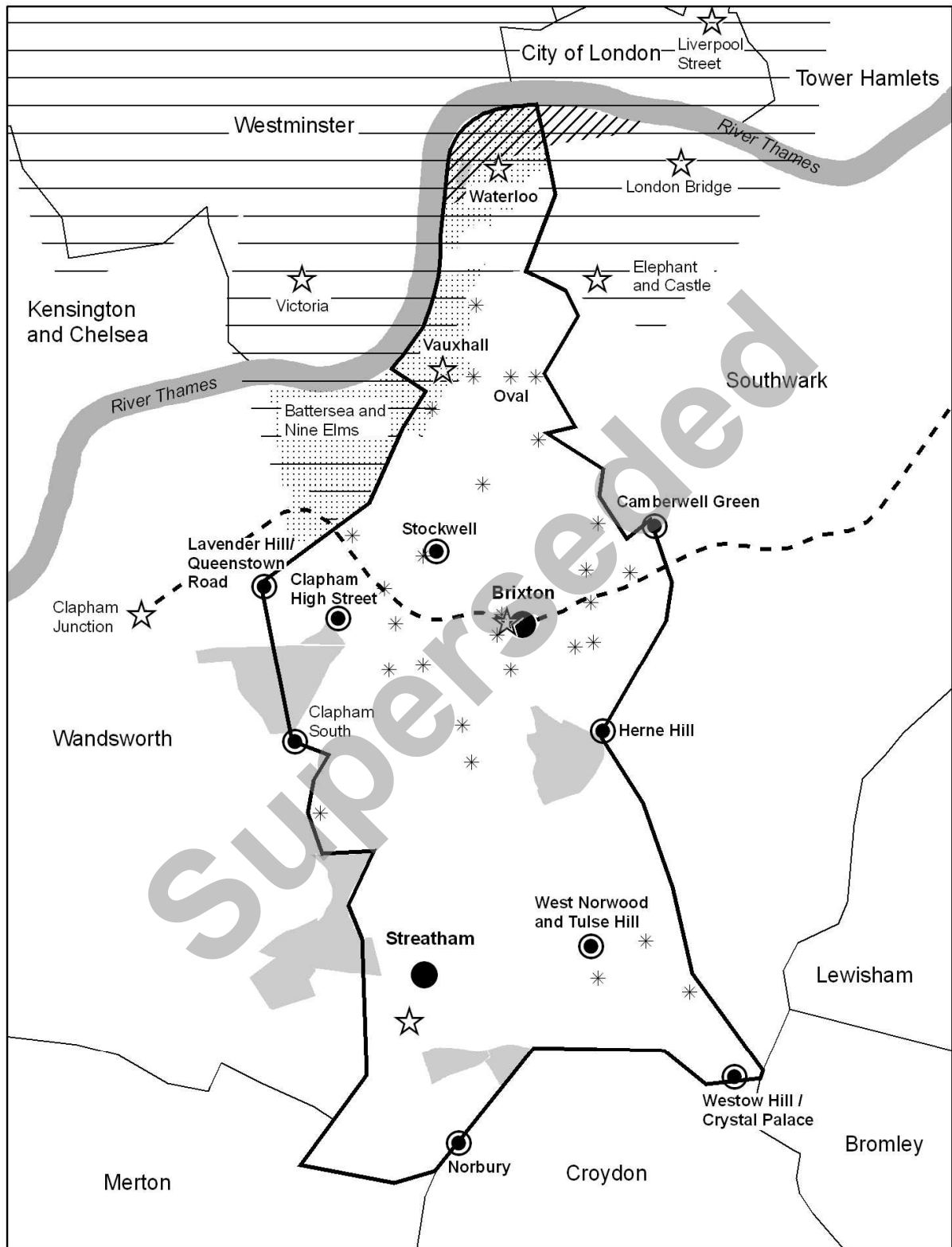
*F. Creating and maintaining attractive, distinctive places*

15. Create and sustain distinctive local places through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Thames and the natural environment.
16. Protect and enhance the historic built environment, the setting of the Palace of Westminster World Heritage site and strategic views by working in partnership with English Heritage, neighbouring boroughs and community groups.

17. Support the regeneration and renewal of the London Plan Opportunity Areas at Waterloo and Vauxhall/Nine Elms/Battersea to reflect their role in central London, working in close partnership with the neighbouring boroughs of Southwark and Wandsworth and all key stakeholders.
18. Maintain and develop Lambeth's strength in arts and culture and the role of the South Bank as one of London's leading international cultural and tourist destinations reflecting its status as part of the South Bank/Bankside Strategic Cultural Area.

Superseded

## Key Diagram



- |                        |   |                                |
|------------------------|---|--------------------------------|
| ● Major Town Centre    | ▬ London Plan Central Activities Zone                     | ▨ London Plan Opportunity Area |
| ⦿ District Town Centre | * Key Industrial and Business Area                        | --- East London Line Extension |
| ☆ Major Transport Hubs | ▨ London Plan South Bank/Bankside Strategic Cultural Area | ■ Metropolitan Open Land       |

## Section 4 – Strategic Policies

This section sets out the Strategic Policies of the Core Strategy. These policies have been developed following consideration of the results of consultation and engagement and the recommendations of the Sustainability Appraisal report in relation to the nine sets of options presented at 'Issues and Options' stage.

The Strategic Policies provide the strategic framework for the development of the borough as a whole. They should be read alongside the policies for Places and Neighbourhoods in section 5, which set out the aspirations and approach for specific parts of the borough, within this strategic framework.

Annex 9 contains a matrix showing the relationship between the policies and the strategic objectives set out in section 3, and with the performance indicators in section 6.

Superseded

## Policy S1 – Delivering the Vision and Objectives

The Core Strategy addresses the spatial aspects of Lambeth's Sustainable Community Strategy. The Council will deliver the spatial vision and strategic objectives of the Core Strategy by:

- (a) Working with a range of partners to ensure sustainable development and regeneration opportunities are fully explored, including maximising the use of previously developed land and vacant buildings.
- (b) Encouraging and supporting sustainable development that enhances the local distinctiveness of neighbourhoods and delivers regeneration objectives defined in London Plan Opportunity Area Planning Frameworks and Areas for Regeneration, and local area master-plans. In particular, this will relate to the Central Activities Zone, the London Plan Opportunity Areas of Vauxhall and Waterloo, the town centres of Brixton, Clapham, Streatham, West Norwood and Tulse Hill and to other well defined localities such as Stockwell, Herne Hill and Oval.
- (c) Supporting various initiatives such as town centre partnerships, Business Improvement Districts and similar business networks and business led and other neighbourhood management schemes in order to promote centres, assist in attracting inward investment, and coordinate and manage improvements to the public realm.
- (d) Safeguarding and improving essential physical, green and social infrastructure and working in partnership with service providers to ensure the delivery of the additional infrastructure required to meet community needs and support development (see Annex 2). The Council will encourage dialogue between service providers and developers. Financial contributions will be sought towards the delivery of infrastructure required to service development and its future occupants as well as to address the impact of development proposals where necessary. Where appropriate opportunities arise, the co-location of services and joint delivery of infrastructure by service providers will be supported.
- (e) Safeguarding and improving community premises in order to meet identified demand for community meeting spaces, including provision for faith groups, and seeking the development of new facilities where there are identified gaps in provision.
- (f) Identifying sites for essential infrastructure, including schools, through the Site Allocations DPD and other means as appropriate.
- (g) Helping to promote and maintain mixed, balanced and diverse communities within neighbourhoods, ensuring maximum accessibility for people with disabilities and a child-friendly environment.

- (h) Monitoring the implementation of policies and infrastructure on a regular basis and reviewing strategies for implementation as required.
- (i) Ensuring the implementation of policies and planning decisions where necessary through its enforcement powers for planning, building control and environmental protection.

- 4.1 Measures to achieve local distinctiveness and local regeneration objectives are set out in Section 5 – Places and Neighbourhoods.
- 4.2 The mechanisms for delivery and monitoring of the policies in the Core Strategy are set out in Section 6. This includes a description of the various partnerships which will help with the implementation of the Core Strategy.
- 4.3 Physical infrastructure includes transport, energy and waste. Social infrastructure includes facilities for the delivery of essential services including policing, community safety and the criminal justice system; fire fighting and prevention; health and social care; employment advice; business support; childcare and early years services; children's play; primary, secondary, further and higher education; youth services; culture and sport; telecommunications and new technology supporting sustainable development. It also includes community meeting spaces and facilities to meet the needs of faith groups and community groups. Green infrastructure includes open space and nature conservation and other green areas. The partners involved in delivering this infrastructure are listed in Annex 2.
- 4.4 Information about the delivery of essential infrastructure is set out in the Infrastructure Schedule in Annex 2.
- 4.5 This includes the Thames Tideway Tunnel, which will be a storage and transfer waste water tunnel running under the river Thames, reducing overflows of untreated sewage and resulting in a cleaner river.
- 4.6 Proposals for major development should be accompanied by an assessment of the expected impact on water and sewerage infrastructure capacity, undertaken in consultation with Thames Water. Where existing capacity is inadequate, the timetable for construction of the proposed development should be discussed with Thames Water to enable phased improvements to infrastructure. Where necessary, phasing will be secured through a legal agreement between Lambeth Council and the developer.
- 4.7 The Site Allocations Development Plan Document will identify sites to help deliver the objectives of the Core Strategy, including for schools and health facilities. The Development Management Development Plan Document will provide more detailed policies for the management of development proposals.



## Policy S2 – Housing

The Council will meet the borough's housing needs to 2025 by:

- (a) The provision of at least 7,700 net additional dwellings across the borough between 2010/11 and 2016/17 in line with London Plan targets, and a further 8,800 more homes by 2024/25 subject to London Plan targets for this period.
- (b) Preventing the loss of existing housing except where accommodation is being de-converted back from flats to a house, or where provision is being sought to meet a specific housing need in order to support mixed and sustainable stable communities.
- (c) Seeking the provision of affordable housing on sites of at least 0.1 hectares or on sites capable of accommodating 10 or more homes. At least 50 per cent of housing should be affordable where public subsidy is available, or 40 per cent without public subsidy, subject to housing priorities and, where relevant, to independently validated evidence of viability, or where there is a clearly demonstrable benefit in a different mix in the case of housing estate regeneration. The mix of affordable housing should be 70 per cent social rented and 30 per cent intermediate.
- (d) Seeking a mix of housing sizes and types to meet the needs of different sections of the community including through applying Lifetime Homes and Building for Life standards and providing wheelchair accessible housing.
- (e) Protecting all family sized houses from conversion into flats in parts of the borough under conversion stress, and protecting family sized houses of less than 150 square metres as originally constructed in other parts of the borough not on the main road network, to ensure mixed and balanced communities with a choice of family sized housing.
- (f) Safeguarding existing sites and pitches for use by gypsies and travellers and travelling show-people, and identifying ten additional pitches for gypsies and travellers, as well as supporting proposals for other specific types of accommodation such as student, hostel and other forms of specialist housing.
- (g) Seeking levels of residential density consistent with London Plan guidelines, having regard to the provision of other uses on the site, availability of local services, access to and capacity of public transport, urban design context, quality of design and impact on existing and future residents.
- (h) Requiring high standards of residential amenity, having regard to Council space standards and including the provision of outside space for children's play in private and communal gardens.

- 4.8 The GLA's Strategic Housing Land Availability Assessment (SHLAA) 2009 will set out revised minimum targets for homes for the period 2010-2025 following the replacement of the 2008 London Plan.
- 4.9 The mix of housing types, sizes and tenures will be informed by the recommendations of the Strategic Housing Market Assessment and the priority needs identified in regular housing needs assessments. The most recent is the Lambeth Housing Needs Assessment Update 2007. Priority needs include families, older people, people with special support needs and young adults. Provision should have regard to the particular location and nature of the individual site concerned.
- 4.10 The London Plan seeks a target of 50 per cent of all new homes to be affordable subject to viability and other relevant considerations. The 50 per cent affordable housing target reflects the level of housing need in Lambeth, and its viability has been assessed. The justification for this policy is set out in Topic Paper 1.
- 4.11 The justification for the policy on house conversions is provided by the House Conversions Study 2009. This defines the areas of the borough under conversion stress as streets other than on the main road network where the number of flats derived from conversion is equal to or exceeds the number of houses remaining on the street. The streets under conversion stress are shown on the Proposals Map. For the purposes of this policy, family sized housing is considered to be any house with two or more bedrooms. The main road network consists of the roads identified on the Proposals Map as part of the Transport for London Road Network and London Distributor Roads. Originally constructed refers to the floor area of the property prior to any extensions being carried out. Extensions carried out pre-1948 can be included in the original floor area. A more detailed definition of original floor area is provided in the glossary.
- 4.12 The Housing Act 2004 requires local authorities to consider the accommodation needs of gypsies and travellers in their local housing assessments. In response to this, the GLA, on behalf of the London boroughs, commissioned the London Boroughs' Gypsy and Traveller Accommodation Needs Assessment (March 2008). This study identified a requirement for an additional ten pitches for gypsies and travellers in Lambeth, in addition to the existing fifteen pitches at the Lonesome Depot in Streatham Vale. Government Circulars 01/06 'Planning for Gypsy and Traveller Caravan Sites' and 04/07 'Planning for Travelling Showpeople' require local planning authorities to set out criteria for the location of sites for gypsies and travellers and travelling showpeople in their Core Strategies.
- 4.13 Sites for gypsies and travellers will be sought through the preparation of the Site Allocations DPD and other means as appropriate. This process will have regard to: the need for safe access to the road

network; impact on the local environment and the character, safety and amenity of the area; the availability of essential services such as water, sewerage and drainage and waste disposal; proximity to shops, services and social and community facilities; and the need to avoid areas at high risk of flooding.

- 4.14 The DM DPD will address issues relating to the detailed application of housing policy, including residential space and amenity standards, house conversions and specialist forms of housing.

Superseded

### Policy S3 – Economic Development

The Council will support local economic development, Lambeth's contribution to the central and wider London economy and a range of local business and job opportunities, by giving priority to a diverse range of economically beneficial uses in appropriate locations. The Council will achieve this by:

- (a) Safeguarding Key Industrial and Business Areas (KIBAs) for business, industrial, storage and waste management uses, including green industries, and other compatible commercial uses, excluding large scale retail.
- (b) Maintaining a stock of other sites and premises (not in KIBAs) in commercial use across the borough subject to the suitability of the site and location.
- (c) Allowing exceptions to the protection of employment land both within and outside of KIBAs to provide sites for schools where these are required to meet local need and no alternative site is available.
- (d) Supporting the vitality and viability of Lambeth's hierarchy of major, district and local centres, including the Vauxhall and Waterloo London Plan Opportunity Areas, for retail, service, leisure, recreation and other appropriate uses; maintaining the predominant retail function of primary shopping areas in the Waterloo Opportunity Area (Lower Marsh), in major and district centres; delivering the regeneration of Lambeth's town centres; improving existing retail facilities; supporting and protecting market areas and areas of specialist shopping; and safeguarding local shops and other local services to meet community need within neighbourhoods. Development within centres will be encouraged in accordance with national policy to provide 5,400 m<sup>2</sup> gross convenience and 3,600 m<sup>2</sup> gross comparison retail floor-space across the borough by 2015.
- (e) Safeguarding and improving leisure, recreation, arts and cultural facilities where they meet local and wider needs, especially in town centres, unless adequate replacement provision is made.
- (f) Supporting the location of, and investment in, major office developments (over 1,000 m<sup>2</sup>), large hotels and apart-hotels, major leisure and cultural activities, other tourist attractions and retail development in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and Brixton and Streatham town centres. Other visitor accommodation will be supported elsewhere in the borough where public transport accessibility levels are 'good' or above, in accordance with London Plan policy.
- (g) Supporting employment and training schemes to maximise local employment opportunities and help to address skills deficits in the local population.

- 4.15 The Key Industrial and Business Areas were designated in the UDP 2007 and are listed in Annex 5. They represent the borough's strategic reservoirs of land for business use and are Lambeth's Locally Significant Industrial Sites as defined in the London Plan. The protection of Key Industrial and Business Areas has been strengthened in the Core Strategy through the removal of the 'mixed used employment area' designation identified in the UDP 2007. The whole of the former Somerleyton Road and Bondway KIBAs and part of the West Norwood and Clapham North KIBAs have been de-designated in order to address wider objectives for Brixton and West Norwood town centres and the Vauxhall/Battersea Nine Elms Opportunity Area and the promotion of specific development opportunities underway. The rationale and supporting evidence for this policy approach to KIBAs are set out in Topic Paper 2.
- 4.16 The Business Premises Study 2007 provides the evidence for retaining other employment sites and premises not in KIBAs across the borough in order to meet demand for premises from small businesses, creative industries, social enterprises and the voluntary sector and in order to provide a spread of employment opportunities within neighbourhoods, close to where people live.
- 4.17 The exception for schools set out in S3(c) arises from the strategic need for new school sites during the plan period. This policy approach will enable the identification of sites for new schools within KIBAs in the Site Allocations DPD, if no alternative sites are available.
- 4.18 The hierarchy of major, district and local town centres is set out in Annex 4. The Borough Retail Capacity Study 2008 indicates that there is capacity for approximately 5,400 m<sup>2</sup> gross convenience and 3,600 m<sup>2</sup> gross comparison retail floor-space in the borough in the period up to 2015, taking into account existing commitments and the re-occupation of vacant floor-space in the borough and the rise of internet shopping (Borough Retail Capacity Study 2008 tables 10B and 7C). In the longer term (2015 to 2020) an additional 3,400 to 5,200 m<sup>2</sup> gross convenience and 1,400 to 13,600 m<sup>2</sup> gross comparison retail floor-space could be accommodated in the borough, depending on the scale and nature of retail developments within neighbouring boroughs. Retail development needs to be located in centres in accordance with national town centre first policy. Capacity for retail development will be monitored and updated as necessary on a five yearly basis. Provision in the further period to 2025 will be rolled forward as part of this process.
- 4.19 The Council will deliver the regeneration of Lambeth's town centres through a range of approaches including town centre partnerships, Business Improvement Districts and other business led neighbourhood management initiatives, supported by master-plans. The approach for individual centres is set out in Section 5 – Places and Neighbourhoods.

- 4.20 The London Plan seeks a significant increment to current office stock in the capital and requires boroughs to promote the provision of additional space and the rejuvenation of existing office space in the Central Activities Zone. For Lambeth, the GLA London Office Policy Review 2007 sets out potential demand for an additional 152,513 m<sup>2</sup> during the period 2006 and 2026.
- 4.21 The London Plan requires boroughs to support the provision of a wide range of visitor accommodation and identifies projected demand for 40,000 net (50,000 gross) additional serviced rooms across the capital by 2026. For Lambeth, this equates to an indicative estimate of 2,500 net (2,750 gross) additional serviced rooms between 2007 and 2026 (GLA London Hotel Demand Study 2006). The number of additional serviced rooms completed in the borough will be monitored against this figure (see the monitoring framework in section 6).
- 4.22 Financial contributions from development for local employment training and skills development will be used to contribute to the implementation of the Lambeth Employment and Skills Programme, managed by Lambeth First's Economic Development Theme Partnership (see section 6 on delivery).
- 4.23 The DM DPD will address issues relating to the detailed application of Core Strategy policy, including the criteria against which proposed change of use on employment land outside KIBAs will be assessed and the appropriate mix of ground floor uses in town centres.

## Policy S4 – Transport

The Council will achieve the Core Strategy's objectives for transport by:

- (a) Contributing to a sustainable pattern of development in the borough, minimising the need to travel and reducing dependence on the private car.
- (b) Requiring development to be appropriate to the level of public transport accessibility and capacity in the area, or to contribute towards increasing public transport accessibility and capacity where this cannot be achieved through pooling of planning obligation contributions with Transport for London or other agencies' transport project funding as appropriate.
- (c) Seeking improvements for better connectivity, quality and capacity in public transport including: interchanges and east-west orbital links, the potential for an East London Line station at Brixton, extension of the Croydon Tramlink to Crystal Palace and Streatham, an appropriate replacement for the role and function of the former Cross River Tram, opportunities for extensions to the underground network, and increases in the quality and frequency of train services to West Norwood, Tulse Hill and Streatham.
- (d) Working in partnership with Transport for London, Network Rail and other public transport providers and supporting the plans and programmes for improvements to public transport infrastructure and services in the borough, including the transport hubs at Waterloo and Vauxhall and provision for buses and coaches. Land will be safeguarded for existing and future public transport infrastructure where necessary through the Site Allocations DPD and other appropriate means.
- (e) Requiring major residential and commercial development that will have an impact on the current and future capacity of the public transport system to make a financial contribution to planned programmes for increasing public transport capacity in the borough, commensurate with the scale of the impact of the development.
- (f) Requiring developments to comply with the maximum car parking standards in the London Plan and to reflect the public transport accessibility of the development; and to include provision for cycle parking, motor-cycle parking in appropriate locations, and car clubs wherever possible.
- (g) Promoting walking and cycling, including through improvements to existing provision and provision in and around new development for cycling, cycle parking, the public realm and transport and highway infrastructure.

- (h) Supporting and promoting use of the River Thames as a strategic transport route for passengers and freight, including through the retention of piers.

- 4.24 The key transport infrastructure projects to be delivered during the fifteen year period of the Core Strategy are listed in the Infrastructure Schedule in Annex 2.
- 4.25 Improvements to the accessibility and quality of public transport infrastructure are required in order to maximise its use, especially by people with disabilities, the elderly, young children and others for whom public transport accessibility is a barrier. Improvements to routes to and from public transport nodes (bus stops and stations) are critical in persuading people to use buses and trains.
- 4.26 The objective to minimise the need to travel and reduce reliance on the private car (in order to contribute to reducing carbon emissions) will be achieved through the application of national and London Plan policies. This includes the London Plan target to achieve a five per cent increase in passengers and freight transport on the Blue Ribbon Network (waterways) by 2011.
- 4.27 National planning policy and the London Plan set out the requirements for development in relation to cycle parking spaces and supporting facilities, maximum car parking standards, Travel Plans for people and goods, Delivery and Servicing Plans, Construction Logistics Plans and Transport Assessments.
- 4.28 The DM DPD will address issues relating to the detailed application of Core Strategy policy including freight transport, on-street parking, coach parking, mitigating the impact of development on the surrounding road network, car-free development and provision of a network of electric car charging points.



## Policy S5 – Open Space

The Council will meet requirements for open space by:

- (a) Protecting and maintaining existing open spaces and their function.
- (b) Increasing the quantity of open space through the Waterloo City Square project, Windrush Square in Brixton, the extension of Jubilee Gardens and by linking existing spaces through green chains, the Greenway and Thames Path National Walking Trail initiatives. An increase in the quantity of public open space will be sought, where possible, through the development of major sites and other opportunities.
- (c) Improving the quality of, and access to, existing open space, including the range of facilities available and its bio-diversity and nature conservation value and heritage value, through various means including the implementation of the Lambeth Open Spaces Strategy. Where appropriate in major developments, financial contributions will be sought towards improvements in the quality of, and access to, open space in the borough.

- 4.29 Existing open space includes Metropolitan Open Land, Common Land, historic parks and gardens, district and local parks, nature conservation areas, play areas and adventure playgrounds, outdoor sports facilities, allotments, cemeteries and burial space, amenity land within housing estates, communal squares and gardens, front and back gardens and the River Thames Foreshore and Thames Path in accordance with London Plan policy.
- 4.30 The Lambeth Open Spaces Strategy 2004 and the subsequent update in 2007 identify a deficiency in open space in the borough but there are limited opportunities to create significant areas of additional open space. New open space can include hard landscaped areas as well as green areas.
- 4.31 The boundary of the Jubilee Gardens/Hungerford Carpark Metropolitan Open Land has been adjusted in order to secure the extension to Jubilee Gardens onto the majority of the car park. This will realise the longstanding Council and GLA objective of creating a coherent public space of metropolitan value to serve the increasing numbers of residents, workers and visitors in the South Bank/Waterloo area, as well as providing land to support the needs of the South Bank to fulfil its role as a world class arts and culture facility. This is supported through policy PN1 Waterloo.
- 4.32 The DM DPD will address issues in relation to the detailed application of Core Strategy policy including protection and planting of trees, urban greening, biodiversity, improving the quantity, quality and access to

open space, and the exceptional circumstances in which loss of open space will be allowed and the compensatory provision required.

Superseded

**Policy S6 – Flood Risk**

The Council will work in partnership with the Environment Agency in order to manage and mitigate flood risk.

- (a) Development will be steered towards areas of lowest flood risk through the application of the sequential test in PPS25, taking the vulnerability of the proposed uses into account.
- (b) Development will only be considered in the areas of higher flood risk where it can be demonstrated that there are no reasonably available sites within Flood Zone 1 (low risk) appropriate to the type of use proposed
- (c) All new development in Flood Zones 2, 3a and 3b defined in the Strategic Flood Risk Assessment should contribute positively to actively reducing flood risk in line with PPS25, through avoidance, reduction, management and mitigation.
- (d) Flood Risk Assessment (FRA) will be required for major development proposals within Flood Zone 1 and all new development within Flood Zones 2, 3a and 3b. The FRA should be proportionate with the degree of flood risk posed to and by the proposed development and take account of the advice and recommendations set out in the Strategic Flood Risk Assessment (SFRA).
- (e) Where development is permitted within flood risk areas it must demonstrate that, where required, it will reduce fluvial, tidal and surface water flood risk and manage residual risks through appropriate flood risk measures.
- (f) On sites adjacent to the River Thames and River Graveney, maintenance, remediation and improvements to the flood defence walls will be required where these are in poor condition.
- (g) Measures to mitigate flooding from groundwater and sewers should be included in development proposals for which this is a risk.

- 4.33 The Level 2 Strategic Flood Risk Assessment (SFRA 2008) analyses specific locations where development is proposed in areas at risk of flooding in Lambeth and provides sufficient information to allow the application of the PPS25 exception test. It should be read in conjunction with the Level 1 Strategic Flood Risk Assessment (2008). However, breach models within the SFRA are for guidance only and they should be verified by site specific breach models to determine more accurate flood zones. Areas identified in the SFRA as at highest risk of flooding in Lambeth are Waterloo, Vauxhall and adjacent to the River Graveney.

## Policy S7 – Sustainable Design and Construction

The Council will ensure that future development, including construction of the public realm, highways and other physical infrastructure, achieves the highest standards of sustainable design and construction and subsequent operation by:

- (a) Requiring all major development to achieve a reduction in carbon dioxide emissions in line with London Plan targets through energy efficient design, decentralised heat, cooling and power systems, and on-site renewable energy generation, and requiring all other developments to achieve the maximum feasible reduction in carbon dioxide emissions through these measures. Where the required reduction from on site renewable energy is not feasible within major new developments, a financial contribution will be sought to an agreed borough wide programme for carbon dioxide emissions reduction.
- (b) Safeguarding existing heat, cooling and power networks and supporting the development of new networks that are supplied by decentralised energy through neighbourhood regeneration programmes and for all major developments, where feasible.
- (c) Promoting zero-carbon and low-carbon development.
- (d) Promoting improvements in the energy efficiency of existing buildings as part of refurbishment and maintenance where planning permission is required and by a variety of promotional measures where planning controls do not apply.
- (e) Setting Lambeth specific targets on environmental performance including through nationally recognised sustainable building standards; encouraging the re-use of buildings and building materials; efficient use of water, including rainwater harvesting and recycling; use of permeable surfaces and sustainable drainage systems; provision for sustainable waste management; natural cooling and ventilation; and requiring all development to be designed to high standards of energy efficiency. More specific targets will be set out in the Development Management DPD and detailed guidance will be provided in a Supplementary Planning Document.

- 4.34 The borough wide programme for carbon dioxide emissions reduction will be used to achieve measures such as retro-fitting social housing in order to improve energy efficiency. This will have the additional benefit of reducing fuel poverty.
- 4.35 The Council will pursue opportunities for achieving zero-carbon and low-carbon development on appropriate individual development schemes through the preparation of guidance for individual sites and other appropriate means.

- 4.36 The London Plan refers to the Mayor's Air Quality Strategy for London, which designates Air Quality Management Areas. The whole of Lambeth is within an Air Quality Management Area.
- 4.37 The DM DPD will address issues in relation to the detailed application of Core Strategy policy including Lambeth-specific targets on environmental performance including through BREEAM (Building Research Establishment Environmental Assessment Method) and the Code for Sustainable Homes, water and air quality and other aspects of sustainability.

Superseded

## Policy S8 – Sustainable Waste Management

The Council will contribute to the sustainable management of waste in Lambeth by:

- (a) Supporting the approach to drive waste management up the waste hierarchy in accordance with national policy and regional policy and targets, and in particular the efficient use of resources, the reuse of materials and resources, and the recovery of energy from materials.
- (b) Supporting delivery of the Western Riverside Waste Authority's statutory Waste Management Strategy and implementing its own Lambeth Sustainable Waste Management Strategy.
- (c) Safeguarding existing waste transfer and management sites for waste management use, unless appropriate compensatory provision is made in appropriate locations elsewhere in the borough.
- (d) Supporting additional sites for waste management in Key Industrial and Business Areas and other appropriate locations to provide the capacity to meet, over the plan period, the borough's waste apportionment set out in the London Plan, subject to London Plan targets to 2025.
- (e) Supporting the provision of an adequate supply of land for the operational delivery of the waste collection service, including depots and waste transfer sites.

4.38 In line with its London-wide strategy for waste, the London Plan requires every London borough to manage as much as possible of its future waste locally, with the objective of becoming approximately 85% self-sufficient by 2020. The London Plan projects that, by 2020, Lambeth will be producing 486,000 tonnes of municipal and commercial waste every year. It requires Lambeth to manage 346,000 tonnes of this each year within its boundaries by that time. Lambeth has a number of sites currently used for waste management but these do not have the capacity to manage this quantity of waste. Using the GLA ratio of 80,000 tonnes per hectare, approximately 4.2 hectares need to be allocated for waste in order to meet the London Plan apportionment. In December 2009, the GLA issued a minor alteration to the consultation draft replacement London Plan, setting out corrections and clarifications to the borough level waste arisings and apportionment. This includes a revised apportionment figure for Lambeth to 2026.

4.39 Waste sites that are already safeguarded in the UDP 2007 are listed in Annex 6. Lambeth is one of four London boroughs (Lambeth, Wandsworth, Hammersmith & Fulham and Kensington & Chelsea) for which the Western Riverside Waste Authority (WRWA) is the statutory Waste Disposal Authority for municipal waste. A thirty year Waste

Management Service Agreement (WMSA) was established between WRWA and Cory Environmental Ltd to dispose of WRWA waste, commencing in October 2002 and ending in 2032. As a result of this agreement, there is no requirement for additional facilities to manage municipal waste in Lambeth during the period of the Core Strategy. Facilities to manage hazardous and construction, demolition and excavation waste are also not required in Lambeth during the plan period, for the reasons set out in paragraph 4.84 and 4.87 of the London Plan (2008). The remaining requirement in Lambeth is for facilities to manage commercial and industrial waste collected and disposed of by commercial operators. The council will consider the appropriate sites to address this requirement through the preparation of the Site Allocations DPD, in consultation with landowners and commercial operators. Existing waste management and transfer sites and sites for operational use will also be allocated in the Site Allocations DPD.

- 4.40 Waste sites must have good access to the main road network, rail or water transport and be located where the operation of waste management services does not unacceptably harm the operation of adjoining firms or the amenities of the surrounding area. New waste sites will be considered against the criteria for location set out in Annex E of PPS10, Sustainable Waste Management and London Plan policy. Account will also be taken of the distribution of sites across the borough. The broad area of search for sites will be, in order:
- i. Sites currently in waste management use but not listed in Annex 4 of the Core Strategy;
  - ii. Existing waste transfer sites with potential for re-orientation towards waste management use;
  - iii. Land within existing Key Industrial and Business Areas;
  - iv. Other appropriate sites.

All the evidence supporting the approach to waste, including the implications of the revised apportionment figures issued by the GLA in 2009, are set out in the Waste Evidence Base document.

- 4.41 The Development Management DPD will address issues in relation to the detailed application of Core Strategy policy including on-site waste management facilities, waste and recycling storage and collection, re-use of materials and site waste management plans.

## Policy S9 – Quality of the Built Environment

The Council will improve and maintain the quality of the built environment and its liveability, in order to sustain stable communities, by:

- (a) Seeking the highest quality of design in all new buildings, alterations and extensions and the public realm. Innovation in design will be supported and encouraged, particularly where this contributes to local distinctiveness, enhances the existing built environment and heritage, reflects the cultural diversity of the borough and creates new high quality areas of public realm.
- (b) Safeguarding and promoting improvements to the borough's heritage assets including appropriate uses and improvements to listed buildings, maintaining a local list of heritage assets, carrying out conservation area character appraisals and management plans, and making appropriate provision for assets of archaeological value.
- (c) Protecting strategic views, including those that affect the outstanding universal value and setting of the Westminster World Heritage Site.
- (d) Supporting tall buildings where they are an appropriate development form for the area, particularly where this contributes to area regeneration and local distinctiveness, makes the most effective use of land and is consistent with national and London Plan policies and guidance. Appropriate locations for tall buildings are parts of the Vauxhall and Waterloo London Plan Opportunity Areas and Brixton town centre, subject to appropriate accompanying urban design assessments. The height of buildings should be appropriate to the surrounding townscape.
- (e) Improving the quality of the public realm to ensure that it supports regeneration objectives, is child-friendly, incorporates ecological features making the most of opportunities to promote biodiversity, encourages physical activity, is accessible for people with disabilities, supports sustainable travel and includes safe and attractive pedestrian and cycle routes within and through neighbourhoods, linked to green spaces and public transport nodes and interchanges.
- (f) Creating safe and secure environments that reduce the scope for crime, fear of crime, anti-social behaviour and fire, having regard to Secured by Design standards, and addressing resilience to terrorism in major development proposals.
- (g) Managing the public realm in partnership with businesses and users.

- 4.42 National planning policy sets out the requirements for the protection and enhancement of listed buildings, archaeological heritage and the character and appearance of conservation areas.



- 4.43 The London Plan defines the River Thames Policy Area and requires major development in this area to address its impact on the Thames and Riverside in a design statement.
- 4.44 Strategic views are defined in the London Plan and those in Lambeth are listed in Annex 8. Additional guidance on views is provided in the London View Management Framework. Guidance on tall buildings is also provided by English Heritage/CABE.
- 4.45 The London Plan identifies parts of the Central Activities Zone and Opportunity Areas as suitable locations for tall buildings. The Council has carried out urban design studies to define the potential for the development of tall buildings in Lambeth and these have identified parts of Waterloo, Vauxhall and Brixton as appropriate locations. The evidence to justify the location of tall buildings in these areas is summarised in Topic Paper 3.
- 4.46 Tall buildings are defined as over 25 metres adjacent to the River Thames and over 30 metres elsewhere in the borough. This is the threshold over which planning applications will be referred to the Mayor for his views and over which he has a power of direction of approval or refusal.
- 4.47 Crime Prevention Design Advisors can provide advice on safe and secure environments and the application of Secured by Design Standards. Guidance on resilience to terrorism in major development proposals is published by the National Counter Terrorism Security Office.
- 4.48 The DM DPD will address issues in relation to the detailed application of Core Strategy policy on the quality of the built environment and public realm.

## Policy S10 – Planning Obligations

Planning obligations will be sought to secure the provision of affordable housing (see policy S2(c)).

Planning obligations will also be sought to mitigate the direct impact of development, secure its implementation, control phasing where necessary, and to secure and contribute to the delivery of infrastructure made necessary by the development. This may include contributions towards education, healthcare, libraries, sport, leisure, cultural and community facilities, policing resources, community safety in the public realm, streetscape, public art, maintenance and improvement of the borough's heritage assets, parks and open spaces, play facilities, public transport, highways and traffic works, walking and cycling improvements, parking restrictions, car clubs, travel plans for people and goods, employment and training measures, employment premises, town centre management, utilities and carbon dioxide reduction, subject to the particular circumstances of the development in question and the nature and extent of impact and needs created.

The Council will support community based project banks in specific places and neighbourhoods. Projects will be brought forward as appropriate and relevant in mitigating the direct impact of development proposals.

- 4.49 The detailed requirements for planning obligations will be set out in a Supplementary Planning Document and in site specific and area based Supplementary Planning Documents. The Supplementary Planning Document will provide details of contributions to be sought, the supporting evidence, justification and the mechanisms and processes whereby this will be assessed and determined. It will also take into account the Community Infrastructure Levy Regulations (April 2010).

## Section 5 –Places and Neighbourhoods

This section sets out the Policies for Places and Neighbourhoods. These policies reflect the aspirations and approach for nine different parts of the borough, within the strategic framework set by the borough-wide Strategic Policies. The nine places and neighbourhoods are shown on the Key Diagram.

The various different policies for places are derived from and based on different pieces of work, which form part of the evidence base for the Core Strategy. These include the London Plan Opportunity Area Planning Frameworks for Waterloo and Vauxhall, work on Area Supplementary Planning Documents (SPDs) supporting the Lambeth Unitary Development Plan 2007, various master-plans for Brixton, Streatham and West Norwood/Tulse Hill, and community led master-plans for Stockwell, Herne Hill and the Oval. See Annex 1 Evidence Base for the full list. Area based guidance and SPDs will be revised in light of the adoption of the Core Strategy and progression with other parts of the Local Development Framework.

The policies in this section of the Core Strategy are not intended to cover every part of the borough, focussing instead on areas of significant growth or change. Other parts of the borough not covered by the policies in this section are covered by the strategic policies in section 4.

Each policy is preceded by a short summary of the characteristics and challenges for the area in question, referring to the locally specific studies and master-plans that have informed the approach.

Annex 9 contains a matrix showing the relationship between these policies and the Core Strategy's strategic objectives in section 6 and the performance indicators in section 9.

## Waterloo

- 5.1 The Waterloo neighbourhood is a key part of Central London, with strong movement and activity relationships with adjoining areas across and along the river in adjoining boroughs. It is a major office location, one of the capital's most successful tourist areas, an international centre for culture and the arts (part of the London Plan South Bank/Bankside Strategic Cultural Area), one of London's most important transport hubs and an Opportunity Area in the London Plan. It already contains more than half of Lambeth's jobs and the London Plan identifies the potential for 15,000 new jobs in the area. There is an existing residential population in Bishops ward of 9,190 people (4,594 households) (2001 Census) with potential identified in the London Plan for an additional 1,500 dwellings during the period 2001 to 2026.
- 5.2 An Opportunity Area Planning Framework for Waterloo was prepared jointly by the GLA and Lambeth Council in 2007. The South Bank Partnership has produced a Manifesto for Action which reflects the ambitions of the major organisations in the area. Lambeth Council has also produced a Waterloo Area Supplementary Planning Document (2008), to supplement Unitary Development Plan policy. This has involved extensive analysis and consultation on the character of Waterloo and opportunities for its future development. The London Plan indicates that Opportunity Areas are appropriate locations for tall buildings.
- 5.3 Waterloo has four distinct character areas: 1. Riverside, 2. Railway, 3. Residential and 4. Lower Marsh.
  1. **The Riverside** is the focus for cultural facilities as well as bars and restaurants and the Riverside Walk is a public space that is well used by tourists and locals alike during both evening and daytime. The South Bank's international cultural attractions include the National Theatre, the South Bank Centre, the BFI, the London Eye and the London Aquarium. These are iconic internationally-known buildings, many of which are listed. In recognition of its clear architectural and historic importance, almost all of the area is contained within the South Bank Conservation Area, which was first designated by the Council in 1982, and the Lambeth Palace Conservation Area. There are currently over 18 million visits to the South Bank every year. It also contains the area's main public open space which, together with the adjoining Hungerford car-park, is designated as Metropolitan Open Land (MOL). It has been a longstanding Council and GLA objective to secure the use of Hungerford car-park as an extension to Jubilee Gardens. The Core Strategy proposes to achieve this by an adjustment to the Hungerford car-park MOL boundary for the use of part of the site for arts and cultural facilities, including associated and supporting uses to support the South Bank's role, with the majority of the car park land becoming an extension to Jubilee Gardens.

**2. The Railway character area** is dominated by railway infrastructure. The main rail station building and its platforms and tracks occupy a large swathe of land, as do the major road junctions. The railway viaduct, IMAX roundabout and Waterloo Road constitute a confusing, traffic dominated environment alienating to pedestrians. However, there are significant opportunities for improvement. A shared aspiration is the improvement of the public realm at Waterloo in order to gain legibility for pedestrians and improve linkages from the station both to the Riverside and the Lower Marsh areas and through the area generally. A key proposal in implementing this vision is the Waterloo City Square project. This aims to create a legible and welcoming public square between the viaduct and the IMAX which also facilitates pedestrian movement through the whole area, while retaining the necessary provision for buses (and potentially for any appropriate replacement for the role and function of the former Cross-River tram proposal). There are other public realm initiatives, such as Transport for London's 'Legible London' pedestrian way-finding scheme, which is due to be implemented in the area in 2009 and the South Bank Centre's master-plan indicates aspirations for new pedestrian movement patterns through their estate. The Council's Waterloo Area Supplementary Planning Document sets out a public realm strategy to create a high quality pedestrian environment across the area and create a better setting for development. In the short to medium term, reuse of the former International Station will provide significant new facilities for the station and for the area.

Waterloo Station and the former Waterloo International Station present a major development opportunity arising from the need to remodel facilities to increase capacity and this must, in turn, help to transform the wider neighbourhood in line with adopted policies. The redevelopment of Waterloo Station will be a long process but should set the scene for incremental improvements in advance of any possible future redevelopment.

**3. The Residential character area** in Waterloo is to the east of Waterloo Road, although there is residential accommodation within the other character areas, and schemes at Elizabeth House and Doon Street are set to increase residential provision. The residential area is characterised by traditional nineteenth-century stock-brick London terrace houses, much of which is listed. In recognition of its architectural and historic interest, much is within conservation areas, such as the Roupell Street Conservation Area, first designated by the Council in 1976.

**4. The Lower Marsh character area** comprises the area's current chief retail destination, and includes The Cut. Lower Marsh is one of the oldest routes in this area and has provided a market and shops since the nineteenth-century. It is a specialist retail area with a tight urban grain characterised by narrow frontage plots, typically within

nineteenth-century buildings. A Waterloo Business Improvement District (BID) has been established in this area, and also encompasses properties within Southwark. The BID has regeneration ambitions for the area and promotes and supports the area through a range of physical improvement projects and marketing initiatives. The area is historically important and the Council designated a Lower Marsh Conservation Area in 1984.

- 5.4 Although these are the principal character areas, Waterloo contains many other uses. Office accommodation is spread throughout the area with the tendency to be large-scale purpose-built provision in the north of the area, with smaller, more specialist provision, often in historic buildings, to the south of the area.
- 5.5 There are two large hotels in County Hall and on Addington Street, and permission has been granted for additional hotels at 1 Westminster Bridge Road, 118-120 Westminster Bridge Road and 157 Waterloo Road. There are also significant health and education uses. St. Thomas' Hospital covers a large riverside site at the southern end of Waterloo and has a programme for development and improvements to the range and quality of health services it provides. There is a requirement for a new Primary Care Centre in Waterloo. Schiller University, King's College London and Morley College are on Westminster Bridge Road. Development within this area through the BSF programme will see London Nautical School partially refurbished and expanded on its current site to both enhance its educational provision and provide increased pupil places to the area. When demand in the area increases for primary places Johanna Primary School has the potential to be enlarged within its current site. King's College has ambitious plans to expand its presence at Waterloo and contribute to a combined cultural and educational quarter. The Living Space in Coral Street offers facilities for the community, as does the Waterloo Adventure Playground in Baylis Road and there is a library in Lower Marsh.

#### **Policy PN1 – Waterloo**

The Council will support and enhance Waterloo as a key part of Central London and Lambeth and its economy in its various roles as an international centre for culture and arts as part of the London Plan South Bank/Bankside Strategic Cultural Area; a pre-eminent international, domestic and local tourist/leisure and entertainment area; a major location for offices, hotels, healthcare and higher education; a mixed residential area with appropriate supporting community, service and shopping facilities; its valued historic character and its role as being one of London's most important transport hubs.

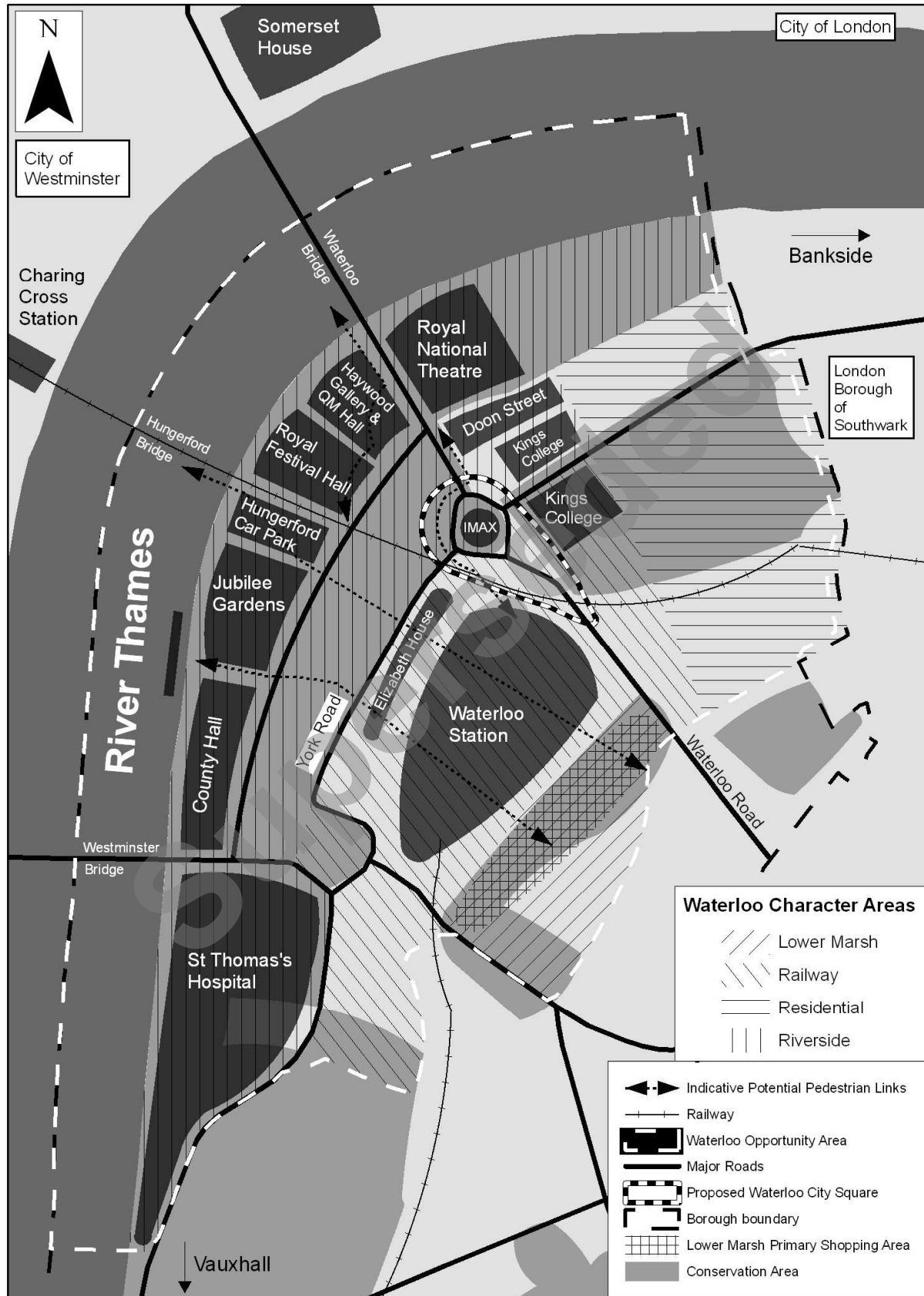
This will be achieved by:

- (a) Supporting sustainable development for jobs and homes in line with London Plan targets, taking all possible steps to ensure that these are available to Lambeth residents through the application of affordable housing policy and planning obligations for local training and employment.
- (b) Maximising the area's potential for the full range of Central London and town centre activities to enable it to compete effectively for beneficial inward investment with other parts of central London and elsewhere for the benefit of the local community and more widely for the borough including safeguarding and promoting the role of Lower Marsh/The Cut as a centre for local needs and specialist independent retailing.
- (c) Promoting and supporting development and uses of an appropriate scale and form to reinforce the distinct identity of the four character areas (Riverside, Railway, Residential and Lower Marsh) respecting strategic views, local contextual considerations including heritage assets and ensuring that design quality is worthy of a World City. Waterloo station and the immediately adjoining area has been identified as providing appropriate potential for a loose cluster of tall buildings providing a focal point on the skyline in line with its wider strategic London-wide role. Development should scale down from the station to the River Thames and be appropriate to its setting, having due regard to strategic views.
- (d) Promoting expansion of arts and cultural activities throughout Waterloo and enhancing the South Bank (Riverside) in its role as an international cultural and leisure centre and a London tourist destination through supporting the development of arts and cultural facilities, associated and supporting uses as well as improvements to the public realm and visitor related facilities. Securing the use of the majority of Hungerford car park as an extension to Jubilee Gardens in accordance with its Metropolitan Open Land designation, and development of the remainder for arts and cultural uses and appropriate supporting uses.
- (e) Supporting improvements in the transport capacity and interchange quality of Waterloo Station, including proposals to increase permeability by providing better linkages to Lower Marsh and other parts of Waterloo, including through development at the station for Central London uses, while respecting the heritage context of the station and adjoining areas.
- (f) Supporting the development strategies of St Thomas' hospital and King's College to achieve the highest quality facilities including related and supporting facilities such as accommodation for staff and students; and the creation of a new primary care centre in the wider Waterloo area.

- (g) Achieving improvements in the public realm, permeability and linkages throughout the area particularly to the Riverside and Lower Marsh so as to improve the ease of movement and quality of the pedestrian environment and achieve improvements to Jubilee Gardens and its extension to include the majority of Hungerford car park; the creation of a new Waterloo City Square; and seek improvements to other existing open spaces and opportunities for additional space for public use as part of a network of pedestrian routes and spaces.
- (h) Enhancing Waterloo as a sustainable residential neighbourhood fully supported by social and green infrastructure, alongside its commercial and cultural role, including in particular local health, education, childcare, community provision, leisure, library, shopping and other public services.
- (i) Supporting local programmes and partnership approaches to achieve the highest standards of sustainable design and construction, combined cooling, heat and power networks and other effective forms of CO<sub>2</sub> reduction and climate change adaptation in line with London Plan policies.
- (j) Addressing flood risk in development proposals and seeking appropriate improvement measures, including improvements to flood defences, particularly in relation to any opportunities offered by development on riparian sites.
- (k) Implementing a Public Realm Project Bank for South Bank/Waterloo for short to medium term public realm improvements based on urban design principles. These will provide the basis for pooling contributions from developers where schemes have an impact on surrounding infrastructure.



Diagram 1. Places and Neighbourhoods: Waterloo



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## Vauxhall

- 5.6 Vauxhall is part of the London Plan priority Areas for Regeneration, which includes the Vauxhall/Nine Elms/Battersea Opportunity Area.
- 5.7 The vision for Vauxhall is a place of growth with a distinct heart, supported by excellent community and transport infrastructure. Vauxhall will be a location with a strong sense of place and identity, with excellent linkages to the riverside and towards Nine Elms and Battersea and a quality environment for pedestrians and cyclists. It is at risk of flooding and so Policy S6 will apply in this area.
- 5.8 Vauxhall was historically an industrial location, sited between Lambeth Bridge and Nine Elms. It contains a strategic transport interchange centred on Vauxhall Cross, providing access to rail, underground, bus and road. Vauxhall is renowned for its nightlife, with various gay and other venues. The area is also an active hub for the Portuguese community and is home to a number of voluntary sector organisations. Vauxhall City Farm is another important local institution.
- 5.9 A number of different land uses come together at Vauxhall, with smaller scale residential areas meeting the larger scale commercial areas along the River Thames. The railway viaduct forms a strong physical divide, dissecting the area from north to south. The eastern side of the viaduct is characterised by low to medium-rise housing and is a greener, quieter area. The western side, around Albert Embankment, features modern, taller commercial buildings fronting the river. Around the heart of Vauxhall, the character of the riverside has undergone a major transition. The M16 building and St George Wharf development are now Vauxhall landmarks. A modern bus station also creates a local landmark. The southern part of Vauxhall features a mixture of building heights and is predominantly commercial in character.
- 5.10 The Vauxhall area contains some good areas of active frontages concentrated on Black Prince Road and Kennington Lane. However, there are few active frontages around Vauxhall Cross where the environment is also poor, with wide traffic-dominated spaces, little public space and blank facades.
- 5.11 Movement throughout the area is difficult for pedestrians and cyclists. East-west movement is a particular concern, with the railway line creating a significant divide and preventing community integration. There are four parks in Vauxhall: Spring Gardens – the most centrally located – Whitgift Park, Pedlars Park and Vauxhall Park to the south.
- 5.12 A series of sites present major opportunities for regeneration and development, particularly in the central and southern areas of Vauxhall. These link up with the adjoining areas of Nine Elms and Battersea in the neighbouring borough of Wandsworth which together with Vauxhall make up the London Plan Opportunity Area. Together they provide

opportunities for regeneration on a London-wide scale in particular at Battersea Power Station, the consolidation and release of surplus land at New Covent Garden Market and other sites in industrial and commercial use in the London Borough of Wandsworth. However, public transport capacity is currently limited. There is no spare capacity at the Vauxhall overland rail station without significant improvement works, and station usage is forecast to rise by 20 per cent by 2014. Planned upgrades to the Victoria Line Underground Station at Vauxhall will only provide limited extra capacity, but this will also be absorbed by the current demand and the forecast future increase in usage, which does not include significant development in Vauxhall.

- 5.13 An Opportunity Area Planning Framework is being prepared for the area as a whole, led by the Mayor together with Wandsworth and Lambeth Councils and the involvement of various stakeholders to develop an overall framework to guide the scale and nature of potential development and regeneration. This will identify the transport infrastructure needed for the Opportunity Area as a whole and establish a tariff based contribution system for planning obligations to contribute to the costs of necessary transport improvements.
- 5.14 Including the Vauxhall area, potential for up to 16,000 homes and 15,000 to 20,000 jobs has been identified from the Opportunity Area as a whole. This is a far larger amount than in the London Plan (2008). Within the Vauxhall area capacity has been identified by Lambeth to meet the existing London Plan (2008) target figure for the whole of the Vauxhall/Nine Elms/Battersea Opportunity Area for the period 2001-2026 of 3,500 additional homes. The Council supports the regeneration opportunities that this area can provide but these must be of benefit and linked to the wider adjoining area and their communities, and supported by social infrastructure including primary school places and other facilities for children and young people, in addition to that currently planned.
- 5.15 Lambeth Council has prepared detailed development guidance for the Lambeth part of the Opportunity Area in the form of a draft Supplementary Planning Document for the Vauxhall Area reflecting the Lambeth Unitary Development Plan (2007) and the London Plan and linking through to the policies in the Core Strategy.

#### **Policy PN2 – Vauxhall**

The Council will support mixed use development at Vauxhall for employment uses, housing, retail, hotel, student accommodation, leisure, entertainment and other commercial and community uses in line with its Central Activity Zone designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area, to develop a distinct heart, recognisable sense of place and definite identity with distinct quarters to achieve a sustainable and vibrant urban area and to fulfil its role as a coherent centre, as well as linking with and benefiting adjoining areas and their communities.

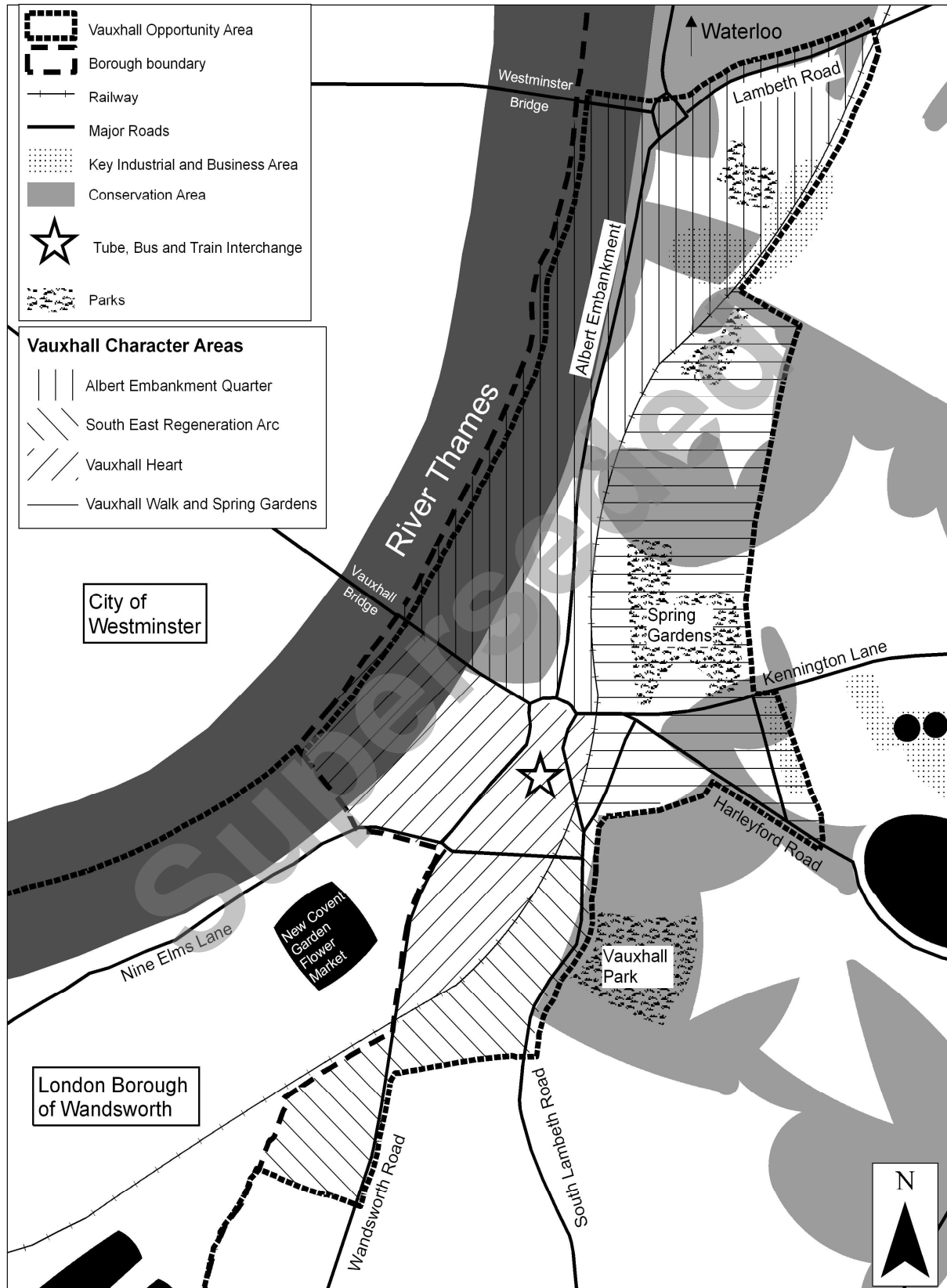
Overall, development will be supported to provide at least 3,500 new homes and 8,000 jobs in the Vauxhall area and appropriate community and public transport infrastructure improvements will be sought.

This will be achieved by:

- (a) Active ground floor frontages being provided in development throughout the Vauxhall area, with a mix of uses including Central London Activities with local services and facilities serving the predominantly residential areas to the east of the railway viaduct. A focus of new retail uses will be promoted around the transport interchange to create a district centre.
- (b) Developing an accessible, legible and permeable pedestrian and cycling environment, including creating public spaces, promoting public art, with key landmarks, quality streetscape, strong linkages to the River Thames, between public spaces, and connections from east to west between Albert Embankment and the primarily residential areas beyond the railway viaduct and ensuring that a high quality riverside walk is maintained.
- (c) Seeking substantial improvements in the quality, access and capacity of public transport in the Opportunity Area as a whole and in particular Vauxhall underground and rail stations, bus services, enhancement of the quality of public transport interchange, highway improvements throughout the Vauxhall area particularly seeking the removal of the one-way traffic system and transport links to the wider area.
- (d) Supporting the highest standards of sustainable design and construction and the implementation of district heating networks and other effective forms of CO<sub>2</sub> reduction and climate change adaptation, including innovative approaches, in line with London Plan policies.
- (e) Promoting development appropriate to the different characteristics and roles of distinct character areas of Vauxhall – Vauxhall Heart; Albert Embankment and the Riverside; South-East Regeneration Arc; and Vauxhall and Spring Gardens; respecting strategic views, local contextual considerations including heritage assets building on and protecting existing character and historic environment taking into account amenity and microclimate, and ensuring high quality design. Development and uses should link with the adjoining areas of the London Plan Opportunity Area in the neighbouring borough of Wandsworth and support the overall approach for development in the London Plan Opportunity Area Planning Framework.
- (f) Vauxhall Heart - supporting opportunities for the development of a cluster of high quality tall buildings for a mix of uses including residential, retail, business, other commercial and community uses at Vauxhall Heart which could extend into Wandsworth, focused on the transport interchange at Vauxhall Cross with connections to the Nine Elms area and residential hinterland and new pedestrian linkages through the railway viaduct.

- (g) South East Regeneration Arc – creating a residential-led mixed-use quarter with retail, retaining a significant employment element to the south of the Vauxhall Heart through the redevelopment of opportunity sites, enhancing connectivity between the Vauxhall Heart, the riverside and Nine Elms/Battersea to the south creating a street frontage with active ground floor frontages along Wandsworth Road linking to Vauxhall Heart.
- (h) Albert Embankment and Riverside – enhancing the appearance and character of Albert Embankment, with active ground floor frontages and an expanded range of employment and residential uses with a greater footfall, ensuring that it is highly accessible and well connected to the surrounding area, maintaining and improving safe access to the River Thames with development avoiding the creation of a wall effect through ensuring variation in the roofline and sufficient gaps between buildings, safeguarding strategic and local views and historic environment.
- (i) Vauxhall Walk and Spring Gardens – support lower density development than elsewhere in the Vauxhall area, developing a creative residential quarter centred on Vauxhall Walk; maximising opportunities for the use of the railway arches for commercial, leisure and night-time uses; promoting creative uses around Vauxhall Walk; improving existing public spaces including Pedler's Park; regenerating Spring Gardens to create a high quality public green space that services as a community focal point which is highly connected, accessible, active and safe.
- (j) Ensuring that development is linked with the wider area and secures benefits for the wider community through contributions to necessary social and physical infrastructure needs arising from development in particular for public transport, education and other community facilities and securing employment and training opportunities to address issues of worklessness in the borough and the setting up of a local project bank in order to mitigate the impacts of development.

**Diagram 2. Places and Neighbourhoods: Vauxhall**



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## Brixton

- 5.16 Brixton is a major town centre famous for its markets and its significance to London's African and Caribbean communities. Much of it is set in a conservation area. It has developed an international reputation as a diverse cultural and creative centre, with many arts related businesses, a major music venue, cinema and a range of other venues and night clubs. It is a transport interchange, a major administrative centre and has a large and very popular leisure centre which also acts as a community focus. However, Brixton contains the highest levels of deprivation in the borough and suffers from higher than average levels of crime and fear of crime.
- 5.17 Brixton is part of the London Plan priority Areas for Regeneration. Past regeneration aspirations going back many years have not been fully realised and, though the town centre continues to be vibrant, there is a need for its rejuvenation and support. Action is needed to arrest decline in order to meet community needs and realise the many opportunities and potential that the area provides, and to ensure that it meets the needs of its catchment residential areas more effectively in order to reduce the need to travel further afield.
- 5.18 Brixton town centre has 378 retail/service units (2008). This includes a significantly higher than average proportion of convenience units, many of which are specialist independent units offering a unique range of specialist ethnic and African-Caribbean goods. These are complemented by the unique multi-cultural markets, which give the centre a feeling of vibrancy, act as a focal point for the community and draw in shoppers from across London. The centre also contains a Tesco supermarket and two smaller multiple food stores. It has slightly lower proportions of comparison retail, services and food and drink uses. There are a number of multiple retailers including Marks & Spencer and Morley's department store, but provision could be improved. The proportion of vacant units in the centre was 11 per cent in 2008, comparable to the national average.
- 5.19 Given competition from planned major retail developments at Elephant and Castle and Battersea Power Station in neighbouring boroughs, Brixton's survival and growth as a retail centre requires a strategy of encouraging the use of the centre by more local residents and maximising the spend of commuters travelling through the transport interchange.
- 5.20 Transport for London has prioritised improvement of transport infrastructure in Brixton to build on the area's function as a major interchange with excellent links to central London. Brixton underground station has undergone major renovation and modernisation work and the Victoria Line, of which Brixton is the southern terminus, is undergoing a major upgrade to increase its capacity by 14 per cent by 2012. In addition, as part of the Mayor's

vision for improving transport in the capital, Transport for London is planning to extend the East London Line initially to West Croydon (phase 1) and then to Clapham Junction via Brixton (phase 2). The link through Brixton is currently planned to follow the London 2012 Olympics, but there are currently no plans for a station at Brixton.

- 5.21 Transport for London has undertaken significant carriageway and foot-way improvements on Brixton Road, to include bus and cycle priority measures, widened pavements to ease pedestrian overcrowding and road safety measures. A further phase of these works will include the creation of a new public space at Windrush Square by amalgamating it with Tate Gardens. This will provide a location for events and cultural activity alongside the Tate Library and forthcoming Black Cultural Archives in Raleigh Hall.
- 5.22 There is a need for a new Neighbourhood Resource Centre for primary health care in Brixton.
- 5.23 The Brixton area as a whole is already benefitting from improvements to increase the range and standard of secondary school places available. The Michael Tippett Special Educational Needs School opened in February 2008. This was the first Special Educational Needs School to open in London through the BSF programme. In addition the Elm Court Special Educational Needs School opened in February 2009 on a new site. The new Evelyn Grace Academy will move from temporary accommodation to its permanent site in Shakespeare Road in 2010. Charles Edward Brooke School is also set to receive significant funding from the BSF Programme to assist in both rebuilding and refurbishment works. Primary school provision in Brixton needs to be significantly increased, and there is a need for at least two additional forms of entry. Jessop and Stockwell primary schools are being expanded and there are plans in place to expand Jubilee School.
- 5.24 Lambeth Council has secured a grant of £1.3 million to develop a Play Park at Max Roach Park. This will provide a flagship and highly innovative flexible play space in Brixton, which will be a centre of excellence for play in the borough and wider sub-region.
- 5.25 There are further major regeneration opportunities in the town centre around a number of council owned sites and other vacant and under-used sites, although some present particular challenges arising from cross-cutting railway lines and multiple land-ownerships. The use of council owned assets and active intervention in the assembly of sites can play a major role in securing beneficial development and unlocking opportunities in Brixton.
- 5.26 Brixton's greatest strengths - its independent shops, markets and creative businesses and the quality of its built heritage - will underpin the regeneration of the town centre, along with the principles of



sustainable development. The key objectives for regeneration in Brixton are:

- reinvigoration of the town centre as a shopping destination, including the covered and street markets
- retention of town centre employment uses and premises for small businesses
- growth as a centre for creative and cultural industries
- introduction of new residential uses in the town centre
- enhancement of the existing built heritage and introduction of high quality new design in buildings and the public realm
- support for 'One Planet Living' principles which reflect best practice in promoting the creation of self-sustaining communities.

5.27 The Future Brixton masterplan, approved by the Cabinet of the Council in July 2009, sets out detailed regeneration proposals to address these issues along with key priorities of the Local Area Agreement and Lambeth Sustainable Community Strategy (2008). The masterplan brings together Council strategies, those of other public service bodies and the aspirations of local residents and stakeholders, and has contributed to the process of the preparation of the Core Strategy. Further planning guidance will be provided as necessary to deliver the objectives for Brixton. Implementation will be achieved through an appropriate approach which may include a dedicated Regeneration Delivery Vehicle.

#### **Policy PN3 – Brixton**

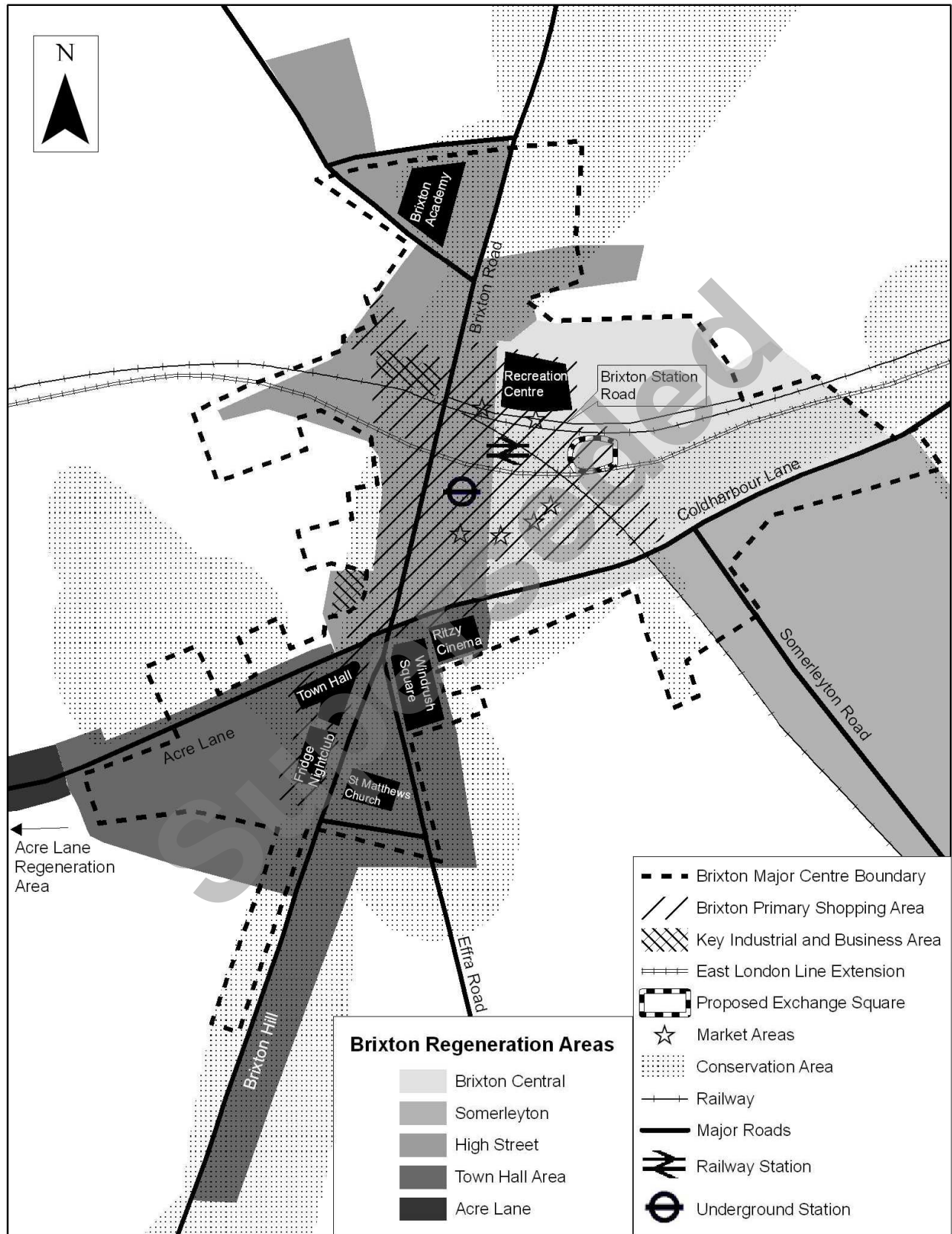
Brixton's role as a distinctive major multicultural and diverse town centre will be safeguarded and promoted through careful and sensitive regeneration, recognising its local heritage and historic built environment with a specific focus on different character areas, and supporting the 'One Planet Living' framework to inspire sustainable development together with major opportunities for new development.

This will be achieved by:

- (a) The use of council owned sites and other development opportunity sites to support a wide range and mix of compatible and sustainable town centre uses. This will include: active ground floor frontages; safeguarding the primary shopping areas; extending the range and quality of shopping floor-space; supporting the role and contribution of Brixton's markets through physical and other improvements; safeguarding and promoting opportunities for business floor-space, including affordable workspace; the expansion of arts, creative and cultural industries; enhancing the town centre's popularity for leisure, entertainment and nightlife including support for provision of theatre and other entertainment venues; making use of vacant and underused floor-space above shops; supporting the inclusion of housing as part of mixed development where it would not displace other priority uses, have acceptable levels of amenity and add to the vitality of the area; supporting the provision of a new Neighbourhood Resource Centre in partnership with NHS Lambeth; making appropriate provision to meet the need for additional school places; and ensuring the town centre's role in delivering high quality private service uses and public services. The appropriateness of development involving tall buildings will be considered in relation to Policy S9 and through the preparation of SPDs for development sites.
- (b) The creation of new high quality animated public spaces including Windrush Square and Exchange Square, as well as other public realm improvements linking with Brixton Road; improvements in provision for pedestrian movement and cyclists; improved linkages within the town centre and connections with adjoining areas; and support for communal use of public spaces and public art.
- (c) Improving the quality of public transport provision and interchange, seeking further improvements in the quality and connectivity of public transport such as a new East London Line station at Brixton, and an appropriate replacement for the role and function of the former Cross River Tram.
- (d) Implementing a town centre energy strategy involving a wide range of sustainable elements and innovation in line with 'One Planet Living' principles, including provision of energy centres to provide for heating networks and supporting its delivery through planning obligations.
- (e) Brixton Station Road – pedestrianisation of Brixton Station Road; improvements to Brixton Recreation Centre to activate frontages, provide ground level access and improve visual amenity; incorporation of new energy centre to provide for neighbourhood waste disposal and recycling facilities and a CHP/CHHP plant; supporting development of improvements to Brixton Station Road edge of Canterbury Gardens estate for mixed use residential/community/workspace with active frontages, communal green areas in Canterbury Gardens estate and public realm improvements.

- (f) Brixton Exchange – creation of a new Exchange Square linked to a new station entrance, a Creative and Cultural Industries Hub, a Market Support Centre and associated facilities, revitalised railway arches, mixed use retail and residential, new workspace, retail, food and drink, community, leisure and recreation uses and residential development, development on Popes Road car parking and neighbouring land for mixed use residential, retail, food and drink, town centre car parking, cycle storage/parking and community uses and public realm improvements.
- (g) Brixton Village and Markets – a revitalised Electric Avenue and indoor markets area, improved access to the train station, linkages from Coldharbour Lane to Brixton Exchange, and public realm improvements.
- (h) Brixton Road – re-invigoration of Brixton Road, which acts as Brixton’s high street, with improved connections to surrounding areas, including the creation of a strong visual marker at the junction of Brixton Road and Stockwell Road, preserving and enhancing all historic frontages along Brixton Road and Electric Avenue, improving the range and quality of shopping, promoting active uses on upper floors, public realm improvements, new pocket parks and mixed use development of key sites.
- (i) Somerleyton Road area – promoting options for mixed used development with employment space including affordable workspace, cultural and community industries, green industries including sustainable waste management, an energy/renewables centre for a district heat, cooling and power network, community facilities, educational facilities and residential uses, improved green and play space and linkages with adjoining areas.
- (j) Town Hall Area – mixed use development with residential, civic and public service uses, retail and employment uses, entertainment and leisure uses, securing better linkages between Acre Lane and Brixton Hill and improvements to the public realm and active frontage uses.
- (k) Acre Lane – protection of employment opportunities and sites.
- (l) Seeking planning obligations to achieve infrastructure needs arising from development in particular for public transport, education and community facilities, affordable workspace, employment and training opportunities, and the setting up of a local project bank in order to mitigate the impacts of development.

Diagram 3. Places and Neighbourhoods: Brixton



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## Streatham

- 5.28 Streatham is the other of Lambeth's two major town centres, along with Brixton. Streatham High Road/Streatham Hill is a defining feature of the area. It is one of the longest high roads in Europe and much of it has been designated a conservation area since 1999. However, the High Road has fallen a long way from its hey-day in the early and mid 20<sup>th</sup> Century, when it was one of the busiest shopping streets in south London.
- 5.29 Streatham town centre had 461 retail/service units in 2008. Demand for units on the High Road remains quite high, with eight per cent vacancy in 2008 (lower than the national average of 11 per cent). However, larger comparison and multiple retailers have been deterred from opening in Streatham by the street's small units, the high volume of traffic and the lack of a retail anchor (since the loss of Streatham's historic department store, Pratt's, in 1990). Despite some attractive shop fronts, listed buildings and period features, particularly in the area known as 'The Dip', more could be done to improve the High Road. Streatham has a particular concentration of Somali owned businesses, reflecting the local population.
- 5.30 Streatham has had the fastest growing population of any part of Lambeth over the past decade. At the same time Streatham has become more and more diverse, with a large Somali community in Streatham South and a Polish community in Streatham Vale. Streatham's range of suburban housing has made the area an increasingly popular place to live, with quite low housing density compared to other parts of Lambeth. However, there is concern among some residents about the impact of conversions of houses to flats on the mix and balance of communities.
- 5.31 The Streatham Hub, or 'Destination Streatham', site - comprising Streatham Ice Rink and Swimming Pool plus adjacent land - is the largest development opportunity in Streatham and one of the biggest in Lambeth. Outline planning permission was granted in 2007 for a new ice rink/pool complex, 250 homes, a large Tesco store and a replacement for the existing bus interchange. Development is complicated by the location of a church in the middle of the site, the need to keep the old ice rink open until the new one is ready and the need for the new bus interchange to open before the old one closes. The implementation of this development will have a major impact on Streatham. It will address an important gap in the range and type of retail provision in Streatham town centre and provide modern, unique sport and leisure facilities of sub-regional importance which should improve the popularity of the town centre and encourage investment.
- 5.32 Other opportunities for development include the former Caesars nightclub and the Streatham Megabowl, close to Streatham Hill

station. Together, these two sites offer an opportunity to revitalise this section of the town centre through mixed residential, retail and leisure development. The former Safeway site next to Streatham Station is a further significant development opportunity. Streatham Library may also have potential for re-provision, incorporating additional community facilities.

- 5.33 Transport for London has invested in improvements at Streatham Hill and Streatham Common stations, upgrading footways, lighting, cycle parking and bus stops. It is also mid-way through a ten year programme of improvements to the High Road itself, including new kerbs, paving and street lighting, de-cluttering the street and removal of pedestrian barriers. This is supported by funding from Lambeth Council.
- 5.34 Major investments have taken place in recent years, with more planned, to improve primary healthcare facilities in Streatham. The centrepiece of the new developments is Gracefield Gardens opened in 2007 and situated just off the High Road. The £8.9m facility hosts an NHS Lambeth Neighbourhood Resource Centre and the Council's first Customer Service Centre. Streatham Hill Clinic will also be refurbished and expanded.
- 5.35 Dunraven and Bishop Thomas Grant secondary schools are popular and over-subscribed. Both will be refurbished and extended to provide additional places and improved facilities by 2015, with funding from Lambeth's Building Schools for the Future programme. There is an identified need for additional primary school places in the area. Across the south of the Borough in general there has recently been a 40 per cent increase in the demand for reception class places. There are proposals to make provision to meet these needs.
- 5.36 Streatham Common and the Rookery provide a large area of public open space in the south of the area. A range of improvements are planned to help the open space achieve Green Flag status in recognition of its quality and management.
- 5.37 The Streatham master-plan approved by the Cabinet of the Council in July 2009, sets out detailed regeneration proposals to address these issues. The master-plan brings together Council strategies and those of other service bodies, and it reflects the aspirations of local residents and stakeholders and has contributed to the process of the preparation of the Core Strategy. It provides a framework for the co-ordination and promotion of development and delivery mechanisms for public realm and other improvements and an accompanying implementation and delivery strategy over the short, medium and long term. A new business partnership between the Council and local businesses will promote Streatham through a town centre management scheme and assist in attracting local investment. Town centre management best practice will be promoted to ensure Streatham's image and delivery of

service is of the highest quality. The business partnership will also promote local procurement, ensuring that local supply chains are fully utilised and supported to strengthen the local economy.

- 5.38 A community based Project Bank will be set up comprising environmental and community facility improvements. This will include schemes that can be implemented to mitigate the impact of development through planning obligations, and can be drawn on when relevant development proposals come forward.

#### **Policy PN4 – Streatham**

Streatham's role as a major town centre will be supported and enhanced to re-establish its place as a destination for retail, leisure, hotels and commerce, through appropriate regeneration that is sensitive to the centre's conservation area status and valued heritage assets. Shopping uses will be safeguarded and appropriate new development supported; the wide range of town centre uses with active frontage uses will be encouraged; and the accessibility and use of public transport, walking and cycling will all be supported through improvements to public transport facilities, the public realm and measures to reduce the impact and dominance of road traffic. Investment in the maintenance and improvement of existing premises will be supported.

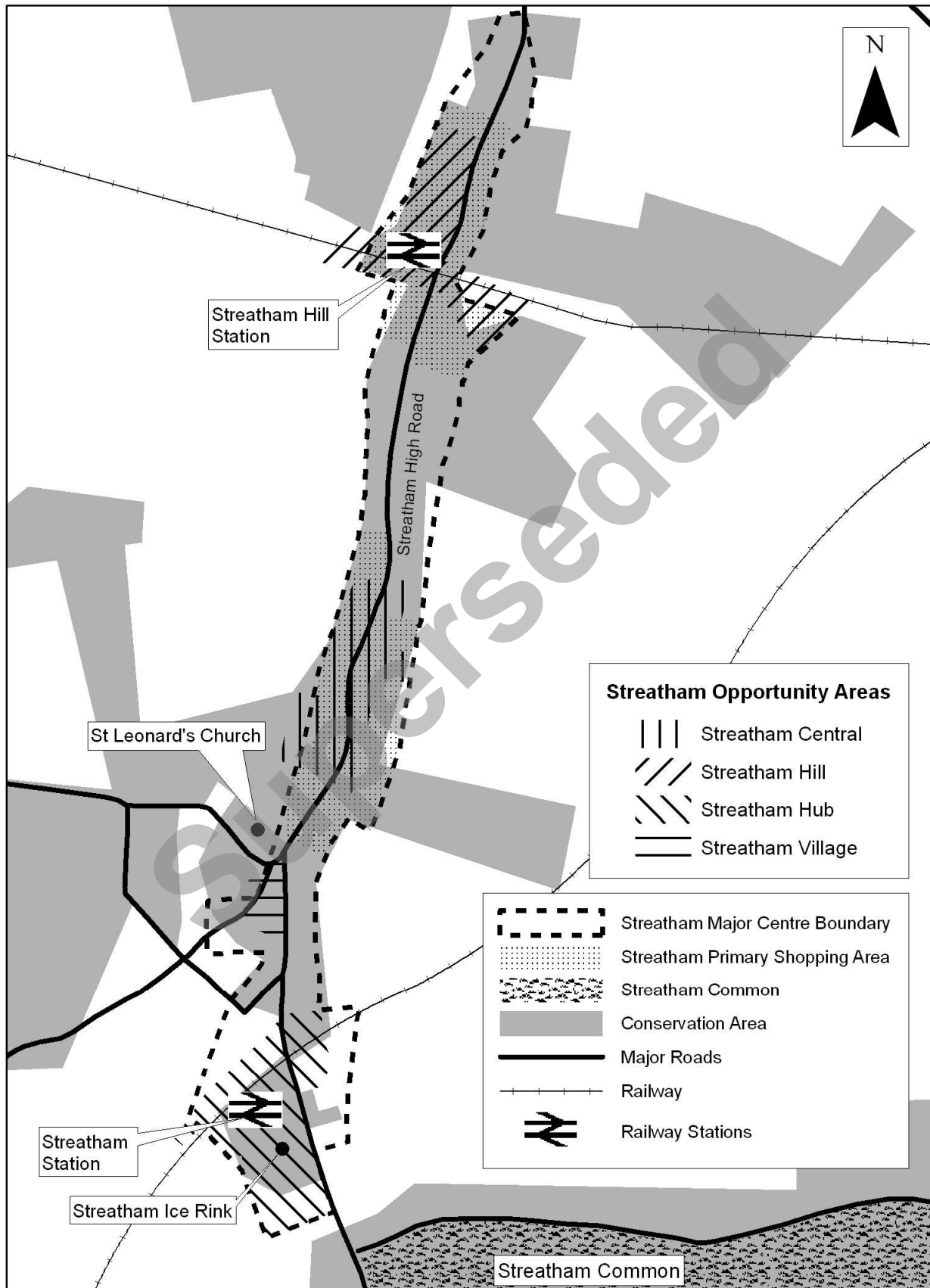
The aim is to seek to deliver significant development through the masterplan, phased over a fifteen year period up to 2025 involving a net increase in the order of 900 dwellings; 10,000 square metres of retail (A1, A2, A3) floorspace; 17,000 square metres of employment (B1) floorspace; 14,000 square metres of community use (D1/D2) floorspace; and a hotel. Open space and car parking appropriate to the nature and scale of development will be sought. Development and facilitating regeneration opportunities will be focussed on four distinct hubs: Streatham Hill, Streatham Central, Streatham Village and Streatham Hub.

- (a) Streatham Hill – Its role as a gateway to the town centre from the north will be improved to include taller landmark buildings of four storeys and above, so that it is an attractive destination, creating an intensity of activity drawing people from a wide catchment area. The scale and form of development will need to be appropriate in scale and form to its location and relationship with the conservation area. Specific proposals include improvement or redevelopment of the station building to provide increased accessibility to the station and surrounding area as well as various passenger improvements; seeking to provide a public square through highway alterations; public realm and highway enhancements/improvements to strengthen the links to the station and enhance pedestrian movement to bus stops and local facilities; improvement/enhancement of active frontages on Streatham Hill and support for the creation of additional retail, leisure and commercial space of the appropriate size to increase the vitality and viability of the area; and support for additional housing to provide a mix of tenures and range of new residential accommodation for new and local residents.
- (b) Streatham Central - the focus will be on the enhancement and provision of new retail space, the creation of additional cultural spaces and outdoor public space sufficient for a market; refurbishment and extension of community facilities; and seeking the provision of community facilities in new development proposals or conversion of existing buildings. The redevelopment of appropriate sites, with buildings up to six storeys, will be sought for mixed use development including housing, to improve the quality and range of differently sized shopping floor-space and provide a variety of uses to enhance the vitality of the town centre. This will include both short term small scale development and longer term larger scale retail development.
- (c) Streatham Village - will become the heart of Streatham and focus for the community. This will be achieved through enhancement of community facilities; creation of new public spaces; encouraging active frontages; improved movement and connectivity, including the creation of links between the High Road and any new developments; and public realm and highway improvements particularly for pedestrians at the St Leonard's junction. A landmark destination use will be sought to include a public space and community uses to be used for public events. The landmark will need to be of an appropriate scale and form to its setting and the conservation area.



- (d) Streatham Hub - will be Streatham's southern gateway. Landmark buildings are proposed here to reinforce this role providing significant attractions for the wider catchment area that will be well linked with the rest of the town centre. This will be achieved by the development of the 'Destination Streatham' site for a large food superstore, housing, a new leisure centre providing a modern replacement ice rink, swimming pool and other associated leisure and recreational facilities; town centre car parking; and a new station building, including retail and commercial uses, with a public station square and improved interchange linkages. Taller landmark buildings, of four storeys and above, around the station will be supported to provide a focal point for the hub and reinforce the sense of destination. Public realm improvements to strengthen links to the station and improve the image of the gateway will also be sought. Landmark buildings should be of high quality design and appropriate to their setting and include destination uses that draw people into the area, such as a hotel.
- (e) The various infrastructure improvements, public realm, education and other community premises and other improvements associated with the impact of development will be secured through planning obligations. A Project Bank will be established and drawn on when relevant development proposals come forward.

Diagram 4. Places and Neighbourhoods: Streatham



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## Clapham

- 5.39 The district town centre, predominantly located along Clapham High Street, is well served by food and convenience shopping with a large food-store and various other smaller supermarket chain stores. The district centre had 232 retail/service units in total in 2008 and the vacancy rate was nine percent, slightly lower than the national average of 11 per cent. There is only a low level of non food shopping, with such needs being met in neighbouring Clapham Junction, in the London Borough of Wandsworth, or centres further a field including the West End and central London. There is an aspiration for a weekly street market in Venn Street.
- 5.40 Leisure and hospitality play an important role in Clapham's economy, supporting many jobs and businesses. Clapham's night-time economy is also concentrated along Clapham High Street and in Clapham Old Town, with a cinema, many restaurants and bars and a number of gay venues at the heart of the local evening economy. However, the level of noise, litter and anti-social behaviour associated with this night-time activity raises issues about the impact on the amenity of adjoining residential areas and there is a need to limit further expansion of such activities.
- 5.41 Clapham was one of the first parts of south London to be serviced by the London Underground, and this was critical to its development. Today the tube's popularity places a huge strain on its capacity. The Northern Line between Clapham Common and Stockwell is one of the busiest sections of the underground network, leading to serious overcrowding.
- 5.42 Clapham Common is one of the prime open spaces in south London and designated Metropolitan Open Land. Together with the High Street, it lies within a Conservation Area. It is an extremely popular community space and venue for formal and informal leisure and recreational activities. The Common's sports facilities include football, rugby and lacrosse/hockey pitches, tennis and basketball courts and a bowling green, all of which are used for local sports participation. It also hosts festivals and music events, some of which draw up to twenty thousand participants and spectators, with people coming from across the capital and beyond. The Clapham Common Management Advisory Committee has developed a master-plan for improvements to Clapham Common – many of which have already been carried out – with due regard to the heritage importance of the Common, working jointly with the neighbouring borough of Wandsworth.
- 5.43 Lambeth Council has led the Future Clapham programme around three key council owned sites. A development partner has been selected to take forward the development in partnership with the Council and NHS Lambeth. The aim is to complete these developments by 2011. The three key sites are:

- **Clapham High Street** – Mary Seacole House, former council offices on the corner of Clapham High Street and St Luke's Avenue, will be demolished to become a new state-of-the-art library, council Customer Service Centre, Primary Care Trust Neighbourhood Resource Centre, café, performance space, and community rooms, along with residential units. When the work is complete, the Clapham Family GP Practice will move there from its current location.
- **Clapham Leisure Centre** - A new replacement leisure centre will be developed on the site of the existing centre on Clapham Manor Street, to include a six lane, 25 metre swimming pool with moveable floor, larger fitness suite, four-court sports hall and dance studios, along with residential units.
- **Old Clapham Library building** – The aim is to retain this building mainly for community use once the library relocates, with an element of housing and potential to include artists' studios and performance and exhibition space.

5.44 Lambeth Council is developing a programme of improvements to the public realm around the 'Clapham Gateway', linking Clapham Common to the town centre to help address the severance caused by traffic between these two areas. This will identify measures to create an improved environment for the benefit of pedestrians, cyclists, local residents and businesses. The BSF Programme will also contribute to the Clapham area, with rebuilding and refurbishment works planned for La Retraite school. The need for additional primary school places will be mostly met by expanding existing schools (see Annex 2); however, a new school is to be provided as part of the Clapham Park housing estate regeneration project.

#### **Policy PN5 – Clapham**

The Council will support the role of Clapham High Street as a district centre by safeguarding and encouraging retail and other town centre uses. It will seek to reinforce its distinctive character associated with the Old Town, its historic environment, Clapham Common and its popularity for leisure and entertainment, and will encourage provision in particular for cultural, creative, visual and performing arts, street markets and other forms of community innovation, while controlling the level of food and drink uses and the impact on amenity of the night-time economy. It will seek to provide modern leisure and community uses.

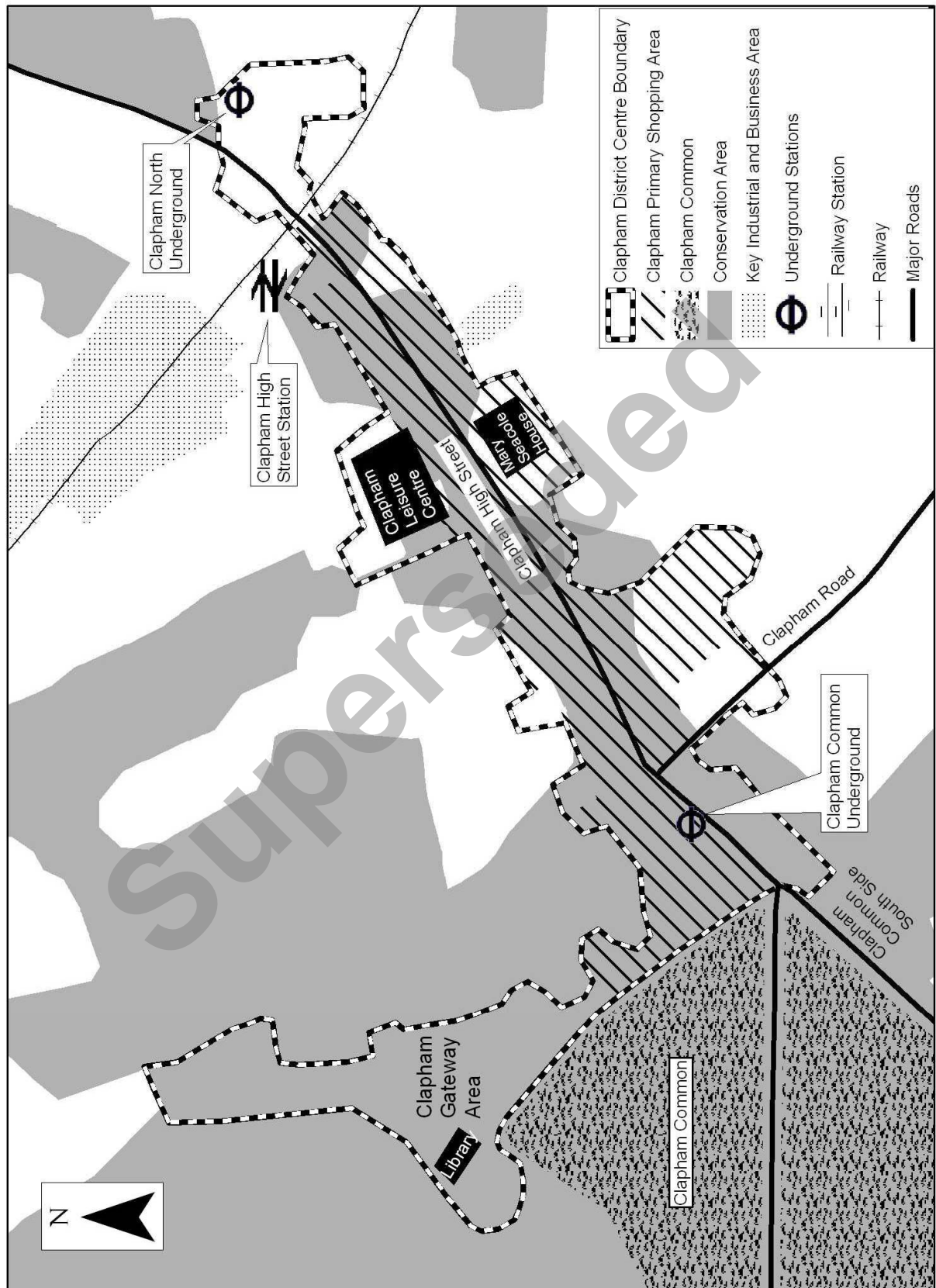
The Council will seek to address this by:

- (a) Redevelopment of Mary Seacole House to provide a library, council Customer Service Centre, Primary Care Trust Neighbourhood Resource Centre, café, performance space, community rooms and housing.

- (b) Redevelopment of Clapham Leisure/depot site to provide a new leisure centre, community space and housing.
- (c) Retention of the Clapham Library building primarily for community use once the library relocates to Clapham High Street.
- (d) Supporting enhancements to the public realm of the town centre to improve vehicle movement and improve the environment for pedestrians and cyclists; and to improve linkages between the town centre and the Metropolitan Open Land at Clapham Common.
- (e) Supporting the implementation of the Clapham Common master-plan.

Superseded

**Diagram 5. Places and Neighbourhoods: Clapham**



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## Stockwell

- 5.45 Stockwell is a relatively small district centre comprising 37 retail/service units (2008). These are occupied by a higher than average proportion of convenience shops and local services, with comparatively low proportions of comparison shopping, restaurants, take-aways and cafes. The level of retail vacancy in Stockwell was three per cent in 2008, significantly lower than the national average of 11 per cent. Stockwell has a particular concentration of Portuguese owned businesses, reflecting the local population.
- 5.46 Stockwell is very well serviced by public transport with a tube station at its heart served by the Victoria and Northern lines. Together with the various bus routes, this provides a popular transport interchange at Stockwell Cross.
- 5.47 The neighbourhood is overwhelmingly residential in use, with a high proportion of social housing on estates and smaller pockets of Victorian villas and terraced housing designated as conservation areas. Stockwell High School is a 1,300 place secondary school close to the centre; it is being redeveloped and enlarged on site to provide replacement new school buildings as part of the Council's Building Schools for the Future programme. Lansdowne secondary special educational needs (SEN) school is due to be rebuilt by 2015. The need for additional primary school places will be mostly met by expanding existing schools.
- 5.48 Over 65 per cent of Stockwell's residents have lived in the area for over eight years. The area is one of the most densely populated in the UK, with a vast diversity of socio-economic and cultural backgrounds, including concentrations from Portugal and the Horn of Africa. A hundred years ago, Stockwell had numerous civic institutions but these have been progressively demolished or converted to the extent that there are few if any remaining. There are a number of smaller community facilities, including the recently built Springfield Centre which combines community meeting space with healthcare facilities.
- 5.49 Most residents travel out of the area for employment. Employment centres in Stockwell have progressively disappeared since 2000: the Freemans Building, Trumans Bottling Factory and South Bank University have been redeveloped primarily for residential use. The principal remaining local employment opportunities in Stockwell are in shops, education, healthcare and the voluntary sector.
- 5.50 Stockwell is part of the London Plan priority Areas for Regeneration. A master-plan was commissioned in 2008 by the Stockwell Partnership to build on an earlier master-plan prepared in 2001 and a subsequent European funded Urban II regeneration programme. This has involved extensive community engagement, uniquely led by the community itself. The result of this involved an analysis of the current issues

facing Stockwell as a place. It has a defined vision and project bank for its future development.

- 5.51 Various fundamental issues have been identified as priorities that need to be addressed. Development in Stockwell has led to the redefinition of street layouts and frontages in many areas. This has created inward looking 'island estates' with little animation on the street and underused shared public spaces. As a result there is a perception of Stockwell as an unsafe, anti-pedestrian area. In addition, Stockwell is segregated by fast flowing arterial highways serving as transport corridors for Greater London. This hinders pedestrian movement and limits the potential for a cohesive community.
- 5.52 An over-arching priority is to define gateways to the area and reassert Stockwell's identity as a vibrant district centre. Priorities for improvement include recapturing positive street connections and safe and direct pedestrian routes; unlocking access to and through estates; reintroducing entrances on the street; introducing more active retail frontages; giving positive use and identity to underused open spaces; and generally using various methods to create a pedestrian friendly environment.
- 5.53 In terms of uses, the Lambeth Primary Care Trust wishes to locate one of its network of Neighbourhood Resource Centres in Stockwell. Stockwell bus garage is a grade II listed building. An important local concern is that the available shopping in Stockwell is limited, comprising small convenience stores with no major retail outlets. There are various food and drink uses in the centre but residents have to travel out of the area for most shopping requirements. Opportunities to improve this locally will be sought.
- 5.54 The Council will support the implementation of the local community master-plan and the setting up of a project bank of schemes to support its implementation, and will work with relevant partners to deliver this.



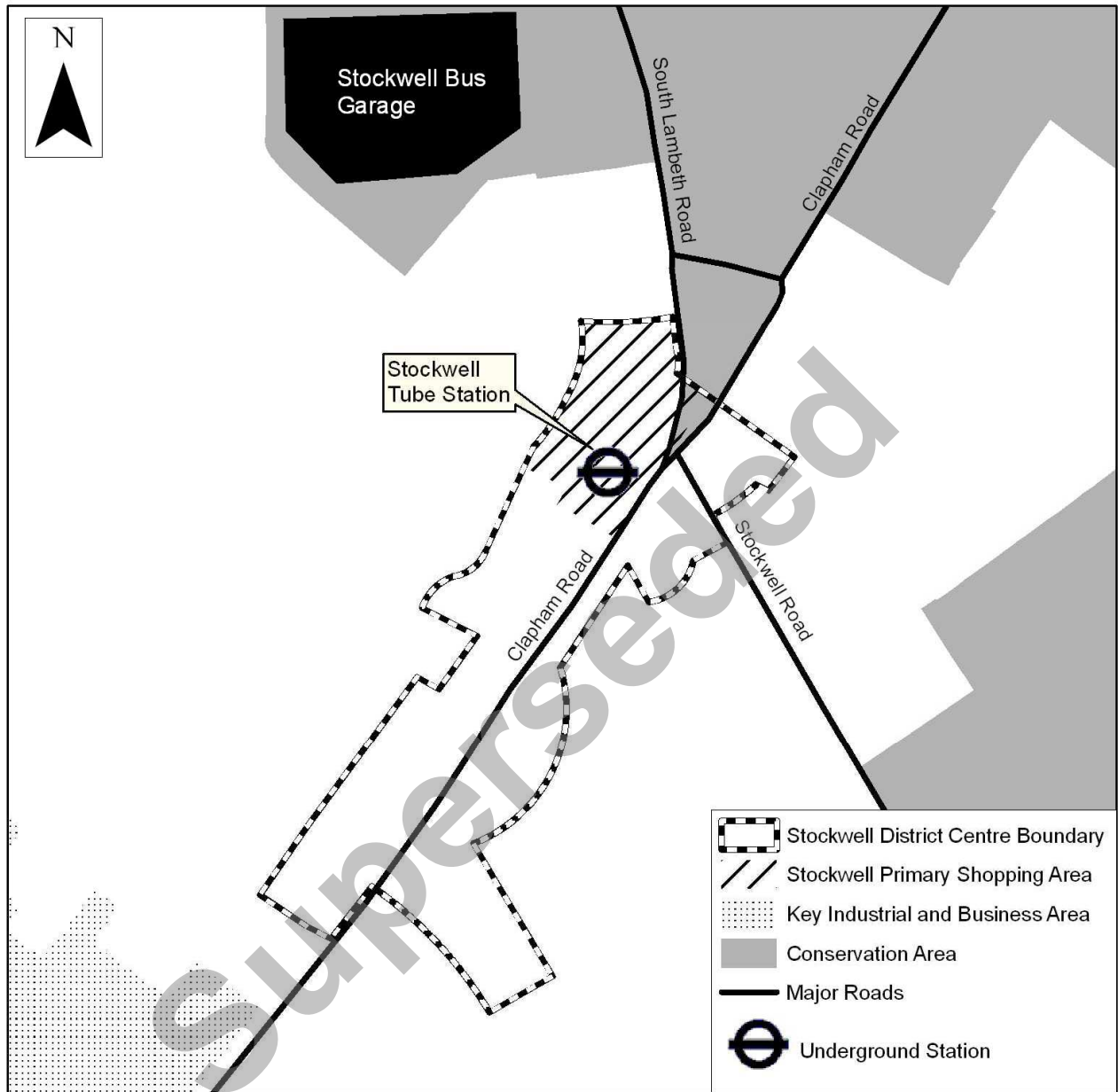
**Policy PN6 – Stockwell**

The Council will support the role of Stockwell as a district centre with a clear and distinguishable community focus and heart and a clear physical sense of place supported by its heritage assets. This will be achieved through: safeguarding and encouraging retail uses; enhancing its historic environment; encouraging commercial, civic and other employment uses; developing and enhancing its sense of place by improvement to traffic and environmental conditions for pedestrians; and creating public open spaces and linkages throughout the area, including improvements to housing estates, connections to and within housing estates and measures to reduce carbon emissions and adapt to climate change.

The Council will support the achievement of this through the implementation of the local community master-plan and the setting up of a project bank of schemes, and will work with relevant partners to deliver this.

Superseded

Diagram 6. Places and Neighbourhoods: Stockwell



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## Oval

- 5.55 The Oval includes the local centres along Clapham Road and Brixton Road. It is at the junction of major roads with a Northern line tube station. It has a very clearly defined and distinctive sense of place arising from this and the presence of St Mark's Church, a grade II\* listed building at its very centre; Kennington Park, a registered Historic Park; and the nearby world famous Oval cricket stadium. The park, station, street frontage area and adjoining area are in a conservation area. The pavements are relatively wide but the roads are extremely busy. There is a diverse mix of building types with Victorian terraces and public housing estates predominating.
- 5.56 The centre is very well served by public transport with a tube station at its heart served by the Northern line which together with the various bus routes makes it a popular transport interchange. Part of the Oval lies in Flood Zone 3 and is at risk of flooding and so Policy S6 will apply in this area.
- 5.57 In 2008 the Clapham Road centre provided a good range of goods and services with an 11 per cent vacancy rate, comparable with the national average. The Brixton Road centre also provided for a good range of local needs, although the vacancy rate was higher at 15 per cent (Borough Retail Capacity Study 2008).
- 5.58 The demographics of the area are broadly in line with that of the borough as a whole though the resident population is younger than the borough and London averages. Car ownership is low compared to the rest of the borough and use of public transport to work is high. Accommodation in the area is overwhelming in flats and home ownership is considerably lower than in the borough overall.
- 5.59 The major issues for the area are how to: derive more benefit economically and for the community from the use and events at the Oval stadium, which included many conferences and a proposed hotel; improve the quality of the environment and public realm for residents and visitors to a level appropriate for an attraction of such standing; realise the added potential contribution of St Mark's churchyard to the public realm; support improvements to Kennington Park including its heritage attributes; make more effective use of premises and sites within the centre and the opportunities they provide – including at Kennington Business Park and those arising from the Oval House Theatre's intention to relocate to Brixton - in order to build on and contribute to the area's qualities.
- 5.60 In addition, there are various opportunity sites for development in the wider area including Offley Works; 43-55 Clapham Road; the former Freemans site (137-143 Clapham Road) and St Agnes Place for a range of employment and housing uses.

- 5.61 Delivery and implementation of public realm and improvements to the environment will be taken forward with the Oval Partnership and other stakeholders, particularly through the development of a public realm strategy.
- 5.62 NHS Lambeth wishes to locate one of its network of Neighbourhood Resource Centres in the wider Oval/Kennington/Waterloo area. There is also work planned through the BSF programme to Archbishop Tenison School, which will be partially rebuilt and refurbished both to expand its intake and to improve its facilities.

#### **Policy PN7 – Oval**

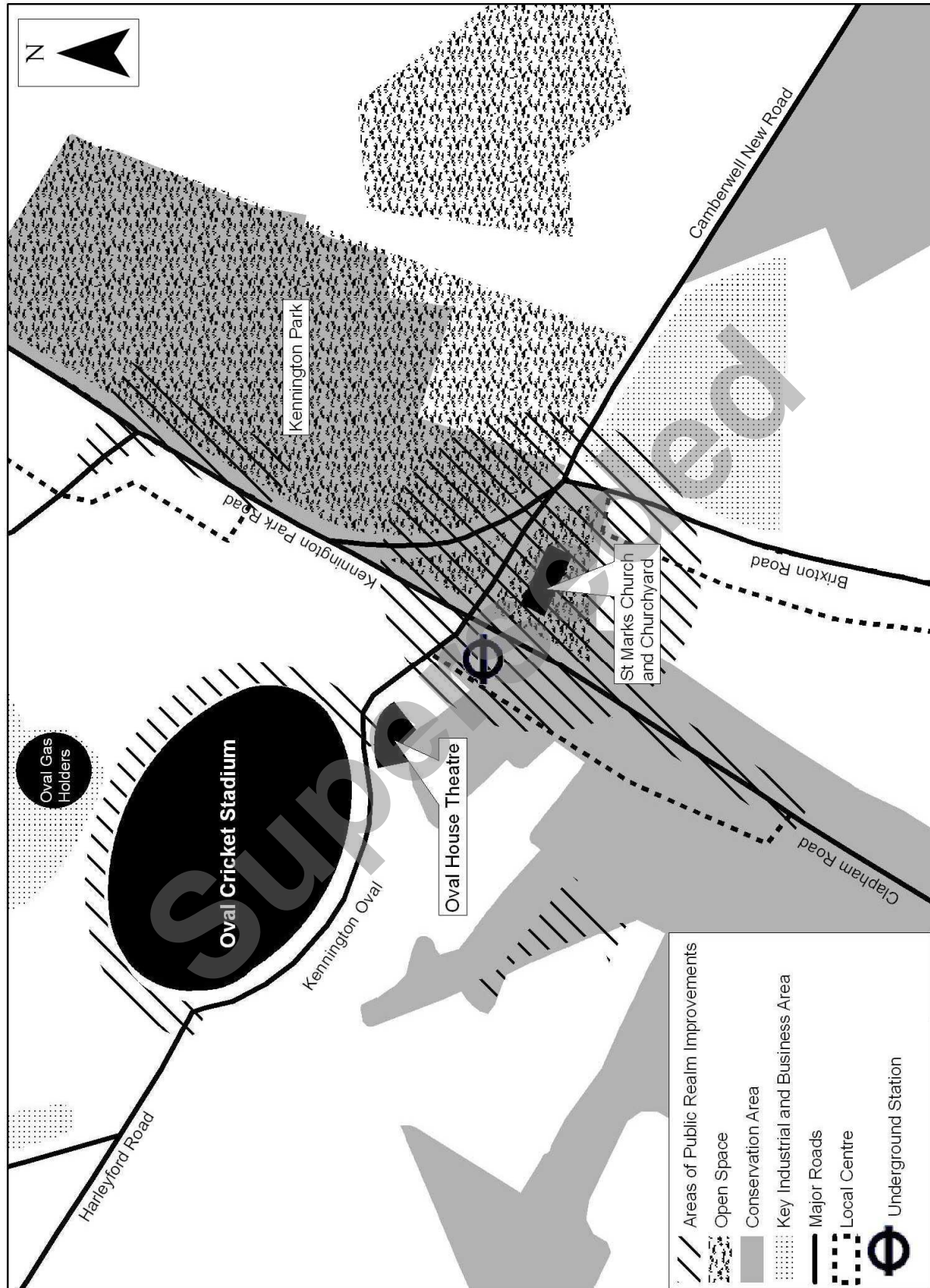
The Council will support the role of Oval as a local centre through reinforcing and adding to the quality of its existing well defined character and sense of place. This will be sought through:

- (a) Supporting development at the Oval stadium to extend the range and quality of facilities including those to serve the local community; improving the relationship of the stadium with the adjoining area particularly the quality of the linkages with the local centre along Clapham Road, by improving the attractiveness of the public realm, the creation of appropriate public spaces, interesting features and promoting active frontage uses along the route.
- (b) Seeking to improve the quality and extent of shopping and other appropriate town centre uses within the centre and various opportunity sites identified in the Lambeth site allocations Development Plan Document including appropriate re-use of the Oval House Theatre as necessary as well as sites in the wider area to improve the range and quality of employment and housing. Kennington Business Park provides opportunities to increase the vitality and attractiveness of the Brixton Road centre through provision of active frontage and other uses beneficial to the function of the centre. Appropriate proposals that achieve these objectives and do not result in the net loss of employment floor-space, and ensure that the role of Kennington Business Park as a KIBA is maintained, will be supported.
- (c) Supporting and enhancing the heritage quality and attributes of the conservation area, Kennington Park, St Mark's Church and the use of its churchyard for community and town centre uses.
- (d) Seeking the improvement of traffic and environmental conditions for pedestrians, the quality of the public realm and linkages between Kennington Park and other spaces and the shopping frontages in Clapham Road and Brixton Road.

Implementation of public realm and other traffic and environmental improvements will be taken forward with the Oval Partnership and other stakeholders particularly through the development of a public realm strategy.

Superseded

Diagram 7. Places and Neighbourhoods: Oval



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## West Norwood / Tulse Hill

- 5.63 West Norwood/Tulse Hill is a linear district town centre, stretching along Norwood Road from Tulse Hill in the north and including the northern ends of Knights Hill and Norwood High Street. The district centre had 211 retail/service units in 2008 and a level of vacancy similar to the national average at almost 11 per cent. The centre has a good selection of independent traders providing for a range of shopping goods and services. There is a limited presence among national multiple comparison retailers.
- 5.64 The centre is served by West Norwood and Tulse Hill overland railway stations at either end of the shopping area, plus seven bus routes, providing good radial public transport links into and out of central London. East-west transport links are much weaker. The town centre suffers from considerable road traffic congestion.
- 5.65 A significant opportunity for town centre improvement exists through the potential development of the site at 260-367 Norwood Road for a retail-led mixed use scheme. This will need to ensure that it brings about benefits to the commercial well-being of the town centre as a whole, as well as creating a new sense of place and attracting back shoppers who currently go elsewhere. The development of this site will be a vital catalyst in promoting confidence and investment in the wider area.
- 5.66 West Norwood has strong existing business activity in construction, printing, retail, engineering, food, tourism and media. It is home to the largest existing concentration of land in employment use in Lambeth in the West Norwood Commercial Area (a Key Industrial and Business Area (KIBA)), which is approximately 7.3 hectares in size and accommodates approximately 28 business premises. A number of major development sites within this KIBA provide an opportunity to increase the range and quality of business space and jobs in the area. The Park Hall Road Trading Estate is another KIBA and is becoming a centre for creative industries, drawn by proximity to Brixton and the lower rents than in neighbouring areas.
- 5.67 West Norwood Cemetery dates from 1837 and is the finest necropolis in south London and one of the most important cemeteries in England. It is an historic Registered Park and Garden and a designated conservation area, with more listed monuments than any other cemetery in Britain. It has potential to become a major attraction of historic interest.
- 5.68 There is a wide range of housing in the area, from large Victorian villas to small, more affordable flats and maisonettes. Social rented housing is concentrated in Knight's Hill and Gipsy Hill wards, while Thurlow Park ward is the most affluent part of the area. There is concern in some parts of Norwood that a high rate of conversion of family sized

houses into flats is changing the character of the area and the balance of communities. Opportunities for new housing development on suitable sites will be supported.

- 5.69 In September 2007 Elmgreen School opened on a temporary site as the country's first parent promoted secondary school, with permanent accommodation in Elmcourt Road opening in September 2009. The school will accommodate 1,100 students by the time it is fully open in 2013. In addition to this, there are two further BSF Projects in the area – the Park Campus Pupil Referral Unit, which was completed and opened in November 2008, and the Norwood School, due to be extended and refurbished as one of the first schools in the next wave of the BSF Programme. Tulse Hill has also been selected as the area for the construction of a further secondary school.
  
- 5.70 There is a current shortage of primary school places and at least one new two form entry primary school is required in West Norwood to meet current and projected demand. This is in addition to the planned re-use of the temporary Elmgreen site for additional primary places.
  
- 5.71 NHS Lambeth has recently opened a new Primary Health Centre within a mixed use development at 214-238 Norwood Road. NHS Lambeth is currently exploring with Lambeth Council the potential for a joint redevelopment of Norwood Hall to provide one of its network of Neighbourhood Resource Centres within a new Joint Services Centre. This facility could potentially also incorporate new sport and leisure facilities and meeting spaces to help address the current shortages in the area, particularly for young people.
  
- 5.72 The West Norwood Library and Nettlefold Hall Theatre complex is a key cultural asset with potential for expansion or new additional community facilities. This is supplemented by additional local library facilities at Upper Norwood Joint Library in Westow Hill.
  
- 5.73 The West Norwood master-plan approved by the Cabinet of the Council in June 2009 sets out detailed regeneration proposals to address these issues. The master-plan brings together Council strategies and those of other service bodies, reflects the aspirations of local residents and stakeholders and has contributed to the process of the preparation of the Core Strategy. It provides the framework for the co-ordination and promotion of development and delivery mechanisms for public realm and other improvements and an accompanying implementation and delivery strategy over the short, medium and long term. Government backed Private Finance Initiative schemes as well as other funding streams will be explored for improvements in community assets and facilities. The Council will work in partnership with other service providers, such as NHS Lambeth, where there is joint responsibility for the provision and enhancement of community assets. The Council will also work in partnership with key stakeholders



in providing public realm and traffic management enhancements, as well as encouraging local investment and procurement initiatives.

- 5.74 A community based Project Bank will be set up comprising environmental and community facility improvements. This will include schemes that can be implemented to mitigate the impact of development through planning obligations, and can be drawn on when relevant development proposals come forward.

#### **Policy PN8 – West Norwood / Tulse Hill**

The Council will promote the role of West Norwood/Tulse Hill as a vibrant district centre through the development of various major sites, to increase the amount and quality of shopping floor-space, education and other community facilities including healthcare, other commercial uses and housing. It will promote its development as a hub of community life and a centre of commercial activity and will ensure that development results in the commercial strengthening of the centre as a whole, along with links to other town centres. Taller or distinctive buildings of high quality will be sought to act as focal points and destinations. Development will need to be of a scale and form related and appropriate to its context. The regeneration and improvement of existing housing estates will be supported as will the development of appropriate sites to meet educational need in the area, and the role and contribution of West Norwood cemetery as a major historic asset. The various infrastructure improvements, public realm, community premises and other improvements associated with the impact of development will be secured through planning obligations. A Project Bank will be established and drawn on when relevant development proposals come forward.

The aim is to seek to deliver significant development through the master-plan, phased over a fifteen year period up to 2025 involving a net increase in the order of 560 dwellings; 7,000 square metres of retail (A1, A2, A3) floor-space; 45,500 square metres of employment (B1) floor-space; 13,000 square metres of community use (D2) floor-space. Open space and car parking appropriate to the nature and scale of development will be sought.

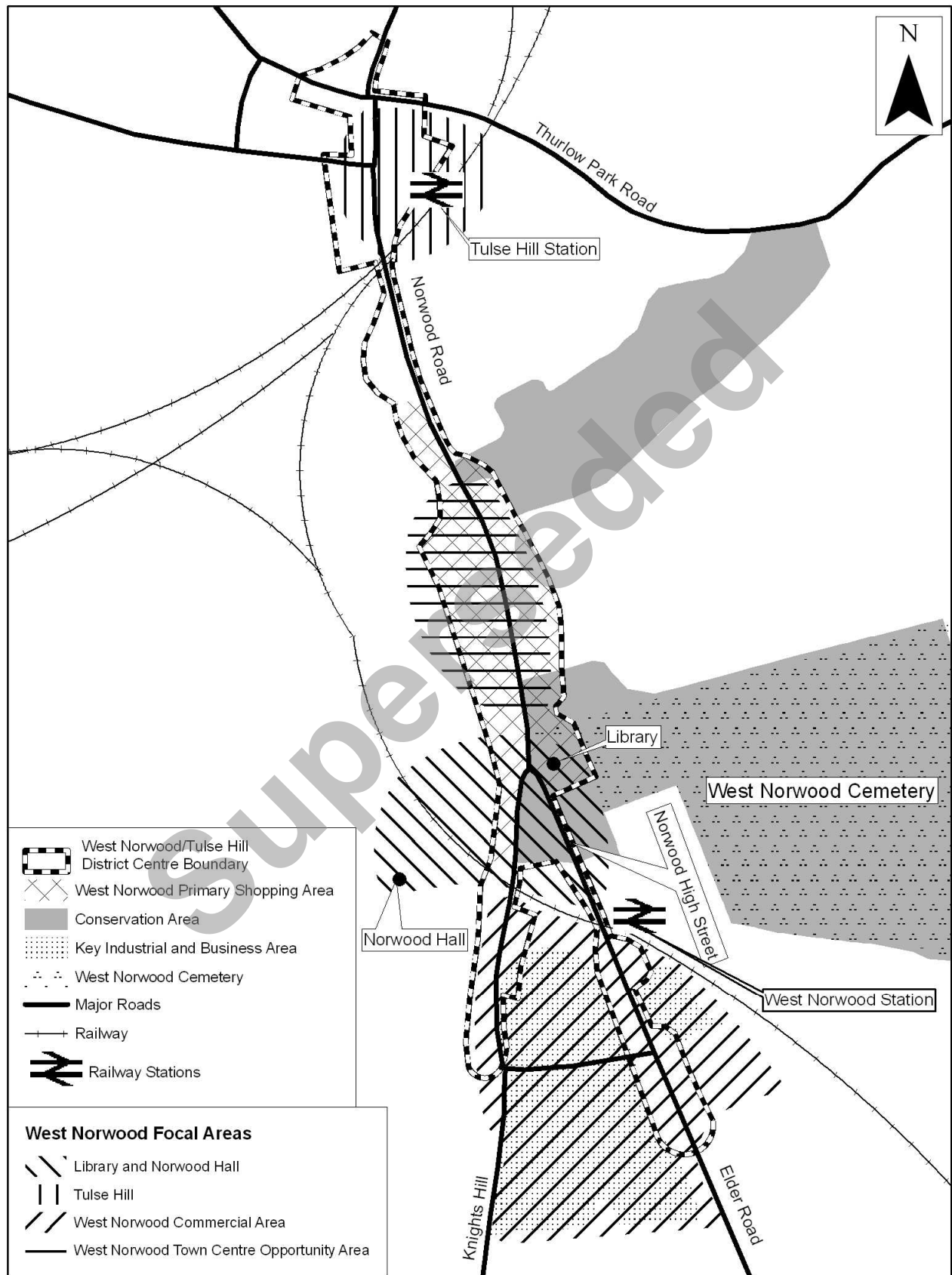
Regeneration of the area will be focused around four focal areas: West Norwood Town Centre Opportunity Site, the West Norwood Commercial Area, the Library and Norwood Hall, and Tulse Hill. This will be delivered by:

- (a) West Norwood Town Centre Opportunity Site – promoting retail led mixed use development including housing; community uses; start up accommodation for small businesses; a new public square to provide a main focal point for the town centre and improved connections through the area; smaller retail units fronting Norwood Road and car parking; and ensuring through planning obligations that existing businesses that are displaced are relocated within the area and that development secures benefits to the centre as a whole by supporting training and investment schemes, traffic and transport improvements and secures opportunities for the provision of a CCHP local energy network. Development will be

between four and six storeys and there will be opportunities for landmark buildings associated with this key town centre site. Landmarks may include buildings of particularly attractive architectural design and destination uses. Development will need to be of an appropriate scale and form and respect the rich conservation and heritage of the town centre, taking account of factors such as building heights and the setting of adjacent development and locally important views.

- (b) West Norwood Commercial Area - supporting gradual commercial-led redevelopment to provide an increase in the range, quality and flexibility of business premises and encouraging a variety of employment uses. Taller landmark buildings of between four and six storeys are proposed for development overlooking the Ecology Park to the east of Norwood High Street and on key gateway sites to the west of Norwood High Street. Landmarks include buildings of particularly attractive architectural design and destination uses. Taller buildings and landmarks will need to be of an appropriate scale and form and respect the rich conservation and heritage of the town centre, taking account of factors such as building heights and locally important views.
- (c) Library and Norwood Hall – community and cultural intensification with provision of a new leisure centre, Joint Services Centre and youth provision at Norwood Hall; enhancing cultural assets including the library and its theatre, promoting the historic interest and heritage aspects of West Norwood cemetery; and supporting public realm enhancements. Scope for a landmark building for the library and theatre is supported. New or refurbished development will need to be particularly sensitive in this location in terms of appropriate scale and form in view of the prominence of the site and the heritage importance of the adjoining cemetery and its many listed buildings.
- (d) Tulse Hill – improving its role as a gateway to the area to ensure a better sense of arrival to West Norwood. Taller landmark buildings of between four and six storeys are proposed to provide a focal point for the gateway and reinforce the sense of destination. Examples of landmarks may include particularly attractively designed buildings and a public square. Taller buildings and landmarks will need to be of an appropriate scale and form and respect the rich conservation and heritage of the town centre, taking account of factors such as building heights and locally important views. Specific proposals include refurbishment of the railway station, with improved access and intensification of uses around the station interchange; taller landmark buildings around the station; supporting residential-led growth with mixed use retail and food and drink uses; encouraging improved active frontages along either side of the railway line; supporting improvements to the public realm to enhance connectivity and circulation.

Diagram 8. Places and Neighbourhoods: West Norwood / Tulse Hill



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## Herne Hill

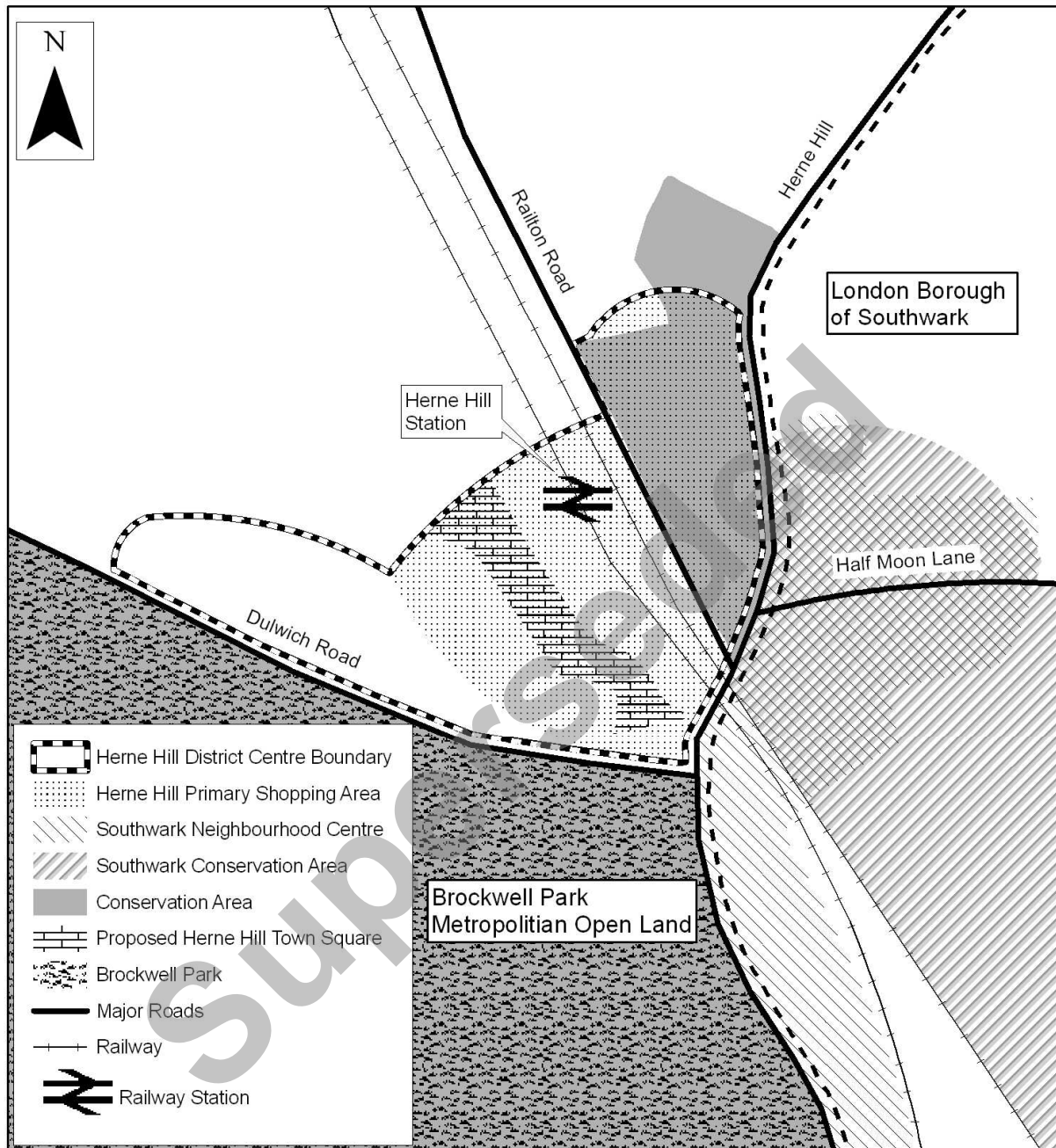
- 5.75 Herne Hill is a small district centre well supported by a mixed community. Part is in Lambeth and part in the London Borough of Southwark, and it shares a conservation area across the borough boundary. In the centre as a whole, there were approximately 103 retail/service units in 2008, serving an important local shopping role with a number of convenience shops, independent retailers, important local services and a good range of restaurants, cafes, takeaways, pubs and bars. The centre had almost 13 per cent vacancy in 2008.
  
- 5.76 Herne Hill adjoins Brockwell Park which is one of south London's largest open spaces and is both designated Metropolitan Open Land and a Registered Historic Park and Garden. Brockwell Park is heavily used for a wide range of recreational and leisure activities and has been the subject of a major programme of investment to improve its facilities and restore its historic features. The proximity of the park and associated leisure facilities (such as the Lido) helps both the environmental quality and general attraction of Herne Hill district centre.
  
- 5.77 Herne Hill has a busy railway station and is at the convergence of a number of important roads and bus routes, providing a convenient opportunity for interchange. However, the centre is split by a railway bridge and busy roads which intersect it, and it is dominated by the presence of traffic. The major issue is the need to improve this road traffic dominated environment and create a sense of place through: junction improvements at the entrance to Brockwell Park; enabling the re-routing of buses; creation of a town square outside of the station; and improvements to connectivity and the public realm to provide a safe and high quality environment for pedestrians and cyclists. Opportunities for improvements to the station will be supported as well as the development potential it and other sites within the centre have for further improvements.
  
- 5.78 Delivery will involve Transport for London, and Network Rail and partnership working with the London Borough of Southwark. It will also involve a partnership with the local community, which is preparing a community master-plan for the whole of the centre covering a wide range of issues including community safety, improved management of the public realm, eyesore sites and building renovation, economic development and opportunities associated with the popularity of Brockwell Park.
  
- 5.79 There is pressure on primary school places in the Herne Hill area and the area to the north adjoining Brixton.

**Policy PN9 – Herne Hill**

The Council will support the role of Herne Hill as a small community focused district centre by safeguarding and encouraging retail uses and other appropriate town centre activities. It will support opportunities to further develop and enhance its sense of place including its historic character by improvement of traffic and environmental conditions in partnership with Transport for London, Network Rail and the London Borough of Southwark. It will support improvements to the quality of the public realm through the creation of a town square, convenient linkage between the station and adjoining areas, opportunities for improvements to the station, and the development potential of the station and other opportunity sites within the centre.

Superseded

Diagram 9. Places and Neighbourhoods: Herne Hill



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## **Other Centres**

- 5.80 In addition to the major and district centres, there are many other, local centres listed in Annex 4 which fulfil an important role in providing shopping, service facilities and opportunities for business and other activities to meet the needs of neighbourhoods. They play an important role in defining local distinctiveness and the aim of promoting sustainable neighbourhoods.

### **Policy PN10 – Local centres**

The Council will support the role and contribution of local centres in Lambeth (see Annex 4) in providing town centre, community and other business and employment uses to meet local needs and sustainable neighbourhoods. Changes of use from retail and the introduction of residential uses will be considered in relation to the effect on their function and relevant amenity considerations. Where local centres span a borough boundary, the Council will work jointly with the neighbouring borough in promoting improvements to the quality of their environment and range of services and functions they fulfil.

Superseded

## Section 6 – Delivery and Monitoring

### Delivery

6.1 The Core Strategy will be delivered in a number of ways:

#### The private sector

6.2 A significant proportion of the Lambeth Core Strategy is dependent on the private sector for delivery, particularly in relation to new housing and commercial development such as offices, hotels, shops and leisure facilities. This is dependent on the availability of development finance through the market and is therefore prone to variations in the strength of the economy.

#### Housing delivery

- 6.3 Lambeth's housing delivery targets are set in the London Plan and are based on an assessment of housing land availability and capacity (the 2004 GLA Housing Capacity Study and the 2009 GLA SHLAA). The delivery of housing is monitored annually through analysis of the residential development pipeline. Lambeth has consistently met, and in some cases exceeded, its housing delivery targets for the financial years 2006/07, 2007/08 and 2008/09 (see Residential Development Pipeline reports for those years).
- 6.4 Future housing delivery for the period of the Core Strategy is set out in the Housing Trajectory included in Annex 3. Further supporting evidence is summarised in the Housing Implementation Strategy.

#### Affordable housing delivery

- 6.5 Registered Social Landlords (RSLs) play a key role in delivering and managing affordable housing in the borough. This complements the recently created Lambeth Living, which manages the Council's housing stock at arm's length. The Council works closely with Lambeth's RSLs to embed best practice in tackling homelessness through the Lambeth Housing Association Group (LAMHAG). The RSLs, Lambeth Living, tenants and residents, and Lambeth Council have worked in close partnership to develop the Housing Strategy for the borough (2009). This sets out the criteria for social housing allocations in Lambeth and provides a framework for delivering housing objectives.
- 6.6 RSLs either work independently to acquire land and develop affordable housing, or they work in partnership with the private sector to deliver affordable housing required through a Section 106 agreement as necessary as part of a larger scheme, frequently with an element of government grant in both cases. The long term management of



affordable housing is a critical element in achieving sustainable communities and neighbourhoods.

- 6.7 For the financial year 2007/08 49 per cent of all new build completions in Lambeth were affordable, and for 2008/09 this figure was 64 per cent (see Housing Development Pipeline reports for those years). Lambeth's policy approach to affordable housing has been supported by a viability assessment.

#### Development management

- 6.8 The development management process is a key mechanism for achieving many of the objectives of the Core Strategy. Most development requires planning permission (other than that allowed under 'permitted development rights') and Lambeth Council is the statutory local planning authority for Lambeth, with the power to determine planning applications and enforce the implementation of policies and decisions. (Major applications are also subject to the Mayor's powers of refusal or determination.) This provides an opportunity to manage the form that development takes in the borough, in relation to its location, scale, design and appearance, and the use of land. Policies in the Development Management DPD and guidance in Supplementary Planning Documents will provide further information to applicants.
- 6.9 Pre-application discussions are an increasingly important tool for achieving the best outcome on a site and for ensuring that wider spatial planning objectives are met, including the alignment of development proposals with infrastructure programmes. They also provide an opportunity to consider proposals in relation to area regeneration schemes and wider area master-plans. Developers in both the private and public sectors are strongly encouraged to engage with the Planning Division early in their thinking, and to seek initial advice from specialists (such as Conservation and Urban Design officers, Crime Prevention Design Advisors, the Energy Savings Trust) and from statutory partners (such as the Environment Agency).

#### Lambeth First Theme Partnerships

- 6.10 Lambeth First is the local strategic partnership for Lambeth and is structured around a number of theme partnerships that bring together council services and partner agencies:
- Safer Lambeth Partnership, which includes the Council, Metropolitan Police, prison, probation and fire services and other relevant public services
  - Economic Development Partnership, which includes the Council, Job Centre Plus, the Learning and Skills Council, training and skills providers and local businesses (also represented through the Enterprise Board)

- Children and Young People's Strategic Partnership, which includes the full range of organisations providing services to children and young people
  - Health and Wellbeing Partnership, which includes Lambeth's Adult and Community Services department, NHS Lambeth, hospital trusts and community and voluntary sector.
- 6.11 Each of these partnerships has been engaged in the preparation of the Core Strategy through their boards and with relevant individual partners. Each partnership will play a critical role in helping to deliver the objectives of the Core Strategy. For example, the Economic Development Partnership delivers a programme of support for employment and skills training, the Children and Young People's Strategic Partnership oversees programmes to develop partnering arrangements with the NHS, Police and other agencies to delivery the Every Child Matters and Team Around the Child agendas; and the Health and Wellbeing Partnership co-ordinates the delivery of health and social care services, all of which are critical to the successful implementation of the Core Strategy.

#### Delivery of infrastructure

- 6.12 Physical, social and green infrastructure is provided and managed by a wide range of organisations in Lambeth, many of which are members of Lambeth First (see Annex 2). This includes Transport for London and Network Rail, statutory undertakers such as Thames Water, other parts of the public sector such as Lambeth College or the National Health Service (NHS Lambeth (Primary Care Trust) and Hospital Foundation Trusts), Council services such as Children and Young People or Cultural Services, and the private sector in the case of telecommunications and energy services.
- 6.13 All these providers have been engaged in the preparation of the Core Strategy, and its objectives and policies address their various strategies and programmes. Infrastructure providers have been encouraged to maintain a close dialogue with Lambeth Council's Planning Division as their plans develop, to ensure that any issues are resolved at an early stage.
- 6.14 In some cases, infrastructure provision is funded through the public sector and in others it is dependent on the private sector for delivery or a contribution to delivery. The Core Strategy will play a key role in securing private sector involvement in infrastructure delivery, and in aligning the programmes of the various providers. This will be governed by Lambeth First, which has established an Investment Board to oversee infrastructure and investment programmes.
- 6.15 A number of large infrastructure projects are critical to the successful implementation of the Core Strategy because without them projected growth in the borough could not be achieved in a sustainable manner.

This includes major transport projects, health facilities, school places and further educational facilities. These projects are listed in the Infrastructure Schedule in Annex 2, with information about the phasing of delivery, estimated cost and funding. Where there is an expectation that a proportion of the cost will be funded through planning obligations, this has been indicated.

- 6.16 The Infrastructure Schedule provides a framework for the monitoring of progress with the delivery of key infrastructure programmes. It will be updated annually through continuous engagement with the delivery agencies, and reported as part of the LDF Annual Monitoring Report. Where issues with delivery emerge, these will be discussed with the relevant agency and may if required be raised at the Lambeth First Investment Board.

#### The Council as land-owner

- 6.17 The Council has the potential to use land and assets in its ownership to achieve wider social, economic and environmental objectives. This could include the allocation of sites in Council ownership for low or zero carbon development, the use of assets to lever investment as part of a regeneration programme, or the transfer of assets to third sector organisations.
- 6.18 The Council has developed a policy framework for the transfer of Council owned assets. Under the right circumstances, this can achieve social, community and regeneration benefits and can be one mechanism for helping to deliver the local place shaping objectives set out in the Core Strategy.

#### Area regeneration programmes

- 6.19 A number of local areas in the borough, including both town centres and residential neighbourhoods, are the subject of area regeneration programmes. In the case of Clapham Park, this relates to the government funded New Deal for Communities programme. In the case of Clapham, Brixton, Streatham and West Norwood town centres, this has arisen through the opportunity to review council owned assets and an aspiration to maximise physical, environmental and community benefits through their redevelopment in partnership with the private sector. In other areas, such as Stockwell, the Oval and Herne Hill, the approach has been led by locally based partnerships. In the case of Waterloo and Vauxhall, the process is driven by the status of the areas as Opportunity Areas in the London Plan.
- 6.20 The Core Strategy reflects the visions and aspirations of these area regeneration programmes in its policies for places and neighbourhoods. Programmes will be implemented through a range of area based partnership structures.

- 6.21 There is potential for future regeneration programmes linked to the remodelling of housing estates in the borough. Most of these are at a very early stage of feasibility and require assessment against criteria including long term economic viability, the potential to create more mixed tenures, and opportunities to deliver wider regeneration objectives.

#### Neighbourhood management

- 6.22 The day-to-day management of places and neighbourhoods plays a critical role in achieving the objectives of the Core Strategy. This includes management of the public realm, of town centres, of housing schemes and of wider residential neighbourhoods. Programmes for town centre and neighbourhood management will be co-ordinated through Lambeth First, supported by council services in many cases. The Council supports business-led neighbourhood management initiatives including Business Improvement Districts, of which one currently exists in Waterloo (Waterloo Quarter Business Improvement District, covering Lower Marsh, The Cut, Waterloo Road, Baylis Road and parts of Westminster Bridge Road and Kennington Road). As already mentioned, Lambeth Living and RSLs are principally responsible for managing social housing in the borough.

#### Cross-borough working

- 6.23 Cross-borough working will be required in order to address the cross-borough issues summarised in Section 1. This will include:
- joint working on the development and implementation of the Vauxhall/Nine Elms/Battersea Opportunity Area Planning Framework
  - joint working, in partnership with communities, in neighbourhoods such as Herne Hill and Camberwell (with Southwark) and the Upper Norwood/Crystal Palace area (with Croydon)
  - engagement through cross-borough partnerships such as the Cross River Partnership and the South Bank Partnership
  - joint engagement with transport infrastructure providers in relation to key projects such as Crossrail; an appropriate replacement for the role and function of the former Cross River Tram; the East London Line extension; and the potential extension of the Croydon Tramlink to Crystal Palace
  - coordination of infrastructure programmes, particularly in relation to school places planning
  - consultation on major planning applications close to borough boundaries.

#### Flexibility

- 6.24 The Lambeth Core Strategy is intended to be flexible enough to enable private sector development at all stages of the economic cycle, without

undermining its vision and objectives for the borough. This flexibility has been built into policies through the requirement for an independent assessment of viability for every proposal involving an element of affordable housing. This is underpinned by the findings of the affordable housing viability assessment.

- 6.25 Where there is an element of uncertainty in relation to the delivery of key infrastructure projects, contingency has been indicated in the Infrastructure Schedule.

## Monitoring

- 6.26 Delivery of the Core Strategy will be monitored annually through a framework of performance indicators and periodic reviews of the infrastructure schedule. This information will be published in the statutory Annual Monitoring Report, produced in December each year.
- 6.27 The table below sets out the framework of performance indicators and includes targets where these apply. The majority of the performance indicators are statutory 'Core Output Indicators' and the reference numbers refer to the Department of Communities and Local Government's 'Regional Spatial Strategy and Local Development Framework Core Output Indicators – Update 2/2008' and start with the prefix COI. Some are National Indicators also reported in Lambeth's Local Area Agreement, and in these cases the reference starts with the prefix NI. The remainder are Local Output Indicators and start with the prefix LOI.
- 6.28 The review of the infrastructure schedule will require ongoing engagement with the various agencies responsible for delivering the projects listed in Annex 2. This process will help to identify any issues in relation to the delivery of infrastructure, which can then be addressed in discussion with the relevant agency and may be raised at the Lambeth First Investment Board if appropriate.

CS policy	Indicator	Source of data	Target (if applicable)
S1	LOI 1 – Proportion of planning appeals allowed	Lambeth Planning Division database	34%
S2	COI H1 - Plan period and housing targets	Lambeth Planning Division residential development pipeline	2007/08 to 2016/17 – 11,000 (London Plan) 2016/17 to 2026/27 – 5,500 (tbc)

<b>CS policy</b>	<b>Indicator</b>	<b>Source of data</b>	<b>Target (if applicable)</b>
	COI H2(a) – Net additional dwellings in previous years	Lambeth Planning Division residential development pipeline	1,100 (London Plan)
	COI H2(b) – Net additional dwellings for the reporting year	Lambeth Planning Division residential development pipeline	1,100 (London Plan)
	COI H2(c) – Net additional dwellings in future years	Lambeth Planning Division residential development pipeline	1,100 (London Plan)
	COI H2(d) – Managed delivery target	Lambeth Planning Division residential development pipeline	2007/08 to 2016/17 – 11,000 (London Plan)
	COI H3 – New and converted dwellings on previously developed land	Lambeth Planning Division applications database	100%
	COI H4 – Net additional gypsy and traveller pitches	Lambeth Planning Division records	7 between 2007-2012 3 between 2012-2017
	COI H5 – Gross affordable housing completions	Lambeth Planning Division residential development pipeline	50% of new build dwellings completed with grant  40% of new build dwellings completed without grant  70:30 ratio of social rented to intermediate in new build affordable dwellings completed
	COI H6 – Housing quality building for life assessments	Lambeth Planning Division applications database	Not applicable
	LOI 2 – Proportion of completed homes with 3 or more bedrooms	Lambeth Planning Division residential development pipeline	Not applicable
	LOI 3 – Gross additional wheelchair accessible homes completed	Lambeth Planning Division residential development pipeline	10% (London Plan)

<b>CS policy</b>	<b>Indicator</b>	<b>Source of data</b>	<b>Target (if applicable)</b>
	LOI 4 – Gross additional lifetime homes completed	Lambeth Planning Division residential development pipeline	100% (London Plan)
	LOI 5 - New child play spaces created in completed residential developments	Lambeth Planning Division residential development pipeline	Not applicable
S3	COI BD1 – Total amount of additional employment floor-space, by type	Lambeth Planning Division commercial development pipeline	Not applicable
	COI BD 2 – Total amount of employment floor-space on previously developed land, by type	Lambeth Planning Division commercial development pipeline	100%
	COI BD 3 – Employment land available, by type (measures the amount and type of employment land in the borough)	Lambeth Planning Division commercial development pipeline	No net loss of employment land in KIBAs
	COI BD 4 – Total amount of floor-space for 'town centre uses'.	Lambeth Planning Division commercial development pipeline	Not applicable
	LOI 6 – Net additional serviced bedrooms (visitor accommodation)	Lambeth Planning Division commercial development pipeline	Indicative estimate up to 2,500 between 2007 and 2026
S4	Annual update of infrastructure schedule	Information provided by Transport for London and Network Rail	Not applicable
	LOI 7 – Number of passengers using rail and underground stations	Transport for London and Network Rail	Increase in number of persons using rail and underground stations
	LOI 8 – Public Transport Accessibility Levels	Transport for London	No change or an improvement
S5	COI E2 – Change in areas of biodiversity importance.	Information provided by Lambeth Parks Division.	No net loss of metropolitan or borough level nature conservation importance

<b>CS policy</b>	<b>Indicator</b>	<b>Source of data</b>	<b>Target (if applicable)</b>
	LOI 9 – Unrestricted open space per 1000 persons	Information provided by Lambeth Parks Division.	No net loss of open space
	LOI 10 (and LAA stretch target) – Parks with Green Flag awards	Information provided by Lambeth Parks Division.	4 Green Flag awards by 2010; LAA stretch target of 6 by 2010
S6	Annual update of infrastructure schedule	Information provided by service and infrastructure agencies	Not applicable
	COI E1 – Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.	Information provided by the Environment Agency and Lambeth Planning Division applications database.	None
S7	COI E3 – Renewable energy generation	Lambeth Planning Division records	London Plan target
	NI 186 – Per capita CO <sup>2</sup> emissions in local authority area	DEFRA data used for LAA returns	10% reduction by 2010/11 against 2005 baseline (equivalent to 0.55 tonnes)
S8	COI W1 – Capacity of new waste management facilities	Lambeth Sustainable Waste Management Unit records	Progress in meeting London Plan waste apportionment
	COI W2 – Amount of municipal waste arising and managed, by management type	Lambeth Sustainable Waste Management Unit records	London Plan targets
S9	LOI 11 – Number of listed buildings and buildings on 'at risk' register	Lambeth Planning Division records	Net decrease
	LOI 12 – Number of conservation areas with up to date character appraisal	Lambeth Planning Division records	100%
	LOI 13 – Percentage of planning approvals for ten or more residential units receiving Secured by Design accreditation	Lambeth Community Safety Division records	100%
S10	LOI 14 - Level and type of planning obligations received	Lambeth Planning Division S106 database	Not applicable



<b>CS policy</b>	<b>Indicator</b>	<b>Source of data</b>	<b>Target (if applicable)</b>
PN1 – PN9	Annual progress update on each of the places and neighbourhoods	Lambeth Housing, Regeneration and Environment department records	Not applicable

Superseded

## Annex 1 – Evidence Base

The following evidence base reports, or links to them, can all be found on the Lambeth Council website at [www.lambeth.gov.uk/planning](http://www.lambeth.gov.uk/planning).

### Socio-economic data

<b>Title</b>	<b>Content</b>
Census 2001 and population estimates, projections and subsequent updates	Information on the size and composition of the borough's population, car ownership, employment, place of work, ethnicity and other demographic characteristics.
State of the Borough (SOB) Report 2008	This is the evidence base for Lambeth's Sustainable Community Strategy 2008. It contains a wide range of data in relation to social, economic and environmental wellbeing.
Annual Public Health (APH) Report 2007/08	Report produced by the Public Health Directorate at NHS Lambeth (formerly the Lambeth Primary Care Trust) focusing on health needs in Lambeth.
Joint Strategic Needs Assessment (JSNA) 2009	A comprehensive assessment of the health and wellbeing needs of the borough produced jointly by the Council and NHS Lambeth in association with all partners from Lambeth First. In addition to health and social care needs, the assessment addresses the impact of environmental factors such as crime, air quality, parks and transport services on people.

Housing

<b>Title</b>	<b>Content</b>
GLA Housing Capacity Study 2004	Updated housing capacity study for London covering the period 2004-2027. Background information to figures included in the Alteration to the London Plan 2006.
London Strategic Housing Land Availability Study (SHLAA) 2009	The GLA has been carrying out a London wide Housing Capacity and Strategic Housing Land Availability Assessment in partnership with the London boroughs. The results of this will be included in the draft replacement London Plan and finalised following Examination which is expected to take place in 2010.
Strategic Housing Market Assessment (SHMA) – expected early 2011	Lambeth is collaborating with the other boroughs in the South West London sub-region (Merton, Croydon, Richmond, Sutton, Kingston and Wandsworth) to progress a sub-regional Strategic Housing Market Assessment (SHMA). The study has been prepared collaboratively with stakeholders through the establishment of a housing market partnership involving house builders, estate agents, registered social landlords and others.
Housing Needs Assessment Update 2007	Study produced by Fordhams for the Council in 2007, updating their earlier study of 2002. Assessment of housing need in the borough.
Lambeth Housing Development Pipeline Reports	Monitoring reports on housing completions, planning permissions under construction, unimplemented planning permissions, planning applications and identified potential sites for the financial years 2006/07, 2007/08 and 2008/09.
London Development Database	Ongoing returns to the Greater London Authority on housing and other planning applications.
Lambeth Residential Conversions Study 2009	Produced by Atkins for the Council. Assessment of the potential for further house conversions in different parts of the borough based on data from the Valuation Office Agency on numbers of existing conversions in each street.
Affordable Housing Viability Study 2009	Produced by BNP Paribas for the Council. Assessment of the viability of the Core Strategy's affordable housing policy.

Housing Implementation Strategy March 2010	Produced by the Council. Strategy for the delivery of housing during the plan period.
London Boroughs Gypsy and Traveller Accommodation Needs Assessment March 2008	Study commissioned by the GLA on the behalf of the London boroughs in response to the Housing Act 2004, which requires local authorities to consider the accommodation needs of gypsies and travellers in their local housing assessments.

### Employment Land and Economic Development

Title	Content
Lambeth Employment Study December 2004	Prepared by WS Atkins for the Council. An economic and employment study to ensure that the employment policies contained in what was the emerging UDP reflected the economic and regeneration needs of Lambeth; that they are supported by robust and defensible evidence; and that policies were compatible with Government and GLA guidance and advice.
Business Premises Study March 2007	Prepared by DTZ for the Council. An in depth study and database of the demand for, and supply of, small business premises in the borough.
KIBA Survey 2008	Survey of occupancy in Key Industrial and Business Areas (as designated in the UDP 2007) undertaken by the Council in summer 2008.
Lambeth Commercial Development Pipeline Reports	Monitoring reports on completions, planning permissions under construction, unimplemented planning permissions and planning applications for commercial development, for the financial years 2007/08 and 2008/09.
London Office Policy Review May 2007	Study commissioned by the GLA to assess trends in demand and supply of London office space. Includes indicative figures for demand at borough level until 2026.
London Hotel Demand Study June 2006	Study commissioned by the GLA to assess trends in demand and supply of visitor accommodation in London. Includes indicative figures for demand at borough level until 2026.
Hotels and Other Visitor Accommodation in Lambeth March 2010	Assessment of existing visitor accommodation in the borough and the planning pipeline for new visitor accommodation.

Retail

<b>Title</b>	<b>Content</b>
Food and Drink Capacity and Retail Market Study August 2004	Prepared by Nathaniel Lichfield and Partners for the Council. Survey of uses and health check of centres in the borough including an assessment of scope for further development.
Assessment of Major Development Opportunities for Retail and Leisure August 2004	Prepared by Nathaniel Lichfield and Partners for the Council. Assessment of a number of potential development opportunities for retail and leisure.
Borough Retail Capacity Study August 2008	Prepared by Nathaniel Lichfield and Partners for the Council. Assessment of retail capacity in the borough up to 2015.
GOAD information	Information on uses in the borough's town centres collected by GOAD in 2002, 2004, 2006, 2008 and 2009.
Retail and Leisure Uses in Lambeth January 2010	Assessment of existing retail and leisure uses in the borough.

Open Space

<b>Title</b>	<b>Content</b>
Open Spaces Strategy January 2005, update 2007	Prepared by Scott Wilson for the Council. Identification and assessment of open space in the borough in relation to function and need and demand for open space taking into account relationships in the provision and demand from adjoining boroughs. The study provides an action plan for the safeguarding and provision of open land, management and improvement of open space and for addressing issues of open space provision in deficiency areas. Update carried out 2007. Approved by Cabinet April 2008.
Sites of Importance for Nature Conservation (SINC) 2008	Review of Sites of Importance for Nature Conservation, currently being completed by the Greater London Authority and London Wildlife Trust in March 2008.
Green space	GiGL provides regular updates about the location,

<b>Title</b>	<b>Content</b>
Information for Greater London (GiGL)	condition and content of sites of importance for nature conservation and open spaces in general.

### Flood Risk

<b>Title</b>	<b>Content</b>
Strategic Flood Risk Assessment (SFRA) Levels 1 and 2 August 2008	Produced by Scott Wilson for the Council. Strategic flood risk assessment showing areas at risk from flooding.

### Places and Neighbourhoods

<b>Title</b>	<b>Content</b>
Future Brixton Master-plan July 2009	Master-plan for Brixton town centre produced by Arup and Stock Wollstencroft on behalf of Lambeth Council
Streatham Master-plan June 2009	Master-plan for Streatham town centre produced by EDAW on behalf of Lambeth Council
West Norwood Town Centre Master-plan June 2009	Master-plan for West Norwood and Tulse Hill town centre produced by EDAW on behalf of Lambeth Council
Oval Public Realm Scoping Study July 2008	Study commissioned by the Oval Partnership.
Future Stockwell Framework – Stockwell Partnership 2008	Master-plan commissioned by the Stockwell Partnership.
Vauxhall Area Draft Supplementary Planning Document June 2008	Draft Supplementary Planning Document linked to UDP policy. Linked to the emerging London Plan Opportunity Area Planning Framework for Vauxhall/Nine Elms/Battersea.
Waterloo Supplementary Planning Document June 2009	Supplementary Planning Document linked to UDP policy and the London Plan Opportunity Area Planning Framework for Waterloo.

Infrastructure and Waste

<b>Title</b>	<b>Content</b>
Lambeth Local Development Framework Core Strategy - Infrastructure Programmes March 2010	Summary of physical, social and green infrastructure programmes, including lead agencies and related strategies. This document supplements the information contained in Annex 2 of the Core Strategy.
Waste Evidence Base March 2010	Assesses existing waste management capacity and the additional capacity required to meet the London Plan apportionment.

Sustainability Appraisal and Equalities Impact Assessment

<b>Title</b>	<b>Content</b>
Draft Sustainability Appraisal and Strategic Environmental Assessment Report for London Borough of Lambeth Core Strategy March 2009	Draft analysis and recommendations from the Sustainability Appraisal and Strategic Environmental Assessment of the emerging Lambeth Core Strategy.
Sustainability Appraisal and Strategic Environmental Assessment of London Borough of Lambeth Core Strategy - Scoping Report March 2009	Scoping report for the Sustainability Appraisal and Strategic Environmental Assessment of the emerging Lambeth Core Strategy.
Sustainability Appraisal of the Core Strategy – Final report August 2009	Report to accompany pre-submission publication of the Core Strategy setting out the process of Sustainability Appraisal and key findings.
LB Lambeth Core Strategy Habitat	Report to accompany pre-submission publication of the Core Strategy setting out the assessment of impact in

<b>Title</b>	<b>Content</b>
Regulations Assessment March 2009	accordance with the EU's Habitat Regulations.
LB Lambeth Core Strategy Equalities Impact Assessment – October 2009	Report to accompany pre-submission publication of the Core Strategy setting out the process of Equalities Impact Assessment and key findings.

### Consultation

<b>Title</b>	<b>Content</b>
Preparing the Lambeth Local Development Framework – Core Strategy Issues and Options Consultation Report July 2008	Summary and analysis of the results of consultation on Issues and Options (April-June 2008) for the emerging Lambeth Core Strategy.
Draft Core Strategy Consultation Report June 2009	Summary and analysis of the results of consultation on the Draft Core Strategy (April-May 2009). This includes analysis of both quantitative and qualitative data received during the consultation exercise.
Draft Core Strategy Consultation – Schedule of written responses September 2009	Table setting out the representations made in writing, the council's response and any changes made to the Core Strategy as a result.
Consultation Statement November 2009	Report to accompany pre-submission publication of the Core Strategy setting out the main stages of consultation, key findings and process by which comments have been addressed.



Topic papers

<b>Title</b>	<b>Content</b>
Topic Paper 1 – Affordable Housing	Justification for the policy on affordable housing drawing on the studies listed under ‘Socio-economic data’ and ‘Housing’ above.
Topic Paper 2 – Key Industrial and Business Areas	Justification for the policy and approach on KIBAs, including the de-designation of three areas, drawing on the studies listed under ‘Socio-economic data’ and ‘Employment land and economic development’ above.
Topic Paper 3 – Tall buildings	Justification for the policy and approach on tall buildings, including the location of clusters of tall buildings, drawing on the studies listed under ‘Places and Neighbourhoods’ above.
Topic Paper 4 – Delivery of public transport infrastructure in Waterloo	Evidence of the delivery of the public transport infrastructure projects in Waterloo referred to in policy PN1 and the Infrastructure Schedule in Annex 2.
Topic Paper 5 – Delivery of public transport infrastructure in Vauxhall	Evidence of the delivery of the public transport infrastructure projects at Vauxhall referred to in policy PN2 and the Infrastructure Schedule in Annex 2.
Topic Paper 6 – Retail	Justification for the policy and approach to retail capacity in the borough, drawing on the studies listed under ‘Retail’ above.

## Annex 2 – Infrastructure Programmes and Schedule

### Infrastructure Programmes

Information about the content of the strategies and programmes listed below can be found in the separate evidence base document 'Lambeth Local Development Framework Core Strategy – Infrastructure Programmes' (March 2010).

#### A. Physical infrastructure

<b>Agency</b>	<b>Strategy or programme</b>
Transport for London	Transport for London Business Plan 2009
LB Lambeth Transport Policy and Strategy	Lambeth Local Implementation Plan 2005-2011 and emerging Lambeth Local Implementation Plan 2011-2014 – provides the basis for an annual rolling programme of funding for projects
Network Rail	South London Route Utilisation Strategy (RUS) 2008 South West Mainline Route Utilisation Strategy (RUS) 2006 (to be refreshed early 2009) Southern Stations Improvement Project – a programme of works to improve smaller stations.
British Railways Board (Residuary)	
Port of London Authority	River Thames Pier Plan – London Development Agency, April 2009
Thames Water	Draft Water Resources Management Plan 2010-2035 (2008) Taking Care of Water: the next 25 years (2007) Five Year Asset Management Plans e.g. AMP4 (2005-2010) and AMP5 (2010-2015) – sets out Thames Water's investment programmes based on a five year cycle.
Environment Agency	Thames River Basin Management Plan 2009
Western Riverside Waste Authority	Joint Municipal Waste Management Strategy June 2006
LB Lambeth Sustainable Waste Management Service	Lambeth Waste Action Framework 2008 Emerging Lambeth Waste Management Strategy

<b>Agency</b>	<b>Strategy or programme</b>
National Grid	
EDF Energy	
Southern Gas Networks	

## B. Social infrastructure

<b>Agency</b>	<b>Strategy or programme</b>
LB Lambeth	Emerging Council Accommodation Strategy
NHS Lambeth (formerly Lambeth Primary Care Trust)	NHS Healthcare for London: Framework for Action 2007  Lambeth, Southwark and Lewisham NHS LIFT Strategic Service Development Plan (SSDP) – Draft for Approval 2008  NHS Lambeth Commissioning Strategy Plan 2008/09
Hospital Trusts:  King's College Hospital (KCH)  Guy's and St Thomas's (GST)  South London and Maudsley (SLaM)	Potential Academic Health Sciences Centre joint estates strategy.  King's College Hospital Denmark Hill Masterplan November 2008  Guy's and St Thomas' Estate Strategy 2007  Emerging SLaM Estates Strategy
London Ambulance Service	Emerging London wide estates strategy 2009
LB Lambeth Social Care Unit	Health and Well-being Framework 2008 Emerging Older People's Strategy
LB Lambeth Community Safety Unit	Safer Lambeth Partnership Plan 2008-2011
Metropolitan Police Service	Property for Policing (Spring 2007) Lambeth Asset Management Plan November 2007
Fire Service	Emerging Asset Management Plan
Prison Service	
Her Majesty's Courts Service (HMCS)	HMCS London Region Crown Court Estates Strategy and emerging strategy for the remainder of the HMCS estate
LB Lambeth Children and Young People's Service	Strategic Estate Masterplan for Children and Young People's Service (CYPS EMP) 2009
LB Lambeth Building Schools for the Future	Building Schools for the Future Strategy for Change Parts 1 and 2 and Outline Business Case

<b>Agency</b>	<b>Strategy or programme</b>
LB Lambeth BSF Primary and Community	Primary Pupils Place provision 2009-2015 Primary Capital Programme 2009-2022
LB Lambeth Extended Schools Service	Lambeth Extended Services Programme 2006-2010
LB Lambeth Early Years and Family Support Unit	Brightstart: Lambeth's Childcare Strategy 2008/09
LB Lambeth Play and Sports Unit	Lambeth Play Strategy 2007-2017 Playbuilder programme 2008-2011 BIG Lottery play programme 2008-2011
LB Lambeth Youth Support Service	A PE, Sport and Physical Activity framework for children and young people in Lambeth Lambeth Youth Strategy 2009/13 Lambeth First Young and Safe Action Plan 2008-2013
King's College London	King's College London Strategic Plan 2006-2016
Learning and Skills Council	Learning and Skills Council Regional Commissioning Plan April 2008 to March 2009 (May 2008)
Lambeth College	Lambeth College Property Strategy 2008
LB Lambeth Employment, Learning and Skills Unit	Lambeth Economic Development Strategy 2007-2010
LB Lambeth Supporting People Unit	Lambeth Supporting People Strategy 2005-2010
LB Lambeth Business Growth and Enterprise Unit	Lambeth Economic Development Strategy 2007-2010
London Development Agency	LDA Investment Strategy 2009-13
LB Lambeth Sports and Recreation Service	Emerging Lambeth Sports Strategy (with Sport England)
LB Lambeth Libraries and Archives Service	
LB Lambeth Arts Service	
British Telecom	
Mobile Operators Association	

## C. Green infrastructure

<b>Agency</b>	<b>Strategy or programme</b>
LB Lambeth Parks Service	Lambeth Open Spaces Strategy 2007 Lambeth Biodiversity Action Plan 2005 (to be updated 2009)
LB Lambeth Cemeteries and Crematoria Service	

## **Infrastructure Schedule**

Major infrastructure projects are listed in the following Infrastructure Schedule. This sets out the phasing of delivery, estimated cost and current funding position for each project, where the information is available.

Superseded

## Infrastructure Schedule

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
East London Line extension to Clapham Junction Phase 2 (ELLX Phase 2)	To increase the capacity of the London Overground network. Phase 1 – southern extensions. Phase 2 – to Clapham Junction; would include a new station at Clapham High Street.  There is potential for a new high level station at Brixton as part of Phase 2.	Transport for London (TfL) Business Plan 2009/10-2017/18)  TfL will take over the provision of services and facilities and the management of Clapham High Street and Wandsworth Road Stations.	Project in Lambeth is on existing railway land.	Phase 1 southern extensions to West Croydon and Crystal Palace scheduled to open June 2010.  Phase 2 southern extension from South Bermondsey to Clapham Junction scheduled to open May 2012	The extension to Clapham Junction will cost £79m.  The estimated cost of the station at Brixton is £40m.	The Phase 2 project (not including the station at Brixton) will be jointly funded by DfT and TfL. The funding is now committed.  No funding is committed for the station at Brixton.	There is no funding gap for the core ELLX Phase 2 works.  The station does not form part of the core ELLX Phase 2 works and TfL currently say they have no funds for uncommitted projects.	Not applicable in relation to the core ELLX works.  Lambeth Council are lobbying TfL in relation to the Brixton station.	TfL is considering options for the further development of London Overground post 2012. As yet it is not known how future developments might affect Lambeth.

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
An appropriate replacement for the role and function of the former Cross River Tram	To alleviate over-crowding on the Northern line and main line rail stations along its route. It would provide interchanges with twelve tube stations on nine different lines and four main-line stations.	Project championed by Cross River Partnership. Transport for London would be the lead delivery agency.  The project is not currently in TfL's business plan.	Not known	Not known	Not known	None	Not known	Not known	Given the lack of funding available to implement the project and the likelihood of not securing additional third party funding, TfL is not in a position to develop the scheme any further. Future work will concentrate on working with the boroughs, London Development Agency and Greater London Authority to assess potential alternatives.

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Croydon Tramlink extension to Crystal Palace.	To provide a service of up to six trams an hour to Croydon, also serving the the East London Line Extension and other National Rail services at Crystal Palace rail station, as well as bus services from Crystal Palace Parade. A new tram service would reduce the journey time between Croydon and Crystal Palace to about 18 minutes.	Transport for London would be the lead delivery agency, but this project is not currently within the TfL business plan.	Not known	Not known	Not known	None	Not known	Not known	The Crystal Palace scheme has been progressed by TfL, but there is no funding from Government for implementation. The Mayor has asked TfL to conduct a wider study involving LB Croydon and others to assess how to deliver the improvements outer London needs. TfL is committed to including new proposals for extensions to the tram as part of a future bid to Government.



Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Victoria Line upgrade	To achieve a 19 per cent increase in capacity	Transport for London - TfL Business Plan 2009/10-2016/17	None	Completion 2012	Information not provided.	Fully funded through TfL Business Plan.	None	Not applicable	No
Bakerloo Line upgrade	To achieve a 38 percent increase in capacity	Transport for London - TfL Business Plan 2009/10-2016/17	None	Completion 2022	Information not provided.	Fully funded through TfL Business Plan.	None	Not applicable	No
Northern Line upgrade part 1	To achieve a 20 per cent increase in capacity.	Transport for London - TfL Business Plan 2009/10-2016/17	None	Completion 2012	Information not provided.	Fully funded through TfL Business Plan.	None	Not applicable	No
Northern Line upgrade part 2	To achieve a further 20 percent increase in capacity.	Transport for London - TfL Business Plan 2009/10-2016/17	None	Completion 2020	Information not provided.	Fully funded through TfL Business Plan.	None	Not applicable	No
Vauxhall underground station improvements	Required capacity increase to meet enhanced demand	Transport for London - TfL Business Plan 2009/10-2016/17	None	Completion 2021	£30m	In principle.	Not known	Section 106 contributions.	Not known. See Topic Paper 5: Delivery of public transport infrastructure in Vauxhall (March 2010)

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Vauxhall over-ground station platform improvements	To increase the length of platforms 7 and 8 from eight to ten cars.	Network Rail – South West Mainline RUS 2006	None	2014	Not known	Not known	Not known	Not known	Not known. See Topic Paper 5: Delivery of public transport infrastructure in Vauxhall (March 2010)
Vauxhall over-ground station platform improvements	Possible further increase in length of platforms to accommodate twelve car trains.	Network Rail – South West Mainline RUS 2009 (pending)	Not known	2024 (tbc)	Not known	Not known	Not known	Not known	Not known. See Topic Paper 5: Delivery of public transport infrastructure in Vauxhall (March 2010)

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Vauxhall over-ground station concourse and access improvements	To increase the capacity of the station concourse and access routes. National Station Improvement Scheme.	Network Rail – South West Mainline RUS 2009 (pending)	Will bring additional rail arch into station use at Vauxhall.	Not known	£3m	£1.5m if match funding can be found	£1.5m	Section 106 contributions.	Network Rail/ Southwest Rail to bring forward the scheme subject to s106 funding. See Topic Paper 5: Delivery of public transport infrastructure in Vauxhall (March 2010)

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Waterloo over-ground station improvements Phase 1 – platform works	To achieve a 25 per cent increase in capacity by 2014, by increasing existing eight car trains to ten car trains.	Network Rail – South London Area RUS 2008	None – within existing station site	Completion by 2014	Not known	Yes – as part of South West Trains RUS and current Network Rail Control Period	Depends on scale of alternatives – to be confirmed Autumn 2009	Potential to close funding gap through alternative uses, in particular ex International Terminal.	Mainline rail project committed – but may need to programme related capacity increase for Underground station and interchange. To be considered in planning brief for Waterloo Station - draft due March 2010. See Topic Paper 4: Delivery of public transport infrastructure in Waterloo (March 2010)

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Waterloo over-ground station improvements Phase 2 – creation of interchange	To increase the capacity of the station to accommodate twelve car trains and provide greater concourse and circulation space.	Network Rail and British Railways Board (Residual) who own Waterloo International Station	Redevelopment of parts of the station site will be needed to accommodate the rail improvements, with enabling development above and adjacent to the station.	Feasibility by 2010  Completion estimated c. 2024	Not known	No	Not known	Through enabling development on the station site.	Planning brief in preparation to consider phasing and any related enabling development/uses that may be necessary – draft due March 2010. See Topic Paper 4: Delivery of public transport infrastructure in Waterloo (March 2010)

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Waterloo City Square	Public realm project to enhance approaches to the station and improve interchange – addresses unsafe, substandard pedestrian subway network.	South Bank Employers' Group	IMAX roundabout and connecting roads and spaces.	Not known	Not known	No	Not known	Not known	No – public realm works to enhance the area but not a limit on development in the area.

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Thames Tideway Tunnel	Storage and transfer wastewater tunnel 32km in length, running under the river Thames. It will intercept flows from Combined Sewer Overflows (CSOs) along the Thames between west London and Beckton Sewage Treatment Works in east London. This will substantially reduce the level of overflows of untreated sewage from the CSOs, resulting in a cleaner River Thames.	Thames Water	Main and intermediate shaft sites will be required to facilitate construction, along with CSO interception works for each of the CSOs. Two CSOs are located in Lambeth, at Brixton and Clapham. Local authorities have been consulted on a draft Site Selection Methodology for construction sites.	Project endorsed by Government  Target date for development consent 2012.  Construction work expected 2013 to 2020.	Total cost of Thames and Lee Tunnels £2.2b	Thames Water are in discussions with Ofwat to find an appropriate financing mechanism	Not known	n/a	Not known

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Metropolitan Police Estate renewal	Renewal of the police estate to provide Safer Neighbourhoods bases, Custody Centres, Patrol Bases, Front Counter and office accommodation.	Metropolitan Police Authority – Draft Asset Management Plan (November 2008)	To be determined	Not known	Not known	Not known	Not known	Not known	Not known
Neighbourhood Resource Centre – Clapham Town Centre ‘Clapham One’	Part of the Primary Care neighbourhood Network service model. One of eight Neighbourhood Resource Centres planned across the borough. Included within the Board approved Strategic Plan.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan approved March 2008 NHS Lambeth Board)	Part of mixed use development. Planning permission granted for site in Clapham town centre.	Health element of the scheme completion Autumn 2011.	£75m total value of scheme, of which £4m for the NHS Lambeth facility	NHS Lambeth Board approved Business Case. Revenue/rent included in the Strategic Plan (SP)	None	Not applicable	Yes, as the Neighbourhood Resource Centre will be completed in time for the expiry of the lease on the existing GP surgery.



<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Neighbourhood Resource Centre – Akerman Road (Myatts Field)	Part of the Primary Care Neighbourhood Network service model. One of eight Neighbourhood Resource Centres planned across the borough.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Planning approved June 2009.	Completion 2012	£13m	Revenue/rent included in the Strategic Plan (SP). Stage 2 Business Case approved by NHS Lambeth Board and NHS London 2010.	Not known	Would expect s106 funding from the Myatts Field North PFI regeneration scheme, on a formula basis through the s106 SPD adopted policy.	Yes, for any delay in construction that impacts on releasing the existing Health Centre for the PFI project in 2012. Liquidated and ascertained damages would be incurred in this scenario.

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
Neighbourhood Resource Centre – Norwood (Norwood Hall Joint Service Centre)	Part of the Primary Care Neighbourhood Network service model. One of eight Neighbourhood Resource Centres across the borough. Included within the Board approved Strategic Plan.	Lambeth Council and NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Joint development with Lambeth Council, on council owned site in Norwood, subject to planning consent.	Financial close December 2010, completion 2012	£9m	Revenue/ rent included in the Strategic Plan (SP). Based on an affordability envelope included within the Stage 1 Business Case, and to be reviewed further in the Stage 2 Business Case to be presented to the NHS Lambeth Board.	To be reviewed in the Stage 2 Business Case.	To be reviewed in the Stage 2 Business Case.	To be reviewed in the Stage 2 Business Case.

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Neighbourhood Resource Centre - Brixton	Part of the Primary Care Neighbourhood Network service model. One of eight Neighbourhood Resource Centres planned across the borough. Requirement to be reviewed further alongside the Strategic Plan.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Site required – discussions taking place with Lambeth Council over identifying a site within the Brixton Master-plan area. GIA requirement approx 6,000m <sup>2</sup>	Not known	Not known	Currently not approved by NHS Lambeth Board. To be reviewed alongside the Strategic Plan (SP).	No funding has to date been committed for this project.	Any future funding approved through the Strategic Plan will need to be supported by s106 funding.	Not known

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Neighbourhood Resource Centre – North Locality: Kennington and Waterloo	Part of the Primary Care Neighbourhood Network service model. One of eight Neighbourhood Resource Centres planned across the borough. Requirement to be reviewed further alongside the Strategic Plan.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Site required. Brief and size under review.	No timescale at present.	Not known	Currently not approved by NHS Lambeth Board. To be reviewed further alongside the Strategic Plan.	No funding has to date been committed for this project.	Any future funding approved through the Strategic Plan will need to be supported by s106 funding.	Not known

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Neighbourhood Resource Centre – Clapham Park	Part of the Primary Care Neighbourhood Network service model. One of eight Neighbourhood Resource Centres planned across the borough. Requirement to be reviewed further alongside the Strategic Plan.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Part of the redevelopment of the Clapham Park Estate. Joint development with Clapham Park Homes (CPH) and LBL. Site options under review with CPH, given that the project and the preferred site is linked to the residential property market, with values currently low. GIA requirement approx 4,000m <sup>2</sup>	2015-2016	Not known	Currently not approved by NHS Lambeth Board. To be reviewed alongside the Strategic Plan.	No funding has to date been committed for this project.	Any future funding approved through the Strategic Plan will need to be supported by s106 funding.	Not known

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Neighbourhood Resource Centre - Stockwell	Part of the Primary Care Neighbourhood Network service model. One of eight Neighbourhood Resource Centres planned across the borough. Requirement to be reviewed further alongside the Strategic Plan.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Site required. GIA requirement approx 3,000m <sup>2</sup> .	No timescale at present	Not known	Currently not approved by the NHS Lambeth Board. Being discussed as part of a review of the Strategic Plan (SP).	No funding has to date been committed for this project.	Any future funding approved through the Strategic Plan will need to be supported by s106 funding.	Not known
Primary Care Centre in Waterloo	Part of the Primary Care Neighbourhood Network as set out in the Strategic Service Development Plan 2008.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Site required. GIA requirement approx 2,000-3,000m <sup>2</sup> depending on location and closeness to the Southwark/Lambeth border	No timescale at present.	Not known	Currently not approved by the NHS Lambeth Board. To be reviewed alongside the Strategic Plan.	No funding has to date been committed for this project.	Any future funding approved through the Strategic Plan will need to be supported by s106 funding.	Not known

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
NHS Baldry Gardens (formerly known as Streatham Common Primary Care Centre)	Included within the Board approved Strategic Plan.	NHS Lambeth (NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board)	Redevelopment of existing site in Baldry Gardens.	Started on site May 2009. Completed June 2010	£3m	Board approved Business Case. Revenue/re nt included in Strategic Plan (SP)	None	Not applicable	Not applicable

Scheme	Need for scheme	Lead Delivery Agency and supporting strategy	Land requirements of scheme in Lambeth	Indicative delivery phasing	Cost	Funding already committed	Funding gap	How funding gap will be met	Contingency planning required?
King's College Hospital NHS Trust Denmark Hill Master-plan	Reconfiguration of hospital trust premises in Denmark Hill to meet future need in line with approved Master-plan November 2008. Phase 1 – new energy centre, Dental Institute extension, Coldharbour Lane and Faraday Unit Phase 2 – Clinical Research Facility, Cancer Building/ Haematology Institute, Neuroscience Institute Phase 3 – Normanby Building	KCH NHS Foundation Trust	Existing campus in Lambeth (approx 4.5ha). Some outlying buildings owned or managed by KCH.	Phase 1 – up to 2010 Phase 2 – up to 2012 Phase 3 – up to 2020	Phase 1 - £16m Phase 2 - £ 79m Phase 3 - £100m	Phase 1 – committed Phase 2 – committed Phase 3 – not yet committed  Funded committed by the Hospital Trust, charities and King's College London	Phase 1 – none Phase 2 – none Phase 3 – not known	Not known in relation to Phase 3	Not known



<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
<p>Guy's and St Thomas' Hospital NHS Foundation Trust Estates Strategy</p> <p>Phase 1 – new medical and residential development at Founders Place.</p> <p>Phase 2 – completion of residential development at Founders Place.</p>	<p>Reconfiguration of hospital trust premises to meet future need in line with approved Estates Strategy.</p> <p>Phase 1 to improve existing buildings and create a new welcome centre, medical.</p> <p>Phase 2 to improve utilisation of existing buildings and new clinical developments.</p>	GSTT NHS Foundation Trust	No additional land required.	<p>Phase 1 - 5 years</p> <p>Phase 2 - 10 years</p>	<p>Phase 1 - £100-130m</p> <p>Phase 2 - £50-100m</p>	£20m approx	Not known	<p>All opportunities open to the NHS Foundation Trust and partners will be utilised.</p>	<p>Investigation of property options to meet local, regional and national healthcare needs.</p>

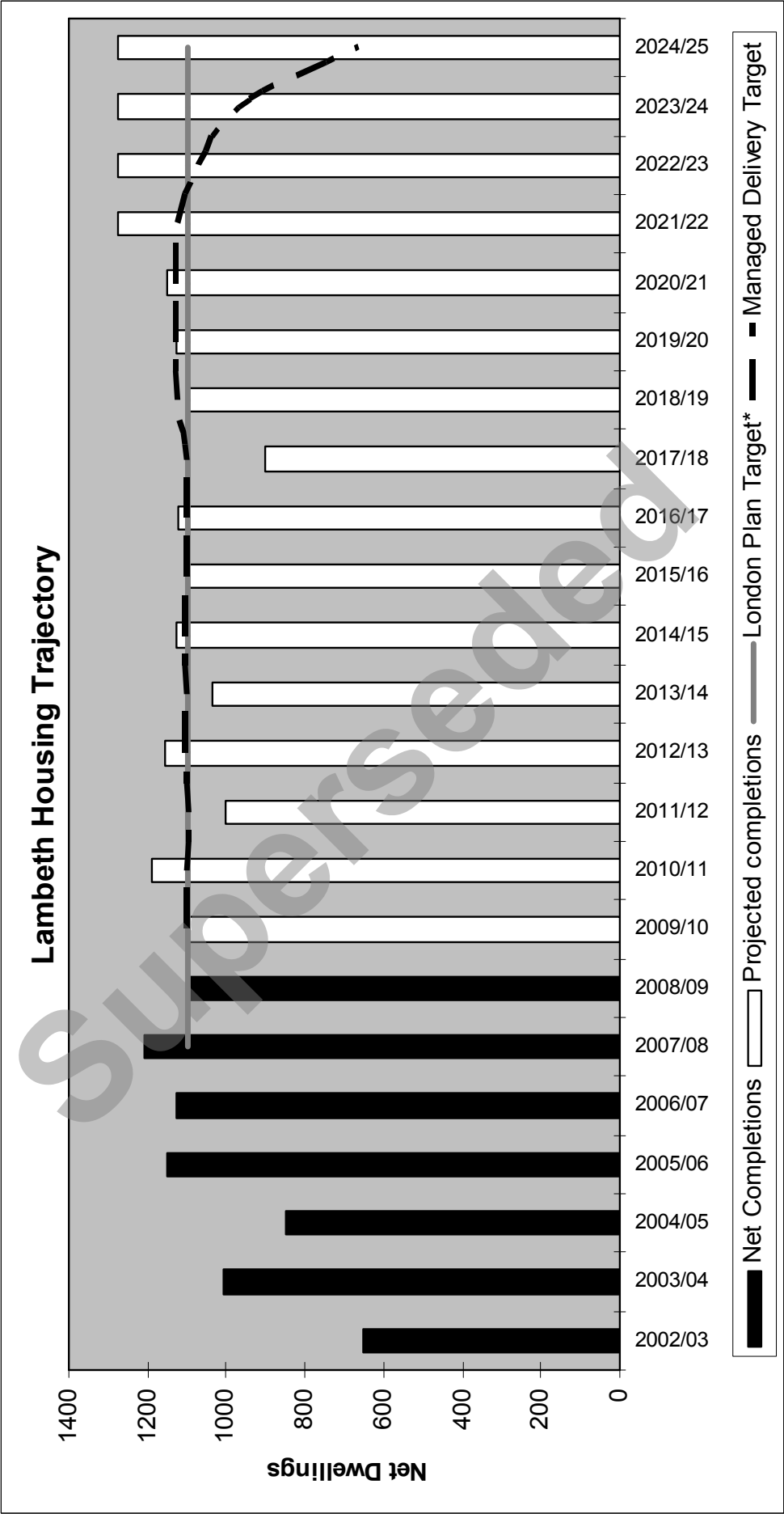
<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Lambeth College – Brixton Centre redevelopment	Part of wider reconfiguration of College premises to meet future need (Lambeth College Property Strategy 2008)	Lambeth College	None – redevelopment of existing Lambeth College site (subject to planning permission)	Completion 2013	£50m +	£0	£50m +	Grant funding from Learning and Skills Council or its successor; borrowing; sales proceeds; partnership arrangements with private development or public sector agency	The College is committed to the redevelopment of its Brixton site and is reviewing its overall plans in order to achieve this aim.
Expansion of existing secondary schools	To provide 1,194 additional secondary school places (of which 143 additional Year 7 places)	LB Lambeth Children and Young People's Service	Expansion where required within existing school sites	2010–2015	£186m	Partially funded through the former BSF programme	Under review	Under review	Yes – temporary expansions of existing schools subject to capacity. Work with neighbouring boroughs to place pupils.

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
New secondary school in the Tulse Hill area	To provide 1,100 additional secondary school places (of which 180 Year 7 places)	LB Lambeth Children and Young People's Service	Site in the Tulse Hill area plus additional land for sports	2010-2014	Not known	Not known	Not known	Not known	Yes – attempt expansion of existing secondary schools to meet need for additional places.
Expansion of existing primary schools Phase 1	To provide 1,260 additional primary school places (6 forms of entry) and 150 nursery class places	LB Lambeth Children and Young People's Service	Expansion within existing school sites	2009-2012	£20m estimated	£8m	£12m	Estimated s106 £1.6m; lobbying of government for additional funding; capital bid to council	Yes – temporary provision on school sites that have the capacity to provide extra school places.
Expansion of existing primary schools Phase 2	To provide 840 additional primary school places (4 forms of entry) and 100 nursery class places	LB Lambeth Children and Young People's Service	Expansion within existing school sites	2013-2016	£30m	None	£30m	Estimated s106 £ (tbc); lobbying of government for additional funding; capital bid to council	Yes – temporary provision on school sites that have the capacity to provide extra school places.

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
Expansion of existing primary schools Phase 3	To provide 1,260 additional primary school places (6 forms of entry) and 150 nursery class places	LB Lambeth Children and Young People's Service	Expansion within existing school sites	2016-2020	£43m	None	£43m	Estimated £106 £ (tbc); lobbying of government for additional funding; capital bid to council	Yes – temporary provision on school sites that have the capacity to provide extra school places.
New primary school in Streatham	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth Children and Young People's Service	Site in Streatham	2009-2013	£8m estimated (construction costs on existing owned site)	Fully funded	None	Not applicable	No
New primary school in Norwood	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth Children and Young People's Service	Site in Norwood (minimum site area 4,500m <sup>2</sup> )	2011-2013	£12m estimated (£4m site acquisition plus £8m construction)	Fully funded	None	Not applicable	Yes – look to expand other schools in the area to create additional places.
New primary school in Brixton	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth Children and Young People's Service	Site in Brixton (minimum site area 4,500m <sup>2</sup> )	2013-2015	£12m estimated (£4m site acquisition plus £8m construction)	None	£12m	Lobbying of government for additional funding; capital bid to council	Yes – look to expand other schools in the area to create additional places.

<b>Scheme</b>	<b>Need for scheme</b>	<b>Lead Delivery Agency and supporting strategy</b>	<b>Land requirements of scheme in Lambeth</b>	<b>Indicative delivery phasing</b>	<b>Cost</b>	<b>Funding already committed</b>	<b>Funding gap</b>	<b>How funding gap will be met</b>	<b>Contingency planning required?</b>
New primary school Clapham Park Estate	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth Children and Young People's Service	Site within Clapham Park Estate	2013-2015	£8m estimated (construction costs)	S106 agreement to provide land and £2.25m contribution	£5.75m	Lobbying of government for additional funding; capital bid to council	Yes – site is secure but additional funding will be required. If no funding is available look to expand to Glenbrook School.
New Catholic primary school	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth Children and Young People's Service	Site somewhere in the borough (minimum site area 4,500m <sup>2</sup> )	2013-2015	£12m estimated (site acquisition and construction)	None	Council responsible for £4m site acquisition. Construction cost funded 10% from Diocese and 90% through grant funding from DCSF.	Lobbying of government for additional funding; capital bid to council	Liaison with Archdiocese to provide alternative solutions to increasing supply of Catholic places such as expanding Catholic schools.

# Annex 3 – Housing Trajectory



## Annex 4 – London Plan Opportunity Areas and Major, District and Local Town Centres

The London Plan defines **Opportunity Areas** as London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

### London Plan Opportunity Areas in Lambeth (2)

Vauxhall (part of the wider Vauxhall/Battersea/Nine Elms Opportunity Area, shared with the London Borough of Wandsworth)

Waterloo (which includes Lower Marsh/The Cut as a CAZ frontage)

The London Plan defines **major**, **district** and **local centres** as follows:

**Major Centres** are important shopping and service centres and are characteristic of Inner London. Their attractiveness for retailing is derived from a mix of both comparison and convenience shopping. They usually have more than 50,000m<sup>2</sup> of retail floorspace. With sizeable local catchment areas, many of these centres have enough established cultural and entertainment facilities to keep them alive in the evenings.

**District Centres** have traditionally provided convenience goods and services for local customers. They typically range in size from 10,000m<sup>2</sup> to 50,000m<sup>2</sup> and contain at least one food supermarket or superstore and non-retail services.

**Local Centres** have traditionally provided local services for local customers.

### Major Town Centres in Lambeth (2)

Brixton  
Streatham

### District Town Centres in Lambeth (9)

Camberwell Green\*  
Clapham High Street  
Clapham South\*  
Herne Hill\*  
Lavender Hill/Queenstown Road\*  
Norbury\*  
Stockwell  
West Norwood/Tulse Hill

Westow Hill/Crystal Palace\*

(\* indicates a district centre shared with an adjoining borough)

### **Local Centres in Lambeth (39)**

Abbeville Road  
Acre Lane  
Amesbury Avenue/Hillside Road  
Ascot Parade  
Black Prince Road  
Brixton Hill/New Park Road  
Brixton Hill/St Saviours Road  
Brixton Road  
Camberwell New Road  
Cavendish Road/Hydethorpe Road  
Crown Point  
Croxted Road  
Elm Park  
Gipsy Road/Gipsy Hill  
Kennington Cross  
Kennington Lane  
Kennington Park Road/Kennington Road  
Kennington Road  
Lambeth Walk  
Landor Road  
Loughborough Estate  
Loughborough Junction  
Loughborough Road  
Norwood High Street/Chapel Road  
Oval (Brixton Road)  
Oval (Clapham Road)  
Poynders Road  
Rosendale Road/Guernsey Road  
Rosendale Road/Idmiston Road  
South Lambeth Road  
Streatham Common  
Streatham High Road/Guildersfield Road  
Streatham High Road/Greyhound Lane  
Streatham Vale  
Terry House  
Tulse Hill/Brixton Water Lane  
Vauxhall Street/Jonathan Street  
Wandsworth Road  
Wilcox Road



## **Annex 5 – Designated Key Industrial and Business Areas**

The following are designated Key Industrial and Business Areas (KIBAs):

Bon Marche Centre  
Brighton House  
Camberwell Trading Estate and adjoining sites  
Clapham North Industrial Estate  
Clapham Park Hill  
Coldharbour Lane Estate and Bengeworth Road Depot  
Durham Street/Oval Way  
Ellerslie Industrial Estate  
Eurolink Business Centre  
Freemans  
Hamilton Road Industrial Estate  
Kennington Business Park  
Lion Yard  
Loughborough Road  
Milkwood Road Estates  
Montford Place – Beefeater/Oval Gasworks  
Park Hall Road Trading Estate  
Shakespeare Road Business Centre  
Shakespeare Road Depot  
Somers Place  
Southbank House and Newport Street  
Stannary Street  
Timber Mill Way  
Wandsworth Road  
Waterworks Road  
West Norwood Commercial Area  
Zennor Road Estate and adjoining sites

## **Annex 6 – Designated Waste Sites**

The following are safeguarded waste sites:

### **Licensed sites in waste management use**

Lambeth Reuse & Recycling Centre, Vale Street Depot

### **Sites currently used for waste transfer**

Shakespeare Wharf, Shakespeare Road

4-16 Belinda Road

26 Wanless Road

Part of 44 Clapham Common Southside (ancillary use)

Superseded

## **Annex 7 – Metropolitan Open Land, District and Local Open Spaces**

### **Metropolitan Open Land**

Brockwell Park\*  
Clapham Common  
Jubilee Gardens/ Hungerford Car Park  
Streatham Common/ The Rookery\*  
Woodfield Recreation Ground  
Abbotswood Road Playing Fields

### **District and Local Open Spaces**

Archbishops Park  
Bernie Spain Gardens  
Clapham Park Estate open space  
Eardley Road Sidings Ecological Area  
Herbert Morrison Primary School  
Kennington Park\*  
Kennington Park Extension  
Knight's Hill/ Lovelace Road Allotments  
Lambeth Palace Gardens\*  
Lambeth Walk Public Open Space  
Larkhall Park  
Max Roach Park  
Mostyn Gardens  
Myatt's Field\*  
Norwood Park  
The Oval  
Peabody Estate Woodland  
Rosendale Playing Fields  
Rush Common  
Ruskin Park\*  
Slade Gardens  
Spring Gardens  
St Michael's Convent, Streatham\*  
Streatham Railsides  
Streatham Vale Park  
Vauxhall Park  
Waterloo Millennium Green  
West Norwood Cemetery\*

This list does not include every open space in the borough, only the most significant in terms of size. Core Strategy policy applies to all areas of existing open space, not just those listed in this Annex. For full information, please refer to the Lambeth Open Spaces Strategy 2002 and 2007. Those marked with an asterisk (\*) are historic Registered Parks and Gardens.

## **Annex 8 – Designated Strategic Views and Conservation Areas**

### **Strategic views**

Strategic viewing corridor: Richmond Park to St Paul's Cathedral

Strategic viewing corridor: Westminster Pier to St Paul's Cathedral

Background consultation area: Parliament Hill to the Palace of Westminster

Background consultation area: Primrose Hill to the Palace of Westminster

### **Conservation areas**

Abbeville Road  
Albert Embankment  
Albert Square\*  
Brixton  
Brixton Road  
Brixton Water Lane  
Brockwell Park  
Clapham  
Clapham High Street  
Clapham Park and Northbourne Road  
Clapham Road  
Elderwood Road  
Ferndale Road  
Garrads Road  
Gipsy Hill  
Hackford Road  
Herne Hill  
Hyde Farm\*  
Kennington  
La Retraite  
Lambeth Palace  
Lambeth Walk and China Walk  
Lancaster Avenue  
Lansdowne Gardens\*  
Larkhall  
Leigham Court Road (North)  
Leigham Court Road (South)  
Leigham Court Estate\*  
Loughborough Park  
Lower Marsh  
Minet Estate  
Mitre Road and Ufford Street  
Oaklands Estate  
Park Hall Road\*  
Peabody Estate - Rosendale Road  
Poet's Corner

Rectory Grove  
Renfrew Road  
Rosendale Road  
Roupell Street  
Rush Common and Brixton Hill  
Sibella Road  
South Bank  
South Lambeth Road  
St Marks\*  
Stockwell Green  
Stockwell Park\*  
Streatham Common  
Streatham High Road and Streatham Hill  
Streatham Lodge Estate\*  
Sunnyhill Road  
Telford Park  
The Chase  
Trinity Gardens  
Vassal Road  
Vauxhall  
Vauxhall Gardens  
Walcot  
Wandsworth Road  
Waterloo  
West Norwood  
Westow Hill

Conservation Areas marked with an asterisk (\*) are the subject of an Article 4 direction and carry additional planning controls put in place by the council in order to preserve or enhance the character or appearance of the area. For further information, visit [www.lambeth.gov.uk/planning](http://www.lambeth.gov.uk/planning).

## Annex 9 – Matrix of Over-arching Issues, Strategic Objectives, Policies and Performance Indicators

### A. Accommodating population growth

Strategic objective	Relevant policies	Performance indicators
1. Increase the overall supply of housing by at least 16,500 additional dwellings, and increase the mix and quality of housing (including affordable, key worker and family housing) to meet demand identified through the Strategic Housing Market Assessment.	S2	COI H1 COI H2 COI H3 COI H4 COI H5 COI H6 LOI 2 LOI 3 LOI 4 LOI 5

### B. Achieving economic prosperity and opportunity for all

Strategic objective	Relevant policies	Performance indicators
2. Support the growth of key economic sectors by maintaining a varied supply of business premises and through plans for Opportunity Areas and town centre regeneration.	S3 PN1 to PN9	COI BD1 COI BD2 COI BD3 COI BD4 LOI 6
3. Increase the number and variety of job opportunities for local people by protecting land for commercial use within neighbourhoods and seeking contributions to employment and skills support programmes.	S3 S10	As above and LOI 14

### C. Tackling and adapting to climate change

Strategic objective	Relevant policies	Performance indicators
4. Reduce carbon emissions by minimising the need to travel and maximising energy efficiency and renewable energy generation in buildings and area regeneration schemes.	S4 S7	COI E3 NI 186
5. Safeguard and increase biodiversity through co-ordinated implementation of the Lambeth Biodiversity Action Plan.	S5	COI E2
6. Enable Lambeth to adapt to the effects of climate change, including drought and flood	S6 S7	COI E1

Strategic objective	Relevant policies	Performance indicators
risk, through the design of the built environment, retention of existing trees, urban greening, and sustainable drainage.		

#### D. Providing essential infrastructure

Strategic objective	Relevant policies	Performance indicators
7. Provide the essential physical, social and green infrastructure to support population and economic growth through the co-ordinated delivery of infrastructure programmes by Lambeth First partners and statutory undertakers.	S1 S4 to S6 S8 S10	LOI 14 Annual update of infrastructure schedule
8. Work in partnership with government, Transport for London, Network Rail and major developers to increase public transport capacity and accessibility, reduce reliance on the private car, promote walking and cycling, and provide alternatives to road-based freight transport.	S1 S4 S10	LOI 7 LOI 8 LOI 14 Annual update of infrastructure schedule
9. Provide approximately 5,460 additional primary school places, 650 nursery class places, and 2,294 additional secondary places through BSF Phase 2 (of which 322 additional Year 7 places) of good quality to meet existing and future demand in Lambeth, by enabling a supply of land for new schools and seeking contributions to education from developers of family housing; and support the reconfiguration of further education premises.	S1 S10	LOI 14 Annual update of infrastructure schedule
10. Contribute to improving health and well-being and reducing health inequalities by providing a network of Neighbourhood Resource Centres for primary health care, supporting the reconfiguration of hospital premises, and by encouraging healthy lifestyles in the design of the built environment.	S1 S9 S10	LOI 14 Annual update of infrastructure schedule
11. Increase the quality of open space in Lambeth by safeguarding, linking and upgrading existing open space, improving access and retaining existing trees (through delivery of the Lambeth Open Spaces Strategy), and seek new open space where-ever possible including through an extension to Jubilee Gardens.	S1 S5	COI E2 LOI 9 LOI 10 Annual update of infrastructure schedule

<b>Strategic objective</b>	<b>Relevant policies</b>	<b>Performance indicators</b>
12. Contribute to the delivery of Lambeth's Sustainable Waste Management Strategy by maintaining an appropriate supply of land for waste management and operational use and seeking the most effective waste management facilities within new developments.	S1 S8	COI W1 COI W2 Annual update of infrastructure schedule

E. Promoting community cohesion and safe, liveable neighbourhoods

<b>Strategic objective</b>	<b>Relevant policies</b>	<b>Performance indicators</b>
13. Develop and sustain stable neighbourhoods with a high quality residential environment, respect for local amenity, good access to local services and transport, and mixed populations.	S9	LOI 3 to LOI 5
14. Increase community safety and resilience to terrorism by designing out crime and fear of crime in the built environment and through joint working within the Safer Lambeth Partnership.	S9 DM DPD	LOI 13

F. Creating and maintaining attractive, distinctive places

<b>Strategic objective</b>	<b>Relevant policies</b>	<b>Performance indicators</b>
15. Create and sustain distinctive local places through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets and the natural environment.	S1 S9 PN1 to PN9	Annual progress update on each of the places and n'bourhoods
16. Protect and enhance the historic built environment, the setting of the Palace of Westminster World Heritage sites and strategic views by working in partnership with English Heritage, neighbouring boroughs and community groups.	S9 PN1 to PN9	LOI 11 LOI 12 Annual progress update on each of the places and n'bourhoods
17. Support the regeneration and renewal of the London Plan Opportunity Areas at Waterloo and Vauxhall/Nine Elms/Battersea to reflect their role in central London, working in close partnership with the neighbouring boroughs of Southwark and Wandsworth and all key stakeholders.	S1 PN1 PN2	Annual progress update on Waterloo and Vauxhall



Strategic objective	Relevant policies	Performance indicators
18. Maintain and develop Lambeth's strength in arts and culture and the role of the South Bank as one of London's leading international cultural and tourist destinations reflecting its status as part of the South Bank/Bankside Strategic Cultural Area.	S3 PN1	Annual progress update on Waterloo

Superseded

## Annex 10 – UDP Policies to be Superseded by the Core Strategy

From the 6th August 2010 the Lambeth UDP is made up of those policies listed in the Direction issued by the Secretary of State on the 6<sup>th</sup> July 2010, which can be viewed on the council's website at [www.lambeth.gov.uk/planning](http://www.lambeth.gov.uk/planning). The policies listed in this Direction are saved until the 5<sup>th</sup> August 2013 unless they are superseded by an adopted Local Development Framework Document before that date.

The table below lists all the UDP policies which have been saved, and sets out which of the saved policies are superseded by the Core Strategy on adoption. In a small number of cases, a UDP policy is only partially superseded by the Core Strategy. In these cases, the table sets out in italics which parts of the UDP policy have not been superseded and remain active. Those saved UDP policies, or parts of policy, that are not superseded by the adoption of the Core Strategy will remain active until they are superseded by the adoption of either the Development Management DPD or the Site Allocations DPD.

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
Policy 1	The Vision for Lambeth	Saved	Fully superseded by Spatial Vision and Policy S1
Policy 2	London South Central	Expired 5 August 2010	Not applicable
Policy 3	The Central London Activities Zone	Saved	Fully superseded by Policies S1, PN1, PN2 and London Plan Policies 5G.1, 5G.2, 5G.3, 5G.4 and 5G.5
Policy 4	Town Centres and Community Regeneration	Saved	Partially superseded by Policies S1, S3, PN1, PN2, PN3, PN4, PN5, PN6, PN7, PN8, PN9 and PN10, <i>except parts (c) and (e).</i>
Policy 5	The Sequential Approach to Uses Which Attract a Lot of People	Expired 5 August 2010	Not applicable
Policy 6	Development of Brownfield Sites	Expired 5 August 2010	Not applicable
Policy 7	Protection of Residential Amenity	Saved	No
Policy 8	Accessible Development/Integrated Transport	Expired 5 August 2010	Not applicable
Policy 9	Transport Impact	Saved	No
Policy 10	Walking and Cycling	Expired 5 August 2010	Not applicable
Policy 11	Management of Road, Bus and Freight Networks	Saved	Fully superseded by Policy S4, London Plan policies 3C.25 and 3C.26 and PPG 13
Policy 12	Strategic Transport Hubs and Transport Development Areas	Saved	Partially superseded by Policies S3, S4, PN1, PN2, PN3, PN4, PN5, PN6, PN7, PN8 and PN9, <i>except 3rd paragraph "The design of the stations/interchanges..."</i>
Policy 13	Major Public Transport Proposals	Expired 5 August 2010	Not applicable

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
Policy 14	Parking and Traffic Restraint	Saved	Partially superseded by Policy S4, <i>except parts (e), (f), (g) and (h).</i>
Policy 15	Additional Housing	Saved	Partially superseded by Policy S2, <i>except part (d)</i>
Policy 16	Affordable Housing	Saved	Partially superseded by Policy S2 and London Plan Policies 3A.8 to 3A.11, <i>except sixth paragraph "A range of unit sizes...appearance or layout" and paragraph (d).</i>
Policy 17	Flat Conversions	Saved	Partially superseded by Policy S2, <i>except parts (b), (c), (d) and (e)</i>
Policy 18	Shared Housing and Supported Housing	Saved	No
Policy 19	Active Frontage Uses	Saved	No
Policy 20	Mixed Use Development	Saved	Fully superseded by Policies S1, S2, and S3 and London Plan Policies
Policy 21	Location and Loss of Offices	Saved	Partially superseded by Policies S1, S3, S4, <i>except from paragraph: "In considering large scale office..." onwards.</i>
Policy 22	Key Industrial and Business Areas	Saved	Fully superseded by Policy S3
Policy 23	Protection and Location of other Employment Uses	Saved	No
Policy 24	Use of Railway Arches	Saved	No
Policy 25	Work-Live/Live Work Development	Saved	No
Policy 26	Community Facilities	Saved	No
Policy 27	Loss of Public Houses	Saved	No
Policy 28	Hotels and Tourism	Saved	Partially superseded by Policy S3, <i>except part (b)</i>
Policy 29	The Evening and Late Night Economy, Food and Drink and Amusement Centre Uses	Saved	No
Policy 30	Arts and Culture	Saved	No
Policy 31	Streets, Character and Layout.	Saved	No
Policy 32	Community Safety/Designing Out Crime	Saved	No
Policy 33	Building Scale and Design	Saved	No
Policy 34	Renewable Energy in Major Development	Saved	Fully superseded by Policy S7(a)
Policy 35	Sustainable Design and Construction	Saved	No

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
Policy 36	Alterations and Extensions	Saved	No
Policy 37	Shopfronts and Advertisements	Saved	No
Policy 38	Design in Existing Residential/Mixed Use Areas	Saved	No
Policy 39	Streetscape/Landscape and Public Realm Design	Saved	No
Policy 40	Tall Buildings	Saved	Partially superseded by Policy S9 and London Plan Policies 4B.9 and 4B.10, <i>except parts on "Visual Design Criteria – If the locational criteria..." and "Urban Design – Tall Buildings should create..."</i>
Policy 41	Views	Saved	Partially superseded by Policy S9, <i>except part iii) onwards "Other Views – Permission will not..."</i>
Policy 42	The River Thames – River and Riverside Protection, Use and Access	Expired 5 August 2010	Not applicable
Policy 43	The River Thames Policy Area – Urban Design	Saved	No
Policy 44	Permanently Moored Vessels and Structures on the Thames	Saved	No
Policy 45	Listed Buildings	Saved	No
Policy 46	List of Buildings of Local Architectural Merit	Saved	No
Policy 47	Conservation Areas	Saved	No
Policy 48	Archaeology: Recording and Analysis of Buildings	Expired 5 August 2010	Not applicable
Policy 49	Metropolitan Open Land	Expired 5 August 2010	Not applicable
Policy 50	Openspace and Sports Facilities	Saved	No
Policy 51	The Oval Cricket Ground	Saved	Fully superseded by Policy PN7
Policy 52	Protection and Enhancement of Natural Environment	Saved	Fully superseded by Policy S5 and London Plan Policy 3D.14
Policy 53	Infrastructure and Utilities	Expired 5 August 2010	Not applicable
Policy 54	Pollution, Public Health and Safety	Expired 5 August 2010	Not applicable
Policy 55	Telecommunications Development	Saved	No
Policy 56	Waste	Saved	Fully superseded by Policy S8 and PPS 10
Policy 57	Planning Obligations	Saved	Fully superseded by Policy S10
Policy 58	Albert Embankment	Saved	Fully superseded by Policy PN2

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
Policy 59	Brixton Town Centre: Character and Function	Saved	Fully superseded by Policy PN3
Policy 60	Brixton Town Centre: Late Night Facilities	Saved	Fully superseded by Policy PN3
Policy 61	Mixed Use Development in Brixton Town Centre	Saved	Fully superseded by Policy PN3
Policy 62	Transport and Public Realm Improvements in Brixton Town Centre	Saved	Fully superseded by Policy PN3
Policy 63	Brixton Central Square	Saved	Fully superseded by Policy PN3
Policy 64	Food and Drink Uses in Clapham High Street and Clapham Old Town	Saved	No
Policy 65	Clapham Common and the Proposed Old Town Open Space	Saved	Fully superseded by Policy PN5
Policy 66	Clapham Park	Saved	No
Policy 67	Herne Hill District Centre	Saved	Fully superseded by Policy PN9
Policy 68	Kennington Cross Local Centre	Saved	Fully superseded by Policy PN10
Policy 69	West Norwood Cemetery	Saved	Fully superseded by Policy PN8
Policy 70	West Norwood Commercial Area	Saved	Fully superseded by Policy PN8
Policy 71	Upper Norwood	Saved	Fully superseded by Policy PN10
Policy 72	Regeneration of Stockwell	Saved	Fully superseded by Policy PN6
Policy 73	Regeneration of Streatham Town Centre	Saved	Fully superseded by Policy PN4
Policy 74	Streatham Vale and Lower Streatham	Saved	Fully superseded by Policy PN10
Policy 75	Vauxhall/Battersea Area, including Wandsworth Road	Saved	Fully superseded by Policy PN2
Policy 76	Vauxhall Cross Transport Hub	Saved	Fully superseded by Policy PN2
Policy 77	Vauxhall – Urban Design and Public Realm Improvements	Saved	Fully superseded by Policy PN2
Policy 78	Spring Gardens	Saved	Fully superseded Policy PN2
Policy 79	Waterloo Development Framework	Saved	Fully superseded Policy PN1
Policy 80	Transport in Waterloo	Saved	Fully superseded Policy PN1
Policy 81	Urban design and the Character of Waterloo	Saved	Fully superseded Policy PN1
Policy 82	Off-Street Parking and Coach Parking in Waterloo	Saved	No
Policy 83	The London Eye	Saved	Fully superseded Policy PN1

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
Policy 84	Jubilee Gardens/Hungerford Car Park	Saved	Fully superseded Policy PN1

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
MDO 1	Camelford Hosue/Tintagel House, 89 Albert Embankment	Saved	No
MDO 2	Texaco Garage and Albert Embankment	Saved	No
MDO 3	Parliament House, 81 Black Prince Road/Salamanca Place	Saved	No
MDO 4	London Fire Brigade Headquarters, 8 Albert Embankment	Saved	No
MDO 5	East Brixton Regeneration Arc	Saved	No
MDO 6	Bon Marche Yard (between Nursery Road, Ferndale Road and at rear of 442 – 444 Brixton Road)	Saved	No
MDO 7	Brixton “Phase II” Site	Saved	No
MDO 8	Car Park to the rear of 337/365 Brixton Road	Saved	No
MDO 9	Tesco Supermarket, 13 Acre Lane	Saved	No
MDO 10	Hambrook House, 17 Pordon Road/2-7 Town Hall Parade	Saved	No
MDO 11	St Matthews Estate (West of St Matthews Road)	Expired 5 August 2010	Not applicable
MDO 12	Brixton Road/Angell Town (West of Brixton Road, Near Junction with Loughborough Road)	Saved	No
MDO 13	Remaining Parts of Angell Town Estate	Expired 5 August 2010	Not applicable
MDO 14	Brixton Prison, Jebb Avenue	Saved	No
MDO 15	Waterworks Road/Blenheim Gardens, off Brixton Hill	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 16	Orchard Support Centre, Christchurch Road and Tram Shed (237 Brixton Hill)	Expired 5 August 2010	Not applicable
MDO 17	33 Macauley Road/LETS	Saved	No
MDO 18	MDO 18: 63 Old Town/Grafton Square Police Site	Expired 5 August 2010	Not applicable
MDO 19	The Orangery, off Worsopp Drive	Saved	No
MDO 20	Former Henry Thornton School, Clapham Common Southside (includes Henry Thornton Centre, Elms Road and Lambeth College, Clapham Common Southside)	Expired 5 August 2010	Not applicable

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
MDO 21	Park Hill/Northbourne Road and various sites fronting Clapham Park Road	Expired 5 August 2010	Not applicable
MDO 22	OCS Site, 44 Clapham Common Southside	Expired 5 August 2010	Not applicable
MDO 23	Hasselrigge Primary School, Bowland Road.	Expired 5 August 2010	Not applicable
MDO 24	35 – 39 Bedford Road, rear of 2 – 28 Ferndale Road	Saved	Yes (Affordable Housing Priority Site: superseded by Policy S2)
MDO 25	Former Drive Thru, 33 Clapham High Street	Expired 5 August 2010	Not applicable
MDO 26	Mary Seacole House, 91 Clapham High Street and various neighbouring sites	Saved	No
MDO 27	Copyn Yard/Clapham Manor Depot, Clapham High Street/Clapham Manor Street	Saved	No
MDO 28	Clapham Park Estate	Saved	No
MDO 29	Former South London Women's Hospital	Expired 5 August 2010	Not applicable
MDO 30	Herne Hill Station, Railton Road and various properties between 128 and 140 Herne Hill	Saved	No
MDO 31	Shakespeare Wharf, Shakespeare Road	Expired 5 August 2010	Not applicable
MDO 32	2-24 Kennington Lane (including 2 – 6 Holyoak Road and 130 -138 Newington Butts	Saved	No
MDO 33	Loughborough Junction	Saved	No
MDO 34	15 Minet Road/Wickwood Street	Expired 5 August 2010	Not applicable
MDO 35	Bengeworth Road Depot and adjoining land off Bengeworth Road Area.	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 36	118 – 120 Coldharbour Lane	Saved	Yes (Affordable Housing Priority Site: superseded by Policy S2)
MDO 37	Cowley/Myatts Field North Estates	Saved	No
MDO 38	West Norwood Opportunity Site	Saved	No
MDO 39	443 Norwood Road Area	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 40	Former Grove Centre and Elmcourt Road Schools	Expired 5 August 2010	Not applicable
MDO 41	Winn and Coale, 19 – 37 Rothschild Street and 31 Chapel Road	Saved	No
MDO 42	Scrapyard, Windsor Grove	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
MDO 43	Knights Hill- Former Lambeth College	Saved	No
MDO 44	MDO 44: Rothschild Street/Ernest Avenue (various commercial sites fronting Rothschild Street, Ernest Avenue and Norwood High Street.	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 45	99 – 131 Norwood High Street.	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 46	44 – 52 Norwood Road	Expired 5 August 2010	Not applicable
MDO 47	Avenue Park Road (railway sidings to north)	Saved	No
MDO 48	Former Norwood Primary School	Expired 5 August 2010	Not applicable
MDO 49	Vale Street Depot (including land formerly in Depot Use.	Expired 5 August 2010	Not applicable
MDO 50	Offley Works, Offley Road and 44 – 46 Offley Road	Saved	No
MDO 51	43-55 Clapham Road	Saved	No
MDO 52	Freemans - 135 Clapham Road	Expired 5 August 2010	Not applicable
MDO 53	St Agnes Place	Saved	No
MDO 54	Stannary Street (Various Commercial Sites between Milverton Street and Stannary Street)	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 55	Tesco Supermarket	Saved	No
MDO 56	Beefeater Distillery, 20 Montford Place and other sites to the east of Montford Place.	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 57	Oval Gasometers, Kennington Oval	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 58	238 Kennington Lane/2-14 Dollard street and 1-3 Loughborough Street	Saved	No
MDO 59	Land to the rear of White Swan Public House, Westow Hill and 10-20 Crystal Palace Parade	Saved	No
MDO 60	3-5 Cawnpore Street/99-107 Woodland Road	Saved	No
MDO 61	Stockwell Station, Stockwell Road and Richardson court, Studley Road	Saved	No
MDO 62	6-7, 15-19 Stockwell Green	Saved	No
MDO 63	Land to the rear of west Stockwell neighbourhood office	Expired 5 August 2010	Not applicable
MDO 64	18 Union Road, 340a-344 Clapham Road	Expired 5 August 2010	Not applicable



UDP Policy		Status	Superseded by the Core Strategy on Adoption?
MDO 65	9 Jeffreys Road, 330 – 340 Clapham Road	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 66	Former Annie McCall Hospital/Stockwell Studios	Saved	Yes (site no longer in a KIBA: superseded by Policy S3)
MDO 67	Southbank University/Lambeth College Wandsworth Road.	Expired 5 August 2010	Not applicable
MDO 68	Courland Grove	Saved	No
MDO 69	Wilcox Road	Saved	No
MDO 70	Clyston Street/Wandsworth Road	Saved	Yes (Mixed Use Employment Area :superseded by Policy S3)
MDO 71	Destination Streatham	Saved	No
MDO 72	1-21 Streatham Vale/100 Woodgate Drive; Homebase Store, carpark and service area.	Saved	No
MDO 73	MDO 73: Caesars (former Locarno Ballroom) and adjoining properties, 146 – 178 Streatham Hill	Saved	No
MDO 74	Unigate Depot 129 Valley Road	Saved	No
MDO 75	Valley Road Yard (rear of 25-41 Valley Road)	Expired 5 August 2010	Not applicable
MDO 76	Island Site, Vauxhall Cross	Saved	No
MDO 77	Vauxhall Station, Vauxhall Cross	Saved	No
MDO 78	Bondway East (1 – 55 Bondway plus 56 Parry Street and Hildon House Parry Street	Saved	No
MDO 79	Effra Site, Wandsworth Road	Expired 5 August 2010	Not applicable
MDO 80	Parry Street West (72 Bondway, 96 Wandsworth Road, 18-22 Parry Street)	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 81	Parry Street East	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 82	5 and 21 Miles Street (Wendle Court and 131 – 137 Wandsworth Road)	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 83	Keybridge House South Lambeth Road and various properties in Wyvil Road	Saved	Yes (Mixed Use Employment Area: superseded by Policy S3)
MDO 84	Nine Elms Sainsburys	Saved	No
MDO 85	39-59 South Lambeth Road (Timber Yard)	Saved	No
MDO 86	Former Lawn Lane Primary School	Expired 5 August 2010	Not applicable

UDP Policy		Status	Superseded by the Core Strategy on Adoption?
MDO 87	1 – 3 Glyn Street)	Expired 5 August 2010	Not applicable
MDO 88	Glasshouse Walk, Tinworth Street	Saved	No
MDO 89	Lambeth Walk, Ethelred Estate	Saved	No
MDO 90	Former Beaufoy Institute (Lilian Baylis Annex)	Saved	No
MDO 91	Waterloo Station (land under Waterloo Station)	Saved	No
MDO 92	Elizabeth House, York Road	Saved	No
MDO 93	Shell Centre Upstream	Saved	No
MDO 94	The Southbank Arts Complex- includes National Theatre, Royal festival Hall, Queen Elizabeth Hall, Hayward Gallery.	Saved	No
MDO 95	Former County Hall	Expired 5 August 2010	Not applicable
MDO 96	One Westminster Bridge	Expired 5 August 2010	Not applicable
MDO 97	St Thomas' Hospital, Lambeth Palace Road	Saved	No
MDO 98	York House, 199 Westminster Bridge Road	Saved	No
MDO 99	Royal Street/Upper Marsh (Founders Place)	Saved	No
MDO 100	Lambeth North Station	Saved	No
MDO 101	MDO 101: 2 – 6 Hercules Road/70 – 101 Westminster Bridge Road	Saved	No
MDO 102	111/141 Westminster Bridge Road	Saved	No
MDO 103	Doon Street (Car Park bounded by Doon Street), Cornwall Road and Upper Ground)	Saved	No
MDO 104	Hot House Stamford Street	Saved	No
MDO 105	Gabriel's Wharf and Princes Wharf, Upper Ground	Saved	No
MDO 106	London Nautical School.	Expired 5 August 2010	Not applicable
MDO 107	Waterloo Triangle (3Is/Mercury House/Union Jack Club), Waterloo Road	Saved	No
MDO 108	Cornwall Road/The Cut, Bus Garage at 3 Cornwall Road and 88 – 124 even	Saved	No
MDO 109	Yound Vic, 66 The Cut	Expired 5 August 2010	Not applicable

# Glossary

**Affordable housing** Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

***Social rented housing*** is rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

***Intermediate affordable housing*** is housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent. (PPS3)

**Air Quality Management Area** An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

**Amenity** A quality of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

**Apart-hotel** Self-contained hotel accommodation (C1 use class) that provides for short-term occupancy purchased at a nightly rate with no deposit against damages. This will usually include concierge and room service, and include formal procedures for checking in and out.

**Biodiversity** Refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

**Building for Life** The national standard for well-designed homes and neighbourhoods. A Building for Life assessment scores the design quality of planned or completed housing developments against 20 Building for life criteria. For further information refer to [www.buildingforlife.org](http://www.buildingforlife.org).

**Business Improvement District** A business-led mechanism for increasing investment within defined areas of a city such as a town centre, based on a supplementary rate levied on businesses within the defined area.

**Carbon dioxide (CO<sub>2</sub>)** A naturally occurring gas that accounts for 0.04 per cent of the earth's atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants many millions of years ago, and this has increased its concentration in the atmosphere by some 12 per cent over the past century. It contributes about 60 per cent of the potential global warming effect of man-made emissions of greenhouse gases.

**Car club** A scheme which facilitates vehicle sharing.

**Combined Heat and Power** The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

**Commercial waste** Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992.

**Community heating** The distribution of steam or hot water through a network of pipes to heat a large area of commercial, industrial or domestic buildings or for industrial processes. The steam or hot water is supplied from a central source such as a heat-only boiler or a combined heat and power plant.

**Conservation area** An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under s69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**Conservation area appraisal** A published document defining the special architectural and historic interest which warranted the area being designated.

**Convenience shopping** Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionary.

**Comparison shopping** Comparison retailing is the provision of items not bought on a frequent basis. These include clothing, footwear, household and recreational goods.

**Development Plan Document (DPD)** The main type of Local Development Document which form part of the Development Plan, and include a Core Strategy, site specific allocations, development control policies and area action plans.

**Embodied energy** The total life cycle energy used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

**Green chains** Linked but separate open spaces with footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

**Green corridor** Relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

**Green industries** The business sector that produces goods or services which, compared to other more commonly used goods and services, are less harmful to the environment.

**Gypsy and travellers' sites** Sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life, such as gypsies and travellers.

**Household waste** All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties, street cleansing and litter collection, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity wastes, drop-off and bring systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London's municipal waste.

**Infrastructure** Term used to describe the facilities and services necessary for local people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new road or school, to the creation of a local play-space.

**Key Industrial and Business Areas (KIBAs)** Key Industrial and Business Areas (KIBAs) are Lambeth's 'Locally Significant Industrial Sites', as defined in the London Plan, and are important employment generating sites in the borough.

**Lambeth First** The borough's Local Strategic Partnership (LSP). LSPs are non-statutory bodies that bring together the different parts of the public, private, community and voluntary sectors; allowing different initiatives and services to support one another so that they can work together more effectively.

**Legibility** The degree to which a place can be easily understood and traversed.

**Lifetime Homes** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments.

**Listed buildings** Statutory Listing means that the building is protected by law. This protection extends over the whole building including its interior. It also extends to any object or structure fixed to the building as well as to any freestanding objects or structures, which lie within the curtilage of the building and were erected before 1 July 1948. Listed Building Consent is required for any works that might affect the special interest of the listed building.

**Liveability** Refers to the suitability and desirability of an environment or dwelling for living.

**Live-work space** The flexible use of buildings and space to allow both functions within them.

**Local Development Document (LDD)** The main group of documents within the Local Development Framework, comprising Development Plan Documents and Supplementary Planning Documents.

**Local Strategic Partnership** A cross-sectoral, cross-agency umbrella partnership which is committed to improving the quality of life and governance in a particular locality.

**Locally listed buildings** The Council maintains a list of buildings of local architectural or historic interest which it believes are worthy of conservation. Local listing brings with it no additional planning controls but is a material consideration when planning applications are considered.

**London Plan Areas for Regeneration** Wards in greatest socio-economic need, defined on the basis of the 20 per cent most deprived wards in the London Index of Multiple Deprivation.

**London Plan Central Activities Zone (CAZ)** An area defined in the London Plan where planning policy promotes finance, specialist retail, tourist and cultural uses and activities.

**London Plan Central Activities Zone (CAZ) frontage** Mixed used area usually with a predominant retail function.

**London Plan Opportunity Area** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

**London Plan Strategic Cultural Area** An area defined in the London Plan with internationally important cultural institutions which are also major tourist attractions. In Lambeth this applies to the South Bank.

**Low carbon development** A development which achieves an annual reduction in net carbon emissions of 50% or more from energy use on site e.g. by reducing energy demand through passive design and energy efficient technology and supplying energy from renewable sources.

**Major Development** Development involving any one or more of the following:

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwelling-houses where -
  - (i) the number of dwelling-houses to be provided is 10 or more; or
  - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more.

**Metropolitan Open Land** Strategic open land within the urban area that contributes to the structure of London.

**Mixed use development** Development for a variety of activities on a single site or across wider area such as town centres.

**Nature conservation** Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

**Original floor area (for house conversions)** This is calculated so as to exclude any extensions, garages (including converted garages) or loft conversions to the original (i.e. pre 1948 unextended) property. The calculation excludes the area of outside walls but includes inside walls, partitions, cupboards and chimney breasts. Only the floor space of rooms with an existing headroom exceeding 2 metres in height is counted.

**Permeability** The degree to which an area has a variety of pleasant, convenient and safe routes through it.

**Planning Policy Statement (PPS)** Government planning policy statements on a number of different topics.

**Primary shopping area** As defined in the glossary of Planning Policy Statement 4.

**Public realm** The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

**Public Transport Accessibility (PTAL)** The extent and ease of access by public transport, or, where it can reasonably be used as a proxy, the degree of access to the public transport network.

**Recycling** The re-processing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled.

**Renewable energy** Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.

**Riparian** Refers to land adjacent to a water course such as a riverbank.

**Riverside** The bank or area alongside a river.

**Section 106 Agreements** Confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

**Sequential approach** As defined in Planning Policy Statement 4 (Policy EC.15).

**Spatial development** Refers to changes in the distribution of activities and the linkages between them in terms of the use and development of land. Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Statement of Community Involvement** A Local Development Document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications. It is a statutory document subject to an inspector's examination.



**Supplementary Planning Documents** Supplementary Planning Documents provide further explanation or elaboration of policies contained in Development Plan Documents. Supplementary Planning Documents may take the form of design guides, area or site development briefs, master plan or issue-based documents.

**Sustainable communities** Places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

**Sustainable development** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainability Appraisal (SA)** A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of the SEA Directive, aimed at appraising the social, environmental and economic effects of plan strategies and policies and ensuring that they accord with the objectives of sustainable development.

**Waste transfer site** A site to which waste is delivered for separation or bulking up before being removed for recycling treatment or disposal.

**Worklessness** A term used to describe all those who are out of work but who would like a job. Workless individuals include individuals who are unemployed and claiming unemployment benefits, individuals who are economically inactive and eligible for inactive benefits, and individuals who are working exclusively in the informal economy.

**Zero Carbon Development** A development that, after taking account of: emissions from space heating, ventilation, hot water and fixed lighting; expected energy use from appliances and; exports and imports of energy from the development (and directly connected energy installations) to and from centralised energy networks, will have net zero carbon emissions over the course of a year.

#### Spanish

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#### Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন  
হলে অনুগ্রহ করে ফোন করুন **020 7926 1226**

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Se wope saa nkaeboy yi wo kasa foforo  
mu a fre **020 7926 1226**

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ẹ kàn wà l'ágogo **020 7926 1226**

Superseded