

Lambeth Local Plan Review

Issues Consultation Report Appendices

October 2018


Lambeth

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Lambeth Local Plan Review

This questionnaire includes links to important documents and websites in order to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Affordable housing

There is already an acute shortage of genuinely affordable housing across London and evidence suggests the demand for affordable housing in Lambeth will remain very high over the next 10-15 years.

The definition of affordable housing is set nationally while the Lambeth Local Plan, along with the Mayor's London Plan, set policies for securing new affordable housing through planning applications for new residential development and for the type of affordable housing that would meet local need.

New development has to be financially viable, or it will not be built. Our policy requirements for affordable housing need to be as ambitious as possible without affecting viability so much that a development cannot go ahead. We also need to strike the right balance with other uses provided in new development, such as affordable workspace for new businesses.



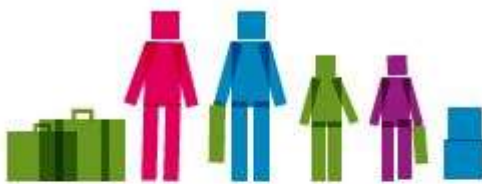
63%
house price rise

in Lambeth houses over the last five years – an average property costs £512,000 to buy.



29%
increase in
private rent

Private rents have risen by 29% over the same period – an average two bedroom flat in Lambeth costs nearly £1,600 a month or £19,200 a year to rent.



1,800 homeless
families

There are now over 1,800 homeless families needing temporary accommodation, despite Lambeth's strong track record in preventing homelessness, and 21,000 households on the housing list.



£33,400
average household
income

Average household income in Lambeth in 2016 was £33,400 per year.

Current policy and what needs to change

Current Lambeth Local Plan policy requires 40 per cent of the housing units in a new development to be affordable, or 50 per cent where public subsidy is involved. This is subject to financial viability so if a developer can demonstrate that the full requirement will be too costly, they must provide the maximum amount of affordable housing possible. In exceptional circumstances, some affordable housing can be provided on another site or we may accept a financial contribution instead to be put towards future delivery of affordable housing.

Our new planning guidance tightens up on the quality and transparency of the viability information developers provide and means we can revisit the finances of a development after planning permission is granted to get more affordable housing if circumstances change.

The Mayor of London has introduced new guidance for the current London Plan setting out a 'threshold approach' to affordable housing across London: where a development can provide at least 35 per cent affordable housing on site and all other policy requirements are met, then the financial viability of the scheme will not be tested (known as the 'Fast Track Route'). For proposals that don't meet these requirements, the standard approach remains. The Mayor thinks this is likely to result in an increase in delivery of on-site affordable housing in larger schemes, which has recently been about 13 percent on average London-wide.

It is likely that the Mayor will carry this threshold approach forward into new London Plan policy. If this is agreed through the examination of the new London Plan, the new Lambeth Local Plan would have to follow this approach.

To what extent do you agree or disagree we should follow the Mayor of London's threshold approach to development viability in the review of the Lambeth Local Plan?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

There may be scope to introduce a higher affordable housing threshold for Fast Track Route applications on industrial land released for housing. This means that in those locations, the affordable housing threshold at which applications would not be subject to viability testing would be higher than 35%. The reason would be that land values are generally lower for industrial land thereby allowing higher levels of affordable housing to be provided. The Mayor of London is proposing that the threshold for industrial land released for housing should be 50%.

To what extent do you agree or disagree that we should introduce a higher than 35% affordable housing threshold for Fast Track Route applications on industrial land released for housing?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

If you have selected strongly agree or agree, what do you think the higher threshold should be?

The Lambeth Local Plan needs to strike the right balance between housing and jobs. Securing affordable workspace within new development can sometimes impact on the amount of affordable housing that can be secured.

If a choice has to be made in new developments, securing more affordable housing should be a greater priority than affordable workspace for small business. To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The existing Local Plan requires developments involving fewer than 10 homes to provide a financial contribution towards affordable housing, subject to financial viability. The government is concerned that this type of policy will prevent small housing developments coming forward. We need to justify continuing with this approach. Our evidence shows that in the year ending March 2016 developments of ten or fewer homes in Lambeth accounted for about a third of all new housing. Given the high level of need for affordable housing, these smaller schemes could contribute towards provision of affordable housing if financially viable.

To what extent do you agree or disagree that smaller schemes should contribute to affordable housing (if financially viable)?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

There are many different types of affordable housing, beyond traditional social rented accommodation, and eligibility is determined by household income. Newer 'intermediate' products for those on middle incomes include Discount Market Rent and options for affordable home ownership. We still need to make sure enough affordable housing is provided for people on the lowest incomes and there is concern that social rented housing will get squeezed out by the newer types of affordable housing aimed at middle income households.

In new developments generally should the priority be:

- ☐ (a) securing more affordable housing for those on the lowest incomes, even if this means we get less affordable housing overall?
- ☐ (b) securing more affordable housing overall but with a smaller amount for those on lower incomes?

Please tell us why (optional):

Housing estate regeneration schemes in Lambeth are currently required to provide 50% affordable housing overall in the finished scheme. In some circumstances, there may be a case for allowing a lower proportion of affordable housing overall to secure a higher proportion of homes for those on the lowest incomes. However, this would never involve allowing an overall loss in the amount of affordable housing originally provided on an estate.

In housing estate regeneration schemes, we should sometimes accept less than 50% affordable housing overall so we can deliver a higher proportion of affordable housing at council rents for those on the lowest incomes.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Intermediate' affordable housing can help those on middle incomes find somewhere affordable to live in London. This often includes workers who provide essential services to the capital, such as teachers, social workers, fire fighters, nurses and police officers. Which of the following types of intermediate affordable housing should be prioritised? Tick the top three.

Which of these types of 'intermediate' affordable housing for those on middle incomes should be prioritised?

- ☐ Discount Market Rent / Affordable Private Rent
- ☐ London Living Rent
- ☐ Discount Market Sale
- ☐ Starter Homes
- ☐ Shared Ownership
- ☐ Community Land Trusts

Please tell us why (optional):

In your view what else could Lambeth do to support workers who provide essential services to the capital find housing they can afford?

The government thinks developments for private rented housing (also known as 'build-to-rent' housing) should only need to provide affordable housing for households on 'intermediate' incomes. We think in some cases developers can and should provide social rented units for people on the lowest incomes in this type of development.

To what extent do you agree or disagree with our position?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Our evidence suggests the need for smaller affordable housing units with two bedrooms will increase over time. Local Plan requirements for different sizes of affordable housing should be amended to reflect this evidence.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The current Local Plan does not require affordable housing for the wider population in student housing developments.

Developments involving specialist student accommodation should be required to provide some affordable housing to help meet wider housing need in the borough.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

Data Protection

We use Snap Survey to host surveys and collect responses; and comply with all our duties under the Data Protection Act 1998. Take a look at our privacy policy and our fair processing notice.

About you

How did you hear about this consultation?

- ☐ Email
- ☐ Lambeth Council website
- ☐ Word of mouth
- ☐ Love Lambeth
- ☐ Social Media
- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
- ☐ a developer, landowner or planning consultant
- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
| <input type="radio"/> White: Irish | <input type="radio"/> Mixed: White and Asian |
| <input type="radio"/> White: Portuguese | <input type="radio"/> Other mixed background |
| <input type="radio"/> White: Polish | <input type="radio"/> Asian or Asian British: Indian |
| <input type="radio"/> White: Gypsy or Irish Traveller | <input type="radio"/> Asian or Asian British: Pakistani |
| <input type="radio"/> Other White background | <input type="radio"/> Asian or Asian British: Bangladeshi |
| <input type="radio"/> Black or Black British: Caribbean | <input type="radio"/> Asian or Asian British: Chinese |
| <input type="radio"/> Black or Black British: African Somali | <input type="radio"/> Other Asian background |
| <input type="radio"/> Black or Black British: Other African background | <input type="radio"/> Latin American |
| <input type="radio"/> Black or Black British: Other Black background | <input type="radio"/> Arab |
| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for affordable housing.

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Business and jobs

Lambeth has a vibrant and diverse economy and is home to entrepreneurs, start-ups, small and medium businesses. Business activity creates jobs and adds character to local places and Lambeth wants to attract more businesses into the borough - from creative and digital companies, professional and financial services, health care and life sciences, to tourism and hospitality.

Businesses need premises and there is no 'one size fits all' - the quality and affordability of space is as diverse as the businesses themselves and needs change as technology and lifestyles evolve. It could be dedicated office space; flexible small business units; accelerator and incubator spaces; co-working space with shared facilities; artist studios; working from home; industrial units for noisier, dirtier activity; railway arches; market stalls; hotels, bars, restaurants and visitor attractions; and large and small shop units. Some of these premises work well in residential areas and others don't.

The Lambeth Local Plan has to ensure enough appropriate space to meet business needs, manage change and strike the right balance between jobs and housing.



Average business rents range from £50 per sq. ft. in the South Bank and Waterloo to £40 per sq. ft. in Vauxhall and Brixton, with lower average rents further south in the borough. Rental levels in some co-working spaces are in excess of £100 per sq. ft.



7%
floor
space

Only around 7% of all floorspace in Brixton town centre is in office use - lower than other similar town centres in London.



152,000 jobs
17,600 businesses
in Lambeth.



Lambeth has lost 122,225 square metres in commercial space since 2013. A third of this was lost through permitted development rights allowing change of use to housing.



There is 293,711 square metres of new business floor-space in the development pipeline.



3.9%
vacancy

Office vacancy rates are at 3.9% in the South Bank area which is lower than in the West End at 5.2%, Midtown at 4.9% and the City at 8.9%.

Current policy and what needs to change

The current Lambeth Local Plan includes policies that protect existing business space, secure new space and manage change. It:

- Safeguards 28 Key Industrial and Business Areas (KIBAs) just for business use, with no housing allowed. This provides a stock of cheaper accommodation, particularly for noisier, dirtier businesses
- Supports redevelopment of business space outside KIBAs for housing providing new small business space is included in the new development
- Protects larger offices where there is demand for them
- Supports business uses in railway arches
- Supports work-live units and home working
- Encourages temporary use of vacant commercial premises for performance and creative work

Changes in nationally-set permitted development rights mean business units can become homes or change to other types of use without planning permission. Lambeth has introduced an Article 4 direction to regain control over changes of use from offices to housing in Brixton, Clapham and ten of our KIBAs. An Article 4 direction removes a specified permitted development right in a defined area; proposed development that would otherwise be automatically permitted would then require planning permission through the normal planning application.

Some aspects of Local Plan policy need to be updated to take account of recent trends in the London and Lambeth economy, which mean there's more flexibility in the way people work, people are taking up less space at work and there's growing demand from a range of sectors for affordable business space.

The type and affordability of space required by businesses is as diverse as the businesses themselves. We should secure supportive and affordable workspace from developers at less than market rents to encourage new businesses to grow and develop, particularly in the creative and digital industries.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We could either take a borough-wide approach to affordable workspace or we could target specific types of site. Examples could include town centre sites, publicly owned sites, council-led regeneration schemes or privately owned sites that were previously in employment use but are coming forward for mixed use development.

Should we target specific types of site for the provision of affordable workspace?

- ☐ Yes
- ☐ No
- ☐ Don't know

If yes, please specify the types of site where you think affordable workspace should be provided:

Please tell us why (optional):

We should require developers of new business space to work with specialist affordable workspace providers chosen by the council.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The Lambeth Local Plan needs to strike the right balance between housing and jobs. Securing affordable workspace within new development can sometimes impact on the amount of affordable housing that can be secured.

If a choice has to be made in new developments, securing more affordable housing should be a greater priority than affordable workspace for small business. To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

If developers say they cannot provide new small business space to replace what is lost when they redevelop a site we should allow a financial contribution instead to help provide new small business space elsewhere in the borough.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We have reviewed our Key Industrial and Business Areas (KIBAs) and found most provide well for specific business needs. However, some have experienced permitted changes to housing and some sites may have potential for development involving a mix of small business space and housing. We also think there is potential for a small number of new KIBAs. Take a look at the proposed changes to KIBAs before answering the question below.

What is your view of these proposed changes?

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

Data Protection

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About you

How did you hear about this consultation?

- ☐ Email
- ☐ Lambeth Council website
- ☐ Word of mouth
- ☐ Love Lambeth
- ☐ Social Media
- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
- ☐ a developer, landowner or planning consultant
- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourgood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
| <input type="radio"/> White: Irish | <input type="radio"/> Mixed: White and Asian |
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| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for business and jobs.

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Self-build and custom house building

Self and custom-build housing is built or commissioned by its future resident(s) for their own use, either by building the home on their own or working with architects and builders.

Since April 2016 relevant authorities in England have been required by national legislation to establish local registers of self and custom builders who wish to acquire suitable land to build their own home. These registers are intended to help local authorities understand the level of demand for self-build and custom house building in their area. We are required to have regard to the demand for self and custom-build indicated by the local register when exercising planning and other relevant functions.

The government also requires local planning authorities to grant planning permission for enough serviced plots to meet the demand for self-build and custom-build homes in their area (unless an exemption is sought). The level of demand for self and custom-build housing is established by reference to the number of entries added to the self-build register during a specified 'base' period.

Key facts

- Lambeth's Local Self-Build Register was established in April 2016.
- Between April and October 2016 (the first 'base' period for monitoring purposes), 338 individuals and one organisation joined the Lambeth Local Self-Build Register.
- In 2015/16 there were 18 completed developments in Lambeth involving the construction of a new single residential unit, although some or all these may be speculative rather than self-build. This represents 0.7% of the total net additional dwellings completed that year. An average of 6 such developments were completed each year during the period 2011-2015.

Current policy and what needs to change

The current Local Plan does not set out a policy dealing with self-build. Our revised Local Plan needs to address the new priority given to self and custom-build housing by the government and plan for this.

There is evidence of demand for self-build from people and groups who have joined Lambeth's Local Self-Build Register. However, land values in Lambeth are generally high, and the majority of housing output takes the form of flats built at relatively high densities. Consequently, the potential for people to acquire a site for self or custom-build is very limited. As the supply of land is under significant pressure for a wide range of land uses in Lambeth, the demand for self and custom build housing must be met in a way that makes efficient use of land.

Lambeth's Local Self-Build Register indicates a high level demand for plots of land for self-build. However, as there is currently no limit to the number of registers an applicant can apply to, and no requirement for applicants to verify their ability to purchase and develop a plot if one is provided, there is a considerable risk that the register may significantly overstate actual demand. Lambeth's Local Self-Build Register does not currently require applicants to demonstrate either a local connection to the borough or adequate financial resources to purchase a self-build plot.

Plots for self-build and custom house building should only be available to people with a local connection to Lambeth Borough (for example people who already live or work in the borough, or have a family connection).

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

There are no large areas of unused, underused or cleared land in Lambeth that would provide an immediate opportunity to create serviced plots. Given high land values in the borough it is also likely to be difficult for a prospective self-builder to compete with other developers to acquire land.

What types of site do you think would be most suitable for self-build and custom-build housing in Lambeth?

Please tell us why (optional):

Self-build and custom-build housing are likely to involve low density development, which would represent an underuse of land in many parts of Lambeth, in conflict with other planning policies that seek to maximise housing supply. The development of sites for self and custom build housing should only be allowed where this would make efficient use of land.

To what extent do you agree with this approach?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

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- ☐ Poster
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- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
- ☐ a developer, landowner or planning consultant
- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
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| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for self-build and custom house building.

Please click Submit to send us your response.

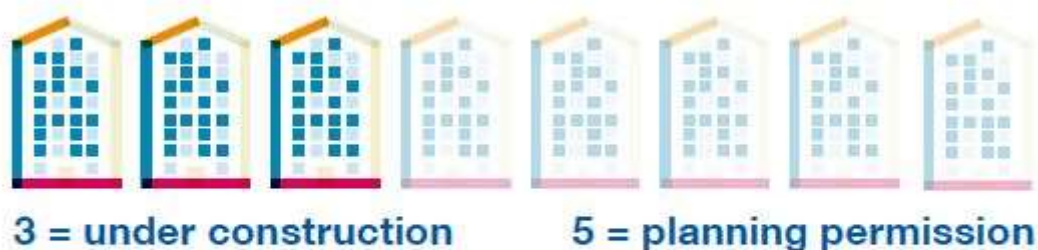
Lambeth Local Plan Review

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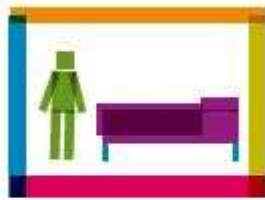
Hotels and visitor accommodation

London is the second most visited city in the world, with 31.5 million overnight visitors (domestic and international) in 2015. Lambeth is home to many top visitor attractions including the London Eye, the Southbank Centre, National Theatre, London Dungeons and London Aquarium as well as newer tourist destinations like Brixton.

The Lambeth Local Plan aims to support developers to provide hotels and other forms of visitor accommodation in appropriate locations while striking the right balance between new hotels and other much-needed uses such as housing and offices for an appropriate mix of uses in each neighbourhood.



Three hotels are currently under construction and a further five have planning permission.



Between 2011 and 2015, 776 additional accommodation rooms were completed in Lambeth.



Most of the existing and new hotels are concentrated in Waterloo.



In 2015 Lambeth had the 10th highest proportion of homes used entirely for Airbnb rentals in London.



26
hotels

There are currently 26 hotels in Lambeth, with four of these completed in the last two years.

Current policy and what needs to change

The Lambeth Local Plan currently supports hotels and other forms of visitor accommodation in the Central Activities Zone, Vauxhall and Waterloo Opportunity Areas as well as Brixton and Streatham town centres. Smaller scale provision is supported elsewhere in Lambeth where public transport accessibility is good. The policy says new hotels should not harm the balance and mix of uses in an area, including services for local residents but does not require an assessment of the impact on residential amenity.

Lambeth has been working to a benchmark of 2,000 additional serviced visitor rooms by 2036, set in the current London Plan. Our evidence shows that if all the hotels under construction and those with planning permission are completed, Lambeth would only require 205 more rooms by 2036 to meet this figure.

The number of homes and rooms available in Lambeth through on-line short-term letting sites like Airbnb has also rapidly increased. Lambeth has up to 1000 Airbnb rooms advertised for occupancy at any one time. Some student halls are also available to tourists during holiday periods. These types of accommodation can offer an alternative to hotels but are not counted as 'serviced accommodation' against the Mayor of London's benchmark.

New evidence from the Mayor of London suggests that London and Lambeth will need even more visitor rooms up to 2041: the benchmark figure for Lambeth is expected to go up.

Short-term lets, like Airbnb and student halls, are a good way to meet demand for visitor accommodation in Lambeth alongside hotels.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

If evidence shows that Lambeth has enough visitor accommodation to meet predicted future demand, Lambeth Local Plan policy should prioritise other uses, such as housing and workspace, over new hotels.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

An over-concentration of hotels close to where people live can harm the amenity of residents, for example through the creation of noise, traffic and disturbance.

Planning applications for new hotels should be required to assess their impact on residential amenity, including the cumulative impact of each new hotel.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

New hotels should not be supported in Waterloo because there are enough hotels in that part of Lambeth.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Lambeth is experiencing an increase in planning applications for 'serviced apartments'. These are like very small studio flats with their own kitchen and bathroom and there are concerns they will be used as permanent housing rather than by visitors. We are considering the need for a separate policy to manage this type of application.

What are your views on this issue?

Large new hotels should provide high quality employment, training and career opportunities for Lambeth residents.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

Data Protection

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About you

How did you hear about this consultation?

- ☐ Email
- ☐ Lambeth Council website
- ☐ Word of mouth
- ☐ Love Lambeth
- ☐ Social Media
- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
- ☐ a developer, landowner or planning consultant
- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54

- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
| <input type="radio"/> White: Irish | <input type="radio"/> Mixed: White and Asian |
| <input type="radio"/> White: Portuguese | <input type="radio"/> Other mixed background |
| <input type="radio"/> White: Polish | <input type="radio"/> Asian or Asian British: Indian |
| <input type="radio"/> White: Gypsy or Irish Traveller | <input type="radio"/> Asian or Asian British: Pakistani |
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| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for hotels and visitor accommodation.

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Housing and older people

The term 'older people' usually refers to people over retirement age, from the active, newly-retired to very frail elderly people.

Nationally, housing for older people includes:

- nursing and residential care homes for people with very complex care needs
- self-contained 'extra care' housing for people who need extra support
- self-contained sheltered accommodation specifically for older people
- newer models of 'co-housing' for older people, with some form of mutual ownership and shared communal spaces
- specialist private retirement housing for older people
- general housing that has been or can be adapted to meet the needs of older people
- an extension or annex to a family member's house

Lambeth's population is ageing rapidly and more of Lambeth's housing will be occupied by older people in the future.

Where possible, it is generally preferable for people to have the support and help they need to stay in their own homes or a similar environment rather than move into residential care. Much depends on individual circumstances - the state of someone's health, where their family are based, whether they have a pet for instance.

The Lambeth Local Plan must plan for the right types of housing to meet the particular needs of older people in Lambeth, whilst striking a balance with all the other types of housing need in the borough.



In 2011, 50% of over 65s in Lambeth lived in social rented accommodation, compared with 27% in London and 19% in England.



An estimated 12% of people over 65 in Lambeth live in specialist housing for older people.



82%
projected
increase

The 70-74 age group is expected to increase by 82% from the period of 2015 to 2035.



60%
projected
increase

in the number of people aged over 65 in Lambeth from 24,400 in 2015 to 44,400 in 2035.



2613 units

of self-contained specialist housing for older people in Lambeth plus some 809 places in residential care homes.



Taking account of additional extra care units coming forward over the next few years, there is expected to be enough supported accommodation for older people over 75 in Lambeth until 2025.

Current policy and what needs to change

The London Plan requires all new housing to be built to ‘Lifetime Homes’ standards, so that more people can stay in their homes for longer. Similarly, adapting existing housing is strongly supported.

The current Lambeth Local Plan already supports housing to meet specific community needs such as extra care housing and residential care homes. This has resulted in a good supply of specialist housing for older people on lower incomes in Lambeth, including two schemes for low cost shared ownership.

The current Lambeth Local Plan allows extensions and annexes to existing houses, within certain limits on design and protection for gardens but it doesn't currently address specialist retirement housing for sale or the potential to release family-sized market housing through down-sizing.

We should support specialist retirement housing for sale to encourage more affluent older people to down-size to smaller accommodation if they want to, to release larger family-sized homes.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Providers of specialist housing for older people argue they should be granted exemptions from normal contributions to affordable housing and infrastructure as they cannot compete with general needs housing for available land (because general needs housing generates higher values).

To what extent do you agree or disagree that we should grant exemptions?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We should encourage more semi-communal living as a way of preventing loneliness and isolation among older people.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

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- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

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- | | |
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| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for housing for older people.

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Housing growth and infrastructure

London's population is expected to reach 10.3 million people by 2035, an increase of about 1.5 million from 2017, which means every London borough, including Lambeth, must plan for more housing to meet this growing need. We need to strike the right balance in using land for housing with that needed for jobs and business, schools, health and waste facilities, green spaces and leisure activities. We want to make sure the benefits of new development reach those who need it most, reflecting our Borough Plan priorities: inclusive growth, reducing inequality, and strong and stable neighbourhoods.

The Mayor's London Plan sets the housing target for the number of new homes that must be built in each borough each year. We have to monitor and report on the number of new homes granted planning permission and the number actually built. Since April 2015, the London Plan housing target for Lambeth has been 1,559 new homes each year. Lambeth has a very good track record in meeting and exceeding its housing target. We expect the Mayor's new London Plan to set a higher target figure.





Lambeth is one of the most densely populated boroughs in London.



There are currently around 145,000 households in Lambeth projected to increase to 185,000 by 2035.

Current policy and what needs to change

The Mayor of London sets the target based on information we provide about the amount of land available for housing development, balanced against other uses. The new housing will come from larger development sites in the north of the borough, the regeneration of housing estates, town centres sites and many smaller development opportunities. The new target for Lambeth won't be known until the Draft London Plan is published in November this year.

Our revised Local Plan needs to plan adequately for this level of housing growth and make sure we:

- safeguard and secure enough land in the right places for businesses which provide essential jobs and service
- plan for the infrastructure needed to support more people living and working in the borough - transport, schools, GP surgeries, energy, water and waste management
- protect and improve the health and well-being of people through every new development that is built
- prevent harm to the environment and improve it at every opportunity
- plan for particular accommodation needs of different people, such as families, students, older people, gypsies and travellers
- secure good quality accommodation that is fit to live in and attractive to look at

The current Lambeth Local Plan covers most of these issues but there are aspects that need updating to manage the growth in population and new housing.

To help increase the overall amount of new housing that can be built in Lambeth, we could release a limited amount of industrial land to allow for mixed use development that includes new housing and new workspace for small businesses.

To what extent do you agree or disagree with this approach?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The density of development that is appropriate in different locations depends on the setting. The new London Plan is expected to encourage higher density developments including more new housing in town centres and locations with good public transport accessibility.

To what extent do you support higher density developments including more new housing in town centres and locations with good public transport accessibility?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We should sometimes relax the requirement for private gardens and balconies in new blocks of flats to enable more housing to be provided.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Some developers want to build blocks with very small flats or rooms with shared living spaces, much smaller than the current minimum standards for the size of new housing. They argue this is a way to increase the number of new, more affordable homes for younger people.

To what extent do you agree or disagree with this point of view?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

In the new Lambeth Local Plan, we could support the principle of Build to Rent development borough-wide or it could develop policy to direct Build to Rent schemes to particular locations or types of site. This might include town centres, opportunity areas and/or areas with higher public transport accessibility, on the basis that Build to Rent accommodation is high density and would be most appropriate in these locations. It could also include sites above a certain size.

Should we only support Build to Rent schemes in particular locations or on particular types of site?

- ☐ Yes
- ☐ No
- ☐ Don't know

If no, please tell us why

If yes, please specify the locations, types and/or size of sites where you think Build to Rent schemes should be supported:

To ensure new private rented homes in Build to Rent developments are secured for the rental market for a minimum period before they can be sold, they must be secured through a legal agreement. The Mayor of London says this minimum period should be at least 15 years.

Should we consider setting a longer minimum period before this type of rented homes can be sold?

- ☐ Yes
- ☐ No
- ☐ Don't know

If yes, please specify the length of time:

Vauxhall does not need any more specialist student housing and the priority in that area should be more general needs housing, alongside businesses and jobs.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The current Local Plan protects family-sized homes from conversion into flats in streets where there's already a high number of conversions. Our evidence shows that it is possible to increase the overall amount of housing in Lambeth whilst maintaining this policy of protecting family homes from conversion.

To what extent do you agree or disagree that we should maintain our policy of protecting family homes from conversion into flats?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Our evidence shows that future need for gypsy and traveller accommodation in Lambeth can be met on the existing gypsy and traveller site in Streatham Vale.

To what extent do you agree or disagree with the approach of meeting our need for gypsy and traveller accommodation on the existing gypsy and traveller site in Streatham Vale?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The Local Plan will continue to provide very strong protection for existing open spaces but there is not enough space in Lambeth to provide large new parks, like Brockwell Park or Clapham Common. However, in addition, we could also require more green infrastructure through new developments, like pocket parks, green roofs and walls, trees, food-growing spaces, riverside access, walks and links between parks, and nature conservation areas. Evidence shows that this type of space has very strong benefits for public health and well-being, nature conservation and managing flood risk.

To what extent do you agree or disagree we should require the inclusion of more green infrastructure in new developments?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We are working on an updated infrastructure plan for Lambeth which is linked to the development of Cooperative Local Infrastructure Plans (or CLIPs). The main types of infrastructure we must plan for borough-wide are:

- Public transport
- Infrastructure for electric vehicles
- Infrastructure for cycling and walking
- Green infrastructure
- Healthcare facilities like hospitals, GP surgeries, health centres and pharmacies
- School places and other educational provision
- Childcare and early years provision
- Libraries
- Sports, leisure and play facilities
- Facilities for police, ambulance and fire services
- Energy and water
- Waste facilities
- Cemeteries and crematoria
- Digital infrastructure and telecommunications

Use the box below to tell us about any other infrastructure you think should be included:

Do you have any other comments?

- ☐ Yes
- ☐ No

If yes, please tell us:

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- ☐ Other - please specify

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Please state other method

I am...

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- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
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- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54

- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
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| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

- ☐ Yes
☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for housing growth and infrastructure.

Please click Submit to send us your response.

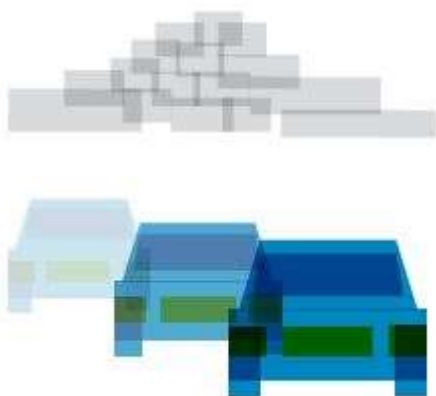
Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Improving Air Quality

We know poor air quality in Lambeth is detrimental to health, particularly for older people, children, those with heart and lung conditions and those living in areas with higher levels of deprivation.

Lambeth is required by government, national planning policy and the Mayor of London to monitor air pollution in the borough and must meet the EU limits for a number of known air pollutants. We adopted our Air Quality Action Plan in May 2017, setting out the priorities for improving air quality in the borough and launched our Better Air campaign. A new Local Plan policy on air quality is a key action.



Lambeth was designated as an Air Quality Management Area in 2007.

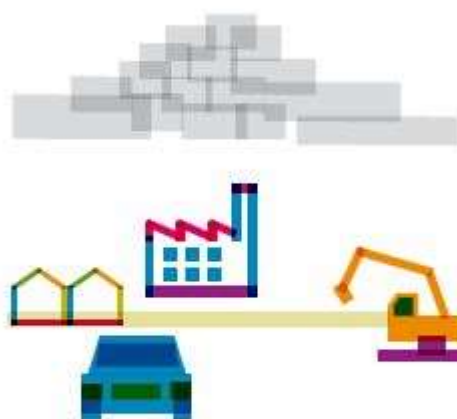


112 deaths per year

Public Health England estimates that air pollution in Lambeth contributes to 112 deaths a year among people aged 25 years and over from particulate matter alone.



In some parts of the borough Lambeth is failing to meet EU targets for air quality.



Road transport, construction and gas boiler use are the three main sources of air pollution in Lambeth.

Current policy and what needs to change

When assessing planning applications, we currently use the Mayor's London Plan policy. It requires developments to be air quality neutral, minimise increased exposure to existing air quality and address local problems. This applies especially in Air Quality Management Areas and where developments are used by the most vulnerable people. We provide guidance in the Lambeth Air Quality Policy Guidance Note but this is not set out in the Local Plan itself.

The new Local Plan policy needs to address air pollution caused by the construction and operation of residential and commercial buildings in the borough and set out how developers should mitigate the negative impacts of their development on air quality. This policy will work alongside other policies that contribute to improving air quality, such as on transport, green infrastructure and waste.

The new Local Plan policy on air quality will set out the types of planning application that require an Air Quality Assessment and what this should include. An Air Quality Assessment is an assessment of the impact of a development on the levels of certain pollutants in the local area.

- Which of these types of development should require an air quality assessment? (Tick all that apply)**
- ☐ Developments with potential to significantly change road traffic on busy roads
 - ☐ Developments that introduce or increase car parking facilities by 100 spaces or more
 - ☐ Major Developments*
 - ☐ Developments where people will be exposed to poor air quality for significant periods of the day, particularly for developments located on busy roads, diesel railway lines or in generally congested areas
 - ☐ Developments where people will be exposed to poor air quality for significant periods of the day, particularly for developments located on busy roads, diesel railway lines or in generally congested areas
 - ☐ Developments involving biomass boilers, biomass or gas combined heat and power
 - ☐ Developments for facilities used by people most sensitive to air pollution, for example schools or healthcare facilities
 - ☐ Substantial earthworks or demolition
 - ☐ Developments in Lambeth’s Air Quality Focus Areas
 - ☐ Other (please specify)

If other please tell us:

Please tell us why (optional):

* A major development is a 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 dwellings to be provided is 10 or more
 - ii.The development is to be carried 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 1000 square metres or more

Development carried out on a site having an area of 1 hectare or more.

Developers can be required to mitigate impacts of poor air quality by:

- Mitigating the impacts of construction
- Mitigating the impacts of development on air quality in the surrounding area
- Mitigating the impacts of existing poor air quality in the surrounding area on those who will occupy the development

[Click here for examples of measures developers can be required to use.](#)

Are there any other measures you think developers should be required to use to mitigate impacts of poor air quality?

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

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Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
- ☐ a developer, landowner or planning consultant
- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
| <input type="radio"/> White: Irish | <input type="radio"/> Mixed: White and Asian |
| <input type="radio"/> White: Portuguese | <input type="radio"/> Other mixed background |
| <input type="radio"/> White: Polish | <input type="radio"/> Asian or Asian British: Indian |
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| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about how our local plan should plan for air quality. You might also be interested in our transport survey.

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Sustainability Appraisal

Planning legislation requires the Council to carry out a Sustainability Appraisal for the Local Plan Review.

The Sustainability Appraisal will take place in stages as the Local Plan Review goes through the process of preparation. At each stage, there is an opportunity to comment on the Sustainability Appraisal as well as on the Local Plan Review itself. It will test the proposed changes to the Local Plan against agreed environmental, economic and social objectives.

The Sustainability Appraisal will consider the ways in which the Local Plan Review can contribute to improvements in environmental, social and economic conditions, and is also a way of identifying and mitigating any potential adverse impacts. The Sustainability Appraisal can also make sure that the proposals in the Local Plan Review are the most appropriate, given the reasonable alternatives.

Question

A Sustainability Appraisal has been undertaken for the issues stage of the Lambeth Local Plan Review.

Do you have any comments on the Sustainability Appraisal for the Local Plan Review?

- ☐ Yes
- ☐ No

Please tell us:

Data Protection

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About you

How did you hear about this consultation?

- ☐ Email
- ☐ Lambeth Council website
- ☐ Word of mouth
- ☐ Love Lambeth
- ☐ Social Media
- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

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- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
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- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
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| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

Thank you for taking the time to tell us what you think about the Sustainability Appraisal.

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Town centres

Lambeth has several town centres ranging from the 'major' centres of Brixton and Streatham, through to medium sized 'district' centres like Clapham, Stockwell and Herne Hill to the smallest 'local' centres in residential neighbourhoods. There are also two Opportunity Areas: Waterloo and Vauxhall.

Local Plan policies help manage change in town centres, guide regeneration projects on particular sites and support economic vitality and diversity. They need to allow for changes in the way people use town centres and the different needs of businesses. Recent nationally-set changes to permitted development rights mean the council has less control over some changes of use in town centres than it used to.

A1 uses

Dry cleaners
Funeral directors
Hairdressers
Internet cafes
Pet shops
Post office
Retail warehouses
Sandwich bars
Shops
Showrooms
Travel & ticket agencies
Undertakers



A2 uses

Professional services
(other than health and medical)
Banks
Building societies
Estate agencies
Employment agencies



Current policy and what needs to change

The current Lambeth Local Plan introduced a new place-specific approach to town centres so that the ratios of different uses supported in each centre are specific to the neighbourhood. The minimum proportion of shops ('A1' uses) in town centres is particularly important to attract day-time users and meet their shopping needs while a mix of bars and restaurants is important to support and manage the night-time economy. The larger town centres are split into 'primary' and 'non primary' shopping areas to allow a more tailored approach.

The Lambeth Local Plan also introduced borough-wide policies on protection of pubs, proximity of hot food take-aways to schools, and limits to the proportion of financial and professional services ('A2' uses) - intended to control the proliferation of betting shops and payday loan shops. However, since the Local Plan was adopted, there have been changes nationally which affect the type and amount of control the council has.

- Betting shops and payday loan shops are no longer A2 uses
- Permitted development rights now allow change of use from A1 to A2 without planning permission
- The existing permitted development right allowing pubs to change to shops without planning permission has recently been removed.

We need to look again at the Local Plan policies for these uses. We also know that some of Lambeth's town centres are changing and our policies need to be updated to manage this.

We can now have greater control over changes of use to betting shops through Local Plan policies to reduce negative impacts on town centres and public health. We should limit the number of betting shops that can be grouped together in one place.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We can now have greater control over changes of use to pay-day loan shops through Local Plan policies to reduce negative impacts on town centres and public health. We should limit the number of pay-day loan shops that can be grouped together in one place.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We need a policy to limit the proportion of banks, building societies, estate agents and other 'financial and professional services' (A2 uses) within town centres.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Change of use from a shop (A1) to a financial and professional service like a bank, building society or estate agent (A2) does not require planning permission. We could potentially remove this permitted development right by introducing an Article 4 direction where we can demonstrate this is causing harm to a town centre. We should remove the permitted development right for change of use from A1 to A2 in locations where this would harm the main shopping function of a town centre.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

If you agree with this statement, which town centre(s) should be the priority and why?

We can now control the change of use of pubs to shops and other uses. We should add to our existing Local Plan policy on pubs to require applicants to demonstrate that a pub is no longer needed before this type of change of use is allowed.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

The Mayor of London has launched a new cultural programme and we are preparing a bid to be named as the London Borough of Culture.

In your view how can the Lambeth Local Plan support the delivery of a cultural programme that aims to transform places through arts, heritage and culture?

We are proposing some minor changes to town centre boundaries for the West Norwood district centre and the local centres at Loughborough Junction and Kennington Park Road. We also proposing to replace an existing local centre with a new one in the Clapham Park area. You can view the proposed changes [here](#).

What is your view on the proposed changes?

We might need to look at how well Streatham is working as a town centre and consider whether Local Plan policies affecting Streatham need to change.

What are your views on Streatham town centre boundaries and its uses?



Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

Data Protection

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About you

How did you hear about this consultation?

- ☐ Email
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- ☐ Word of mouth
- ☐ Love Lambeth
- ☐ Social Media
- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

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- ☐ a developer, landowner or planning consultant
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- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
| <input type="radio"/> White: Irish | <input type="radio"/> Mixed: White and Asian |
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| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

**Thank you for taking the time to tell us what you think about how our local plan
should plan for town centres.
Please click Submit to send us your response.**

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Transport

Transport has an impact on many aspects of our lives from where we choose to live, work and study to our health and the air we breathe. Population growth in Lambeth will put pressure on the transport network and our current policies need to change to respond to this. While the council does not control public transport services in the borough we need to be clear about what improvements are needed and ensure these are delivered. We do have control over most of the roads in Lambeth and our policies will have a direct impact on how we manage these.

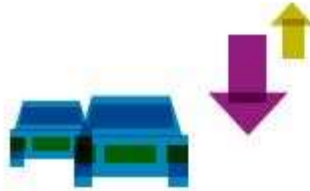
We are reviewing policies affecting both new development and wider policies affecting the whole borough and bringing these together in a new Transport Strategy. The Lambeth Transport Strategy will respond to the Mayor's Transport Strategy and will set out short, medium and long term plans and objectives and also include a new Healthy Routes Plan.



Walking accounts for around one third of all trips made by people who live in Lambeth and nearly all trips include an element of walking.



By 2035, the number of trips made will increase across Lambeth, but particularly in the north of the borough.



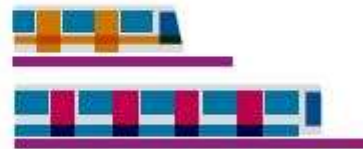
Traffic levels fell across London from the year 2000, but have now started to rise again.



58% of households in Lambeth do not own a car.



Lambeth has the highest potential for cycling of any comparable borough.



Part of Lambeth's rail and underground network are already heavily congested, particularly the Southwest to Waterloo route and the Northern Line which is over capacity at peak times.

Current policy and what needs to change

We need to get more people from A to B as quickly, conveniently, safely and in the healthiest way possible. The council already promotes improvements to public transport and provides support to encourage more walking and cycling, but we need to do more if we are to accommodate growth in the borough without that leading to more traffic and congestion.

Although most households in Lambeth do not own a car, the overall number of car trips in the borough is still expected to increase due to population growth. To avoid this we need to reduce reliance on private cars by offering attractive alternatives and making remaining car trips cleaner and more efficient. We also need to consider how to protect residential streets from 'rat running' traffic that is likely to result from increased congestion on main roads.

Private cars are parked for 95% of the time, taking up much of the space on our streets. We know from parking surveys that despite fewer people owning cars than in the past, demand for parking is still high and on some streets every available space is taken up. Not only does this make it difficult for residents to park, but it also restricts our ability to meet other needs, such as crossing points, cycle facilities, car club bays and electric vehicle charging points.

Buses can move large numbers of people around without taking up a lot of road space. If congestion on main roads worsens, then bus journey times will be affected and this will make travel by bus less attractive. A comprehensive, reliable and convenient bus service is particularly important for us given limited coverage by tube services in the borough.

Walking is a part of almost all trips and the most common way we get around. Evidence shows that Lambeth has enormous untapped potential for more people to cycle than do now. We need more people to walk and cycle to reduce reliance on private cars and relieve pressure on public transport. People on foot and on bikes need to be confident of their safety and routes need to be convenient and attractive for all.

Our long term objective should be to encourage more people to walk, cycle and use public transport rather than travel by car.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We need to make walking and cycling as safe as possible so that no-one is put off because our streets are inaccessible or feel unsafe.

What do we need to do to encourage more people to walk and cycle?

What more can we do to reduce road danger in the borough?

A large, empty rectangular box with a thin grey border, intended for users to provide their responses to the survey question.

The council does not control public transport in Lambeth, but we work closely with Transport for London and other partners to influence future provision. The key public transport improvements we have identified as important in future are as follows:

- Increasing capacity on the Northern Line Kennington Loop
- Enhancements to Thameslink services
- Crossrail 2
- Capacity improvements at Waterloo and Vauxhall station
- Improved interchanges including better access for walking and cycling
- Improved east-west orbital routes
- Better integration of rail services in the Streatham area
- Metro style 'turn up and go' services at Lambeth rail stations
- Train lengthening and additional stops at Lambeth rail stations on services into London termini
- Improvements to facilities and step free access at Lambeth stations
- Increased service frequency on underground lines
- Improvements to bus services with new services in growth areas and where connectivity is poor
- Introduction of low emissions buses on all routes

To what extent do you agree or disagree that these should be the priorities for public transport in Lambeth?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Are there any other improvements that you think are important?

Bus journeys are affected by congestion and this is forecast to worsen when traffic levels increase. We should give more priority to buses by providing bus lanes for example.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We should consider measures to reduce overall traffic levels and, in particular, seek to protect local streets from 'rat running' traffic.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We should use parking controls to manage demand for parking, prioritising the needs of residents and protecting essential access.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

New development in the borough should be car free except for disabled parking.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

We should prioritise alternative uses of the kerbside such as car club bays, cycle parking and electric vehicle (EV) charging points on our streets, in response to user demand.

To what extent do you agree or disagree with this statement?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

Data Protection

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Where did you see the poster?

Please state other method

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- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

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- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
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| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

**Thank you for taking the time to tell us what you think about how our local plan
should plan for transport.**

Please click Submit to send us your response.

Lambeth Local Plan Review

This questionnaire includes links to important documents and websites to provide you with all the information you need. Please take a look at these before answering the questions that follow.

Waste

People, businesses and new development generate waste which needs to be managed causing minimum harm to the environment.

The borough's recycling goes to a Material Recycling Facility in Wandsworth and the separated materials are then taken to reprocessing plants to be turned into new products. Waste that can't be recycled is sent by barge to the Belvedere energy recovery facility in Bexley.

We don't expect any new large waste processing facilities in Lambeth but there is potential for small, specialist businesses that repair goods for re-use, separate materials ready for recycling or turn organic waste into compost. This sort of business can be accommodated inside buildings and on existing industrial estates. Businesses like this can bring real benefits to the borough in jobs and skills. Recycling is good for the economy and represents one of the fastest growing business sectors.

The Mayor of London wants as much waste as possible to be re-used, recycled and diverted away from landfill outside London. His London Plan sets a target for the amount of waste each London borough must manage, so that responsibility is shared fairly across the capital. A new target for Lambeth will be set in the new London Plan.

The Local Plan must identify enough capacity and locations in the borough appropriate for new waste-related businesses to meet Lambeth's future need.



206,000
tonnes

Lambeth produces 206,000 tonnes of household and business waste a year and this is expected to rise to 220,000 tonnes by 2035.



29%
recycled

Around 29% of Lambeth's household waste is currently recycled but the Mayor's target is 50% by 2025.



32% recycled
in London

London's average recycling rate is 32% compared to 44% for England.



Lambeth's residents generate some of the lowest amounts of waste in the country.

Current policy and what needs to change

Lambeth's Local Plan already includes a policy on waste that safeguards existing waste sites and, if a waste site is redeveloped for other uses, requires the developer to provide another site for waste elsewhere in the borough. The Local Plan identifies Key Industrial and Business Areas (KIBAs) as the most appropriate locations for new waste facilities.

In the Local Plan Review, we need to show that Lambeth can meet the Mayor's new waste target for the borough and that we have a robust approach for the different types of waste we must plan for. The Local Plan needs to identify the locations for new waste management activity and say broadly which type of facility is suitable for which area.

Lambeth is part of the Western Riverside boroughs, which includes the boroughs of Hammersmith & Fulham, Kensington & Chelsea and Wandsworth. We believe the four boroughs can plan for managing waste more effectively together than they can as individual boroughs.

What do you think about this approach?

Currently the Local Plan policy requires developers who want to redevelop a waste site to find a replacement site within the borough of Lambeth. This can cause difficulties for waste operators who want to change how they work London-wide and may wish to leave Lambeth altogether. If we were to allow replacement waste sites to be outside Lambeth we would need assurance from the Mayor of London that Lambeth would not be penalised against its target.

Replacement waste sites should sometimes be allowed outside Lambeth, if the replacement is elsewhere in London and we can secure the right guarantees from the Mayor of London.

To what extent do you agree or disagree with this approach?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

In the future we propose identifying broader areas for waste, such as KIBAs, rather than allocating specific sites because this is a more flexible way to meet future needs. Please read this before answering the question.

To what extent do you agree or disagree with this proposal?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

Please tell us why (optional):

Do you have any other comments?

☐ Yes

☐ No

If yes, please tell us:

Data Protection

We use Snap Survey to host surveys and collect responses; and comply with all our duties under the Data Protection Act 1998. Take a look at our privacy policy and our fair processing notice.

About you

How did you hear about this consultation?

- ☐ Email
- ☐ Lambeth Council website
- ☐ Word of mouth
- ☐ Love Lambeth
- ☐ Social Media
- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
- ☐ a developer, landowner or planning consultant
- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

What is your postcode?

Which age group applies to you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

Do you, or does anyone living with you, have a disability?

- ☐ Yes
- ☐ No

How would you describe your ethnicity?

- | | |
|--|---|
| <input type="radio"/> White: British | <input type="radio"/> Mixed: White and Black African |
| <input type="radio"/> White: Irish | <input type="radio"/> Mixed: White and Asian |
| <input type="radio"/> White: Portuguese | <input type="radio"/> Other mixed background |
| <input type="radio"/> White: Polish | <input type="radio"/> Asian or Asian British: Indian |
| <input type="radio"/> White: Gypsy or Irish Traveller | <input type="radio"/> Asian or Asian British: Pakistani |
| <input type="radio"/> Other White background | <input type="radio"/> Asian or Asian British: Bangladeshi |
| <input type="radio"/> Black or Black British: Caribbean | <input type="radio"/> Asian or Asian British: Chinese |
| <input type="radio"/> Black or Black British: African Somali | <input type="radio"/> Other Asian background |
| <input type="radio"/> Black or Black British: Other African background | <input type="radio"/> Latin American |
| <input type="radio"/> Black or Black British: Other Black background | <input type="radio"/> Arab |
| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

**Thank you for taking the time to tell us what you think about how our local plan
should plan for waste.**

Please click Submit to send us your response.

Lambeth Local Plan Review

Do you have any general comments about the Lambeth Local plan 2015?

Data Protection

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- ☐ Lambeth Talk
- ☐ Poster
- ☐ Via local councillor
- ☐ Via neighbourhood planning forum
- ☐ Via community group or network
- ☐ Other - please specify

Where did you see the poster?

Please state other method

I am...

- ☐ a member of the public
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- ☐ a member of a charity, community or faith group
- ☐ a member of a neighbourhood forum
- ☐ a politician (councillor or MP)
- ☐ a statutory consultee or public body
- ☐ a business
- ☐ Other

If other, please tell us:

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- ☐ 55-64
- ☐ 65-74
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|--|---|
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| <input type="radio"/> White: Polish | <input type="radio"/> Asian or Asian British: Indian |
| <input type="radio"/> White: Gypsy or Irish Traveller | <input type="radio"/> Asian or Asian British: Pakistani |
| <input type="radio"/> Other White background | <input type="radio"/> Asian or Asian British: Bangladeshi |
| <input type="radio"/> Black or Black British: Caribbean | <input type="radio"/> Asian or Asian British: Chinese |
| <input type="radio"/> Black or Black British: African Somali | <input type="radio"/> Other Asian background |
| <input type="radio"/> Black or Black British: Other African background | <input type="radio"/> Latin American |
| <input type="radio"/> Black or Black British: Other Black background | <input type="radio"/> Arab |
| <input type="radio"/> Mixed: White and Black Caribbean | <input type="radio"/> Other Ethnic Group |
| | <input type="radio"/> Prefer not to say |

What other ethnic background is this?

What is your gender identity?

- ☐ Woman (including trans woman)
- ☐ Man (including trans man)
- ☐ Other gender identity
- ☐ Prefer not to say

Would like to be contacted by us in the future about this consultation?

☐ Yes

☐ No

Name:

Organisation:

Email address:

**Thank you for taking the time to tell us what you think about our Local Plan.
Please click Submit to send us your response.**

Density

Introduction

London Plan 2016 Policy 3.4 requires development to optimise housing output for different types of location within density ranges set out in London Plan Table 3.2. 'Density' is measured by the number of residential units (or habitable rooms) per hectare. When suggesting appropriate density ranges for a site, the setting of the development in terms of location, existing building form and massing and the level of public transport accessibility are considered. Higher density development is generally more appropriate in central and urban locations, with lower densities generally more appropriate in suburban locations

The GLA has commissioned five research projects on housing density which will inform the full review of the London Plan. These can be viewed on the London Plan webpage.

Density Matrix

The London Plan matrix uses three categories of setting to identify an appropriate range for the number of units and habitable rooms based on the Public Transport Access Level.

- Central: Areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800m walking distance of an International, Metropolitan or Major Town Centre.
- Urban: Areas with predominantly dense development such as terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800m walking distance of a District centre or along main arterial routes.
- Suburban: Areas with predominantly lower density development such as detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

TABLE 3.2 - DENSITY MATRIX (HABITABLE ROOMS AND DWELLINGS PER HECTARE)

	SETTING	PUBLIC TRANSPORT ACCESS LEVEL (PTAL)		
		0 TO 1	2 TO 3	4 TO 6
INDICATIVE AVERAGE DWELLINGS SIZE	SUBURBAN	150 - 200 HR/HA	150 - 250 HR/HA	200 - 350 HR/HA
	3.8 - 4.6 hr/unit	35 - 55 u/ha	35 - 65 u/ha	45 - 90 u/ha
	3.1 - 3.7 hr/unit	40 - 65 u/ha	40 - 80 u/ha	55 - 115 u/ha
	2.7 - 3.0 hr/unit	50 - 75 u/ha	50 - 95 u/ha	70 - 130 u/ha
INDICATIVE AVERAGE DWELLINGS SIZE	URBAN	150 - 250 HR/HA	200 - 450 HR/HA	200 - 700 HR/HA
	3.8 - 4.6 hr/unit	35 - 65 u/ha	45 - 120 u/ha	45 - 185 u/ha
	3.1 - 3.7 hr/unit	40 - 80 u/ha	55 - 145 u/ha	55 - 225 u/ha
	2.7 - 3.0 hr/unit	50 - 95 u/ha	70 - 170 u/ha	70 - 260 u/ha
INDICATIVE AVERAGE DWELLINGS SIZE	CENTRAL	150 - 300 HR/HA	300 - 650 HR/HA	650 - 1100 HR/HA
	3.8 - 4.6 hr/unit	35 - 80 u/ha	65 - 170 u/ha	140 - 290 u/ha
	3.1 - 3.7 hr/unit	40 - 100 u/ha	80 - 210 u/ha	175 - 355 u/ha
	2.7 - 3.0 hr/unit	50 - 110 u/ha	100 - 240 u/ha	215 - 405 u/ha

Source: Greater London Authority

Figure 1: London Plan Density Matrix (Table 3.2 in London Plan 2016)

Build to Rent

Introduction

Purpose-built private rented homes, held in the longer term for private renting, are commonly referred to as Build to Rent but are also sometimes known as Multi-Family Accommodation, Private Rented Communities, Institutionally-Backed Private Rent or Apartment living.

The Lambeth Local Plan Review provides an opportunity to include a policy for Build to Rent developments in Lambeth, so they address local needs and local circumstances as far as possible.

What is Build to Rent?

According to current London-wide guidance¹, a Build to Rent development must:

- be a development, or block/phase within a development, of at least 50 units;
- hold its constituent homes as Build to Rent under a covenant for at least 15 years;
- provide units that are all self-contained and let separately;
- operate under unified ownership and management;
- offer longer tenancies (three years or more) to all tenants, with break clauses that allow the tenant to end the tenancy with a month's notice any time after the first six months;
- offer rent certainty for the period of the tenancy, the basis of which should be made clear to the tenant before a tenancy agreement is signed, including any annual increases which should always be formula-linked;
- include on-site management, which does not necessarily mean full-time dedicated on-site staff, but must offer systems for prompt resolution of issues and some daily on-site presence;
- be operated by providers who have a complaints procedure in place and are a member of a recognised ombudsman scheme; and
- not charge up-front fees of any kind to tenants or prospective tenants, other than deposits and rent-in-advance.

¹ Mayor of London Affordable Housing and Viability SPG 2017 p49

Gypsy and Traveller Accommodation

Introduction

There is one existing Traveller site in Lambeth, located at Lonesome Way in Streatham Vale. The site provides 16 residential pitches, and is owned and managed by Lambeth Council. The site was originally established in the late 1970's. Refurbishment works were carried out in 2014/15, which included the creation of an additional pitch.

National planning policy requires local authorities to set pitch targets for Gypsies and Travellers which address the likely permanent accommodation needs of their area. To set these targets local authorities should prepare and maintain an up-to-date understanding of accommodation need using a robust evidence base.

Evidence Base documents

The evidence for Lambeth is set out in 'Assessment of Gypsy and Traveller accommodation need in Lambeth – Bringing together the evidence October 2017'

Future Need

The evidence finds that the only source of need for Traveller accommodation in Lambeth arises from concealed households (households living within another household who are unable to set up their own family unit) and new household formation, on the Lonesome Way site.

Lambeth's target for Gypsy and Traveller pitch provision over fifteen years is three.

Analysis of vacant pitches and degree of 'churn' recorded over past years at Lonesome Way shows that this need can be met on the existing site.

Affordable Housing Definitions

Introduction

Affordable housing is housing provided for sale or rent to those who cannot afford full market prices. Different types of affordable housing can be secured through new developments. These can meet different types of housing need and are explained below.

For further information on types of affordable housing and household incomes in Lambeth, see the Lambeth Strategic Housing Market Assessment (SHMA) 2017.

Types of affordable housing are split between **social/affordable rent** on the one hand and **intermediate affordable housing** on the other.

Social/affordable rented housing

Social and affordable rented housing is intended for households on the lowest incomes. It is usually owned and let by the Council or 'registered providers' of affordable housing (such as a housing association). In Lambeth these homes are allocated according to Lambeth's Allocation Policy.

Guideline rents for social rented housing are based on the Government's rent policy and are typically between 50 and 60 per cent of market rents.

Rents in affordable rented housing must be no more than 80 per cent of local market rents (including service charges).

Intermediate affordable housing

Intermediate affordable housing is provided for rent or sale at a cost above social and affordable rents, but below market levels. There are many different types of intermediate affordable housing, intended to meet the needs of middle income households that cannot afford market prices. Eligibility for intermediate housing is based on local incomes and local house prices.

Rented intermediate housing

Discount Market Rent or Affordable Private Rent

Housing for rent at least 20 per cent below local market rent. The housing does not have to be owned or managed by the Council or a Housing Association.

The level of discount and the household income threshold for eligibility can vary. The Mayor of London's preference is for discount market rent to be set at London Living Rent levels.

London Living Rent

A new type of intermediate affordable housing in London intended to help, households with around average earnings save for a deposit to buy a home of their own. This is done

through low rents on time-limited tenancies. Eligibility is restricted to renting households with a maximum household income of £60,000, without sufficient current savings to purchase a home in the local area. London Living Rent is generally aimed at single people, couples and families, but it could be suitable for house shares of multiple adults, provided the total household income does not exceed £60,000.

In Lambeth household incomes within the approximate range £25,000 to £60,000 will be eligible for London Living Rent.

Community Land Trusts

Community Land Trusts are a form of community-led housing, set up and run by residents to develop and manage homes as well as other assets. Community Land Trusts act as long-term stewards of housing ensuring that it remains affordable, based on what people earn in the local area, for every future occupier.

Intermediate housing for sale

Discount Market Sale

Homes for sale at a discount of at least 20 per cent below local market value (with the discount to remain for future eligible households). Eligibility is based on local incomes and local house prices.

Starter Homes

Starter Homes are a specific form of Discount Market Sale property. Starter Homes must be offered for sale up to a maximum property value of £450,000 in London. It is proposed by Government that households must have an income below £90,000 in London to be eligible. Such properties are expected to be offered to people who are below the age of 40 at the time of purchase. Starter Homes cannot be resold or let at their open market value for five years following the initial sale.

Shared Ownership

Applicants buy a proportion of their home and pay a rent on the remaining share. The shares purchased are usually between 25 per cent and 75 per cent of the full price. Available to Londoners on incomes of up to £90,000, though often purchased by householders earning much less than this, particularly for smaller properties. Applicants are also required to put forward a deposit of at least 5% of the share they buy.

Affordable Housing and Viability Supplementary Planning Guidance

Introduction

The Mayor of London published his Affordable Housing and Viability Supplementary Planning Guidance (SPG) in August 2017. The SPG provides further guidance on the affordable housing policies in the London Plan and must be used by each London borough when they seek affordable housing from developers.

What is 'Viability'?

New housing developments in London are required to include an element of affordable housing. The level of affordable housing to be provided is set in each borough's Local Plan. In Lambeth, the policy requirement is for 40% affordable housing, or 50% where public subsidy is involved.

Under current national planning policy, Local Plan policy requirements for affordable housing must always be "subject to viability". This means that, if a developer can demonstrate that including the full requirement for affordable housing would make the development unviable, a lower level of affordable housing can be accepted. For a development to be viable, the value generated from the development must exceed the costs of undertaking the development and provide sufficient incentive for the landowner. The viability of a development is demonstrated through a viability appraisal, which must be published and checked.

What's new in the Mayor's SPG?

The Mayor of London has expressed concern at the level of affordable housing being secured from new developments in London, which in recent years has been around 13% on average across the capital as a whole.

In response to this, the Mayor's SPG introduces a new 'threshold' approach to viability. This means if a development provides at least 35 per cent affordable housing on site without public subsidy (and meets all other policy requirements), a viability appraisal will not have to be provided and the viability of providing more affordable housing will not be discussed. The Mayor thinks this 'Fast Track' approach will incentivise developers to provide more affordable housing because it will remove the need for lengthy negotiations on the viability of their developments. He also thinks providing this level of affordable housing will start to be taken into account when land is bought and sold.

There is no requirement for developers to follow this new Fast Track Route if they don't want to.

What does this mean for Lambeth?

If a developer chooses to follow the Fast Track Route in Lambeth, the Council will follow the approach set out in the Mayor's SPG when assessing their planning application.

If a developer does not want to follow the Fast Track Route, their planning application must include 40% affordable housing (or 50% with public subsidy) as set out in the Lambeth Local Plan policy. If the developer says they cannot do this, they are required to submit a viability appraisal for publication and checking. Lambeth's new Development Viability Supplementary Planning Document provides additional guidance on what is required.

Housing Mix

Introduction

The Lambeth Local Plan 2015 sets out the preferred housing mix for residential developments (Policy H4).

Current policy

Policy H4 states:

- a) The council will support proposals which offer a range of dwelling sizes and types of meet current and future housing needs. All residential developments, including conversions, are expected to provide a mix of dwelling sizes as set out below.
 - i) The affordable housing element of residential developments should reflect the preferred borough-wide housing mix for social/affordable rented and intermediate housing set out below:

1-bedroom units	not more than 20%
2-bedroom units	20-50%
3-bedroom units	40%
 - ii) For market housing, a balanced mix of unit sizes including family-sized accommodation should be provided.
- b) The size of accommodation provided through estate regeneration and housing for specific community needs will be dependent on the existing mix and particular needs of both existing and prospective future residents of the estate and the needs of the intended occupiers of specialist housing.

Lambeth Strategic Housing Market Assessment 2017 (SHMA)

The Lambeth SHMA considers the future annual need for affordable housing.

Based on analysis of need and supply, it suggests an indicative future size mix required for affordable housing as follows:

	1 bed	2 bed	3 bed	4 bed
With rents at 30% of household income	35%	42%	19%	4%
With rents at 40% of household income	23%	47%	24%	6%

Any future policy requirement would also need to take account of local priorities, given the overall shortage of affordable housing, and other factors such as relative need between different sizes of household.

Student Housing

Current Local Plan Policy

Most new housing developments in Lambeth have to include affordable housing in accordance with the policy in the Lambeth Local Plan. However, at present specialist student housing developments in Lambeth do not have to include affordable housing, so long as the student housing is secured for students by a planning agreement or condition.

It is only where the accommodation is not secured for students in this way that a development would be required to provide conventional affordable housing to meet general housing needs.

Current London Plan Policy

Where there is not an undertaking with a specified academic institution, the London Plan 2016 additionally requires providers to deliver an element of 'affordable student accommodation', subject to viability. This means student accommodation that is affordable for students in the context of average student incomes and rents for broadly comparable accommodation provided by London universities. Further details of what is defined as 'affordable student accommodation' in this context and how this is implemented are set out in London Plan Housing Supplementary Planning Guidance 2016. As the London Plan forms part of the development plan for the borough, this policy is applied in Lambeth.

Self-build and custom housebuilding

Introduction

Self and custom-build housing is built or commissioned by its future resident(s) for their own use, either by building the home on their own or working with architects and builders.

Self-build register

Under recent legislation, the Council must keep a register of people who want to acquire land in Lambeth to build their own homes. To be eligible for entry in the register, you must be:

- aged 18 or over
- a British Citizen, a national of a European Economic Area State other than the United Kingdom, or a national of Switzerland
- seeking to acquire a serviced plot in Lambeth to build a home to occupy as your sole or main residence.

338 people registered for self-build in Lambeth between April and October 2016.

There is scope for Lambeth to set out additional local eligibility conditions relating to whether someone has a local connection to the area and/or can afford to purchase the land, and seek additional optional information from applicants.

Older people's housing

Introduction

The Lambeth Strategic Housing Market Assessment (SHMA) 2017 considers the expected future growth in older age groups and the types of housing likely to be needed to meet the particular needs of older people.

Growth in the older population

At the time of the 2011 Census there were 23,187 people in Lambeth aged 65 or over. Population projections show that the number of people aged over 65 in Lambeth is expected to increase by over 60% over the next 20 years, from 25,738 in 2016 to 41,861 in 2036. The 70-74 age group, which sees the highest projected growth, is expected to increase by 90%.

Specialist housing for older people in Lambeth

Data from the 2011 Census shows that older people in Lambeth are less likely to own their own home and more likely to live in socially rented housing when compared to London and England.

Most older residents are likely to prefer to remain in their own homes, but it is important to make sure choices are available to those who have a need or wish to move to specialist housing.

In June 2017 specialist provision for older people in Lambeth consisted of 809 places in residential care and 2,613 units of self-contained accommodation across the borough.

The council commissioned research in June 2015 to consider the impact of the expected growth in the older population on specialist housing requirements. This research informed a borough-wide forecast which suggests there could be a surplus of 202 units of extra care and 230 units of sheltered accommodation by 2018. By 2025 the extra care surplus is estimated to reduce to 133 and a shortfall of 63 units is predicted for sheltered housing.

The London Plan 2016 also sets out indicative annualised strategic benchmarks to inform local targets and performance indicators for specialist housing for older people. The indicative benchmark figures for Lambeth 2015-2025 are:

	Private sale	Intermediate sale	Affordable rent	Total
Lambeth	55	15	5	75
London	2,620	955	325	3,900

These benchmark figures are likely to be updated through the full review of the London Plan currently underway.

Recent trends in the London and Lambeth Economy

London

In 2014 London's economic output (its 'Gross Value Added' or GVA) totalled £364 billion; twice the size of the economies of Scotland and Wales put together. Specialised sectors in London include financial and insurance activities, information and communications, and professional services². Many of these are based in Central London. Lambeth is part of a 'Central Services Area' providing services for the Central Activities Zone³.

In the period 2010-15 the stock of industrial land in London fell by over 500 ha, or 106 ha per year, compared to a release benchmark in the London Plan⁴ of 37 ha per annum.

Manufacturing in London has experienced a long period of steady decline, although in recent years the loss of jobs has slowed. In contrast to the trends in manufacturing, distribution and logistics activity in London has experienced a long period of expansion. The demand for warehousing space is largely driven by growth in economic activity. Household consumers and businesses require goods to be delivered to shops, homes, workplaces and business premises. As both London's economy and its population have grown, so has the demand for warehouse space.²

Wider industrial uses such as land for transport, waste and utilities account for 27% of London's industrial land. They form part of the infrastructure needed to keep a city functioning. The nature of this infrastructure changes over time. Old infrastructure, such as gasholders, are no longer needed freeing up land. And new infrastructure, such as data centres, create demand for industrial land.²

The way people in London are working is changing. Recent trends in offices across London⁵ include:

- The rise of 'agile working' - a more mobile and collaborative work-style, working in a variety of settings (at home, on the move) resulting in more efficient use of office space, such as desk sharing.
- A rise in the SMEs, especially within the Knowledge Economy
- More demand for flexible space
- Increasing demand for Affordable (ie subsidised) workspace
- Rental hikes squeezing businesses out of the CAZ – demand for flexible space new locations

² [Economic Evidence Base for London 2016, GLA Economics November 2016](#)

³ [London Industrial Land Demand, GLA June 2017](#)

⁴ [London Plan \(consolidated with alterations since 2011\), GLA, March 2016](#)

⁵ [London Office Policy Review 2017, GLA, July 2017](#)

- Technology companies are now the largest taker of space in London – companies such as Amazon, Apple and Google occupying very large offices.
- As at March 2016, Permitted Development approvals for change of use from office to residential account for the potential loss of over 1.6 million sqm of office space.

Lambeth

Between 1997 and 2015, Lambeth's GVA grew by 163%, the fifth largest increase in London. In 2015, Lambeth produced 3% of London's GVA. The largest sectors in Lambeth in terms of GVA are public administration, education, health (24%), business service activities (18%) and real estate activities (15%)⁶.

The largest sectors in terms of jobs in Lambeth are healthcare and social work, with 31,000 jobs, and administration and support services, with 24,100 jobs. Other areas of specialisation for Lambeth include the IT sector, which accounts for 7,000 jobs, and the creative, arts and entertainment sector, which is responsible for 3,300⁷.

23,000 new jobs are forecast to be created in the Waterloo and Vauxhall Nine Elms and Battersea Opportunity Areas⁸.

Over 122,000 sqm of employment floorspace has been lost in Lambeth since April 2013, mostly office space. Around a third of this was due to permitted development for change of use to residential. However, there is over 293,000sqm of new employment floorspace in the planning pipeline⁹.

The national re-valuation of business rates will result in an average increase of 36% in Lambeth.

One of the areas where Lambeth's economy is expected to grow is the creative and digital industries¹⁰. Reflecting trends across London, these sectors are experiencing:

- Changing work styles with a move towards more flexibility, micro-businesses and co-working spaces. People are also tending to take up less space at work
- The 'Tech' sector seeking an increasing amount of business space, from start-ups to medium and large scale businesses.
- Difficulty for some businesses in finding affordable workspace in Lambeth, particularly those within the arts and 'maker' sub-sectors.
- The need for quality meeting and events spaces for micro businesses and freelancers

⁶ [Examining GVA in London's local authorities in a London and UK context 1997-2015, GLA Economics, September 2017](#)

⁷ [Working Paper 85: A Description of London's Economy, GLA Economics, March 2017](#)

⁸ [Waterloo Opportunity Area Planning Framework 2007](#) and [Vauxhall, Nine Elms, Battersea Opportunity Area Planning Framework 2012](#)

⁹ [Lambeth Commercial Development Pipelines 2013/14 to 2016/17](#)

¹⁰ Lambeth Creative and Digital Industries Study and Strategy 2017, to be published

- A mismatch between the rent that some businesses and workspace providers can afford to pay (e.g. business incubators and accelerators; and not for profit workspace providers requiring space at peppercorn - £15 per sq. ft.) and local average rents.

Supportive and affordable workspace

Introduction

‘Supportive and affordable workspace facilities’ is a term used for start-up business incubators, accelerators, co-working spaces, artist studios, maker spaces and other workspace facilities that support micro-business, start-ups and high growth potential business.

With the exception of for-profit co-working spaces, these facilities typically provide below-market rent space for businesses, flexible easy-in and easy-out terms as well as forms of on-site business support that support the survival and growth of small businesses.

Benefits of Supportive and Affordable Workspace

Affordable and supportive workspaces have proven an important mechanism to support economic development and business growth. Whilst varying widely in form and focus, they typically provide good conditions for start-up and small business survival (85% first year 5 survival rates¹¹, which compares with the London’s average of 42%) and growth. Research by the GLA directly links supportive workspace with positive impacts on local economies, such as supporting diverse and resilient economies, assisting the lower value end of supply chains and providing opportunities for start-up and growing businesses).¹²

They also have a key role to play in supporting cluster growth and place making. The council’s economic impact assessment of the Pop Brixton workspace facility highlights the major economic impact and place making value that can be provided – supporting small businesses (56 per year), creating jobs (over 200 so far), attracting visitors (750k people so far) and 3,000 hours of volunteering by tenants¹³.

High volumes and clustering of affordable and supportive workspace facilities can support the acceleration of economic growth and job creation, including the attraction of big businesses to commercial areas.¹⁴ Aside from the long established commercial centres of the West End and the City, in recent years high levels of commercial led growth in places such as Shoreditch and Hackney have been preceded by the clustering of supportive affordable and flexible workspace facilities. This has particularly been space for artists and makers and incubators and accelerators attracting high growth potential creative and technology companies.

Supportive workspaces have also been proven effective at helping disadvantaged young adults succeed in starting businesses, such as successes seen at the Tottenham Green Enterprise Centre.

¹¹ [Incubation for Growth, NESTA, 2011.](#)

¹² [Accommodating Growth in Town Centres, GLA, 2014](#)

¹³ Economic impact assessment of POP Brixton, Regeneris

¹⁴ Lambeth Creative and Digital Industries Study, 2017 (to be published)

The Lambeth Creative and Digital Industries Study and Strategy

Lambeth has been developing a Creative and Digital Industries Study and Strategy that has engaged with over 200 businesses and sector development experts to better understand Lambeth's creative and digital industries. The study will be published later this year. Early findings include:

- Importance of developing clusters of affordable, flexible and supportive workspace catering to certain types of business and in encouraging wider clustering and commercial growth.
- Innovation and clusters are supported by a critical mass of affordable, flexible and supportive workspace and co-location of business, education and training providers, NGO sector, support and networking agencies working in the same industries.
- There is a need for quality meeting and events spaces for micro businesses and freelancers are needed.
- There is a mismatch between the rent that some businesses and workspace providers can afford to pay (e.g. business incubators and accelerators; and not for profit workspace providers requiring space at peppercorn - £15 per sq. ft.) and local average rents.

The Supportive Workspace Journey

The diagram below illustrates a supported workspace journey. Whilst many companies will travel through this journey and be in a position to pay market rent once established, some businesses, such as artist based businesses, may always struggle to afford market rent even though they add value to the economy and local area in other ways.

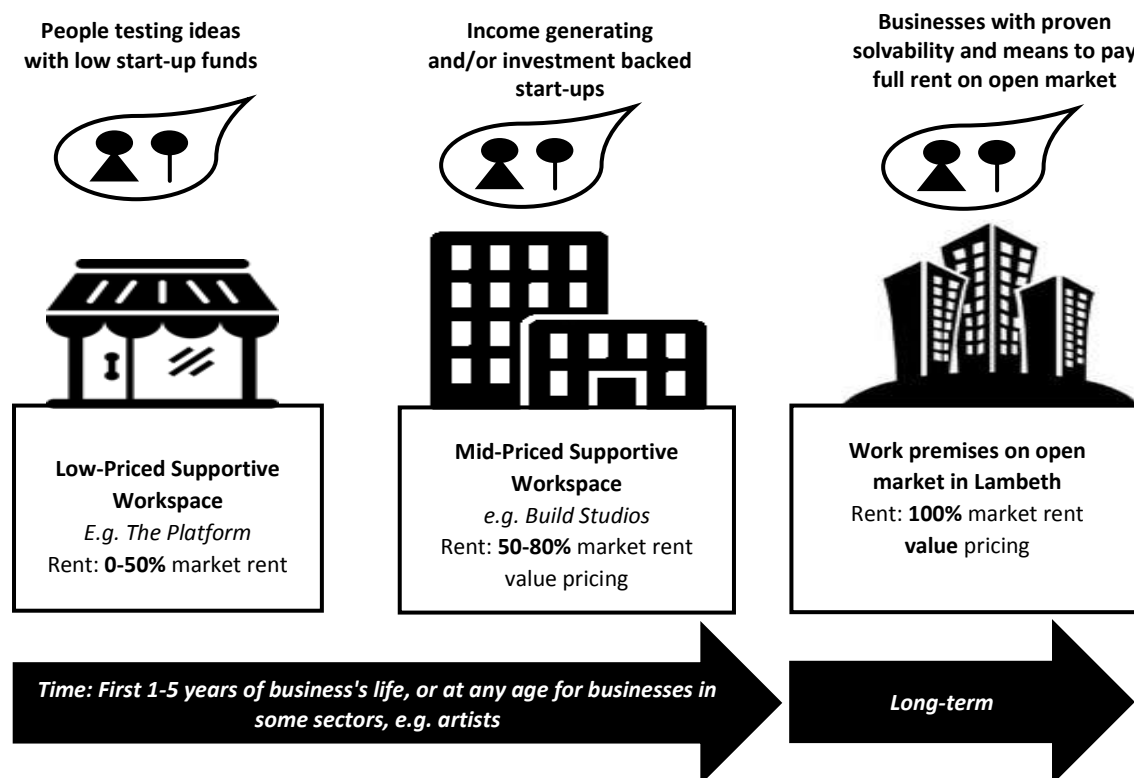


Figure 1: The Supportive Workspace Journey

Future Visitor Accommodation Projections

Introduction

In April 2017, the GLA published new data on demand for and supply of serviced visitor accommodation, with an estimate of the number of rooms expected to be needed in London up to 2041¹⁵. These figures are expected to be used to inform a target for visitor accommodation in the new London Plan, but have not yet been tested at examination.

Serviced visitor accommodation includes hotels, apart-hotels, bed and breakfast establishments, guesthouses and youth hostels.

Non-serviced accommodation includes student accommodation made available for part of the year to visitors and short-term rental accommodation, like that available through online portals such as Airbnb.

The future need

The new GLA data projects that 58,140 net additional hotel bedrooms will be required across London by 2041. This is an increase on the target of 40,000 net additional hotel bedrooms by 2036 set in the London Plan 2016.

This would result in a new 'indicative benchmark' for Lambeth of 3,051 net additional serviced rooms between 2015 and 2041, which would be an increase of about 1,000 over the current Lambeth figure identified in the London Plan 2016 (2000 net additional serviced rooms by 2036).

Trends in visitor accommodation in Lambeth¹⁶

- In March 2017, there were 5,207 serviced rooms in the borough and another 1,022 rooms in the development pipeline (under construction or unimplemented planning permissions).
- Since April 2015, 773 net additional serviced rooms have been completed in Lambeth.
- If all of the hotels with planning permission are built, Lambeth will be within 205 rooms of its London Plan indicative benchmark figure up to 2036.
- In addition to serviced rooms, there are currently up to 1,000 Airbnb rooms advertised in Lambeth at any one time, which is the ninth highest figure among London borough. There are also an estimated 755 student rooms available to visitors during vacation periods in Lambeth. These forms of 'non-serviced' visitor accommodation have potential to meet the additional demand identified by the GLA.

¹⁵ [Working Paper 88: Projections of demand and supply for visitor accommodation in London to 2050](#)

¹⁶ [Hotels and Other Visitor Accommodation 2017](#)

Hotels in Waterloo

Introduction

The Council monitors the number and distribution of hotels and other types of visitor accommodation in the borough. The most recent information is published in 'Hotels and Other Visitor Accommodation in Lambeth 2017', which is up to date to the end of March 2017.

This sheet provides a summary map showing the distribution of existing visitor accommodation across the borough at that time.

Hotels in Waterloo

In March 2017, of the 26 hotels across the borough, 10 were located in Waterloo. There were also two B&B/guesthouses in this area, plus a new hotel under construction and another with planning permission granted.

Of all visitor accommodation establishments in Lambeth at that point, 31% were in Waterloo. Of all the serviced visitor bedspaces in the borough in March 2017, 64% were in Waterloo. This does not include those under construction or with an unimplemented planning permission.

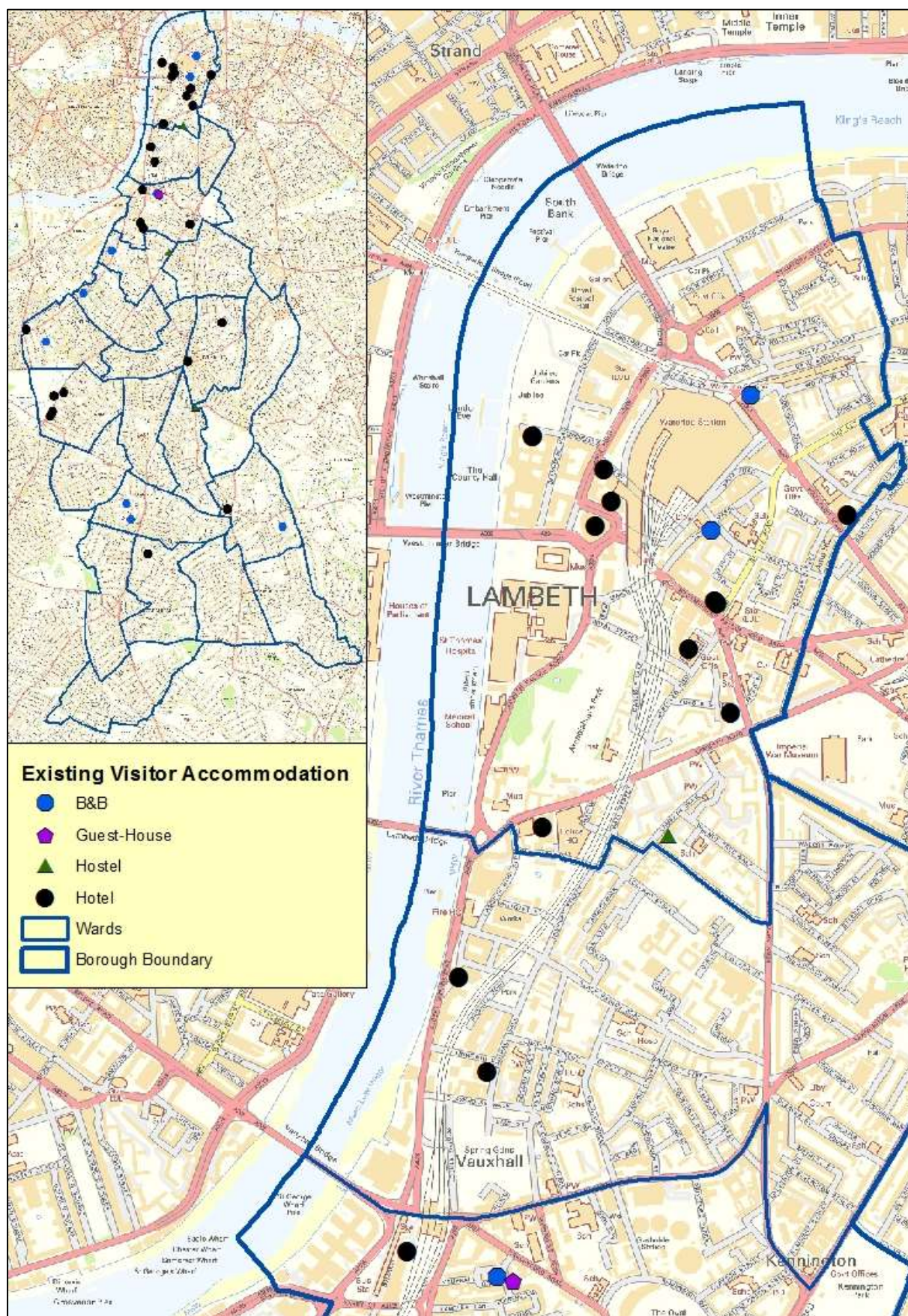


Figure 1: Existing Visitor Accommodation in Waterloo

Impact of betting shops on town centres and health and wellbeing

Introduction

A betting shop is where the primary activity on the premises is betting services. These betting services include a range of activities, including over the counter betting (primarily on horse and dog racing and sports) and the use of fixed odds electronic machines (FOBTs). Legally, only four FOBTs are allowed in each betting shop.

The NHS Health Survey for England 2012¹⁷ found that of the people surveyed 68% of men and 61% of women had participated in gambling activity in the last 12 months, with men being more likely than women to do so. 3% of the adults surveyed had played Fixed Odds Betting Terminals.

Health and Wellbeing

The Royal Society of Public Health has undertaken a research project on 'Health on the High Street'¹⁸ and has assessed a range of businesses for their impacts on health. The research concludes that the health impacts of problem gambling can be severe. It identifies the following key issues:

- Addiction to gambling is classified as a psychological disorder which can lead to loss of money and the preoccupation with gambling to the detriment of other relationships and activities.
- Hiding gambling-associated debt is common amongst problem gamblers and can lead to guilt, stress and worry.
- Problem gambling rates are highest in those living in the most deprived areas and those who are unemployed. Young males aged 16-24 are most likely to be problem gamblers, as are individuals with an Asian/Asian British ethnic origin.
- Gambling addiction is linked to other conditions including depression, alcoholism, obsessive compulsive behaviours and substance abuse.
- Evidence suggests that increasing the availability and accessibility to gambling does increase the number of regular and problem gamblers in an area.

Town Centres

As well as an impact on health and wellbeing, the clustering of betting shops can have an impact on the vitality and viability of town centres. Research by the London Assembly¹⁹ in 2013 found that a growing concentration of these uses, along with pawnbrokers and fast food takeaways, has reduced diversity in the high street which has an impact on footfall as fewer people are attracted to the high street. 'Low quality' units can reduce the overall

¹⁷ [NHS Health Survey for England- 2012](#)

¹⁸ [Royal Society for Public Health: Health on the High Street](#)

¹⁹ [London Assembly: Open for Business, Empty shops on London's high streets 2013](#)

value of the high street which then dissuades other businesses from opening. The research also found that a clustering of betting shops can increase the rents in town centres.

Research by Landman Economics in 2015²⁰ on the economic impacts of FOBTs has found that for every additional £1 billion spent on FOBTs, an estimated 4,500 jobs are created in the betting sector. However, at the same time consumer spending on other goods and services falls by £1 billion, which reduces employment in other industries by around 21,000.

The research suggests that restricting FOBTs could help increase UK employment because consumer spending would be diverted to other areas of the economy which are more conducive to employment growth.

²⁰ [The economic impact of fixed odds betting terminals: 2015 update](#)

Impact of payday loan shops on town centres and health and wellbeing

Introduction

Payday loan shops provide high-interest, short-term loans for people needed money until they receive their next wage.

Health and Wellbeing

The Royal Society of Public Health²¹ undertook research on 'Health on the High Street' and assessed a range of businesses for their impacts on health. It found that an increase in presence of payday loan shops on high streets is problematic when an increasing number of individuals and families are finding themselves in financial difficulty. It also found that:

- There is a clear link between severe debt and poor mental health and that half of those with debt also have a mental health problem.
- Severe debt has also implications for increased domestic violence, food poverty, fuel poverty, increased suicide risks and strains on family relationships.
- People most likely to use payday loans are those who struggle on low incomes, low levels of savings and a lack of financial education. A report from the Office of Fair Trading identified that 60% of people taking out payday loans as 'vulnerable', with the most vulnerable groups including unemployed, single parents and older people.

Town centres

The clustering of payday loan shops can also have negative impacts on the vitality and viability of town centres as a whole. Research by the London Assembly²² in 2013 showed that a growing concentration of these uses, along with betting shops, pawnbrokers and fast food takeaways, has reduced diversity in the high street which has an impact on footfall as fewer people are attracted to the high street. 'Low quality' units can reduce the overall value of the high street which then dissuades other businesses from opening.

²¹ [Royal Society for Public Health: Health on the High Street](#)

²² [London Assembly: Open for Business, Empty shops on London's high streets 2013](#)

A2 uses in Lambeth

Introduction

This sheet summarises evidence on A2 uses in Lambeth. A2 uses are ‘financial and professional services’, which mainly includes banks, building societies, estate and employment agencies, solicitors and other professional services. The full analysis can be found in ‘Evidence on A2 Uses, Betting Shops and Payday Loan Shops in Lambeth (October 2017)’.

Policy Background

The Lambeth Local Plan 2015 introduced a new policy (ED9) to manage the proportion and concentration of ground floor A2 uses in town centres. The policy limits the proportion of A2 uses in any one town centre to no more than 15%, plus no more than 2 in 5 consecutive A2 uses.

At the time the policy was drafted, betting shops and payday loan shops fell within the A2 use class. The rationale for the new Local Plan policy was to manage the number of betting shops, pawnbrokers and money shops/payday loan shops, because too many in one area could lead to negative impacts on the vitality and viability of a town centre, discourage other investors and affect the quality of life of those living nearby. The concern was that this could result in the perception that a centre’s retail offer was weak and that the centre was in decline.

However, an amendment to the Use Classes Order in 2015 removed these two uses from the A2 use class. They are now *sui generis* uses, which means they do not fall within a particular use class. Pawnbrokers and money shops that do not provide payday loans remain in A2 use.

Current A2 uses in Lambeth

With the removal of betting shops and payday loan shops from the A2 use class, there are now significantly fewer A2 uses in Lambeth than before. The total number across Lambeth is now estimated at 255. The majority of these are estate agents, solicitors, banks and building societies. The largest single category of A2 use is estate agents (127 units or 50% of the total). There are fewer than 10 pawnbrokers across the whole borough.

Most of Lambeth’s A2 uses are located within the two major town centres, Brixton and Streatham, which together account for 31% of all A2 units in the borough. Another 29% are in district centres, with the highest numbers in Clapham and West Norwood. Local centres account for over a fifth of the total. Kennington Cross is the district centre with the largest number of A2 uses at 11. All other local centres have 6 or fewer, with most having only one.

The average proportion of A2 uses in the six largest town centres is 7.3 per cent of ground floor units per centre, ranging from under 4 per cent in Stockwell to 11 percent in Clapham. In all cases this is well below the current policy threshold of 15%.

Proportions of A1 shops in Lambeth town centres

Introduction

This sheet summarises evidence on the proportion of A1 shop uses in Lambeth's largest town centres. The full analysis can be found in 'Proportions of Ground Floor Uses in Lambeth's Largest Town Centres (October 2017)'.

Policy Background

The Lambeth Local Plan 2015 sets policy requirements for the minimum proportion of A1 shop uses in different town centres. This is to ensure the basic shopping function of the town centres is retained, alongside other appropriate town centre uses. The required minimum proportion varies between different centres according to their size and local characteristics. In most cases, the policy requirement relates to the 'primary shopping area' (PSA) of the centre and outside of these locations a more flexible approach is allowed.

Current proportions of A1 shops

The following table shows the latest available information on proportions of A1 shop uses for each centre with a policy requirement:

Table 1: Levels and Proportions of A1 shop uses by town centre primary shopping area (PSA)

	Location	Survey Date	A1 Units	All Units	A1 Proportion (%)	Policy Requirement (%)
1	Brixton PSA	June 2017	210	295	71.2	60
2	Streatham Hill PSA	June 2017	61	122	50.0	60
3	Streatham Central PSA	June 2017	72	140	51.4	60
4	Clapham PSA	December 2016	67	159	42.1	50
5	Herne Hill PSA	November 2016	3	7	42.9	50
6	Stockwell PSA	December 2016	16	25	64.0	50
7	West Norwood PSA	June 2017	71	126	56.3	50
8	Vauxhall district centre	April 2017	14	63	22.2	25
9	Lower Marsh/The Cut Central Activities Zone frontage PSA	March 2017	45	95	47.4	50
			559	1032		

*Data sourced from Goad surveys and other sources

A1 to A2 permitted development right

Permitted development rights are a national grant of planning permission which allows certain building works and changes of use to be carried out without having to make a planning application. An amendment to the Town and Country Planning (General Permitted Development) (England) Order in 2015 created a new permitted development right for change of use from A1 shops to A2 financial and professional services. This means that an A1 use can automatically change to A2 without applying for planning permission, with no requirement for prior approval or prior notification. Therefore the council can no longer fully manage the proportion of A1 uses in a town centre. This has implications for the effectiveness of Local Plan policies that seek to maintain a minimum proportion of A1 units in some town centres or parts of town centres.

Article 4 Directions

An Article 4 Direction is a direction under Article 4 of the General Permitted Development Order 2015 which enables local authorities to withdraw specified permitted development rights across a defined area. If an article 4 direction is made and confirmed planning permission would be needed from the Council for the change of use development in areas affected by an Article 4 Direction.

Town Centre Boundary Changes

Introduction

There are a three different types of town centres within Lambeth and more widely, across London; major centres, district centres and local centres. The London Plan defines them as follows:

Major Centres are important shopping and service centres and have a mix of both comparison and convenience shopping. They usually have more than 50,000sqm of retail, leisure and service floor space. With sizeable local catchment areas, many of these centres have enough established cultural and entertainment facilities to keep them alive in the evenings and may also have significant employment, service and civic functions.

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

Local Centres have traditionally provided local services for local customers.

The boundaries of each town centre are designated on the Lambeth Local Plan 2015 Policies Map. If these are to be changed, this must take place through a review of the Lambeth Local Plan.

This document outlines proposed changes to the boundaries of one district centre (West Norwood) and three local centres (Poynders Road and Clapham Park, Loughborough Junction and Kennington Park Road/Kennington Road) across Lambeth. It is proposed to take these changes forward through the partial review of the Lambeth Local Plan 2015, subject to comments received at consultation. Reasons for the proposed changes are explained first before a map of each proposed changed is displayed.

District Centres

West Norwood District Centre

It is proposed to de-designate the length of Norwood High Street south of the railway line down to Rothschild Road from the boundary of West Norwood District Centre, as shown on the map below. The existing local town centre at Norwood High Street/Chapel Road would not be affected and would remain unchanged.

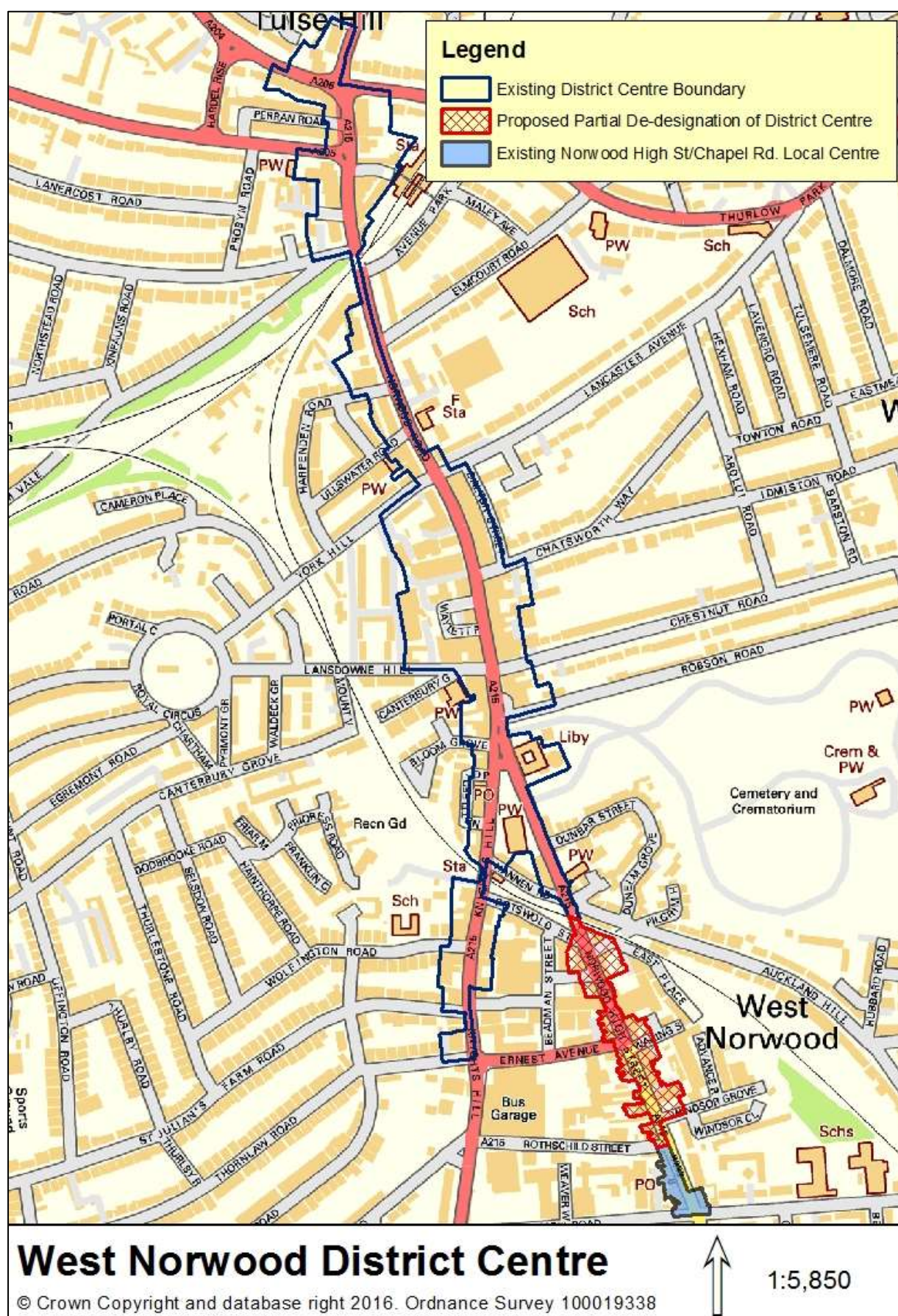
The rationale for this proposed change is set out in the West Norwood Manual for Delivery (WNMD) 2017.

This states that the overall offer of Norwood High Street is extremely limited and in recent years this part of the town centre has been performing relatively weakly: vacancy rates are very high (nearly a third of all floorspace, compared to 10% across the town centre as a

whole), and gradual loss of shop units to residential use have fragmented the retail frontage. This part of the town centre experiences comparatively low footfall levels which, over time, has impacted on levels of demand and overall vitality. This stretch of Norwood High Street also faces challenges in terms of the quality of the physical environment.

The study proposes that this part of West Norwood has the potential to become South London's Creative Enterprise Zone: a prominent hub for a range of creative activities and industry, providing jobs for local residents, helping to enhance the area's identity, and improving links to the wider community. To achieve this, it will be necessary to encourage a more diverse mix of spaces and activities.

De-designation of this section of Norwood High Street from the town centre would provide more flexibility at ground floor level for different uses to emerge, including potential provision of new live-work space that could help seed creative and artistic activity. This would complement and work alongside the adjacent Key Industrial and Business Area.



Map 1: Proposed change to the West Norwood District Centre Boundary

Local Centres

Clapham Park

Poynders Road and Kings Avenue Local Centres

Clapham Park Homes is developing a new strategy for the regeneration of the Clapham Park Estate. The original outline permission for the regeneration of Clapham Park Estate in 2008 (application reference number 06/03680/OUT) included the retention of Poynders Road Local Centre within new buildings and the addition of new local centres at Kings Avenue and Streatham Place. The new strategy seeks to replace the existing Poynders Road Local Centre with a single new Local Centre on Kings Avenue, as part of achieving wider regeneration benefits for the estate (more housing, more affordable housing, reconfiguration of community services and facilities).

The map below shows the location of the existing Poynders Road Local Centre (proposed for de-designation) and gives an indicative location for the proposed new Kings Avenue Local Centre.



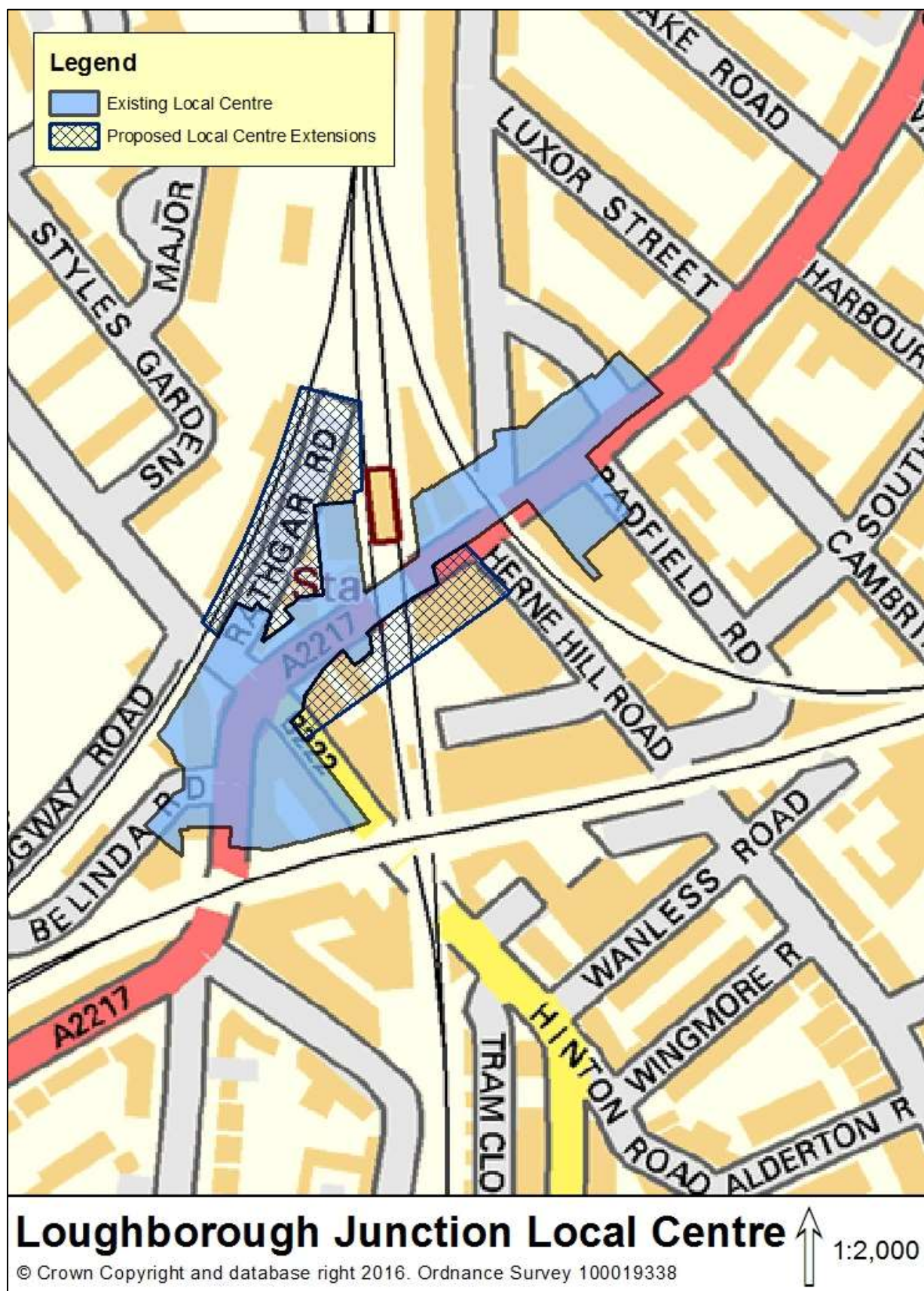
Map 2: Proposed Local Centre Changes in Clapham Park

Loughborough Junction Local Centre

It is proposed to extend the boundary of the Loughborough Junction Local Centre as shown on the map below. The rationale for this change is set out in the emerging draft Loughborough Junction Masterplan.

The existing local centre is fragmented and the proposed extension to the south of Coldharbour Lane would help to make the centre more coherent, with a continuous shopping frontage on both sides of the road.

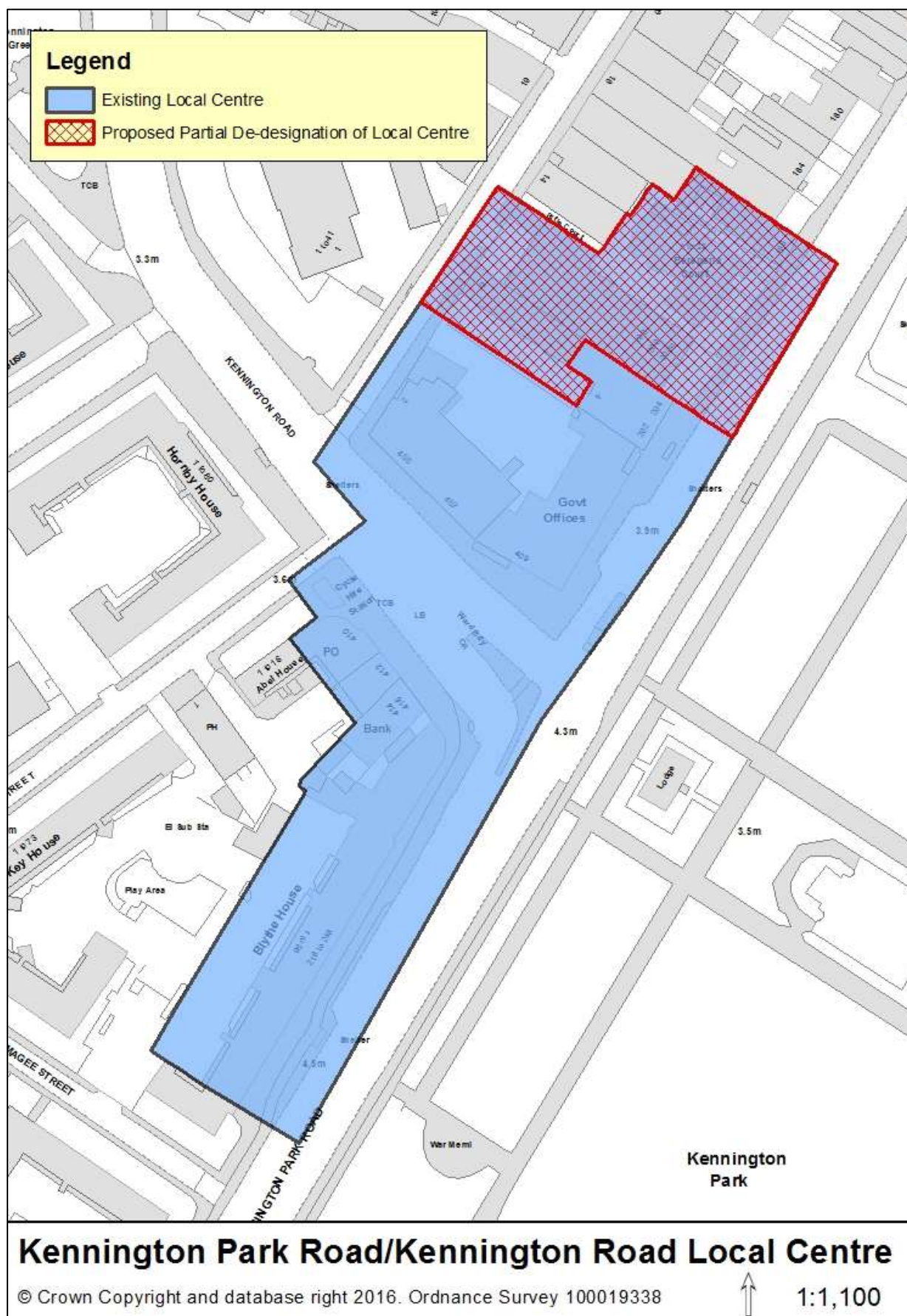
The proposed inclusion of Rathgar Road has been suggested in response to a series of consultations on the emerging Loughborough Junction Masterplan. Respondents from the local community felt that the town centre does not currently offer the number and range of facilities needed to generate footfall and create a destination for local people to visit. It was felt that the introduction of food and drink uses and a focus for associated leisure activity would benefit local people and existing businesses by attracting more customers for multi-purpose trips. Rathgar Road offers the potential for a small cluster of such uses that would be positioned away from the noise and pollution of Coldharbour Lane. A number of the arches are currently vacant and the land owner (Network Rail) wishes to bring these arches back into and improve the public realm along their frontage. The introduction of more active uses along Rathgar Road would also support the aspiration to create a new route through one of the vacant arches linking the Loughborough Estate to the rail station. This would pass through and increase the visibility of the 'LJ Works' project, the area's flagship regeneration project providing affordable workspace, employment and food growing opportunities.



Map 3: Proposed changes to the Loughborough Junction Local Centre

Kennington Park Road/ Kennington Road Local Centre

The Kennington Park Road/Kennington Road Local Centre covers an area of land that straddles the corner of Kennington Road and Kennington Park Road. The Stannary Street Key Industrial and Business Area (KIBA) currently overlaps part of the local centre designation to the North of Kennington Road. As such, at ground floor level, there is a conflict between the two designations. A partial de-designation of the northern part of the local centre, which overlaps with the KIBA, would help to resolve this issue. In addition, the ground floor uses at the far northern end of the local centre are residential rather than retail, so local centre designation is no longer appropriate. Map 4 displays the existing Kennington Park Road/Kennington Road Local Centre, and shows the area proposed to be partially de-designated.



Map 4: Proposed changes to the Kennington Park Road/Kennington Road Local Centre

Streatham Town Centre Uses

Current Lambeth Local Plan policy for Streatham

Current Lambeth Local Plan Policy PN4 relates to Streatham town centre and states that 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.

Shopping uses will be safeguarded and appropriate new development supported. In each of the two primary shopping areas (Streatham Hill and Streatham Central) no fewer than 60% of ground floor units should be in retail use (A1) and no more than 25% in food and drink use (A3/A4/A5). There should be no more than 2 in 5 consecutive food and drink uses.

Outside of the two primary shopping areas, ground floor uses should be in A, D or B1 uses.

Current Ground Floor Uses in Streatham

A survey in August 2016 by Experian Goad found that Streatham's primary shopping areas had just over 50% ground floor units in A1 retail use, compared to the minimum of 60% required by Local Plan policy.

Streatham Hill PSA

Use Class	August 2016	
	Count	%
A1	61	50
A2	12	10
A3	16	
A4	6	
A5	9	
B1	1	
B2	0	
C3	1	
D1	3	
D2	3	
SG	9	
UC	1	
Grand Total	122	

Streatham Central PSA

Use Class	August 2016	
	Count	%
A1	72	51
A2	13	9
A3	10	
A4	4	
A5	6	
B1	15	
B2	1	
C3	5	
D1	5	
D2	2	
SG	7	
UC	0	
Grand Total	140	

Streatham PSA Combined

Use Class	August 2016	
	Count	%
A1	133	51
A2	25	10
A3	26	
A4	10	
A5	15	
B1	16	
B2	1	
C3	6	
D1	8	
D2	5	
SG	16	
UC	1	
Grand Total	262	

Use Class	Definition
A1	Shops, retail warehouses, post offices, ticket and travel agencies, sale of cold food for consumption off premises, hairdressers, funeral directors, hire shops, dry cleaners, internet cafes
A2	Banks, building societies, estate and employment agencies, professional services (not health or medical services)
A3	Restaurants and cafes
A4	Public houses, wine bars or other drinking establishments
A5	For the sale of hot food for consumption off the premises
B1	(a) Office other than a use within Class A2 (b) Research and development of products or processes (c) For any industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area)
B2	Industrial process other than that falling within Class B1
C3	Dwelling house
D1	Clinics, health centres, creches, day nurseries, schools, non-residential education and training centres, museums, public libraries, public halls, exhibition halls, places of worship, law courts
D2	Cinemas, concert halls, bingo halls, dance halls, swimming baths, skating rinks, gymnasiums, other areas for indoor and outdoor sports or recreations not involving motorised vehicles or firearms
Sui Generis	Includes theatres, large Houses in Multiple Occupation, hostels, petrol filling stations, shops selling and/or displaying motor vehicles, scrap yards, retail warehouse clubs, nightclubs, launderettes, taxi or vehicle hire businesses, amusement centres, casinos, funfairs, waste disposal installations, betting office, pay day loan shop
UC	Unclassifiable

Streatham Town Centre Boundary

Introduction

Streatham is classified in the London Plan as a Major Town Centre and is the largest town centre in the borough.

The London Plan defines Major Centres as important shopping and service centres with a mix of both comparison and convenience shopping. They usually have more than 50,000sqm of retail, leisure and service floor space. With sizeable local catchment areas, many of these centres have enough established cultural and entertainment facilities to keep them alive in the evenings and may also have significant employment, service and civic functions.

Town Centre Boundaries

Within the major town centre boundary, Streatham currently has two primary shopping areas: Streatham Hill and Streatham Central. The National Planning Policy Framework defines primary shopping areas as areas where retail development is concentrated.

The Local Plan Review will explore how Streatham is functioning and whether any changes are needed to the boundary of the centre and/or of the two primary shopping areas.

A map of the existing major centre boundary and its two primary shopping area boundaries is below.

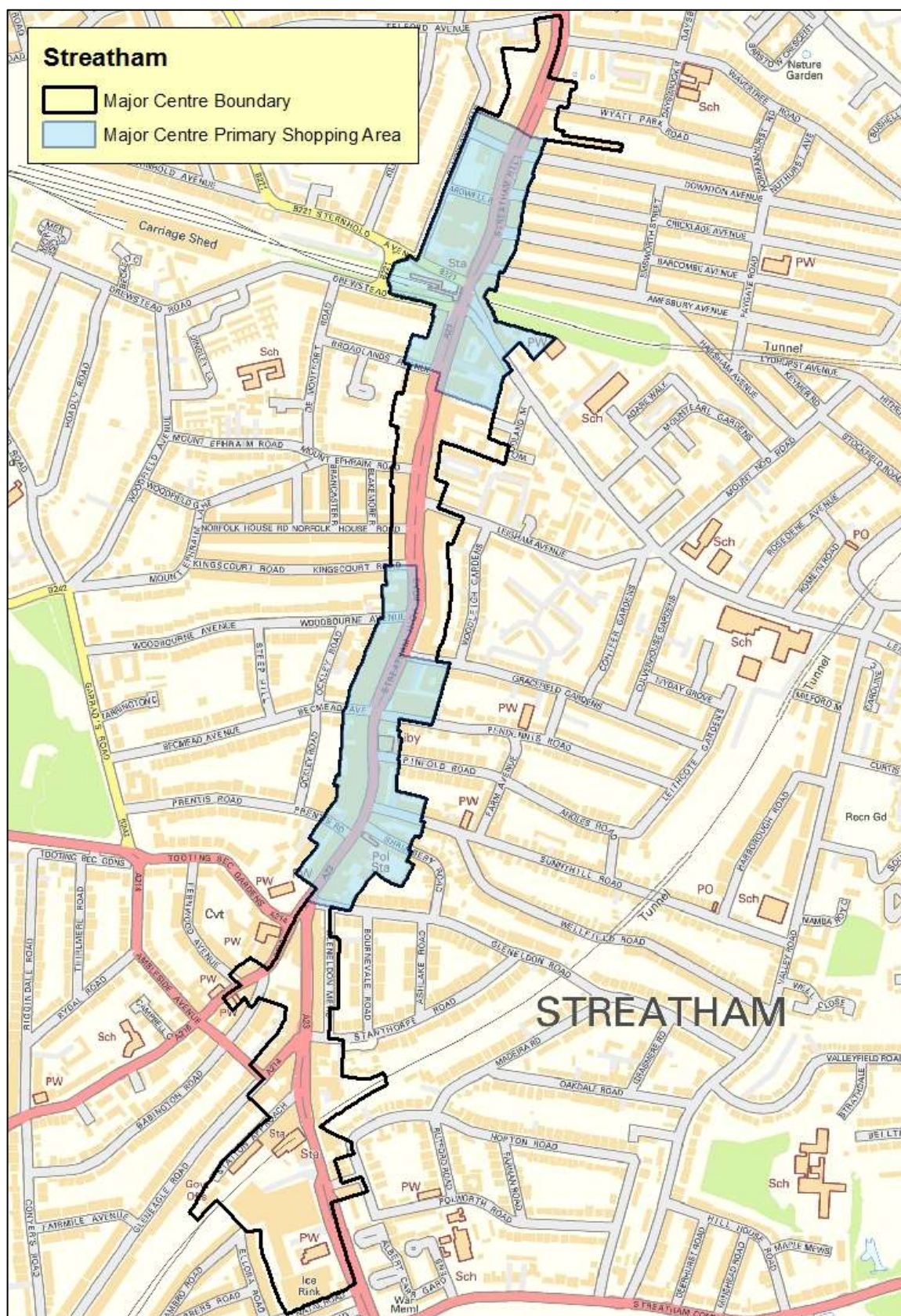


Figure 1: Existing boundary of Streatham Town Centre and primary shopping areas

Congestion and Lambeth's Bus Network

Introduction

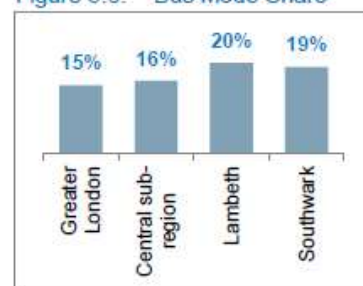
Two documents have been commissioned to inform Lambeth's Transport Strategy. The Lambeth Long Term Transport Strategy Existing Baseline 2017 report examines Lambeth's existing transport network to understand the current situation and to examine which areas of the borough may have poor transport provision. The Lambeth Long Term Transport Strategy Future Baseline 2017 report examines Lambeth's future transport expectations to identify which areas of the transport network may have a shortage of capacity in the future.

This summary sheet provides extracts from both reports to provide information how congestion is forecast to worsen in Lambeth and how this might impact on the bus network.

Long Term Transport Strategy Existing Baseline 2017

- London buses carry 2.3 billion passengers a year and approximately 15% of all journeys are made by bus.
- Lambeth has a higher modal share of bus use compared to Greater London and the central sub-region.
- Currently 92 bus services operating in Lambeth servicing 1,258 bus stops, majority of which intersects one of the major bus interchanges at Waterloo, Vauxhall and Brixton. Figure 5.7 is a map of Lambeth's existing bus network.
- Traffic volumes are high on the principal traffic routes through the borough, especially on the A23 and the South Circular Road, as shown in Figure 6.4.
- Table 9.2 shows journey times when travelling by bus at 8am on a weekday:

Figure 5.6: Bus Mode Share



Source: Sub Regional Transport Plan for Central London – 2015 Update

Table 9.2: Journey Times by Bus Only

	Waterloo	Vauxhall	Stockwell	Clapham	Brixton	Herne Hill	Tulse Hill	West Norwood	Streatham
Waterloo		20	32	43	23	37	48	54	56
Vauxhall	18		19	26	23	39	39	45	47
Stockwell	37	23		11	11	32	31	36	38
Clapham	45	31	11		13	26	32	38	33
Brixton	29	26	13	14		17	18	22	29
Herne Hill	41	41	29	27	16		14	23	40
Tulse Hill	49	47	30	33	22	13		21	29
West Norwood	55	57	45	44	29	23	24		26
Streatham	56	54	40	36	27	44	33	25	

Key

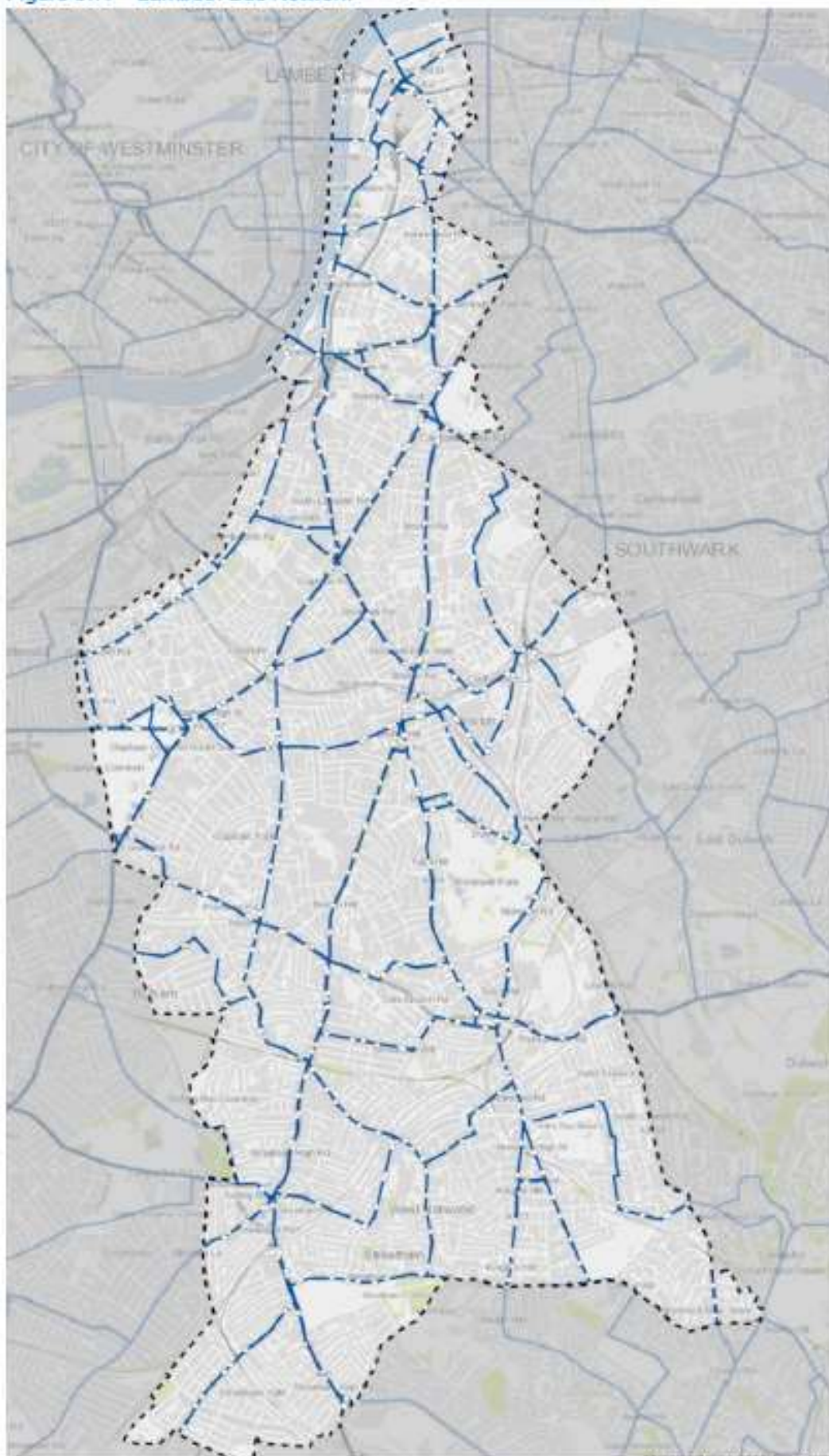
25 mins and under	Between 26 and 39 mins	40 mins and over
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Source: Google Maps: Journey Planner

Long Term Transport Strategy Future Baseline 2017

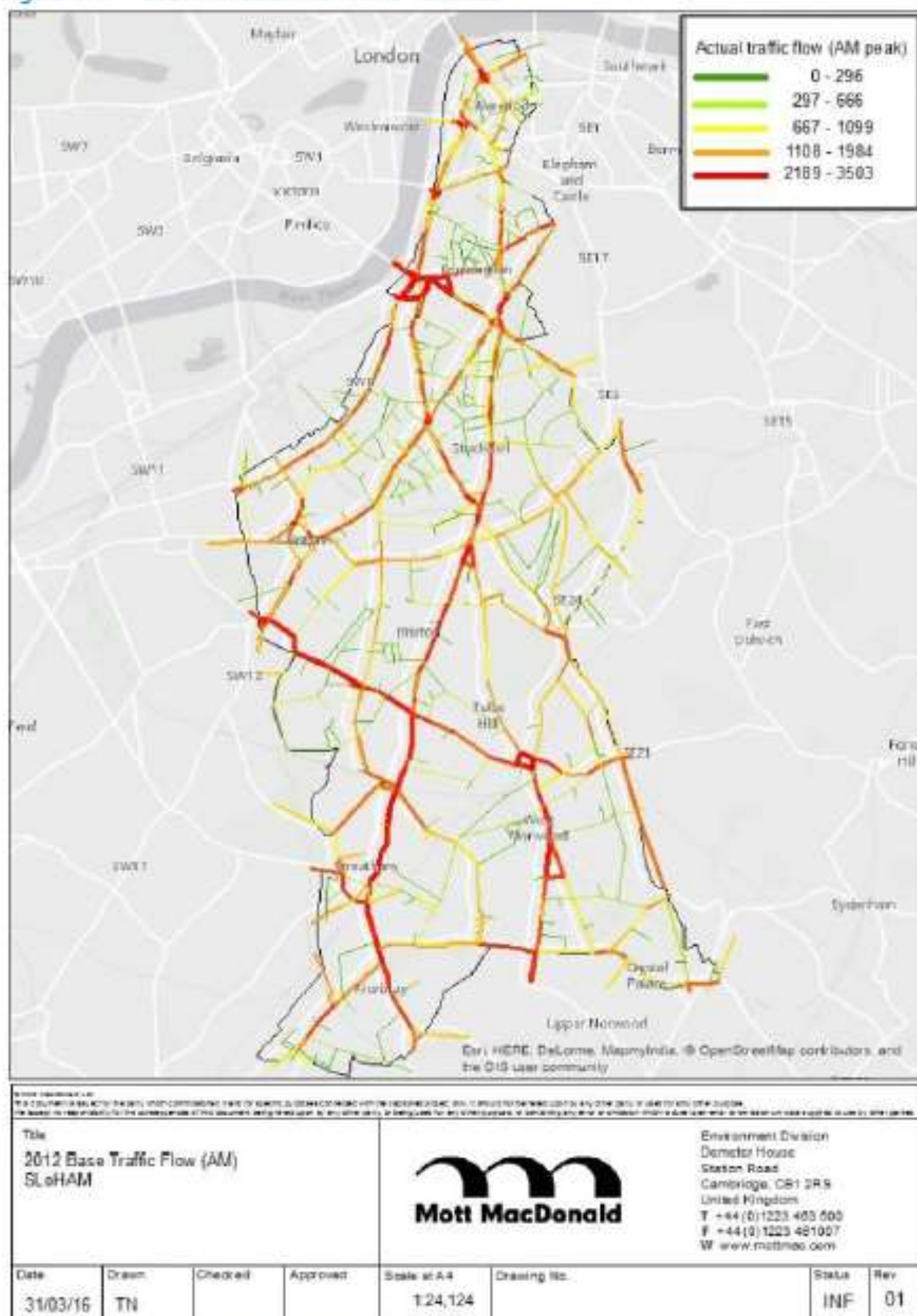
- With the expected increase in public transport mode share and the population growth forecasts, it is anticipated that bus travel demand will increase in the future.
- However, due to population growth forecasts and the likely increase in highway congestion, bus journey times are likely to increase in the future.
- By 2021 (Figure 5.3):
 - Lambeth's main arterial and orbital routes (A23 and South Circular in particular) are predicted to experience the highest rates of congestion.
 - Traffic flow surrounding the Vauxhall gyratory is anticipated to create high levels of congestion.
 - Road congestion will be most severe in the south of the borough, reflecting the high levels of car ownership in the area.
- By 2031 (Figure 5.4):
 - There is likely to be an increase in traffic flow and congestion on many of the borough's main orbital and arterial roads.
 - The borough's gyratories at Vauxhall, Tulse Hill and Westminster Bridge will continue to experience high levels of traffic congestion.
 - The A3 and South Circular Roads both show increases in congestion from the 2021 levels.

Figure 5.7: Lambeth Bus Network



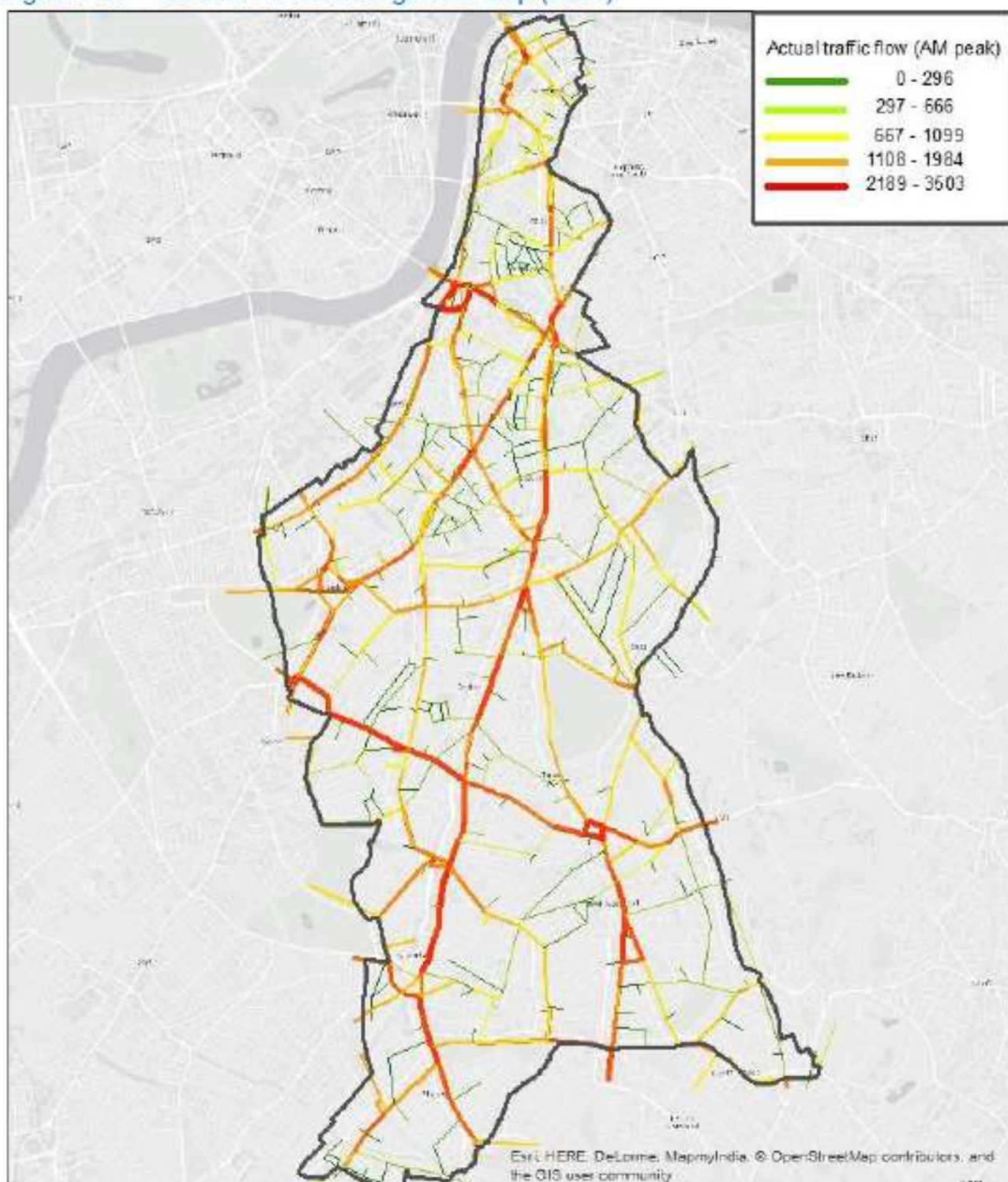
Source: Lambeth boundary: Contains Ordnance Survey data [2016]. Bus routes: Basemap July 2015; Bus stops: Powered by TfL Open data 2016

Figure 6.4: SolHAM Baseline Traffic Volumes



Source: TfL Baseline SolHAM data (2011)

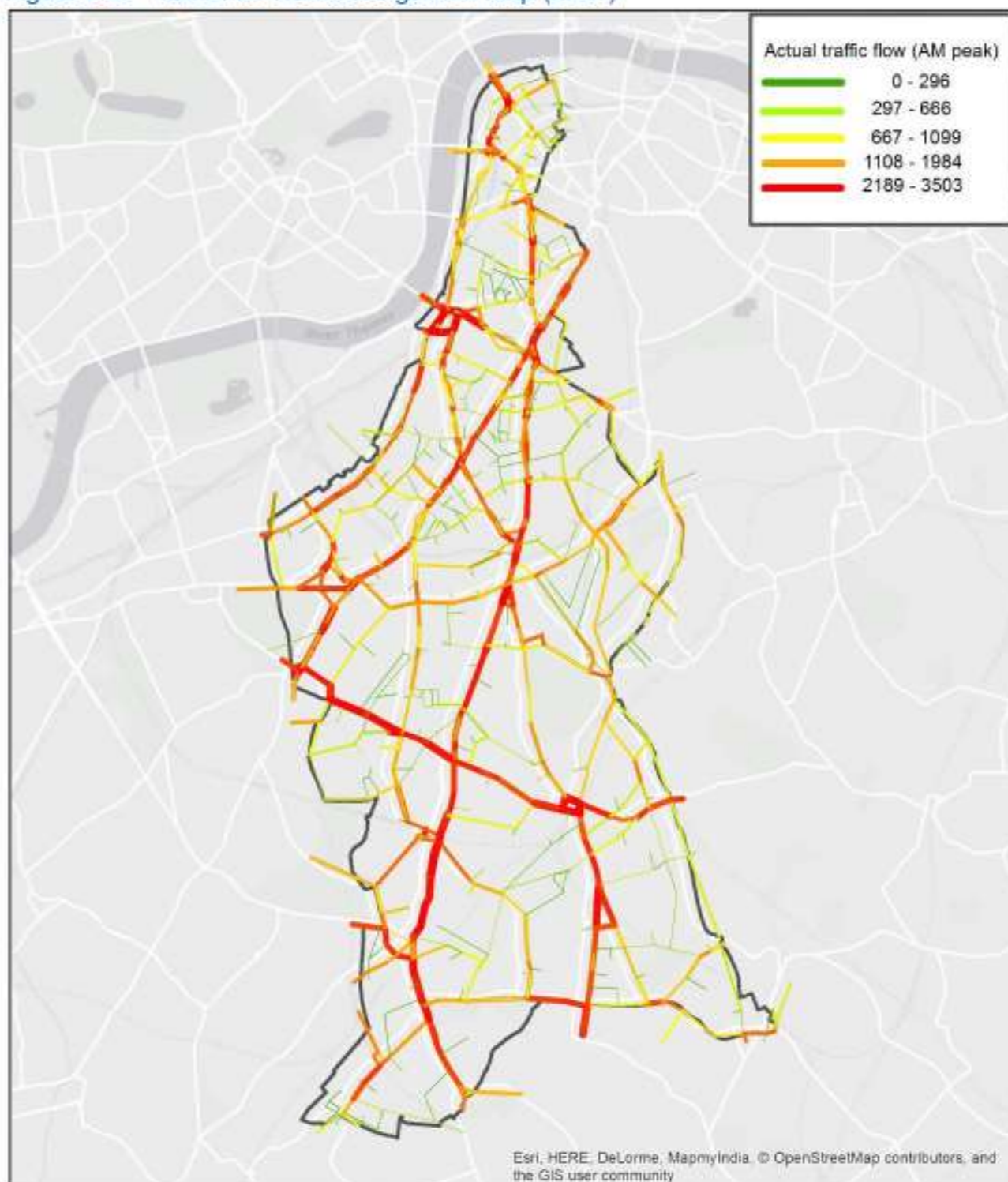
Figure 5.3: SolHAM Traffic Congestion Map (2021)




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<p>Title 2021 Vehicle Flow (AM peak) SolHAM</p>				<p>Mott MacDonald</p>		<p>Status INF</p>	
<p>Date 28/04/16</p>	<p>Drawn TN</p>	<p>Checked</p>	<p>Approved</p>	<p>Scale at A4 1:24,124</p>	<p>Drawing No.</p>	<p>Rev 01</p>	

SOLHAM April 2016 - 28/04/16

Figure 5.4: SolHAM Traffic Congestion Map (2031)



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Title 2031 Traffic flow (AM) SolHAM				 Mott MacDonald		Environment Division Demeter House Station Road Cambridge, CB1 2RS United Kingdom T +44 (0)1223 463 500 F +44 (0)1223 461007 W www.mottmac.com	
Date	Drawn	Checked	Approved				
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St HAM Aug 20, 2016 - 03:29PM

Mayor's Transport Strategy

The Mayor of London has published his draft Transport Strategy. It states that the greatest threat to journey times and bus reliability is from road congestion caused by cars and other traffic as well as by the increasing volume of utilities road works. Proposal 54 of the draft Transport Strategy sets out that the Mayor, through TfL and the boroughs, will seek to improve bus journey times and reliability by:

- a) Reviewing, and where necessary, extending the operating times of bus lanes to improve their contribution to a reliable service for customers.
- b) Making greater provision for bus priority lanes, junctions and signals to prioritise buses over other vehicular traffic.
- c) Delivering new bus priority corridors and protecting existing bus priority in central London.
- d) Improving bus priority corridors and protecting existing bus priority in central London.
- e) Improving bus priority on key radial routes from inner to central London, targeting those routes with high patronage to the benefit of bus users.
- f) Continuing with an improved approach to coordinating road works and reducing the number of times streets have to be dug up to limit disruption to bus services.

Mitigating poor air quality

Introduction

Developers can be required to mitigate impacts of poor air quality by:

1. Mitigating the impacts of construction
2. Mitigating the impacts of development on air quality in the surrounding area
3. Mitigating the impacts of existing poor air quality in the surrounding area on those who will occupy the development

The Local Plan could require developers to use a number of different methods. Examples of these are set out below, but it may not be possible to include all of these in the Lambeth Local Plan. We will consider the best approach once we receive feedback through consultation and in light of other planning considerations including deliverability.

Mitigating the impacts during construction

- Display of contact details for the person responsible for dust and emissions generated from the site on the site boundary so that local residents and businesses are able to contact the developer and/or contractor to raise any issues that they may have and report complaints.
- Installation of solid screens or barriers between receptors and dust and emission generating activities.
- Installation of green walls or screens on hoardings wherever possible.
- Reduction in the generation and re-suspension of dust following earthwork activities through re-vegetating exposed areas and soil stockpiles to stabilise surfaces or, where this is not possible, use hessian and/or mulches to re-vegetate or cover with topsoil.
- Covering or seeding stockpiles to prevent wind whipping and remove loose materials immediately or as soon as possible.
- Covering skips, chutes and conveyors and, if necessary, completely enclose them to ensure that dust does not escape.
- Carrying out regular daily checks of buildings within 100 metres of the site boundary to check for soiling due to dust, with cleaning carried out where necessary.
- Regularly inspect the site area for spillages, use bunded areas wherever practical and clean spillages using agreed wet handling methods.
- During demolition, where possible, use soft stripping as an effective way of screening dust and preventing dispersion, otherwise use water suppression to damp down dust and other debris that could generate dust.
- Develop an Air Quality and Dust Management Plan listing all measures appropriate to the size and type of development.
- Keep haul routes and local access roads free of dust as far as possible and cleanse regularly. Where possible, this should be water-assisted to increase damping down.

- Hoardings, fencing, barriers and scaffolding should be regularly cleaned using wet methods, where possible, to prevent re-suspension of particulate matter.
- The site should be managed so that vehicles do not have to wait to park safely and should vehicles have to wait they should not idle that is keep engine on for more than a minute in a stationary vehicle.
- Wash vehicles, and in particular wheels, before leaving the site.
- Securely cover all vehicles carrying dusty materials before leaving the site to prevent dust spilling on the road and being swept away by the wind.
- Use freight operators who can demonstrate their commitment to best practice - for example, members of TfL's Freight Operator Recognition Scheme (FORS).
- Consolidation of deliveries so fewer journeys are needed and set up construction consolidation centres wherever possible.
- Use of electric or hybrid vehicles and other sustainable delivery methods, such as via River Thames, canal or railway, wherever feasible.
- Developing workplace travel plans which aim to reduce the emissions from workers and visitors travelling to and from the site and include schemes that encourage workers not to use single-occupancy cars to travel to and from work but instead to cycle, walk, use public transport or car share.
- Use mains or battery powered plant where possible and ensure that all non-road mobile machinery, including generators, conform to Non-Road Mobile Machinery Low Emission Zone Standards.
- Develop a Construction Logistics Plan or Construction Traffic Management Plans ensuring that vehicles going in and out of site do not negatively impact on local air quality in peak hours.

Mitigating the impacts of development on air quality in the surrounding area

- Ensure that developments are designed to be at least Air Quality Neutral and Air Quality Positive where possible or required. The London Plan currently requires that all developments to be Air Quality Neutral. This means that developments should meet or improve on emission benchmarks and avoid any increase in emissions across London as a whole. The Mayor of London's draft Environment Strategy sets out that the new London Plan will consider whether some types of development should be Air Quality Positive. These developments will be required to make sure that emissions and exposure to pollution are reduced.
- Contribute financially to local air quality improvement and mitigation projects, for example through Section 106 agreement or Community Infrastructure Levy.
- Design development as car-free or limit the number of parking spaces.
- Where development generates significant additional traffic, provide a detailed travel plan (with provision to measure its implementation and effect) which sets out measures

to encourage sustainable means of transport (public, cycling and walking), subsidised car clubs membership for residents, car club-only bays, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety.

- The provision of at least 1 in 5 spaces for electric vehicle charging points.
- Provide secure cycle parking spaces and/or shelters for local residents and visitors to the area.
- Install ultra-low NO_x boilers.
- Any Combined Heat and Power (CHP) systems or biomass boilers to meet emission standards set out in Sustainable Design and Construction SPG.
- Commitment to a maintenance regime for any combustion equipment.
- Optimise building design to ensure adequate dispersion of emissions from discharging stacks and vents, including location at an appropriate height and away from receptors on- and off-site.
- Positioning of flues and exhaust vents away from recreational areas.
- New developments should not contravene Lambeth Air Quality Action Plan, or render any of its measures unworkable.
- Wherever possible, new developments should not create a new “street canyon”, or a building configuration that inhibits effective pollution dispersion.

Mitigating the impacts of existing poor air quality in the surrounding area on those who will occupy the development

- Ensure that developments are designed to be at least Air Quality Neutral and Air Quality Positive where possible or required. The London Plan currently requires that all developments to be Air Quality Neutral. This means that developments meet or improve on emission benchmarks and avoid any increase in emissions across London as a whole. The Mayor of London’s draft Environment Strategy sets out that the new London Plan will consider some types of development should be Air Quality Positive. These developments will be required to make sure that emissions and exposure to pollution are reduced.
- Outdoor spaces, including balconies and terraces to be located away from sources of pollution.
- Green screens and green walls to protect from sources of pollution with fully costed maintenance plan.
- Building of green infrastructure, such as pocket parks, green screens, green walls, etc. with fully costed maintenance plan.
- Daytime living spaces to be located away from main roads and other sources of pollution.
- Provide green walking and cycling routes wherever possible for residents and visitors to the area to avoid air pollution wherever possible.

- Provisions to encourage cycling and walking and submission of Travel Plans that encourage residents, staff and visitors to use more sustainable modes of transport rather than rely on car use.
- Provide information on public transport, walking and cycling access to the site.
- Submit plans to minimise deliveries to the site, covering specification of vehicles and hours of operation, specifications for lorry parking and turning spaces; and junction and road layouts.

Planning for waste in Lambeth

Introduction

Boroughs are encouraged by the Mayor to collaborate in planning for waste.

There is an established working relationship between the Western Riverside boroughs of Lambeth, Hammersmith & Fulham, Kensington & Chelsea and Wandsworth. These four boroughs form the Western Riverside Waste Authority (WRWA) and share a waste disposal contract for the waste collected by the four councils. In addition, the Old Oak Common and Park Royal Development Corporation (OPDC) is the planning authority for an area which includes land (and large waste facilities) within Hammersmith & Fulham.

Alternative approaches

There are currently two main options for planning for waste in Lambeth:

- (1) Planning for waste independently; or
- (2) Working jointly with the other three Western Riverside boroughs and the OPDC

Planning for waste independently means that Lambeth would need to identify enough existing capacity and land suitable for new waste facilities to meet the borough's waste management needs within its own borders.

Joint working would mean that existing waste capacity across the Western Riverside area is pooled and any remaining need for land for new waste facilities would also be met collectively. Each borough would have separate waste policies in their local plans but share an evidence base.

Evidence

In 2016 a Waste Technical Paper²³ was prepared for the Western Riverside boroughs which looks at existing waste capacity and future need. This evidence represents a moment in time and will need to be updated for the next stage of Lambeth's Local Plan.

There is currently some uncertainty around how much existing waste capacity in the Western Riverside area is available to meet future need. This is because of potential changes to waste operations in the OPDC area. Therefore at the moment the amount of new land needed across the whole of the Western Riverside area is not yet known.

Discussions on this evidence are ongoing and updates will be published on Lambeth's Local Plan Review evidence base webpage when they become available.

²³ [Waste Technical Paper: Prepared for the Waste Planning Authorities in the Western Riverside Waste Authority Area \(2016\)](#)

Replacement Waste Facilities

Introduction

Waste is apportioned by the Mayor so that each borough takes responsibility for managing a share of London's waste. Lambeth has a responsibility to find enough existing capacity and/or land to meet waste apportioned by the London Plan. This means that keeping waste capacity within the borough is an important consideration in order to meet this duty.

The Lambeth Local Plan currently achieves this aim through Policy EN7 which requires developers to find replacement capacity in Lambeth if a waste site is redeveloped for a different use.

However, this policy approach may create a barrier for waste operators who wish to move their business to a more intensive facility or more suitable location outside the borough. This means that London as a whole could miss out on new waste capacity.

A potential solution

A balance needs to be struck between meeting our apportionment targets through protecting existing waste capacity and contributing to the Mayor's strategic priorities by enabling new waste capacity outside the borough. In Lambeth's view, the Mayor has a role to play in striking this balance because both of these competing priorities come from policies in the London Plan.

One solution would be for the Mayor to acknowledge that, when a loss of capacity within one borough will result in a net increase in capacity for London overall, the lost capacity in the original borough can be off-set against that borough's apportionment target. In other words, reduce that borough's apportionment target by the same amount of throughput per annum which has been lost. This arrangement could be set out in London Plan policy.

Identifying areas for waste

Introduction

National planning policy²⁴ requires Local Plans to identify sufficient opportunities to meet the identified needs of their area for the management of waste. Local Plans should ensure suitable sites and areas for the provision of waste management facilities are identified in appropriate locations.

National planning guidance states clearly defined “locations and/or areas of search” should be identified on a Local Plan Policies Map²⁵. It adds that “there may be occasions when a waste planning authority will wish to identify particular areas for waste management to provide more flexibility to the market. Such areas could include, for example, particular industrial estates where the waste planning authority is satisfied that any of a number of individual sites would be suitable for waste management”²⁶.

Flexible approach in Lambeth

Identifying additional individual sites for waste uses over the plan period has proved difficult in Lambeth because no landowners have put forward their site for waste uses during the ‘call for sites’ process.

Waste operators active in and around the borough have said they prefer a more flexible area-based approach, rather than being required to locate on a particular site not in their ownership and/or not in the right location for them.

A more flexible approach is to identify wider locations, such as Key Industrial and Business Areas (KIBAs), which are suitable for waste uses. A proportion of individual sites within these industrial areas will become available for development during the plan period from natural business churn. By identifying broader areas in the Local Plan, an operator wishing to build a waste facility in Lambeth will know where to search for a site. Operators are likely to prefer this more flexible approach which offers a wider range of potential sites for them to choose from.

²⁴ [National Planning Policy for Waste 2014](#)

²⁵ [NPPG, paragraph 039 Reference ID 29-039-20141016](#)

²⁶ [NPPG, paragraph 040 Reference ID 28-040-20141016](#)

4 Lambeth talk AUTUMN 2017

lambeth.gov.uk

NEWS

Loughborough Junction bridge is finished!

Local people told us they wanted something on the bridge that would feel unique in order to celebrate and boost the area's identity. We hope we have achieved this with lettering that was created specially for it, in collaboration with a locally driven concept and work of art. The project has been managed by the council, but directed through a community-led steering group and board. Councillors Jenny Brathwaite and Matt Parr sit on the steering board. On the other side of the bridge, you can read: 'If you want to go fast, go alone. If you want to go far, go together' (African proverb).



Was your child born between 01/09/06 and 31/08/07?

If yes, your child should be starting secondary school in September 2018 and you should apply for a school place via our safe, free and easy to use website lambeth.gov.uk/eadmissions

It's available 24 hours a day, 7 days a week, up until the admissions closing date, midnight Tuesday 31 October 2017. For more information see the Lambeth secondary transfer 2018/19 webpage.

Council support for small local business

Lambeth Council has become one of the first local authorities in London to launch its business rates support scheme, worth almost £3 million for local businesses this year.

The fund is in response to the very large increases in the business rates for many Lambeth businesses that were imposed by the government in April as part of its 2017 revaluation. Average rateable values in Lambeth increased by 36 per cent – the 4th highest increase in the UK.

The impact of this increase on local businesses is expected to be severe and

the council led the campaign alongside the borough's businesses to challenge the government over the huge hike in business rates.

Cllr Imogen Walker, Deputy Leader for Finance and Resources said: "I'm delighted that we have been able to quickly confirm the details of our business rates support scheme. We're grateful for the support that our Business Improvement Districts provided in drawing up the scheme and now we want everyone eligible to apply as quickly as possible."



Updating the Local Plan

An important public consultation to review the Local Plan will start in Lambeth this autumn.

The consultation will focus on a number of important topics that will help determine how Lambeth deals with the demand for affordable housing, office space, transport pressures and air quality. It will also look at how we manage waste, industrial land and whether we have enough specialist housing for older people as well as accommodation for tourists and visitors.

We're holding the consultation because since The Lambeth Local Plan was adopted in September 2016, there have been changes to national planning law and policy and the Mayor of London is carrying out a full London Plan Review. In short, parts of that Local Plan need to be updated if we are to plan effectively for the next 15 years to meet our Borough Plan priorities of inclusive growth, reduced inequality and strong and sustainable communities.

AUTUMN 2017 Lambeth talk 5

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Lambeth Local Plan Review 2017

We are consulting on a partial review of the Local Plan 2015.

Deadline for responses

On Monday 4 December 2017 at 11pm

Lambeth is a great place to live, work and invest because of its location, its people, its character and assets. Building more housing, increasing the number of businesses and employment opportunities and improving air quality and transport in the borough will improve opportunities for local residents.

Our [existing Local Plan, adopted in 2015](#), contains a strong vision for the development of the borough to improve opportunities for local people. It sets the planning policies for the borough and much of it is still up to date and effective. However, changes to national planning law and policy, a full review of the London Plan and changes in Lambeth mean parts of our Local Plan need to be reviewed. We also need to ensure we meet our borough-wide priorities of inclusive growth, reduced inequality and strong and sustainable communities.

Our updated Lambeth Local Plan, together with the Mayor of London's London Plan and neighbourhood plans, will set out the vision and robust planning policies needed to direct and guide development in the borough over the next 15 years to meet our future needs.

Review Timetable

There is a legal process for the partial review of the Local Plan which includes consultation on key issues and on proposed new wording. The reviewed Plan also needs to be examined by an independent planning inspector against four nationally-set tests of soundness. If the inspector is satisfied with the updated Plan, the council can adopt it.

We have to develop a sustainability appraisal of the Plan as it goes through the partial review process to check it is meeting key social, economic and environmental objectives. This will include assessing impacts on equality and on health and wellbeing. The sustainability appraisal will also undergo examination.

Lambeth Local Plan Review Issues Consultation Report

Appendix 4 – Website

The Mayor of London is expected to publish a new draft London Plan in November 2017, which will be examined during 2018 for final publication in 2019. Our Local Plan Review will run just behind this timetable so we can make sure our updated policies are consistent with those in the new London Plan.

We are at the beginning of this process, which will take about two years to complete.

When	Stage
Autumn 2017	Consultation on issues for the partial review
Summer 2018	Consultation on revised Local Plan wording
Early 2019	Publication of Proposed Submission version
Spring 2019	Submission for Independent Examination
Spring to Autumn 2019	Examination
Early 2020	Adoption of updated Local Plan

When	Stage
Ongoing	Sustainability appraisal

How to respond

This consultation is your chance to tell us what you think are the issues for the partial review of the Local Plan and how you think they should be tackled.

We are seeking your views for a period of eight weeks from 9 October to 4 December 2017.

We have created separate online surveys that focus on ten key topics we think need to be considered through the partial review. You can respond to some or all of the topics that interest you by clicking on the separate links below. If you think other aspects of the existing Local Plan need to be changed, please use the link to the general comments survey. The final link is for comments about the sustainability appraisal.

If you need help getting online, local library staff can assist. If you prefer not to use the surveys, you can send us your comments:

By email: localplan@lambeth.gov.uk

By post: Planning Strategy and Policy Team, London Borough of Lambeth, 1st Floor, Phoenix House, 10 Wandsworth Road, London, SW8 2LL

Next steps

Your views will help us consider how to revise the wording of the existing Local Plan and we will publish the revised Draft Lambeth Local Plan for consultation next year. We will be shortly consulting on draft Supplementary Planning Documents (SPD) about basement development and developer contributions towards employment and training. We will use the feedback from these consultations to consider any changes to Local Plan wording on those topics as well.

More information

We have also produced several evidence documents to support the review. The surveys include links to some of them and you can see them [all together here](#).

Consultation surveys

Housing Growth and Infrastructure

Housing growth and infrastructure

Our updated Local Plan needs to plan adequately for housing growth and infrastructure in Lambeth.

Complete the [housing growth and infrastructure survey](#)

Affordable Housing

Affordable housing

Our updated Local Plan needs policies to ensure developers provide the right type of affordable housing to meet local need.

Complete the [affordable housing survey](#).

Self-build and custom-build housing

Self-build and custom-build housing

Our updated Local Plan must consider how best to meet the needs of people wishing to build their own homes.

Complete the [self-build and custom-build housing survey](#).

Housing for Older People

Housing for older people

Our new Local Plan must guide development of the right types of housing to meet the particular needs of older people in Lambeth.

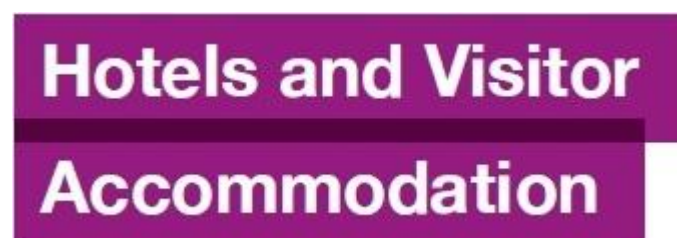
Complete the [housing and older people survey](#).



Business and jobs

Our updated Local Plan needs to ensure Lambeth has enough appropriate space to meet business needs, manage change and strike the right balance between jobs and housing.

Complete the [business and jobs survey](#).



Hotels and visitor accommodation

Our updated Local Plan needs to consider how much visitor accommodation Lambeth needs and where this should go.

Complete the [hotels and visitor accommodation survey](#).



Town centres

Our updated Local Plan needs to ensure that Lambeth's town centres have the right mix of uses.

Complete the [town centres survey](#).



Transport

Our updated Local Plan and our new Transport Strategy need to tackle traffic congestion and ensure residents and businesses have access to appropriate transport.

Complete the [transport survey](#).



Improving air quality

Our updated Local Plan needs to ensure development in Lambeth contributes to improving air quality.

Complete the [air quality survey](#).



Waste

Our updated Local Plan needs to ensure Lambeth plays its part in managing London's waste.

Complete the [waste survey](#).



General comments

If there is any other aspect of the Lambeth Local Plan 2015 you think needs to be reviewed.

Complete the [general comments survey](#).



Sustainability appraisal

Lambeth Local Plan Review Issues Consultation Report

Appendix 4 – Website

The first round of Sustainability Appraisal assesses possible policy approaches against key social, economic and environmental objectives.

Complete the [sustainability appraisal survey](#).

Secure | <https://www.lambeth.gov.uk/consultations/lambeth-local-plan-review-2017>

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Lambeth Local Plan Review 2017

CONSULTATION

We are consulting on a partial review of the Local Plan 2015.

Lambeth is a great place to live, work and invest because of its location, its people, its character and assets. Building more housing, increasing the number of businesses and employment opportunities and improving air quality and transport in the borough will improve opportunities for local residents.

Our existing Local Plan, adopted in 2015, contains a strong vision for the development of the borough to improve opportunities for local people. It sets the planning policies for the borough and much of it is still up to date and effective. However, changes to national planning law and policy, a full review of the London Plan and changes in Lambeth mean parts of our Local Plan need to be reviewed. We also need to ensure we meet our borough-wide priorities of inclusive growth, reduced inequality and strong and sustainable communities.

Our updated Lambeth Local Plan, together with the Mayor of London's London Plan and neighbourhood plans, will set out the vision and robust planning policies needed to direct and guide development in the borough over the next 15 years to meet our future needs.

Review Timetable

There is a legal process for the partial review of the Local Plan which includes consultation on key issues and on proposed new wording. The reviewed Plan also needs to be examined by an independent planning inspector against four nationally-set tests of soundness. If the inspector is satisfied with the updated Plan, the council can adopt it.

We have to develop a sustainability appraisal of the Plan as it goes through the partial review process to check it is meeting key social, economic and environmental objectives. This will include assessing impacts on equality and on health and wellbeing. The sustainability appraisal will also undergo examination.

The Mayor of London is expected to publish a new draft London Plan in November 2017, which will be examined during 2018 for final publication in 2019. Our Local Plan Review will run just behind this timetable so we can make sure our updated policies are consistent with those in the new London Plan.

We are at the beginning of this process, which will take about two years to complete.

When	Stage
------	-------

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Lambeth Local Plan Review 2017 - Town centres

CONSULTATION

Our updated Local Plan needs to ensure that Lambeth's town centres have the right mix of uses. Complete the town centres survey.

This consultation is your chance to tell us what you think are the issues for the partial review of the Local Plan and how you think they should be tackled.

Town Centres

Lambeth has several town centres ranging from the 'major' centres of Brixton and Streatham, through to medium-sized 'district' centres like Clapham, Stockwell and Herne Hill to the smallest 'local' centres in residential neighbourhoods. There are also two Opportunity Areas, Waterloo and Vauxhall.

Local Plan policies help manage change in town centres, guide regeneration projects on particular sites and support economic vitality and diversity. They need to allow for changes in the way people use town centres and the different needs of businesses. Recent nationally-set changes to permitted development rights mean the council has less control over some changes of use in town centres than it used to.

The current Lambeth Local Plan introduced a new place-specific approach to town centres so that ratios of different uses supported in each centre are specific to the neighbourhood. The updated Local Plan needs look again at the Local Plan policies for different town centre uses. We also know that some of Lambeth's town centres are changing and our policies need to be updated to manage this.

Lambeth Local Plan Review Issues Consultation Report

Appendix 4 – Website

Lambeth's local plan - g... X

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Sections in this guide (click title to view)

1. Lambeth Local Plan 2015
2. Local Plan Policies Map
3. Local Plan Review 2017

3. Local Plan Review 2017

Our existing Local Plan, adopted in 2015, contains a strong vision for the development of the borough to improve opportunities for local people. It sets the planning policies for the borough and much of it is still up to date and effective. However, changes to national planning law and policy, a full review of the London Plan and changes in Lambeth mean parts of our Local Plan need to be reviewed. We also need to ensure we meet our borough-wide priorities of inclusive growth, reduced inequality and strong and sustainable communities.

Our updated Lambeth Local Plan, together with the Mayor of London's London Plan and neighbourhood plans, will set out the vision and robust planning policies needed to direct and guide development in the borough over the next 15 years to meet our future needs.

Issues Consultation

The consultation is your chance to tell us what you think are the issues for the partial review of the Local Plan and how you think they should be tackled. We are seeking your views from 9 October to 4 December 2017. You can take part in the [Lambeth Local Plan Review 2017 consultation](#).

We have produced [several evidence documents to support the review](#), which are all available to view.

Your views will help us consider how to revise the wording of the existing Local Plan and we will publish the revised Draft Lambeth Local Plan for consultation next year.

Last updated on Tuesday 10 October 2017

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Section 100 planning consultations

- Community Infrastructure Levy (CIL) - guide

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Lambeth

Lambeth Local Plan Review: Your chance to shape Lambeth's future

Lambeth is a great place to live, work and invest because of its location, its people, its character and assets. The existing [Lambeth Local Plan](#), adopted in 2015, contains a strong vision for the development of the borough to improve opportunities for local people.

However, we need to partially update it and this updated Lambeth Local Plan, together with the Mayor of London's London Plan and neighbourhood plans, will set out the vision and robust planning policies needed to direct and guide development in the borough over the next 15 years to meet our future needs.

As a part of updating Lambeth's Local Plan we are consulting with residents and stakeholders – we want you to have your say. We are at the beginning of the process and this consultation is your chance to tell us what issues you think need to be reviewed in the Plan. Follow [this link to the survey](#).

We are seeking your views from 9 October to 4 December 2017. If you need help getting online, local library staff can assist.

If you need further information on the Local Plan Review please email localplan@lambeth.gov.uk.

Yours sincerely,

Lambeth Council planning strategy and policy team

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Lambeth

Lambeth Local Plan Review: Your chance to shape the future of housing in Lambeth

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As a part of updating Lambeth's Local Plan we are consulting with residents and stakeholders – we want you to have your say. We are at the beginning of the process and this consultation is your chance to tell us what issues you think need to be reviewed in the Plan. We think you might be particularly interested in these topics:

- [Housing growth and infrastructure](#)
- [Affordable housing](#)
- [Self-build and custom-build housing](#)
- [Housing for older people](#)

However, if you'd like to share your opinions and suggestions on the other topics for the Local Plan Review or make any general comments [follow this link to the surveys](#).

We are seeking your views from 9 October to 4 December 2017. If you need help getting online, local library staff can assist.


If you need further information on the Local Plan Review please email localplan@lambeth.gov.uk.

Yours sincerely,

Lambeth Council planning strategy and policy team

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Lambeth

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Lambeth is a great place to live, work and invest because of its location, its people, its character and assets. The [existing Lambeth Local Plan](#), adopted in 2015, contains a strong vision for the development of the borough to improve opportunities for local people.

However, we need to partially update it and this updated Lambeth Local Plan, together with the Mayor of London's London Plan and neighbourhood plans, will set out the vision and robust planning policies needed to direct and guide development in the borough over the next 15 years to meet our future needs.

As a part of updating Lambeth's Local Plan, we are consulting with residents and stakeholders – we want you to have your say. We are at the beginning of the process and this consultation is your chance to tell us what issues you think need to be reviewed as part of the Plan. We think you might be particularly interested in these topics:

- [Transport](#)
- [Improving air quality](#)
- [Waste](#)

However, if you'd like to share your opinions and suggestions on the other topics for the Local Plan Review or make any general comments [follow this link to the surveys](#).


We are seeking your views from 9 October to 4 December 2017. If you need help getting online, local library staff can assist.

Yours sincerely,

Lambeth planning strategy and policy team

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Lambeth

Lambeth Local Plan Review: Your chance to shape the future of employment and business in Lambeth

Lambeth is a great place to live, work and invest because of its location, its people, its character and assets. The [existing Lambeth Local Plan](#), adopted in 2015, contains a strong vision for the development of the borough to improve opportunities for local people.

However, we need to partially update it and this updated Lambeth Local Plan, together with the Mayor of London's London Plan, and neighbourhood plans, will set out the vision and robust planning policies needed to direct and guide development in the borough over the next 15 years to meet our future needs.

As a part of updating Lambeth's Local Plan, we are consulting with residents and stakeholders – we want you to have your say. We are at the beginning of the process and this consultation is your chance to tell us what issues you think need to be reviewed as part of the Plan. We think you might be particularly interested in these topics:

- [Business and jobs](#)
- [Hotels and visitor accommodation](#)
- [Town centres](#)

However, if you'd like to share your opinions and suggestions on the other topics for the Local Plan Review or make any general comments [follow this link to the surveys](#).

We are seeking your views from 9 October to 4 December 2017. If you need help getting online, local library staff can assist.

Yours sincerely,

Lambeth Council planning strategy and policy team

[Why am I getting this email? - Find out here and manage your preferences](#)

Address

October 2017

RE: Proposed change to planning policy designation

Dear owner and/or occupier,

Lambeth is currently undertaking a partial review of its Local Plan. Along with the Mayor's London Plan, the existing Lambeth Local Plan 2015 sets the planning policies for the borough and provides the basis for determining planning applications.

Much of the Lambeth Local Plan remains up to date but changes to national planning law and policy, the forthcoming full review of the London Plan and changing circumstances in Lambeth mean parts of it need to be reviewed.

We are currently consulting on issues for the partial review of the Lambeth Local Plan. This consultation lasts until 4 December 2017 and full information can be found at:

www.lambeth.gov.uk/lpr2017.

One aspect of planning policy under review is the designation of Key Industrial and Business Areas (KIBA) in the borough. These are areas protected in the Lambeth Local Plan 2015 for business and employment uses, with no residential development allowed by policy. After reviewing all of the existing KIBAs, we are proposing a small number of changes to KIBA boundaries and designations as well as three new KIBAs. We are writing to you because your property is affected by one of the proposed changes.

Full details of the proposed changes can be found in the following documents:

- 'Key Industrial and Business Areas (KIBAs) - Proposed Boundary Changes and Proposed New KIBA – October 2017'
- 'Lambeth Local Plan Review of KIBAs - October 2017'.

These documents are published on section 3 of this webpage:

<https://www.lambeth.gov.uk/planning-and-building-control/planning-policy/local-plan-review-evidence>

If you wish to comment on the council's proposed KIBA changes, please email localplan@lambeth.gov.uk or respond online using the **business and jobs** survey at www.lambeth.gov.uk/lpr2017.

Yours faithfully,

Lambeth Planning Strategy and Policy Team

Email: localplan@lambeth.gov.uk

Address

October 2017

RE: Proposed change to planning policy designation

Dear owner and/or occupier,

Lambeth is currently undertaking a partial review of its Local Plan. Along with the Mayor's London Plan, the existing Lambeth Local Plan 2015 sets the planning policies for the borough and provides the basis for determining planning applications.

Much of the Lambeth Local Plan remains up to date but changes to national planning law and policy, the forthcoming full review of the London Plan and changing circumstances in Lambeth mean parts of it need to be reviewed.

We are currently consulting on issues for the partial review of the Lambeth Local Plan. This consultation lasts until 4 December 2017 and full information can be found at:
www.lambeth.gov.uk/lpr2017.

One aspect of planning policy under review is the town centre boundaries in the borough. These centres are protected in the Lambeth Local Plan 2015 for retail, service, leisure, recreation and other appropriate uses. We are proposing a small number of changes to town centre boundaries. We are writing to you because your property is affected by one of the proposed changes.

Full details of the proposed changes can be found in the following document:

- 'Proposed Town Centre Boundary Changes – October 2017'

This document is published on section 4 of this webpage:

<https://www.lambeth.gov.uk/planning-and-building-control/planning-policy/local-plan-review-evidence>

If you wish to comment on the council's proposed town centre changes, please email localplan@lambeth.gov.uk or respond online using the **town centres** survey at www.lambeth.gov.uk/lpr2017.

Yours faithfully,

Lambeth Planning Strategy and Policy Team

Email: localplan@lambeth.gov.uk

Lambeth Local Plan Review: Your chance to shape Lambeth's future

9 October 2017

Written by: Lambeth Council planning strategy and policy team

[Consultations](#) - [Council services](#) - [News](#) - [Planning and regeneration](#)

We're consulting with Lambeth residents and stakeholders on the Lambeth Local Plan Review for eight weeks (9 October to 4 December). You can complete surveys to let us know what you think.

Lambeth Local Plan Review

Consultation

9 October – 4 December 2017

If you need help to access the survey visit your local library or email:
localplan@lambeth.gov.uk



We're consulting with Lambeth residents and stakeholders on the Lambeth Local Plan Review for eight weeks (9 October to 4 December).

Your chance to shape the future

This consultation is your chance to tell us what you think are the issues for the partial review of the Local Plan and how you think they should be tackled. There are individual surveys on ten key topics we think need to be considered through the partial review and you can comment on any one (or more) that interest you.

Improve opportunities

Lambeth is a great place to live, work and invest because of its location, its people, its character and assets. Building more housing, increasing the number of businesses and employment

opportunities and improving air quality and transport in the borough will improve opportunities for local residents.

Reviewing the Local Plan

Our existing Local Plan, adopted in 2015, contains a strong vision for the development of the borough. It sets the planning policies and much of it is still up to date and effective. However, changes to:

- New national policy
- New mayoral policy
- New types of development and
- New evidence

mean parts of our Local Plan need to be reviewed now.

Review timetable

- There is a legal process for reviewing the Local Plan which includes consulting Lambeth residents and stakeholders. The reviewed Plan also has to be examined by an independent planning inspector. Only if the inspector is satisfied with the updated Plan can the council adopt it. We are at the beginning of the process, which will take about two years to complete.
- The Mayor of London is expected to publish a new draft London Plan this November, which will be examined during 2018 for final publication in 2019. Our Local Plan Review will run just behind this so all updated policies are consistent with the London Plan.
- We also have to appraise the Plan to check it meets key social, economic and environmental objectives. This will include assessing impacts on equality and health and wellbeing.

The surveys

There are online surveys about different topics which relate to the local plan. If you think other aspects of the existing Local Plan need to be changed, please use the link to the general comments survey. The final survey asks for your view on our Sustainability Appraisal. You can choose which you want to comment on by using the separate links below:

- [Housing growth and infrastructure survey](#)
- [Affordable housing survey](#)
- [Self-build and custom-build housing](#)
- [Housing for older people](#)
- [Business and jobs](#)
- [Hotels and visitor accommodation](#)
- [Town centres](#)
- [Transport](#)
- [Improving air quality](#)
- [Waste](#)
- [General comments](#)
- [Sustainability Appraisal](#)
-

If you need help with the surveys

Lambeth Local Plan Review Issues Consultation Report

Appendix 8 – Love Lambeth

If you need help getting online, local library staff can assist. If you prefer not to use the surveys, you can send comments by email: localplan@lambeth.gov.uk or post: Planning Strategy and Policy Team, London Borough of Lambeth, 1st Floor, Phoenix House, 10 Wandsworth Road, London, SW8 2LL.

You can find out more about the Local Plan Review consultation on our [consultation page](#).

The screenshot shows the 'Love Lambeth' website with the 'Lambeth Local Plan Review: Your chance to shape Lambeth's future' article. The page includes a navigation bar with links like 'News', 'Council updates', and 'Your neighbourhood'. The main content area features the article title, date (9 October 2017), author (Lambeth Council planning strategy and policy team), and a brief description of the consultation period (9 October to 4 December 2017). A large graphic with stylized figures is also present. On the right, there are sidebars for 'Local News' (listing focus areas like Brixton, Clapham, etc.) and 'Latest stories across Lambeth' (listing various community events and initiatives). At the bottom, there is a 'Latest from the community' section featuring the Horniman Museum and Gardens.

LOVE LAMBETH
News from Lambeth Council

Select Language
Search

[News](#) [Council updates](#) [Your neighbourhood](#) [Campaigns](#) [Stay in touch](#) [Go to lambeth.gov.uk](#)

Lambeth Local Plan Review: Your chance to shape Lambeth's future

9 October 2017
Written by: Lambeth Council planning strategy and policy team
[Consultations](#) - [Council services](#) - [News](#) - [Planning and regeneration](#)

We're consulting with Lambeth residents and stakeholders on the Lambeth Local Plan Review for eight weeks (9 October to 4 December). You can complete surveys to let us know what you think.

Lambeth Local Plan Review

Consultation

9 October – 4 December 2017

If you need help to access the survey visit your local library or email: localplan@lambeth.gov.uk

We're consulting with Lambeth residents and stakeholders on the Lambeth Local Plan Review for eight weeks (9 October to 4 December).

Local News

- [Focus on Brixton](#)
- [Focus on Clapham](#)
- [Focus on North Lambeth](#)
- [Focus on Norwood](#)
- [Focus on Stockwell](#)
- [Focus on Streatham](#)
- [Focus on Waterloo](#)

Latest stories across Lambeth

- [Commemorate 1848's Chartist rally on Kennington Common](#)
- [La Escuela tells Latin American women's story](#)
- [Put your community garden on the Incredible Edible map](#)
- [Lambeth Community Fund - Round 2 open for applications](#)
- [Get clued up about autism](#)
- [Bike It - You Can Too](#)

Latest from the community

[Horniman Museum and Gardens](#)

**If you're interested
in housing, jobs,
transport, air quality
and other issues
facing Lambeth get
online and tell us
what you think**

Lambeth Local Plan **Review**

Consultation

9 October – 4 December 2017

If you need help to access the
survey visit your local library or email:
localplan@lambeth.gov.uk

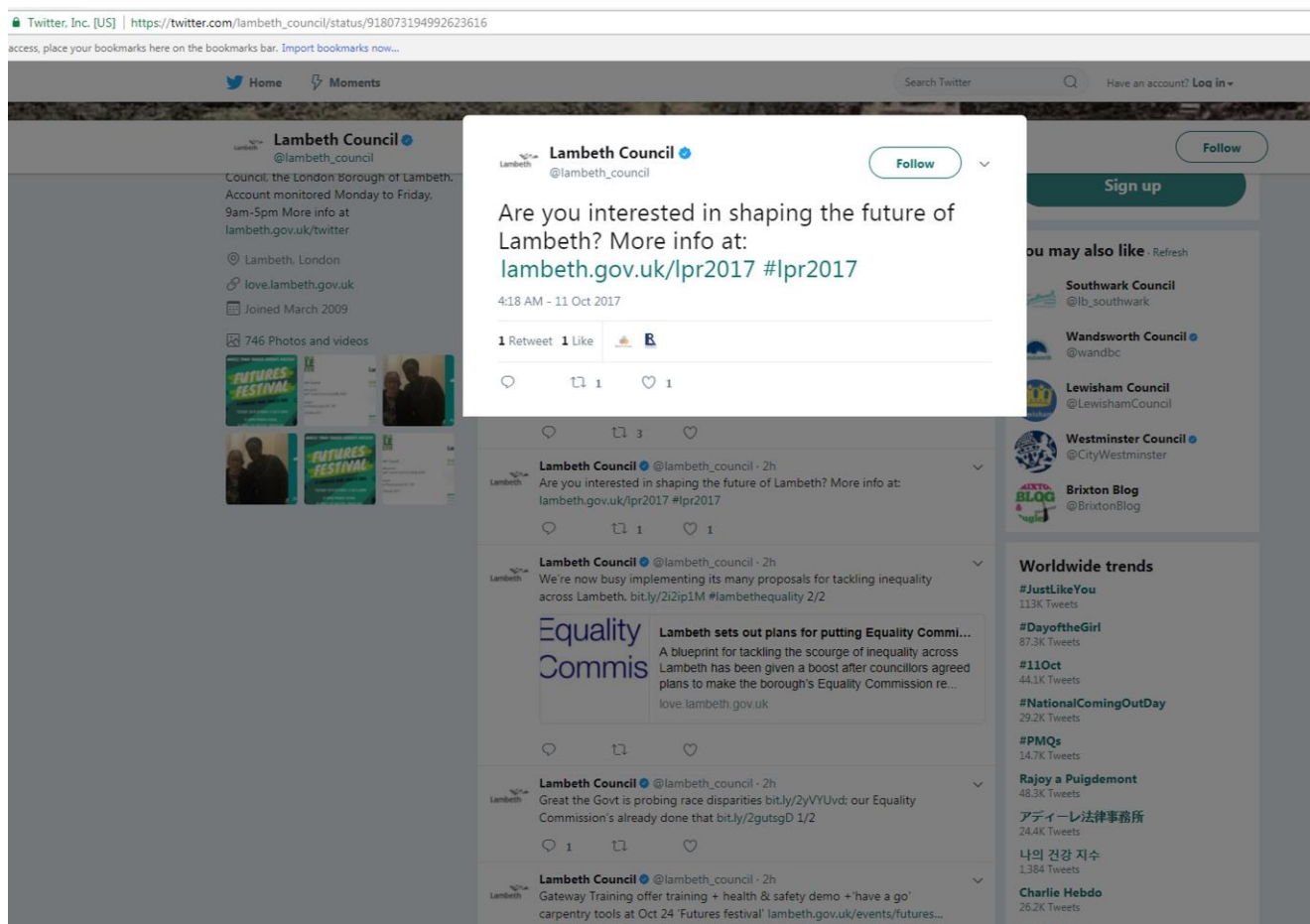
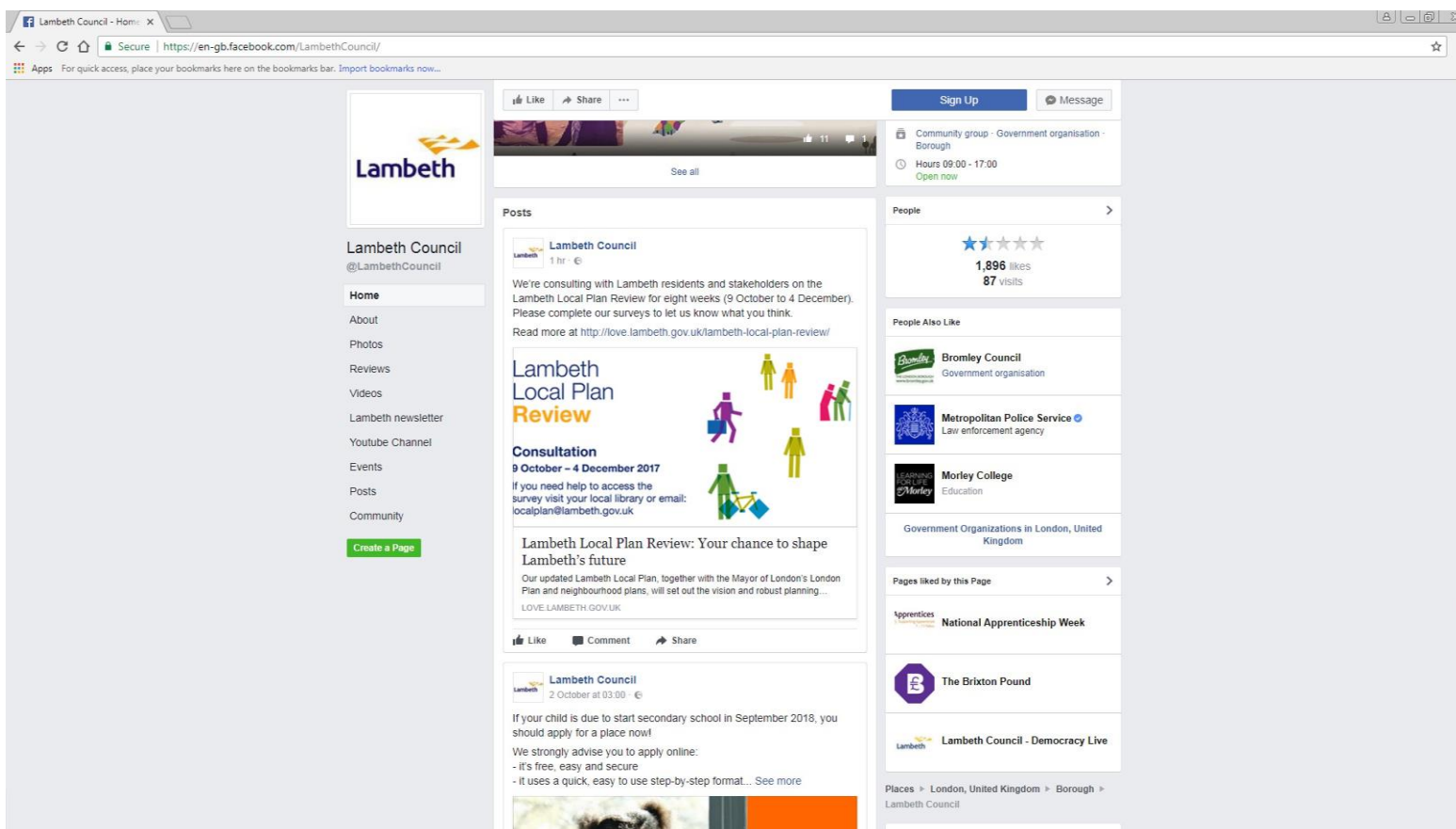
www.lambeth.gov.uk/lpr2017



Lambeth

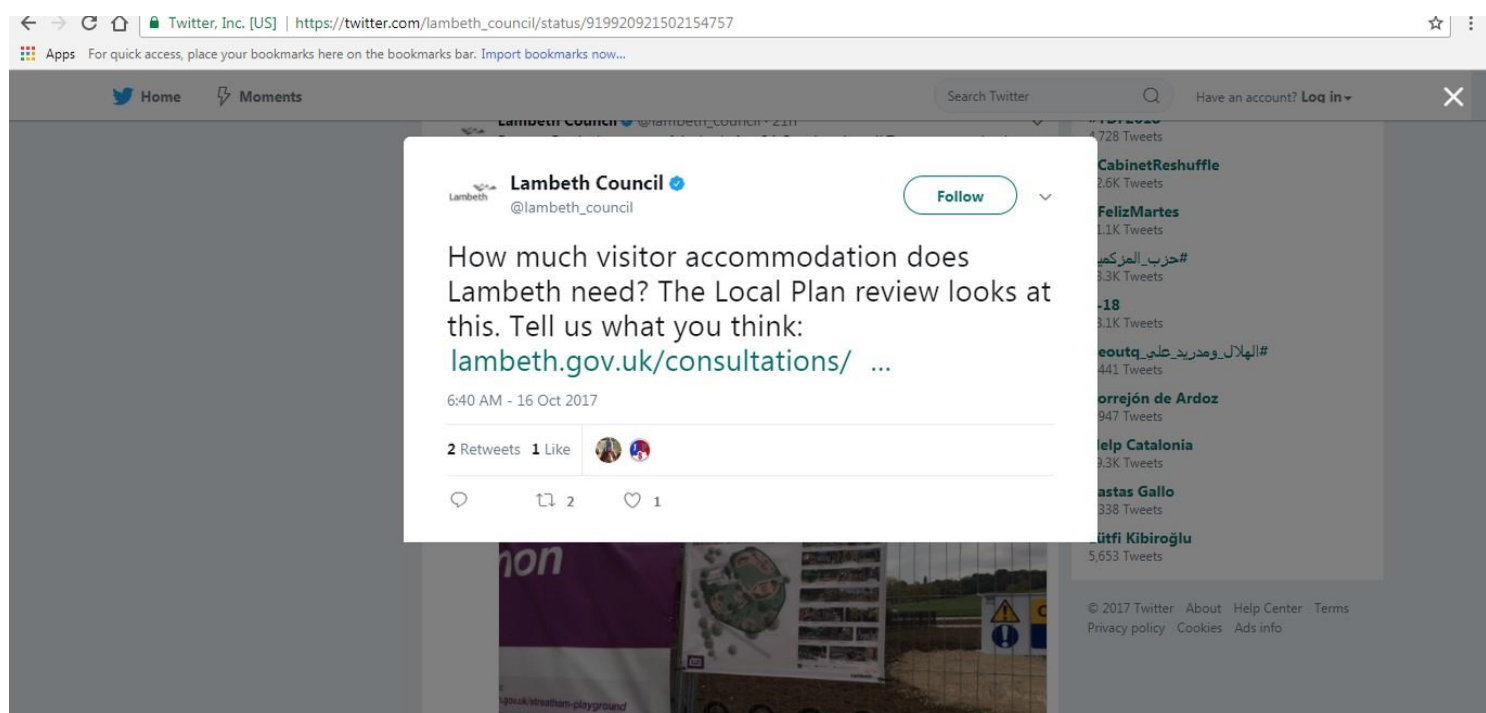
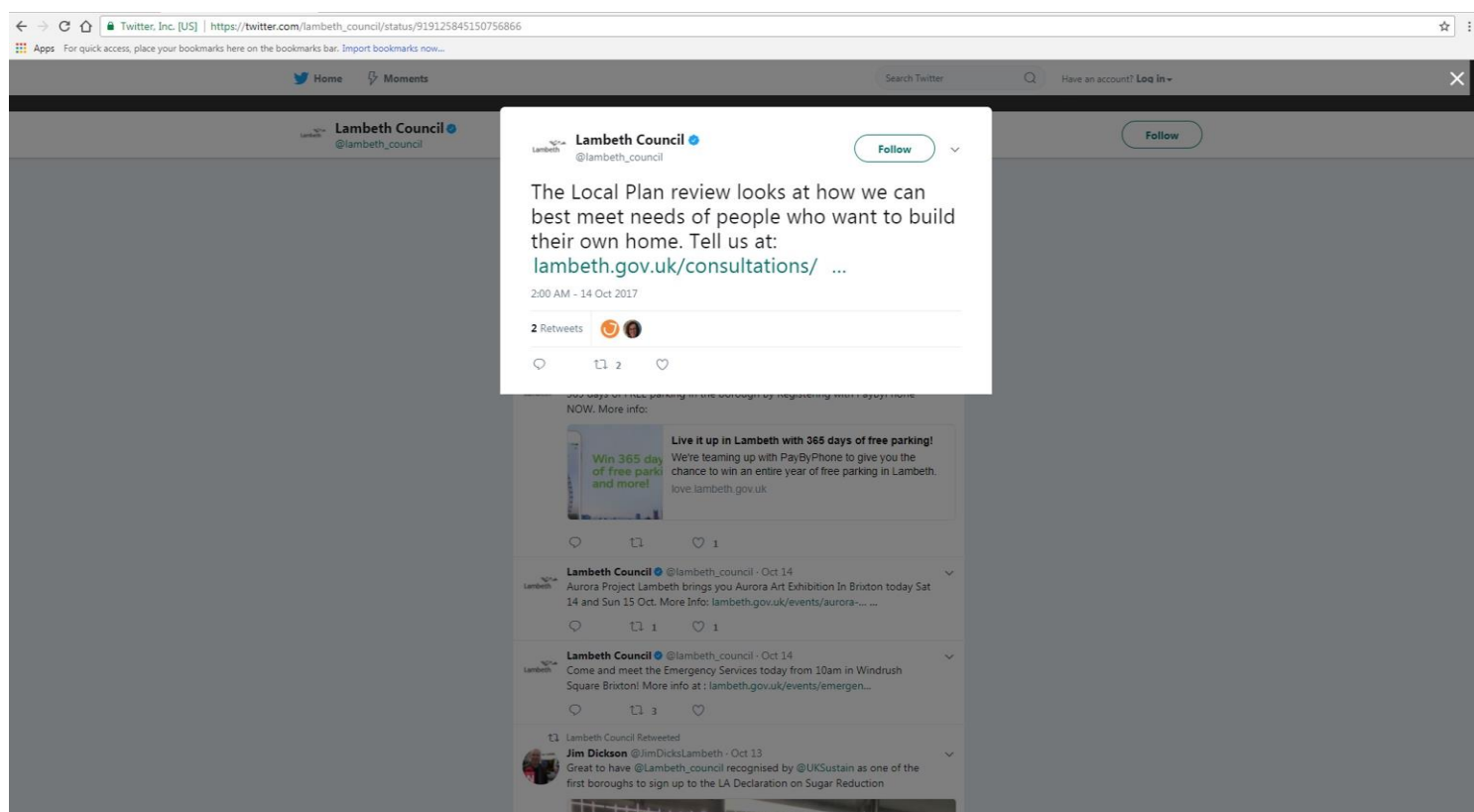
Lambeth Local Plan Review Issues Consultation Report

Appendix 10 – Social Media



Lambeth Local Plan Review Issues Consultation Report

Appendix 10 – Social Media



Lambeth Local Plan Review Issues Consultation Report


Appendix 11 – School services website


← → ↻



http://www.lambethschoolservices.co.uk/Article/42096


Lambeth Local Plan Review... X


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**Lambeth** School Services

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 **Communication Detail**



Lambeth Local Plan Review:
Your chance to shape
Lambeth's future

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As a part of updating Lambeth's Local Plan we are consulting with residents and stakeholders – we want you to have your say. We are at the beginning of the process and this consultation is your chance to tell us what issues you think need to be reviewed in the Plan. Follow this link to the [survey](#).


We are seeking your views from **9 October to 4 December 2017**. We have distributed posters to schools in Lambeth to publicise the consultation and hope Headteachers can encourage parents, teachers and pupils to have their say on the Local Plan Review.

If you need further information on the Local Plan Review please email localplan@lambeth.gov.uk

Lambeth Council planning strategy and policy team

19 Oct 2017

Author
Colin Doyle
Lambeth School Services
Contact Provider 

Downloads
 LLPR_Poster_PRINT_A4 final

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