

Draft Revised Lambeth Local Plan

**Proposed Submission Version
January 2020**

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Section 1: Introduction

The Local Plan

1.1. All local councils are required to produce an up-to-date local plan for their area, to guide the spatial development of the borough over the next 15 years, and to review their local plan every five years.

1.2. A local plan must achieve sustainable development for the area it covers. As set out in national planning policy, pursuing sustainable development has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives) involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- ~~○ making it easier for jobs to be created~~
- ~~○ moving from a net loss of biodiversity to achieving net gains for nature~~
- ~~○ replacing poor design with better design~~
- ~~○ improving the conditions in which people live, work, travel and take leisure~~
- ~~○ widening the choice of high quality homes.~~
- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 1.3. Lambeth adopted its Local Plan in September 2015 and started work on a partial review of this Plan in 2016. ~~Work on Lambeth's Local Plan began in April 2012. Once adopted, the Lambeth Local Plan will replace the Lambeth Core Strategy 2011 and the remaining saved policies in the Lambeth Unitary Development Plan (UDP 2007).~~
- 1.4. ~~The~~ This revised Local Plan sets out:
- the national, regional and local policy context (this section)
 - the evidence base and a summary of the spatial issues affecting the borough (section 2)
 - the spatial strategy, vision and strategic objectives to be achieved (section 3)
 - the process, mechanisms and policies for delivery and monitoring of the strategy (section 4)
 - borough-wide policies setting out the strategic policy approach with supporting development management policy and site allocations where required (sections 5 to 10, organised by topic)
 - policies (including a limited number of site allocations) for shaping individual places and neighbourhoods (section 11).
- 1.5. The policies in the this revised Local Plan are designed to be read and applied as a whole, alongside the policies in the London Plan. ~~Proposals for development should address all relevant policies in the plan both plans,~~ including site allocations where relevant. ~~Site~~ Existing site allocation policies ~~are included~~ have been retained where still relevant in order to:
- add value to the strategic and development management policies
 - provide greater clarity and steer about the sort of scheme that is likely to be acceptable over and above the assessment required against the other policies in the Local Plan

- assist the council's development management function in its consideration of proposals
 - secure the delivery of essential infrastructure in some cases.
- 1.6. Additional site allocation policies will be brought forward in a subsequent Site Allocations Development Plan Document.
- 1.7. A limited number of supplementary planning documents (SPDs) will elaborate on particular aspects of policy in the Local Plan. These are listed in the Local Development Scheme 2019, although others may be brought forward if considered necessary at a later date ~~have been identified under the relevant policy. The recently adopted Waterloo, Brixton and Vauxhall area SPDs will remain as supplementary planning documents to the Local Plan after its adoption. These SPDs have informed Local Plan policies and provide further, complementary guidance to inform their implementation. In accordance with the requirements of regulation 8(3) of the Town and Country Planning (Local Planning) (England) Regulations 2012, there is no conflict between the content of these SPDs and the policies in the Local Plan.~~
- 1.8. ~~A separate gypsy and traveller development plan document (DPD) will address need for traveller accommodation, a local target and the supply of sites required to meet this.~~

The Process

- 1.9. The revised Local Plan updates ~~retains the spatial strategy, vision and strategic objectives of the Lambeth Core Strategy adopted in January 2011~~ Local Plan adopted in September 2015. ~~These are recently adopted and are still up to date and valid (subject to factual updating). However, the~~ The approach to some strategic policy issues has been reviewed in light of the council's ~~Community Plan 2013-16~~ Borough Plan update 2019, new evidence, the publication of the revised National Planning Policy Framework in March 2012 February 2019 and associated Planning Practice Guidance, and new the London Plan ~~adoption of the London Plan 2011 (as modified by the Revised Early Minor Alterations October 2013)~~. In addition, detailed development management policy and site allocations have been included ~~where necessary to achieve the strategic objectives. New place-specific policies for Loughborough Junction and Upper Norwood are also included, along with revisions to the approach in Brixton and Vauxhall to reflect new work in those areas.~~

- 1.10. ~~The following strategic policy issues have been reviewed as part of the preparation of the Local Plan:~~
- ~~○ the approach to protection of employment land (see Topic Paper 1: economic development)~~
 - ~~○ the capacity for retail development in the borough (see Borough Retail Capacity Study 2013)~~
 - ~~○ the approach to managing town centre uses (see Topic Paper 1: economic development)~~
 - ~~○ the approach to delivery of affordable housing (see Topic Paper 2: housing)~~
 - ~~○ the approach to student accommodation (see Topic Paper 2: housing)~~
 - ~~○ the vision and approach for Brixton and Vauxhall in light of recently adopted supplementary planning documents for those areas.~~
- 1.11. Consultation on issues for the partial review of the Lambeth Local Plan took place between October and December 2017. A full Draft Revised Local Plan underwent public consultation for an eight-week period between October and December 2018. The Local Plan underwent public consultation for a six-week period during March and April 2013. It was revised in light of the comments received and was published for an eight-week period during winter 2013, prior to submission to the government for independent examination in spring 2014. The Plan was found sound in August 2015 subject to a number of main modifications which the council accepted. The Plan was adopted in September 2015.
- 1.12. The This revised Local Plan has been was the subject of ongoing sustainability appraisal during its preparation this process. The sustainability appraisal ~~included~~ includes assessment of equalities and health and wellbeing impacts and was published for consultation at each stage of the plan preparation process. ~~The sustainability appraisal of the Draft Local Plan (December 2012) was the subject of public consultation alongside the Draft Local Plan during March and April 2013. Its recommendations were considered alongside the outcome of the public consultation and addressed during the revisions made to the plan in 2013. The revised plan underwent a second round of sustainability appraisal prior to approval by the council for pre-submission publication and submission. The full sustainability appraisal report was submitted to government for examination along with the submission version of the Local Plan.~~

National Planning Policy Framework

- 1.13. Government sets out national planning policy in the form of the National Planning Policy Framework (NPPF ~~March 2012~~ February 2019).
- 1.14. Lambeth's revised Local Plan only elaborates on national planning policy where this is considered necessary to meet local objectives and achieve local distinctiveness. Otherwise, cross-references are made to national policy ~~and this will be applied in addition to the policies in the Local Plan. The NPPF is a material planning consideration in the determination of planning applications.~~
- 1.15. The revised Local Plan ~~was~~ will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with legal and procedural requirements, and whether it is sound. A 'sound' plan must be:
- **Positively prepared** – the plan should ~~be based on~~ provide a strategy which seeks to meet objectively assessed development and is informed by agreements with other authorities and infrastructure requirements, including so that unmet requirements from neighbouring authorities is accommodated where it is ~~reasonable~~ practical to do so and consistent with achieving sustainable development.
 - **Justified** – the plan should be ~~the most~~ an appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.
 - **Effective** – the plan should be deliverable over its period and based on effective joint-working on cross-boundary strategic priorities that have been dealt with rather than deferred, as evidenced by the statement of common ground.
 - **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

The London Plan

- 1.16. The London Plan is the spatial development strategy for London, produced by the Greater London Authority on behalf of the Mayor of London. Every London borough local plan must be in general conformity with the London Plan. The policies in the London Plan and in Lambeth's Local Plan together constitute the statutory local development plan for the London Borough of Lambeth, along with neighbourhood development plans once made.

- 1.17. As with national policy, Lambeth's Local Plan only elaborates on London Plan policy where this is considered necessary to meet local objectives and achieve local distinctiveness. Otherwise, cross-references are made to London Plan policies and these will be applied in addition to the policies in the revised Local Plan.
- 1.18. All references to 'The London Plan' in this revised Local Plan relate to the London Plan 2020. ~~The London Plan 2011 as modified by the Revised Early Minor Alterations September 2013. The Mayor published Further Alterations to the London Plan in March 2015. The implications of these further alterations for Lambeth's Local Plan will be addressed through an early review of the Lambeth Local Plan following adoption in 2015.~~
- 1.19. The objectives of the London Plan are to ensure that London achieves good growth by is:
- building strong and inclusive communities
 - making the best use of land
 - creating a healthy city
 - delivering the homes Londoners need
 - growing a good economy
 - increasing efficiency and resilience
 - ~~a city that meets the challenges of economic and population growth.~~
 - ~~an internationally competitive and successful city~~
 - ~~a city of diverse, strong, secure and accessible neighbourhoods~~
 - ~~a city that delights the senses~~
 - ~~a city that becomes a world leader in improving the environment~~
 - ~~a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.~~

- 1.20. In relation to Lambeth, the London Plan:

Section 1: Introduction

- requires at least ~~1,195~~ 1,335 net additional homes to be delivered in Lambeth every year ~~during the period of the Local Plan between 2019/20 and 2028/29~~
- requires ~~the borough to contribute to the Mayor's strategic target of 50 per cent affordable housing the Local Plan to set an overall target (in percentage or absolute terms) for the amount of affordable housing provision needed over the plan period~~
- designates Waterloo and Vauxhall/Nine Elms/Battersea (now referred to as 'Nine Elms Vauxhall' or (NEV) as Opportunity Areas, promoted to accommodate both new jobs and new homes with a mixed and intensive use of land
- designates the north of the borough as part of the Central Activities Zone, promoted for finance, specialist retail, tourist and cultural uses and activities
- designates the South Bank, along with neighbouring Bankside in Southwark, as a Strategic Cultural Area
- designates a River Thames Policy Area to protect and enhance the special character of the River Thames and Thames-side
- designates Clapham Common, Jubilee Gardens (and part of the adjacent Hungerford car park), Brockwell Park, Streatham Common, Abbotswood Road Playing Field and Woodfield Recreation Ground as Metropolitan Open Land
- identifies the town centres of Brixton and Streatham as Major Centres, with an additional seven District Centres in Lambeth (of which four cross borough boundaries)
- identifies CAZ retail clusters at Waterloo and Vauxhall
- requires no release of industrial floorspace capacity in Lambeth, although intensification is encouraged in defined circumstances
- sets London wide targets for minimising carbon dioxide emissions

- identifies a waste apportionment of ~~313,000~~ 220,000 tonnes per annum by ~~2031~~ 2041
- seeks the promotion of tall buildings on suitable sites
- protects strategic views including those of the Palace of Westminster and St Paul's Cathedral.

Neighbourhood Planning

- 1.21. Neighbourhood plans are an opportunity for local communities to develop additional, area-specific policies that are in general conformity with strategic policies. Once made, they form part of Lambeth's development plan.
- 1.22. Lambeth's first community-led neighbourhood plan has been made (adopted) for the South Bank and Waterloo neighbourhood area. Others are coming forward in Kennington, Oval and Vauxhall, Tulse Hill and West Norwood. There are aspirations to bring forward neighbourhood plans in Herne Hill and Upper Norwood.

Duty to Co-operate

- 1.23. The Localism Act 2011 and the tests of soundness in the National Planning Policy Framework require public bodies, including local authorities, to co-operate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities such as housing, retail and commercial development, infrastructure, climate change and conservation and enhancement of the natural and historic environment.
- 1.24. Lambeth has borders with the City of London and the London boroughs of Westminster, Southwark, Croydon, Merton, Wandsworth and Bromley. Each of these boroughs has its own local plan at various stages of preparation or review. Meetings have been held with these boroughs and other public bodies periodically, both individually and collectively, to help achieve a full assessment of cross-border issues and strategic alignment of objectives and policies. ~~In particular, there~~ There is a well- established governance framework for NEV, which includes the London Borough of Wandsworth. In addition, neighbouring boroughs and other public bodies have been formally consulted at each stage of preparation of the Lambeth Local Plan. A Statement of Common Ground has been agreed between Lambeth and each of its neighbouring boroughs.
- 1.25. ~~Lambeth is also part of both central London and the south-west London sub-region. Some elements of the evidence base have been prepared jointly at~~

~~sub-regional level to ensure that sub-regional issues are fully assessed (see Annex 1).~~

1.26. Neighbouring boroughs and other public bodies will continue to be actively engaged during the delivery and implementation of the revised Lambeth Local Plan.

1.27. The key cross-border strategic planning issues affecting Lambeth are:

- the regional and sub-regional housing market affecting housing need and supply, within the context of London Plan housing targets
- protected strategic views and setting of the Westminster World Heritage Site and St Paul's Cathedral in Westminster and the City, which requires assessment of impact by development proposed in north Lambeth
- Nine Elms Vauxhall Opportunity Area which is partly in Wandsworth and is the subject of a joint Opportunity Area Planning Framework
- ~~major mixed-use development planned at Battersea Power Station (Wandsworth) and Elephant and Castle (Southwark), which will have an impact on commercial areas in Lambeth~~
- the Central Activities Zone, which spans all or part of several central London boroughs
- the status of South Bank/Bankside as a Strategic Cultural Area spanning the border with Southwark
- four district centres (Herne Hill, Lavender Hill/Queenstown Road, Camberwell ~~Green~~ and Upper Norwood), and one local centre (Clapham South) that cross borough boundaries
- a sub-regional labour market which means that Lambeth residents travel outside the borough and others travel in to the borough to work. This has implications for public transport
- ~~the A23 which runs almost the full length of the borough and connects Lambeth to the south of England and the south coast~~

- improvements to air quality and the implementation of the Ultra-Low Emission Zone
- management of strategic traffic corridors that cross borough boundaries, including the A23 and A205 corridors, and the potential for consolidation and rationalisation of freight trips
- the Overground line from Clapham Junction to north of the river spanning Southwark, Lambeth and Wandsworth, ~~with potential for new station stops at Brixton and Loughborough Junction~~
- improvements to rail services in south London to improve frequency, capacity and reliability to achieve the objectives of ‘metroisation’
- existing and planned strategic bus corridors and cycle routes running through Lambeth and neighbouring boroughs to enable orbital as well as radial journeys
- the planning and management of controlled parking areas and area traffic management measures around borough boundaries and parking policies in central London which have the potential to attract private motor vehicle trips
- the potential to extend the Tramlink to Crystal Palace and ~~Streatham~~
- ~~an appropriate replacement for the role and function of the Cross River Tram~~
- the provision of school places which affects pupils travelling across borders to attend schools in neighbouring boroughs, as well as other provision for children and young people
- the management of waste arisings, a proportion of which currently travels out of Lambeth
- the approach to meeting needs for gypsy and traveller accommodation
- planning for flood risk and mitigating and adapting to climate change

Strategic and Local Policies

- 1.28. The NPPF 2019 requires Local Plans to identify which policies are strategic and which are non-strategic, to assist groups preparing neighbourhood development plans. All the policies in the London Plan are strategic. In addition, many of the policies in the revised Lambeth Local Plan are strategic because they contribute to achieving strategic objectives across the borough. The strategic and non-strategic policies in the revised Lambeth Local Plan are listed in Annex 12.

Local Plan Review

- 1.29. ~~During the preparation of this Local Plan, a number of further issues have arisen as a result of the Further Alterations to the London Plan 2015, the draft Minor Alterations to the London Plan 2015, and changes to uses classes and permitted development rights set out in the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 and Town and Country Planning (General Permitted Development) (England) Order 2015. These issues will be addressed through an early review of this Local Plan, the programme for which is set out in the council's published Local Development Scheme.~~

Section 2: Evidence Base and Issues

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

Evidence Base

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

Spatial Portrait - Lambeth Today

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

Population

- 2.6. In common with the rest of inner London, Lambeth's population has grown rapidly in recent years, expanding from a quarter of a million in the 1990s to 303,100 in 2011 (2011 Census data, ONS). The Greater London Authority (GLA) project that, ~~if current trends continue,~~ the population will grow to over 359,000 by 2035 (Lambeth Strategic Housing Market Assessment (SHMA) 2017) ~~357,000 by 2030 (GLA demographic projections 2012 round, DCLG 2011 based, SHLAA based).~~
- 2.7. Lambeth is among the most densely populated areas in the country, with over 11,300 people per square kilometre. The number of households in the borough is projected to grow from 143,655 in 2016 to 172,649 in 2036 (Lambeth SHMA) ~~130,000 in 2011 to 158,500 in 2030 (GLA demographic projections, 2012 round, DCLG 2011 based, SHLAA based).~~ Current household composition includes a high proportion of lone parent households with dependent children. One person households, in particular, are projected to increase.
- 2.8. Lambeth is a largely residential borough with many long term residents. Around 80 per cent of the population has been resident in Lambeth for over two years and 50 per cent over five years. However, population ~~Population~~ turnover, or 'churn', is high and is currently estimated at 22-24 per cent every year (State of the Borough (SOB) report 2016) ~~(2012).~~

Diversity

- 2.9. Lambeth has an even more ethnically diverse population than the rest of the capital. During the early post World War II period the borough became known as an important focus for the Black Caribbean population. It also has a growing African population and is the district with the highest proportion of Portuguese-born people in the country (Census 2011). New job-seeking immigrants continue to settle in Lambeth. The largest group between 2002 and 2011 was from Poland, followed by African countries and Australia and New Zealand. More recently, Lambeth has seen significant levels of international migration from EU countries affected by the Eurozone crisis, especially from Spain, Italy and Portugal (SOB report 2016). ~~In total over this period people from 152 different countries outside the UK were allocated new National Insurance numbers. However, following a peak in registrations in 2008-9 and in 2009-10, there has been a fall in the number of National Insurance registrations in Lambeth which indicates a slow-down in international working age in migration, probably as a result of the economic downturn (SOB report 2012).~~

- 2.10. The proportion of white British people in Lambeth decreased from 50 per cent to 39 per cent between 2001 and 2011 (Census data ONS). Lambeth ranks in the lowest ten per cent of districts nationwide for the proportion of the population that is white British (Census 2011). This is comparable to other inner London boroughs.
- 2.11. ~~London has a relatively young age profile compared to the whole country, and Lambeth is young within that. Lambeth has a relatively young age profile compared to both the whole country and London. A growing number of residents are aged between 20 and 44 and this group now represents over half of the population (SOB 2016). Though only eight per cent of people are aged 65 or over, a proportion that has been reducing, the number of older people is projected to rise (SHMA 2017). The borough was in the top five districts in the country for people aged 25-29 and 30-44 in the 2011 Census. The number and proportion of people aged 64-84 years decreased between 2001 and 2011. Lambeth's older population will increasingly be represented by older Black Caribbean (SOB 2012).~~

Deprivation

- 2.12. ~~The 2010 2015 Index of Multiple Deprivation (IMD) places Lambeth as the fifth eighth most deprived borough in London and 44th 22nd most deprived in England. This is an improvement over the position in 2010, but still places Lambeth in the top 10 per cent of most deprived local authorities in the country (SOB report 2016). This is worse than in 2007 when the borough was ranked 19th in England (SOB report 2012).~~
- 2.13. Lambeth combines areas of affluence with areas of severe poverty and deprivation. The most deprived areas are spread throughout the borough but are particularly concentrated in Coldharbour and Vassall wards in Brixton and in parts of Knights Hill ward, in the south of the borough. The most affluent areas include the Thames-side part of Bishops ward, parts of Clapham and the Dulwich border area of Thurlow Park. 13 of Lambeth's super-output areas are in the top 10 per cent nationally, which has risen since 2012 when only eight areas were in this range (SOB report 2016). ~~However, according to the 2010 IMD data, only 5 per cent of the borough is in the 10 per cent most deprived in the country, compared to 15 per cent in 2007. This indicates that, although overall deprivation rates have increased over the three years, there are fewer pockets of extreme deprivation than a few years ago (SOB report 2012).~~

Housing

- 2.14. According to Census data, Lambeth's housing stock is typical of inner London, with a large proportion of flats - 73 per cent in total ~~of which about two-thirds~~. Around two-thirds of the flats are purpose built and one-third are conversions. A correspondingly small proportion, 27 per cent of the stock, are houses ~~(approximately 26 per cent) (Census 2011) (SHMA 2017)~~. Around 67 per cent of households live in rented accommodation (both social and private rented) and 33 30 per cent own their own home, similar to other inner London boroughs. 17 Twenty per cent of households rented from the council in 2016 ~~2014~~, down from 29 per cent in 2001. The proportion of private renters increased from 18 per cent to 33 28 per cent during this period ~~(SHMA 2017) (Census data ONS)~~.
- 2.15. The average house price in Lambeth in ~~July 2013 was £403,103 (Land Registry)~~ July 2017 was £553,312, which is slightly higher than the average for London but more than double the national average ~~(SHMA 2017) (Land Registry)~~. The average ~~weekly~~ monthly private rent for a two-bedroom property in Lambeth in ~~July 2013 was £330 (median market rent, London Rents Map)~~ January 2017 was £1,447, slightly higher than the average rent in London ~~(SHMA 2017)~~. ~~Medium-high income households make up 26 per cent of Lambeth's households. Low-medium income households make up 41 per cent and 32 per cent are low income. Over 31 per cent of all non-homeowners in Lambeth have annual incomes of less than £20,000 (Lambeth Housing Strategy 2012).~~
- 2.16. Average rents in Lambeth equate to 56 per cent of average household income, highlighting that the private rented sector is unaffordable to many residents. Accordingly, the need for affordable housing in Lambeth is very high and there are over 23,000 households on the waiting list for affordable housing (SHMA 2017). ~~Lambeth's 2012 Housing Needs Survey identifies an overall housing requirement across all tenures of 23,900 homes to 2031. Of this, 67 per cent is a need for social rented housing (Lambeth Housing Strategy 2012).~~
- 2.17. There are ~~fifteen~~ 16 pitches for gypsies and travellers at the Lonesome Way Depot site in Streatham Vale. Future need for gypsy and traveller accommodation was assessed during 2014 and updated in 2016.

Economy

- 2.18. Lambeth is an important part of London's economy, which has experienced growth more strongly than the rest of the UK as a whole. The north of Lambeth is an integral part of London's Central Activities Zone (CAZ), home

to significant employers and cultural and tourism assets. Further south are a series of important town centres including Brixton, Clapham, Streatham and West Norwood/Tulse Hill. As well as being an important employment location, Lambeth makes a crucial contribution to London's economy as a place where young, highly skilled people live – over 45 per cent of residents are educated to degree level which is comparable with many inner London boroughs (SOB report 2016).

- 2.19. The two biggest sectors for employment are human health and social work and administrative and support services. This is linked to the fact that two major hospitals – King's College and St. Thomas' Hospital are located within Lambeth and account for around 16,000 jobs – approximately half of the borough's jobs in health and social work. Almost two-thirds of the jobs in the administrative and support services sector comprise jobs in security, services to buildings and landscape activities (SOB report 2016).
- 2.20. The borough has a large proportion of public sector jobs, much higher than those for most other inner London boroughs and consequently a lower share of employment is found in professional and business services. However, Waterloo and Vauxhall will see a large increase in employment space with capacity for 23,000 jobs, much of which will be in office based sectors. This coincides with sectors that are expected to grow and will help to offset declining public sector employment in the borough (SOB report 2016).
- 2.21. Lambeth's creative and digital industries sector provides 22,000 jobs and generates £1.8 billion for the economy. This sector includes businesses in design and fashion, crafts, creative tech, games, publishing, film and TV and advertising. They provide significant support and fuel growth in other parts of the economy, such as the visitor and night-time economy, which is one of the borough's strengths (Lambeth Creative and Digital Industry Strategy 2018).
- 2.22. The business base in Lambeth is comparatively small but the number of new businesses being created in the borough has increased significantly, with 1,445 small business enterprises in the borough. Following the national trend, self-employment and part-time working have both increased in Lambeth and 35,000 Lambeth residents are estimated to be self-employed (Lambeth Investment and Opportunity Strategy 2015). For a central London borough, Lambeth has a relatively small business base of approximately 11,600 active enterprises (VAT/PAYE registered). Business density is also low at 55 businesses per 1,000 working age residents (ONS 2012). This partly reflects the residential nature of the southern part of the borough. There is also a low proportion of self-employed resident workers in the borough (Local Economic Assessment 2011).

- 2.23. ~~Most businesses are small: 87 per cent employ 1 to 9 workers, which is in line with the London average but five percentage points lower than the central London average. The borough has only 60 larger businesses employing over 250 workers each, but these 60 still account for 28 per cent of all jobs in the borough (Local Economic Assessment 2011). Larger employers are clustered in the north of the borough around South Bank/Waterloo and Vauxhall which is a key part of central London.~~
- 2.24. ~~The key sectors in terms of numbers of businesses for Lambeth are: the broad general business activities group that includes finance and IT; and retail, hotels and restaurants. Compared to the central London boroughs Lambeth has a higher proportion of public, education, health and social sectors and lower proportions of the broad general business activities groups. This is reflected in the number of jobs in the borough but the proportion in the public, education and health sector is higher still, especially in the health and social care sub-sector (Local Economic Assessment 2011).~~
- 2.25. ~~Lambeth's main business clusters are business information, management services and support; architecture, engineering and technical services; and hospitality and events. There are other small clusters that offer future opportunities for expansion (Local Economic Assessment 2011).~~
- 2.26. Unemployment has fallen dramatically in Lambeth since 2010 and is lower than both the London and national rate. There are 11,500 residents who are unemployed; and social housing tenants, BME residents and residents aged over 50 are more likely to be unemployed than other residents (Lambeth Investment and Opportunity Strategy 2015). At 8.5 per cent in the year to March 2013, the level of unemployment in Lambeth was comparable to London as a whole. The rate of economic inactivity was 18 per cent, compared to 24 per cent across London (ONS, September 2013). Despite this relatively positive figure, Lambeth's large population means there is a significant gross workless population in the borough. This population is geographically concentrated in certain areas (closely correlated with the areas of deprivation) and also amongst certain groups of the population – disproportionately female and non-white ethnic groups (Local Economic Assessment 2011).
- 2.27. Lambeth is facing a period of unprecedented opportunity, and many residents have benefited from the economic recovery through rising asset prices and a strong labour market. However, there were 7,525 working age residents claiming benefits principally for the reason of being unemployed in Lambeth in November 2018 (ONS Claimant Court). By far the largest group of out-of-work benefits claimants are claiming for health reasons, with 12,350 people

claiming for Incapacity Benefits in November 2016 (DWP Benefit Claimants – working age group).

- 2.28. 64.4 per cent of working age residents (16-64 year olds) were qualified at NVQ Level 4 or above in 2016. 23,700 Lambeth residents qualified at NVQ Level 1 or below, totalling 9.7 per cent of working age residents. There is also evidence of Lambeth employers facing skills shortages in the local labour pool: 25 per cent of the job vacancies in Lambeth in 2015 were hard-to-fill due to skill-shortages – above both the London (21 per cent) and England (23 per cent) averages (Lambeth Investment and Opportunity Strategy 2015).
- 2.29. ~~In the five years to 2012, the proportion of Lambeth residents with no qualifications fell and the rate of people with NVQ levels 1, 2 and 3 increased. However, skills levels remain polarised with disproportionately high levels of residents in Lambeth having either no qualification or an NVQ level 4 qualification, compared to London as a whole (NOMIS 2013).~~

Children and Young People

- 2.30. Lambeth has five nursery schools, 62 primary schools and 17 secondary schools. There are also five special schools, two pupil referral units and five colleges. 90 schools of which five are nursery, 61 primary, 16 secondary, four special schools, two pupil referral units and two Special Educational Needs (SEN) centres. Over a third of primary schools in Lambeth are voluntary aided. Demand for primary school places is strong and there are currently very few surplus places in Lambeth primary schools. Over the next ten years demand for primary places is expected to continue to rise as a result of continuing population growth and housing development, with an estimated additional 5,040 places required by 2020. There will also be an increase in demand for other children's and young people's facilities.
- 2.31. There was a 19 per cent increase in demand for Reception places in Lambeth schools between 2009 and 2014 and Lambeth responded by adding over 500 permanent Reception places as well as over 800 temporary expansion places into schools. Lambeth built, refurbished and redeveloped schools across the borough to account for the fast-growing resident population and to meet the needs of pupils and the wider community. Overall 2,300 primary places were added during that time, the equivalent of one 1-form-entry and five 2-form-entry schools. More places are still being added as these expansions proceed through the year groups in some areas. Planned additional primary places are proposed to be added in 2021 to Wyvil Primary School in Vauxhall and Sudbourne Primary School in Brixton.

- 2.32. Lambeth has also seen significant expansion of places in recent years for secondary provision. Four new academies and free schools were created between 2012 and 2014 adding 2,725 secondary places in Years 7-11. Since then two schools have permanently expanded and Woodmansterne opened a 5 form entry secondary department to become an all-through school. They opened to full capacity in September 2019. Durand Academy closed its secondary department in September 2018 bringing the total Year 7 places to 2,643 in 2019. In addition, 450 additional sixth form places and 165 additional Special Education Needs and Disabilities (SEND) places have been created.
- 2.33. ~~The opening of four new secondary schools is helping to address an historic shortage of secondary school places in the borough. It is estimated that approximately 30 per cent of the 11 to 15 aged secondary pupils currently resident in Lambeth now attend schools in neighbouring local authorities or in the independent sector; and only 30 per cent of 16 to 19 year olds resident in Lambeth are educated in the borough. There is also a need to meet the growing needs from population increase. Significant increased provision has already taken place through the provision of additional schools and expansion of others. This has increased numbers from 1,627 year 7 places in 2006 to 2018 in September 2012. By the completion of the secondary schools programme in 2015, the number of year 7 places is expected to increase further to 2,370. It is the council's aspiration to provide a year 7 place for 80 per cent of pupils leaving primary school.~~
- 2.34. ~~One hundred and twenty-three~~ Around 150 community languages are spoken in Lambeth schools in addition to English; Portuguese and Spanish Yoruba are the most common of these (SOB report 2016). Overall, educational attainment levels in Lambeth's schools continue to improve and are now above the national average in some cases. Lambeth has a high rate of young people not in employment, education or training (NEET) at 6.4 ~~7.5~~ per cent compared to ~~4.7~~ 5.3 per cent in London as a whole (~~NOMIS 2012~~) (Department for Education 2017).
- 2.35. ~~One in three children attending Lambeth schools is eligible for free school meals, which is comparable with inner London but higher than nationally (SOB report 2012).~~
- 2.36. ~~An audit of children's play facilities in 2007 identified a shortage of play opportunities in the south of the borough, in West Norwood and Streatham (Lambeth Play Strategy 2007-2017).~~

Transport

- 2.37. Public transport provision infrastructure in the borough is generally good but while north and central Lambeth benefit from access to Underground services, providing fast and frequent connections to central London, in the southern part of the borough National Rail links do not provide the same level of service or reliability. There are 14 overground railway stations evenly spread throughout the borough and nine Underground stations predominantly in the north. The extension of the Northern underground line to Battersea is under construction and will see a new station opened at Nine Elms in 2021. The majority of rail and underground services operate at capacity from the central section of the borough, making it difficult to board trains at busy times. There are limited public transport options which connect the northern and southern sections of Lambeth together and east – west movements are not as well served as connections into central London. Many Lambeth residents rely on bus services, particularly to access key interchanges such as at Brixton.
- 2.38. A significant number of rail and tube stations in Lambeth lack step free access and this is severely detrimental to people with disabilities and others with specific access needs. Accessibility at Lambeth’s train stations is graded as poor at 8 of the 14 stations and of the nine underground stations, only Brixton and Vauxhall are fully step free along with the Jubilee line at Waterloo.
- 2.39. Rail services in the borough are split across four franchises, the terms of which are set by the Department for Transport; South Western, South Eastern, Southern & Thameslink. In addition Transport for London is responsible for London Overground and Underground services. Over the past 10 years growth in passenger numbers has been strong (Lambeth Transport Strategy 2019).
- 2.40. However, much of Lambeth’s public transport infrastructure During peak periods rail services in Lambeth are is currently at or over capacity, particularly services from Clapham Junction to Waterloo and Herne Hill to Victoria (Lambeth Transport Strategy Baseline Report 2017). Investment is needed to improve conditions for passengers, to provide full access to all stations and to enable the planned increases in resident and working population.
- 2.41. There are many bus routes with major interchanges at Waterloo, Vauxhall and Brixton. Public transport accessibility is good in north and central Lambeth. However, residents in Streatham and Norwood are without direct access to the underground and are dependent on rail and bus connections. With bus routes focussed on the main north-south radial routes into central London and a lack of east-west services, some areas of the borough continue to have

relatively low levels of accessibility compared to the rest of Lambeth. Buses generally provide accessibility for those with disabilities and are therefore particularly important for this section of the population as an alternative to reliance on a private car.

- 2.42. The vast majority of trips made by Lambeth residents are walked, cycled or made by public transport. There is great potential for more walking and particularly more cycling in the borough and significantly improved infrastructure is required to enable this (Lambeth Transport Strategy 2019). The proportion of households with no car or van increased from 51 per cent in 2001 to 58 per cent in 2011 (Census data ONS). Traffic congestion is nonetheless an issue that is prevalent in parts of the borough. Average bus speeds have suffered in recent years due to congestion and in some parts of the borough there are problems with ‘rat running’ where drivers cut through residential areas to avoid congestion on main roads (Lambeth Transport Strategy 2019). ~~Traffic congestion is a serious concern for residents, with a perception that major roads can divide communities. A network of major cycle routes is in place throughout the borough and this is being expanded every year. There are also a number of off-street walking routes.~~
- 2.43. ~~Lambeth has a low live and work ratio: only 28 per cent live and work in the borough. Nineteen per cent of residents commute to Westminster and seven per cent commute to the City (Destinations 2020, Mayor of London August 2010).~~ Lambeth has a low live-and-work ratio: only 15 per cent of the 136,000 Lambeth residents in employment, live and work in the borough. 87,000 people commute into the borough and 116,000 commute out of the borough. 30 per cent of borough residents commute to Westminster/City of London, 8 per cent to Southwark, 7 per cent to Camden and 6 per cent to Wandsworth (Lambeth Transport Strategy 2019). Commuting by different modes varies across different parts of the borough with between 55.3 and 66.9 per cent of commuting trips being made by public transport, which is higher than the national average (Transport Strategy Baseline Report 2017). ~~Nearly 60 per cent of Lambeth workers travel to work by public transport, compared to just 14 per cent nationally. Much of the public transport infrastructure in Lambeth is currently operating at or over capacity during peak hours.~~
- 2.44. ~~The Eurostar terminal at Waterloo relocated to St. Pancras in November 2007, which presents an opportunity to reconfigure Waterloo Station.~~
- 2.45. The borough also benefits from river transport, both for passengers and transporting freight. There are two Thames Clipper stations in the borough. ~~Lambeth also has London’s only river fire station, located south of Lambeth Bridge, home to two fireboats.~~

Environment

- 2.46. The total area of open space in Lambeth is just less than 844 hectares, representing 31 per cent of the area of the borough (GiGL 2014). ~~Current provision of unrestricted open space is approximately 1.49 hectares per 1,000 people, although access is unevenly spread and particularly limited in the north of the borough. This figure is similar to that for other inner London boroughs, but the ratio is predicted to decrease as a result of population increase and housing growth, given limited opportunities to create major new areas of open space in the borough.~~
- 2.47. In 2016, Greenspace Information for Greater London (GiGL) prepared maps of deficiency for three different types of open spaces (local, small and pocket parks; district parks; and metropolitan parks) in the borough. This identified that around one third of the borough, generally areas focused around large open spaces, had sufficient access to the three types of open spaces but two per cent of the borough was deficient in access to all categories of open spaces – in locations near King’s College Hospital, Kennington and West Norwood (Lambeth Green Infrastructure Strategy 2018).
- 2.48. ~~Eleven~~ 16 parks or open spaces were awarded the Green Flag ~~by September 2013~~ in 2019 in recognition of high environmental quality and management and access to the community. These are Archbishop's Park, Brockwell Park, Kennington Park, Milkwood Community Park, Myatt's Fields Park, Ruskin Park, The Rookery (Streatham), St. Paul's Churchyard, Vauxhall Park, St John's Churchyard, Eardley Road Sidings Nature Reserve, and Hillside Gardens Park, Palace Road Nature Garden and West Norwood Cemetery. West Norwood Cemetery is the only council-owned burial space within the borough. Lambeth Council also owns and manages Streatham and Lambeth Cemeteries, both of which are located in the London Borough of Wandsworth.
- 2.49. Through the Lambeth Biodiversity Action Plan 2019 and the Lambeth Local Wildlife Sites Review 2018, seven priority habitats have been identified for the borough, with each habitat incorporating a diversity of priority species for London and the UK. Lambeth has identified ten priority habitats and seven priority species for the borough. There are 45 49 designated Sites of Importance for Nature Conservation (SINCs), including two Metropolitan, 24 Borough and 21 Local Grade of which 96 per cent of the borough's SINCs are or have been in positive conservation management in the five years prior to 2012 2019. 13.8 hectares of Streatham Common was designated as a Local Nature Reserve (LNR) in January 2013 with another site, Unigate Wood,

newly adopted in 2020 and two other candidate sites, Eardley Road Sidings and Palace Road Nature Garden, being declared by 2022.

- 2.50. Just under a quarter of properties in Lambeth are at risk of tidal flooding, but risk is low due to protection from the Thames Barrier. The Thames Estuary 2100, November 2012 identifies Lambeth within Action Zone 2 – Central London. The Strategic Flood Risk Assessment 2012 2013 also identifies spatial variation in flood risk from fluvial and surface water flooding different sources of flooding. The Strategic Flood Risk Assessment Addendum 2018 takes account of the Environment Agency's Thames Tidal Breach Scenario modelling update.
- 2.51. The Government publishes national statistics on total final energy consumption at regional and local authority level for four main fuel categories including gas, electricity, road transport fuels and residual (non-electricity, non-gas and non-road transport) fuels. This data shows that in 2017, total Total energy consumption in Lambeth equates to 3.2 3.1 per cent of the total energy consumption in London and Lambeth ranks 44th 20th out of the 33 London boroughs. Over the period 2007 – 2017 total energy consumption has fallen 14 per cent from 408.7 thousand tonnes of oil equivalent (ktoe) to 352.5 ktoe. The domestic sector accounts for ever-half 45 per cent of consumption in the borough and gas is the primary fuel type (over half), though this is reducing (82 per cent of total domestic consumption). In relation to levels of energy produced from combined heat and power, Lambeth ranks 24th among all London boroughs. It has been estimated that 32,800 (26%) of 13,864 households in Lambeth residents are in fuel poverty, representing over 10 per cent of the households in the borough (National Energy Action 2008) (Department for Business, Energy and Industrial Strategy 2019), whereby the a fuel poor household is one which cannot afford to keep adequately warm by spending a reasonable proportion of its income).
- 2.52. Lambeth has lower levels of carbon dioxide emissions at 4.6 tonnes per 1000 population than London as a whole (6 tonnes) and the United Kingdom (8.2 tonnes). There was a 12 per cent reduction in CO₂ emissions per capita in Lambeth between 2005 and 2009 (DECC, September 2011).
- 2.53. In 2017, Lambeth had lower levels of carbon dioxide emissions at 2.8 tonnes per capita than London as a whole (3.4 tonnes) and England (5.1 tonnes) and the carbon dioxide emissions continue to fall (Department for Business, Energy and Industrial Strategy, June 2019).
- 2.54. The Government publishes national statistics on UK Local Authority and regional carbon dioxide emissions. This data shows that in 2017, 34 per cent (308.8 kt CO₂) of end-user CO₂ emissions for Lambeth (excluding emissions

from Land Use, Land Use Change and Forestry and those that could not be allocated) were attributed to the industrial and commercial sector, 41 per cent (375.3 kt CO₂) to the domestic sector and 25 per cent (226.0 kt CO₂) to transport. The end-user CO₂ emissions for Lambeth has fallen by 36 per cent since 2005, from 1,414.1 kt CO₂ in 2005 to 909.8 kt CO₂ in 2017 (Department for Business, Energy and Industrial Strategy, June 2019).

- 2.55. The whole borough is within an Air Quality Management Area in relation to a breach of nitrogen dioxide (annual mean and hourly mean) and particulate matters (daily mean and annual mean) objectives as specified in the Air Quality Regulations 2000. Road traffic continues to be the primary cause of air pollution in London and in Lambeth the majority of around 90 per cent of all air pollution is caused by road vehicles. The Greater London Authority designates Air Quality Focus Areas in London which are areas that have high levels of pollution and human exposure. In Lambeth, there are five Focus Areas which lie along major transport corridors (A23 from Brixton to Streatham, Kennington Oval/Camberwell New Road (A202)/Kennington Park Road (A3), Vauxhall Cross, Clapham Road (A3), Waterloo Road). The other major sources of emissions in the borough are from residential and commercial premises (mainly gas boilers) and construction sites (dust and machinery emissions) – with emissions from construction activities noted to be increasing (Lambeth Air Quality Action Plan 2017-2022). ~~Vehicle pollutants of greatest concern are nitrogen dioxide and fine particles (PM10). Carbon monoxide and volatile organic compounds such as benzene and 1,3-butadiene are also of potential concern, as is ozone.~~
- 2.56. The main types of waste arising in Lambeth are household, business and construction waste. Lambeth produces around 121,000 tonnes of local authority collected waste a year and around 100,000 tonnes of business waste. The majority of Lambeth's waste is exported to facilities within London in the first instances (Lambeth Waste Evidence Base 2019). The London-wide recycling target is 50 per cent by 2025. By achieving a 37 per cent household recycling rate and 60 per cent recycling rate of local authority collected commercial waste, Lambeth plans to achieve a 44 per cent Local Authority Collected Municipal Waste recycling rate by 2025 (Lambeth Municipal Waste Management Strategy 2011 – 2031). Lambeth's current recycling rate for 2018/19 was 23.7 per cent. ~~Lambeth currently generates about 127,000 tonnes of municipal waste each year, which represents a reduction of more than 18 per cent since 2004/05. The proportion of household waste that is recycled or composted has increased year on year from less than ten per cent in 2001/02 to almost 28 per cent in 2010/11 (DEFRA, 2017).~~

Built heritage

- 2.57. Lambeth has approximately 2,500 listed buildings. The vast majority of these are residential properties erected between 1800 and 1850; they are generally in good condition. Typically two or three structures are added to the statutory list each year. There are 62 conservation areas in Lambeth covering approximately 30 per cent of the borough. Although largely residential in character, some cover town centres. Lambeth Palace and its environs are of particular significance, as are The South Bank, characterised by post-war cultural and civic buildings, and West Norwood Cemetery. Some have been subject to much investment and refurbishment. Others have been subject to a very gradual erosion of historic detailing through incremental change over many years. However, it should be noted that the character of some was already in a relatively eroded state at the time of designation - the objective at that time being their enhancement. The borough also has eight registered parks and gardens; two of which are private. Statutory listed buildings, conservation areas and registered parks and gardens are designated heritage assets.
- 2.58. A local heritage list of ~~historically significant buildings, designed spaces and archaeological priority areas (not on the national list)~~ was established in 2010 with a priority being placed on the identification of properties outside conservation areas. ~~It is anticipated that the list~~ This list was last updated in 2017 and will continue to be expanded and updated ~~number of assets on the local list will grow over time as more information comes forward on the significance of buildings and as conservation area appraisals are updated / prepared. Assets on the local heritage list are non-designated heritage assets.~~
- 2.59. ~~There are 62 conservation areas in Lambeth covering approximately 30 per cent of the borough. They are largely residential in character, some cover town centres. Lambeth Palace and its environs are of particular significance, so too are The South Bank, characterised by post-war cultural and civic buildings, and West Norwood Cemetery. Again the majority of conservation areas are in good condition. Some have been subject to much investment and refurbishment. Others have been subject to a very gradual erosion of historic detailing through incremental change over many years. However, the character of some was already in a relatively eroded state at the time of designation – the objective at that time being their enhancement. The borough also has seventeen archaeological priority zones, eight historic registered parks and gardens (of which two are private), seventeen protected squares under the London Squares Preservation Act 1931 and has protected strategic views in the north of the borough including those of St Paul's Cathedral and the Westminster World Heritage Site (see Annex 7).~~
- 2.60. Heritage assets, both designated and non-designated, are exceptionally important across Lambeth. They are our most recognisable landmarks and

most cherished places - they contribute in very great part to reinforcing Lambeth's local distinctiveness as part of the wider city. The range of significant buildings and places and the uses they contain create a unique and very distinctive sense of place which is what attracts residents, visitors and investors alike to Lambeth. In this respect their contribution to the local economy and to the perception of Lambeth as a place is significant.

Health and social care

- 2.61. Lambeth fares comparatively worse for health inequalities when compared to national rates nationally. The burden of ill-health results from lifestyle issues as well as resulting diseases and/or long-term conditions such as heart disease and cancer. Life expectancy in Lambeth has improved over time but the improvement has slowed down since 2010-2012 is improving but is still about one and a half years lower for both men and women compared to England as a whole. Male life expectancy is around a year lower than the national average at 78.7 years whereas female life expectancy is 0.4 higher than the national average at 83.5 years. In Lambeth male life expectancy is 4.8 years shorter than female life expectancy. However, in some of the most deprived wards areas in Lambeth, life expectancy is 5.5 years shorter for men and 3.7 years shorter for women ~~five and three years lower than for England for men and women respectively~~ when compared with the borough's least deprived areas. This reflects the significant adverse effect of poverty and deprivation on health. ~~Socio-economic challenges such as unemployment, poor housing, child poverty and social exclusion result in poor physical and mental health, which are indicators of health inequality (JSNA 2012).~~
- 2.62. Conditions that contribute to Lambeth's lower (when compared against England) life expectancy include mainly circulatory diseases such as coronary heart disease and stroke; cancer (especially lung cancer); respiratory diseases (chronic obstructive pulmonary disease); digestive diseases such as cirrhosis of the liver; and external causes such as suicide and violence in men (Joint Strategic Needs Assessment 2019 – 2020). The gap in life expectancy in Lambeth is due to an excess of deaths from circulatory diseases, cancers and respiratory diseases (Joint Strategic Needs Assessment 2019 – 2020).
- 2.63. The five most common causes of death in Lambeth are heart disease, dementia, lung cancer, chronic airways disease and lower respiratory infections. When this takes into account the age of death the main causes are heart disease, lung cancer, chronic airways disease, dementia and lower respiratory infections. The five most common conditions that people are living with include low back pain, migraine, neck pain, major depression and falls. However people often have more than one condition that they are living with.

~~Coronary heart disease, hypertension, diabetes, chronic obstructive pulmonary disease, cancer and severe mental illnesses are the major long-term conditions having an impact on the health of the population in Lambeth. The top three causes of death amongst Lambeth residents are coronary heart disease, cancer and respiratory diseases (JSNA 2012). Lambeth has one of the highest incidences of mental health need in London as estimated by the Mental Illness Needs Index.~~

- 2.64. Preventable risk factors attributable to these deaths and conditions include smoking, obesity, dietary risks, alcohol use, high blood sugars, high blood pressure and drug use. 1.7 per cent of Lambeth's population are dependent on alcohol compared to the national average of 1.4 per cent. Unhealthy lifestyles such as smoking, alcohol and drug misuse are high compared to London and England, increasing the risk of serious illness. Approximately 20 per cent of the population in Lambeth is reported to be high-risk drinkers, similar to the national figure. Levels of teenage conceptions and sexually transmitted infections are also high. Obesity is a growing problem among children and young people in the borough (Joint Strategic Needs Assessment 2019 – 2020) (JSNA 2012).
- 2.65. There are a growing number of people with learning disabilities living in the borough (estimated at 6,462 in 2019, projected to reach 7,016 people by 2035). The proportions of people with mental health problems and with physical disabilities and older people helped to live at home are increasing. One-third of those aged 65+ is estimated to live alone. The number of those aged over 85 is expected to increase which will significantly increase age-related long-term conditions and demand for care services. This includes some people with enduring mental health needs who will become part of the ageing population, with particular housing needs.
- 2.66. Lambeth has a ~~relatively high~~ lower birth rate compared to London and England and increasing birthrate. Over the last five years the birth rate in Lambeth has been reducing (from 56 per 1000 female in 2012 to 49 per 1000 female in 2017). ~~It is projected that the birthrate will continue to increase over the next five to ten years, as it has since 2001.~~ The infant mortality rate (death in babies under 1 year) has decreased steadily year-on-year in Lambeth but this has slowed recently and the latest data shows a slight increase of 4.7 deaths and is currently 6.2 per 1,000 live births, compared to 3.3 deaths per 1000 in London and 3.9 deaths per 1000 in England (Lambeth Public Health Figures 2019) compared to the England average of 4.6 (Lambeth & Southwark Public Health Directorate data).
- 2.67. Lambeth Together is the council's ambitious plan to put in place a new health and social care system for Lambeth. This will make services better and easier

to access for everyone who lives or works in the borough and will help the population achieve better wellbeing for decades to come. Organisations include public bodies (including the council, NHS Lambeth CCG and South London and Maudsley NHS Foundation Trust), voluntary bodies (including Thames Reach and Certitude) and community groups. The Lambeth Public Health Directorate now sits within the council. Health services in the borough are provided by NHS primary care providers including GPs, dentists, pharmacies and opticians, in addition to the community services provided by Lambeth Community Services, commissioned by NHS Lambeth. The Lambeth & Southwark Public Health Directorate is now part of the London Borough of Southwark rather than NHS Lambeth.

Community Safety

- 2.68. Crime reduction and public safety are among remain the top concern concerns of Lambeth residents (SOB 2016). Anti-social behaviour is also a concern for residents with just over a half satisfied with the way it is dealt with in their area in January 2011. For young people, concerns relating to anti-social behaviour focus on people using or dealing drugs (Safer Lambeth Strategic Assessment 2011).
- 2.69. Crime and disorder in Lambeth has been reducing on an annual basis within a range of 2 - 4 per cent, however from 2017/18 Lambeth experienced the most significant reduction of 34 per cent. This is the biggest reduction in Total Notifiable Offences (TNOs) (all offences which are statutorily notifiable to the Home Office) in the last four years. Although Lambeth is ranked 5th highest for TNOs in London, this is an improvement from being 3rd in 2017.
- 2.70. Knife crime offences experienced an unprecedented increase in 2017/18, although this had reduced by 50 per cent by September 2018. Lambeth is ranked 10th highest in London for this type of offence which is a reduction from being 3rd highest in London from the last reporting period. However, Lambeth's gun crime offences have increased by 5 per cent from 2017/18 to 2018/19.
- 2.71. From 2017/18 to 2019/20 there has been a 38 per cent reduction in Serious Youth Violence offences in Lambeth. Lambeth has historically been in the top five offending London boroughs for Serious Youth Violence but is now ranked 8th in London.
- 2.72. Robbery has declined from 2017/18 by 36 per cent and decreased by a further two per cent in 2019. Lambeth is ranked 11th in London for robbery offences, an improvement from being ranked the 9th highest offending borough for robberies. Burglary has decreased by 32 per cent, the highest

decrease in the last four years, but Lambeth frequently ranks in the top 10 offending boroughs for burglary, appearing in the top ten three years running.

- 2.73. ~~From 2008 to 2011, overall crime remained stable across Lambeth. Although the level of gun crime dropped, there was increase in robbery and violent crime, including knife crime and youth violence. Crime in Lambeth is particularly high around public transport interchanges and in town centres. There is a particular concern around safety in town centre night time economies, with high levels of offending in and around licensed premises. Purple Flag accreditation for Brixton is being explored.~~

Summary of Spatial Planning Issues

- 2.74. Drawing on the evidence base and the many issues raised through public consultation ~~on the Core Strategy~~ since 2011, the spatial planning issues affecting Lambeth can be summarised under the following six key themes:

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

Each of these themes is explained more fully below.

A. Accommodating population growth

- 2.75. ~~Lambeth is already one of the~~ fifth ~~most densely populated London boroughs~~ local authority in England (SOB 2016) and there is very limited additional land available for new development. There is a high degree of competition for this land to meet different needs, including for the essential infrastructure to service the growing population.
- 2.76. The Mayor has identified in the London Plan that there is a housing crisis across London, as housing supply has not kept up with identified needs. The housing crisis is apparent in Lambeth and demand for housing continues to increase, caused by factors such as population growth, current Lambeth children growing up and forming new households and existing households breaking up into smaller units. Demand for housing will come from a mix of ~~current Lambeth children growing up and forming new households, existing households breaking up into smaller units and people migrating into the borough to find work and a place to live (a strong tradition in this part of~~

~~London, although levels of out-migration are also significant (SHMA 2011)). A mix of housing types and tenures will be required to meet the range of local housing needs (SHMA 2017) over the next fifteen years (Lambeth Housing Strategy 2012).~~

- 2.77. **Affordability** is a major challenge in Lambeth, where the entry level price for housing is very high in relation to average household income and average rents represent over half of a household's income. Although there is already a large stock of social housing in Lambeth, there is little movement within this ~~and those who are born in the borough struggle to get on the first run of the housing ladder within their local communities~~. Consequently there are over 23,000 households on the waiting list for affordable housing. Based on households spending 40 per cent of their gross income on rent, 1,047 affordable homes are needed annually to meet needs. The annual need for affordable homes would be 1,573 based on households spending 30 per cent of their gross income (SHMA 2017).
- 2.78. The Welfare Reform Act 2012 introduced major changes to the calculation and entitlement to housing benefit, which have had a significant impact on the affordability of housing for some residents. The Lambeth Housing Strategy (2017) recognises that affordability is an issue and identifies the priorities of increasing the provision of family housing and ensuring the needs of vulnerable groups and those with social care needs (young people, old people, those with mental health issues and people sleeping rough) are met. ~~There is also a specific identified need for extra care housing across all tenures and for suitable independent housing options for other vulnerable groups, including people with mental health needs, physical and/or sensory impairment and adults with learning disability (Lambeth Housing Strategy 2012).~~
- 2.79. The private rented sector is the largest source of housing for people who are not eligible for social rented housing and cannot afford to buy. ~~Currently~~ According to the Census, 38,113 households in Lambeth rent privately, nearly a third of which are families with children, and the private rented sector is now estimated to represent 33 per cent of Lambeth's housing stock (SHMA 2017) ~~represent 29.3 per cent of Lambeth's housing stock (Census 2011).~~ The council, ~~through the Housing Strategy,~~ wants to ensure that the options for private renters improve with better management and more secure tenancies (Lambeth Housing Strategy 2017) ~~supports growth in the private rented sector and the provision of well-managed and good quality private rented homes.~~ House prices and rent levels mean that households on low to middle incomes often have difficulty buying or renting in the private sector in Lambeth. ~~The availability of intermediate housing options for low to middle income households is important to ensure that a lack of appropriate affordable~~

~~housing options is not a barrier to the recruitment of staff, with associated effects on the economy and delivery of services.~~

B. Achieving economic prosperity and opportunity for all

2.80. In 2016 the council agreed a new Community Strategy known as ‘Future Lambeth – our Borough Plan 2016 – 2021’. This was updated in 2019 to reflect the changing context in which the public sector is operating. Over the coming years the council and its partners will increasingly focus on creating an economically, socially and environmentally sustainable borough by:

- Enabling growth and development in the borough
- Using the benefits of that growth to build community resilience
- Reforming the way the council commissions and delivers services with its partners to provide and promote care and independence
- Making Lambeth a place where people want to live, work and invest

2.81. ~~Lambeth’s recent economic performance has been relatively static and the borough has not contributed proportionately to London’s continued growth (Lambeth Local Economic Assessment 2011). Despite this, the borough’s prospects are considered to be strong as a result of~~ The borough benefits from the a unique mix of **economic assets** in the borough which include: ~~These assets include:~~

- internationally recognised locations (Waterloo, the South Bank, the Thames, Vauxhall and Brixton)
- London’s most significant agglomeration of cultural facilities at the South Bank
- Europe’s busiest station terminal (Waterloo) with excellent connectivity over most of south London and London’s commuter hinterland, and an immediately surrounding area of development opportunity
- Thames-side locations with development potential and easy access to the West End and many of London’s key tourist destinations
- part of one of London’s largest opportunity areas which is already delivering growth ~~new growth opportunity locations (Vauxhall, Nine Elms, Battersea) (Nine Elms Vauxhall)~~

- one of London's most distinctive and recognisable town centres in Brixton
- King's College London and two of London's largest teaching hospitals
- successful and strongly performing industrial locations (Key Industrial and Business Areas)
- established mechanisms to support people into employment and enterprise
- emerging sector specialisms, such as those in the creative and digital industries ~~that link directly to London's predicted growth~~
- an established and well-defined mix of residential locations distributed across the borough
- a high proportion of skilled residents compared to other inner London locations.

2.82. In order to drive growth in Lambeth, it is necessary to capitalise on these comparative advantages. However, it is important that economic growth and the benefits this brings for residents and businesses are realised across Lambeth, not just in the north of the borough, and that everyone is given an opportunity to participate.

2.83. ~~Lambeth has an overarching priority to deliver more jobs and sustainable growth through the following outcomes set out in the Community Plan 2013-16:~~

- ~~○ Lambeth plays a strong role in London's economy~~
- ~~○ people have the skills to find work~~
- ~~○ all young people have opportunities to achieve their ambitions~~
- ~~○ people achieve financial security~~
- ~~○ Lambeth residents have more opportunities for better quality homes.~~

2.84. Lambeth's future **sectoral growth** will in large part be linked to that of London. Across London employment growth is projected to be the highest in the professional and technical sector, which will be served well by new

development in Vauxhall and Waterloo (Investment and Opportunity Strategy 2015). The number of people employed in the Creative and Digital Industries (CDI), which includes businesses related to art, design, architecture and media, is also expected to increase (Lambeth CDI Study 2017). The number of public sector jobs is expected to fall in Lambeth (Lambeth Borough Plan update 2019). Over the medium to longer term (to 2031), services and hotels and restaurants are predicted to experience the strongest growth in employment, while business services and health and education are predicted to remain the largest sectors in employment terms overall. Employment in utilities, manufacturing, wholesale, transport and communications and public administration will continue to decline. Sectors which are expected to lead competitiveness include media (including digital media), recreation, leisure, hotels and restaurants, professional and financial services and low carbon sectors (Lambeth Local Economic Assessment 2011).

- 2.85. Demand for **premises** to support this growth will vary enormously. Although continued growth is likely to be driven in part by companies who traditionally demand office space, the spatial demands of these companies is likely to change. Work patterns are becoming more fluid and flexible, particularly with the rise of technology, resulting in more efficiently utilised employment space and higher employment densities. As well as having the space to create a new generation of commercial accommodation in the north of the borough, Lambeth will also need to ensure that the right amount of flexible and affordable business space exists in town centres to support flexibility for small businesses and new entrepreneurs, including those in the CDI sector.
- 2.86. The challenge is to build upon success in delivering workspace for small and medium enterprises and new start-ups and continue to ensure there is a strong supply of new, relevant and affordable **space for small businesses**, including move-on space. There is potential for new flexible business space in the vicinity of transport nodes which could provide a useful means of stimulating growth within the business community.
- 2.87. Lambeth's ~~twenty-eight~~ 31 **Key Industrial and Business Areas** represent the borough's strategic ~~reservoirs~~ stock of land for ~~business use~~ industrial uses. They are well-occupied and provide land for lower value uses, support functions and the growing low-carbon economy (including waste management), as well as growth sectors such as the creative and digital industries and food preparation and distribution (see Annex 4 for a full list) (Review of KIBAs 2019) (~~KIBA survey 2012; Employment Land Review 2013; Changes to the Proposals Map November 2013.~~
- 2.88. The London Plan **Opportunity Areas** of Waterloo and Vauxhall present the ~~most significant~~ continued potential for commercial development and jobs

growth in the borough, alongside their potential to provide new housing. Waterloo is a major office location, one of the capital's most successful tourist areas and an international centre for culture and the arts. Vauxhall is undergoing rapid change linked to the wider regeneration of Battersea/Nine Elms. Both areas can make an even greater contribution to the central London economy than they already do, if they are planned and managed effectively as part of the London Plan Central Activities Zone, in partnership with key stakeholders (~~Vauxhall Area SPD 2013; Waterloo Area SPD 2013~~).

- 2.89. However, this will not happen unless the capacity of the public transport infrastructure servicing these areas also grows at a sufficient rate to meet the increased demand generated by new development. Although both areas are served by major transport interchange, these are already operating at capacity. Major developers will be expected to contribute to meeting the cost of increasing capacity in order to mitigate the impact of their schemes. This will be alongside significant public sector investment (~~Vauxhall Area SPD 2013; Waterloo Area SPD 2013~~). The new Nine Elms Station in Lambeth that will bring the Northern line to the Vauxhall area will improve transport connections and open up a range of opportunities for the borough's residents and businesses that would not otherwise come forward. Developers providing new jobs will also be expected to contribute to programmes of support for Lambeth's unemployed or economically inactive residents, so that their chances of accessing these opportunities increase.
- 2.90. Lambeth's hierarchy of **town centres** presents another significant opportunity (see Annex 3 for a full list of ~~major, district and local~~ centres in the borough; ~~and Borough Retail Capacity Study 2013~~). This includes recognising the significance of Waterloo and South Bank as an Opportunity Area (in the London Plan) and Central Activities Zone (CAZ) retail cluster. New shops, services and food and drink businesses need to be located in a way that supports rather than undermines Lambeth's existing town centres, and in areas of high public transport accessibility. Maintaining **active street frontages** and an appropriate mix of ground-floor uses are priorities, along with the need to maintain and improve the environment, public realm and community safety. The evening economy presents a significant opportunity for economic growth and place-making, but its impacts need to be mitigated and carefully managed. The impact of betting shops, pawn-brokers and 'money shops' on town centre vitality, ~~and crime levels~~ and public health is another issue.
- 2.91. Of Lambeth's two major centres, Brixton and Streatham, ~~in particular has~~ have significant potential for new commercial and residential development, supported by an independent retail and cultural offer and a significant creative and digital industries sector in the case of Brixton ~~and potential new facilities~~

~~for higher and further education.~~ This will help to consolidate its role as one of London's most distinctive town centres and a model for integrated town centre development. In Streatham, the priority is to diversify the retail offer to develop a more resilient town centre alongside an increased office and leisure provision ~~facilitate the gradual consolidation of the high street to form a denser town centre area.~~ The Streatham Hub development ~~will make~~ has made a significant contribution but there is still a need to support local small businesses to achieve their aspirations and to increase the amount of office floorspace and workspace for creative and digital industries.

- 2.92. Some of Lambeth's district centres are thriving, such as Clapham High Street ~~which requires a strategic approach to support the sustainable evolution of the evening economy.~~ Others require carefully planned intervention to support their economic future, such as West Norwood/Tulse Hill, in place of town centre uses along the southern part of Norwood High Street. Lambeth's local centres and street markets need strong protection given the essential contribution they make to neighbourhoods and communities, to local distinctiveness and to reducing the need to travel.
- 2.93. Underpinning the Local Plan is the need to maximise the contribution of Lambeth's limited employment land resources to job creation in the borough.
- 2.94. Young people leaving education can face specific challenges in accessing employment. The rate of youth unemployment is above the London average in Lambeth, and with a smaller proportion of jobs requiring low levels of qualifications or experience, competition for entry level jobs in London is particularly fierce.
- 2.95. The jobs being created in London are increasingly requiring higher levels of skills, placing an ever greater emphasis on the need for high levels of qualifications amongst Lambeth residents. High competition for jobs makes it particularly difficult for residents with low or no qualifications to find work.

C. Tackling and adapting to climate change

- 2.96. Climate change is an increasingly high priority for Lambeth residents as well as in European, national, regional and local policy. National legislation requires all greenhouse gas emissions to be net zero by 2050, compared with the previous target of at least 80 per cent reduction from 1990 levels. This is reflected in the London Plan. In January 2019, the council declared a climate emergency and in July 2019 it agreed a corporate carbon reduction plan to achieve net zero carbon for council operations by 2030. The council is also developing a wider Lambeth climate change response plan to be published in 2020 and will be engaging widely, including through a Citizens' Assembly.

This requires approaches which contribute to tackling (or mitigating) climate change on the one hand, and to adapting to its effects on the other. This is important to maintain energy security, reduce fuel poverty and address the unequal effects of climate change on the most vulnerable communities.

- 2.97. There are a number of ways in which Lambeth can make a contribution to tackling mitigation and adaptation to climate change. The most important of these is reducing ~~carbon~~ greenhouse gas emissions. In addition to programmes to promote changes in the behaviour of individuals, businesses and public services, this will involve a growing emphasis on the following measures: engaging with appropriate partners to identify relevant local approaches to climate change; reducing the need to travel by meeting needs locally and investing in digital connectivity; promoting alternatives to the private car, including public transport, walking and cycling; increased use of the River Thames for transport of passengers and freight; the sustainable design and construction of buildings; the appropriate reuse of existing buildings in recognition of their ‘embodied energy’; retrofitting existing buildings to achieve greater energy efficiency; renewable energy production through micro-generation and solar technologies ~~area based combined heat and power (CHP) schemes~~; provision for and maximising connection to decentralised energy and heating; promoting design responses to flood risk, water efficiency and quality; safeguarding allotments and encouraging small-scale local food production on other appropriate sites; retaining existing trees and promoting further tree planting, urban greening, multi-functional green infrastructure and biodiversity-rich gardens; and reducing the amount of waste going to landfill. ~~The NHS’s strategy and target for reducing carbon emissions will help make a contribution (NHS ‘Saving Carbon, Improving Health’ 2009). Further contributions will arise from the secondary and primary school building programmes, which have been set ambitious environmental sustainability targets.~~
- 2.98. **Waste** is an increasingly significant resource which needs to be managed sustainably through the hierarchy of reduce, reuse and recycle. This will enable the reuse of scarce resources through recycling and composting. Waste can also be used to generate energy in some cases; all of Lambeth’s residual municipal waste is now transformed into energy at the Belvedere facility in the London Borough of Bexley.
- 2.99. Lambeth is working with its residents and businesses to reduce the quantity of waste they produce and reuse and recycle as much of it as possible. However, as the population increases the quantity of waste produced in Lambeth will continue to rise. In addition, Lambeth is required by the London Plan to find additional land for sustainable waste management use in order to meet its share of London’s future waste management requirements.

- 2.100. Measures to reduce carbon emissions can have positive impacts on other issues affecting Lambeth. More energy efficient buildings and micro-generation CHP will make a significant contribution to reducing fuel poverty and deprivation. Recognising the ‘embodied energy’ in existing buildings helps to support the conservation of existing built heritage. The new ‘green industries’ are a growth sector covering construction, energy and waste management that will bring new jobs opportunities and skills for local people, including through social enterprise.
- 2.101. Encouraging walking and cycling as alternatives to car use contributes to healthy lifestyles and helps to prevent obesity. Less car use increases road safety and reduces **air pollution**, which also have health benefits. Fewer parked cars frees up land for other uses for which there is a high demand, including housing, commercial floorspace, community facilities and essential infrastructure. Reduced lorry movements through increased use of river transport result in similar benefits. The contribution of electrically-powered vehicles to reducing CO₂ emissions and improving air quality is also acknowledged, with implications for provision of charging points across the borough. However, there will still be a need for an appropriate level of car use ~~and parking to meet key needs, including~~ for those with mobility difficulties ~~travelling to hospital~~, servicing local businesses and providing essential local services (such as GPs and nursing teams).
- 2.102. Maintaining and increasing **biodiversity** within Lambeth’s network of open spaces and along the river foreshore is also critical, both in tackling climate change and in monitoring its impact. Lambeth’s wildlife habitats and its natural environment need safeguarding and enhancing. This includes the significant contribution made by back gardens in residential properties and by the existing mature tree stock.
- 2.103. Adaptation to climate change is equally significant as rainfall levels become less predictable, extreme weather events and heat-waves more frequent, and flood risk more likely. Managing **flood risk** is a particular challenge, and can particularly affect vulnerable groups such as the elderly. A large part of the north of the borough is located within the highest flood risk zone (level 3a). The principal risk in this area is from tidal flooding of the River Thames. The floodplain is defended by the Thames Barrier and built flood defences, but it is necessary to manage the residual risk of flooding and take further action to reduce the risk of flooding (now or in the future) (TE2100, Nov 2012). There is an additional risk of fluvial flooding close to the River Graveney in the south of the borough. Further risks arise across the borough from sewer and surface water flooding (Strategic Flood Risk Assessment 2012 2013 and Addendum 2018).

- 2.104. **Sustainable Urban Drainage Systems** (SUDS) are an effective method of dealing with excessive surface water run-off following heavy rainfall. These include measures to achieve **urban greening** such as roofs, retention of existing trees, tree planting, living walls, new areas of ground-cover planting, resisting the paving over of front gardens, 're-greening' those that have already been paved over and installation of rain gardens, all of which help to absorb excess water. Urban greening also provides extended natural habitats for wildlife and helps to reduce the growing 'heat-island effect' by absorbing heat and providing natural shade.
- 2.105. Rainwater collection and reuse of grey water are additional effective ways to manage water resources in an urban environment, alongside the more extensive infrastructure requirements of Thames Water. These include the proposed Thames Tideway Tunnel to deal with London's current sewage effluent into the Thames at times of high rainfall. Finally, water quality is an issue as it can be affected by previously contaminated land causing contamination of local aquifers.

D. Providing essential infrastructure

- 2.106. Lambeth's future housing growth, economic development and environmental sustainability cannot be achieved without a wide array of essential **infrastructure** provided by a combination of council run services, partner statutory agencies and private sector companies.
- 2.107. Essential infrastructure falls into three broad categories: **physical, social, and green infrastructure**. Annex 2 The Infrastructure Delivery Plan provides a full list of ~~these~~ infrastructure necessary to be provided to deliver growth, the agencies responsible for their delivery and their current infrastructure strategies or programmes.
- 2.108. Some areas of infrastructure provision are particularly critical over the next 15 years because they are already subject to considerable pressure for resources and/or additional land and facilities are required in order to support projected population and economic growth. These include **public transport, school places, parks and open spaces, utilities and health and social care services, open space, facilities for policing the borough, water and waste water infrastructure and waste facilities**. Decentralised heat, cooling and power systems are also key infrastructure to achieve reductions in energy use and CO₂ emissions. Arrangements for the long-term management and maintenance of new infrastructure are essential.

- 2.109. As already highlighted under section B above, it will not be possible to achieve the significant levels of housing and economic growth set out in the Local Plan without the supporting **transport infrastructure** required for people to travel to and from work, shops and leisure destinations. Existing public transport in Lambeth is already very well used and over capacity in some cases, and current improvements will not achieve the level of capacity increase that is needed. Public transport accessibility also varies, with some parts of the borough – particularly in the south – quite poorly served. Overall, radial transport (into the centre of London) is better in Lambeth than orbital transport (east-west). Investment in station capacity, track layouts and signalling improvements as part of the ‘metroisation’ of rail services is required to support the transport infrastructure capacity needed in the borough. Improved sustainable transport links will also help to reduce borough wide carbon emissions.
- 2.110. Following the recent expansion of school places, and taking account of additional planned provision, the council has a sufficient supply of **school places** to meet future primary, secondary and sixth form education needs to at least 2025/26. This position will be monitored through the annual pupil place planning process. ~~The number of **school places** in the borough is currently insufficient to meet future demand. The council has to add additional temporary classrooms each year at great expense to discharge its statutory duty to provide primary school places for everyone who wants one. This is an unsustainable position, given the projected future demand for an additional 5,040 primary school places by 2021 and 3,108 secondary school places by 2017 (which would increase the total number of secondary year 7 places in the borough by 488 by 2017). An additional 550 nursery class places are also required by 2021 to meet both the council's commitment to early years provision and parental choice and the government's commitment of a place for each three year old. Programmes to expand existing primary and secondary schools are underway. This Plan identifies the land and funding required to provide the additional school places to meet the projected demand and to implement these programmes.~~
- 2.111. In further education, the support for and creation of regional centres of excellence within high-quality educational buildings is required in order to attract investment and talent to the borough. Lambeth College is the largest provider of adult and community learning in the borough. It has recently become a member of the London South Bank University group of educational providers and is reviewing its plans to redevelop its estate ~~and is reviewing its programme to reconfigure its premises during the plan period in order to achieve this. Changes in the field of education and training for students aged 16 to 19 are likely to lead to a requirement for additional accommodation and funding for this age group.~~

- 2.112. The configuration of **health and social care** facilities is undergoing considerable change across London to meet the current and future needs of the growing population, the challenges of high population turnover and the requirements of modern service delivery. This includes additional GP provision and the reconfiguration of the Kings College Hospital, Guy's and St Thomas' and South London and Maudsley NHS Trust estates to ensure future requirements are met ~~the NHS's Neighbourhood Resource Centres for primary health care, the ongoing reconfiguration of King's College Hospital and Guy's and St. Thomas' Hospital NHS Foundation Trust estates in the borough (which will both include CHP programmes) and the establishment of the joint Academic Health Sciences Centre. However, it is recognised that some facilities within residential neighbourhoods can have an additional impact on residential amenity – through extended opening hours for example – and this will need to be carefully managed.~~
- 2.113. Lambeth has many highly valued areas of **open space** (see Annex 6 for a the list of the most significant Metropolitan Open Land, district and local open spaces) but residents in some parts of the borough are deficient in access to multiple types of open space in some parts of the borough, particularly the north, this is in short supply relative to the level of resident population. With the planned population increase, pressures on open space will become even more intense across the borough. The same will be true of burial space in the borough. Existing open space (including burial space) therefore needs to be safeguarded and its quality and access improved. There are very limited opportunities to create new public open space in the borough; one is the extension to Jubilee Gardens. Existing open spaces can be linked and other opportunities may arise through the redevelopment of major sites, such as the new green spine in Vauxhall/Nine Elms. Growing levels of usage places increasing demands on the management and maintenance of these valued spaces.
- 2.114. Green Infrastructure is a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities, such as climate change adaptation (flood alleviation and cooling urban heat-islands), space and habitat for wildlife and improvements to health and wellbeing.
- 2.115. ~~Lambeth is working with its residents and businesses to reduce the quantity of~~ **waste** ~~they produce and reuse and recycle as much of it as possible. However, as the population increases the quantity of waste produced in Lambeth will continue to rise. In addition, Lambeth is required by the London~~

~~Plan to find additional land for sustainable waste management use in order to meet its share of London's future waste management requirements.~~

- 2.116. A general theme running through ~~almost all~~ many partners' infrastructure programmes – particularly in the public services - is the trend towards **neighbourhood-based service delivery**. Neighbourhood community facilities need increasingly to accommodate services promoting health and wellbeing, housing support, adult learning, skills training, English language tuition, employment support, childcare, play, youth provision, and community policing, for example.
- 2.117. This presents a unique opportunity to **co-locate** services within neighbourhoods through a co-ordinated partnership approach and to achieve a significant improvement to the strength and cohesiveness of communities as a result. The co-location of services within neighbourhoods can optimise use of facilities, minimise the need to travel (where it is not essential to deliver specialist services more centrally) and maximise opportunities for social networking and integration. This includes the co-location of services with local shops and community meeting spaces, and the dual use of facilities such as the use of school premises after hours.
- 2.118. Digital technology is increasingly important for people to communicate and collect information and its use is likely to further increase. Investment in the latest **digital infrastructure** will therefore be necessary to support businesses, visitors and residents and the council is working with partners to deliver free borough-wide Wi-Fi and improved network coverage.

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

- 2.119. Alongside planning for housing, jobs, climate change and infrastructure, the Local Plan's key priority is to maintain and develop safe, liveable and **accessible neighbourhoods** in accordance with the Mayor's Accessible London Supplementary Planning Guidance. Many of Lambeth's neighbourhoods are already known and valued for their mixed communities that include both young and old, people with and without disabilities, a variety of income levels and the full range of ethnic and cultural backgrounds. The 'lifetime' neighbourhoods of the future need to maintain and improve this mix while providing high-quality, well-serviced residential environments with a sense of place, in which people and families wish to settle and prosper.
- 2.120. At present, some communities feel that their neighbourhoods lack stability and that not enough households stay long enough to put down roots and contribute positively to community life. Residents in some parts of the borough

feel particularly strongly that families are an essential part of a stable community and that the loss of family housing to conversions is damaging this. There is also a growing issue, particularly in the north of the borough, with homes that are bought primarily as an investment or second home, rather than for every-day occupation.

2.121. A number of Lambeth's neighbourhoods are currently struggling with high levels of ill-health (including mental ill-health), educational under-achievement, child poverty, worklessness, crime and fear of crime, gang-related and youth violence and anti-social behaviour. In addition, large parts of the borough are identified as Strategic Areas of Regeneration in the London Plan which are areas that fall within the most 20 per cent most deprived areas in England, according to the Index of Multiple Deprivation (see Annex 14). These multiple problems are frequently (although not always) concentrated on existing social housing estates and this concentration of problems can create numerous barriers for individuals, families and communities wishing to make positive changes to their lives. Lambeth is bringing forward an ambitious programme to renew its own housing stock and implement the Lambeth Housing Standard; and to deliver 1,000 new homes at council rents through Homes for Lambeth ~~faced with significant challenges in terms of its own housing stock, much of which does not meet the standards expected by residents or the council. The Lambeth Housing Standard, approved in March 2012, fulfils a long-standing aspiration to improve the quality of homes for tenants and leaseholders.~~

2.122. In order to become strong, safe, healthy and self-reliant, communities need local spaces that can accommodate a wide range of community activity. This is particularly true in Lambeth, which is home to such diverse groups. Community activity contributes positively to **community cohesion** and wellbeing and can include active citizenship and volunteering, activities and meeting space for young people, parenting support, projects to prevent social isolation among the elderly and vulnerable and among people recently arrived in the borough, social events, cultural, cross-cultural and inter-generational activity, community group meetings, social enterprise and enterprise start-up, internet access, interest in co-housing and the aspiration for community gardens and local food production. Above all, communities need local spaces that allow informal day-to-day contact and social interaction among their members that are equally accessible to all users irrespective of mobility or disability.

2.123. There is already a wide range of **community facilities** across Lambeth that can help to meet these needs, including parks, open spaces, play areas, allotments, community gardens, customer centres, community centres, day care centres, nurseries, children's centres, youth centres, local schools with

extended opening hours, faith buildings (such as churches, church halls and mosques), libraries, leisure centres, pubs, cafes, post offices, post boxes and local shops. There is potential for investment in and consolidation of some facilities to improve the quality and distribution of provision. ~~However, coverage is currently unevenly spread across the borough with some groups struggling to find appropriate premises. Lambeth's programmes for Community Hubs and Co-operative Libraries will help to address some of these issues.~~ Faith groups may continue to need support in finding appropriate premises in the borough.

- 2.124. Community, play and youth facilities and meeting spaces are therefore an essential part of the social infrastructure required by neighbourhoods. In some cases, where they are lacking, these can be provided alongside essential services and as part of a multifunctional local centre. The secondary and primary school programmes are seeking to enhance the facilities available to community users, with all recent new school sites and buildings being designed for use by the community out of school hours, and future developments will also carry this requirement.
- 2.125. Lambeth currently offers a good range of **play facilities** ~~but improvements to quality are required in some cases with recent improvements made in a number of cases.~~ ~~A recent audit also highlighted geographical disparity in access to play across the borough, with a particular lack of facilities in the south of the borough, in West Norwood and Streatham (Lambeth Play Strategy 2007-2017).~~ As the population of the borough increases, access to quality play provision will become an increasing priority across the borough as a whole.
- 2.126. An additional, critical feature of strong neighbourhoods is **community safety**. People who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. Opportunities for crime and criminal behaviour can be prevented through the design of buildings and the public realm, as can the risk of fire. It is also important to address communities' fear of crime because this influences the way people behave and interact in public spaces. This involves designing the urban environment in a way that enables communities to 'own' and take pride in their local spaces. To achieve this, the council will work in partnership with Metropolitan Police designing out crime officers using Secured by Design principles.
- 2.127. Another element of community safety is **resilience to terrorism**. This is a key issue for Lambeth as the borough contains part of the government's Security Zone on the South Bank and some of south London's major transport hubs,

and there is a history of terrorist incidents and attempts in the borough in recent years.

F. Creating and maintaining attractive, distinctive places

2.128. ~~Finally,~~ Lambeth needs to shape and maintain distinctive places across the borough, drawing on each community's **heritage** and contributing to the development of local community **identity** and to quality of life.

2.129. Lambeth has many **heritage assets** which play a significant role in creating a local sense of place, but many of these are currently under-used. Distinctive places can be shaped through investment in the historic built and natural environment and cherished local landmarks, alongside excellent **new design** in buildings, **public spaces** and **art in the public realm**, to provide a unique environment of which Lambeth's communities can be proud and which will attract new businesses and visitors. New design can draw on Lambeth's cultural diversity.

2.130. Place shaping will need to take place in the context of Lambeth's listed buildings, conservation areas, protected **strategic views** (see Annex 7), local views and landmarks, historic registered parks and gardens and archaeological priority zones.

2.131. The **River Thames** is a key local and regional asset, used and valued equally by local communities, workers and visitors, and flora and fauna. Access to the river for water-based uses and the Thames riverside path contribute to the enjoyment of the river. Lambeth's riverside is increasingly used to celebrate public events, often using the River Thames as a London focus. The river, with its piers, is also increasingly important as a mode of transport for people and freight.

2.132. **High-density** development will continue to be an essential element in meeting Lambeth's many needs over the next 15 years, and excellent design and management will be key to preventing problems that can be associated with high density, such as noise, disturbance, overlooking and poorly maintained shared areas. Tall buildings are one form of high-density development that can be appropriate for some uses and in some locations, again subject to excellent design, protection of strategic views, good public transport accessibility and consideration of the impact on the surrounding area. They can also provide more opportunities for the creation of space between buildings than is possible through lower level development involving extensive site coverage. Tall buildings can also contribute to place-shaping by providing landmarks and defining gateways.

- 2.133. Lambeth is the proud home of numerous **arts, sports and cultural assets**, with a particular concentration in the north of the borough, including many of international, national and regional as well as local importance. While the London Eye, National Theatre, Southbank Centre, British Film Institute (BFI), Brit Oval and the Old and Young Vic theatres are commonly cited examples, other institutions such as the Black Cultural Archives also have major significance as an expression of Lambeth's and Britain's black heritage. Well-known cultural businesses such as the BFI IMAX cinema, Ritz Cinema and Clapham Picturehouse and West Norwood Picturehouses, the Oval House theatre, the O2 Academy, B3 Media, Raw Material Music and Media, Photofusion, 198 Contemporary Arts, the South London Theatre, the Cinema Museum, Italia Conti Drama School and Learning and Beaconsfield all make a vital contribution to the identity, economy and regeneration of their local areas and they wish to expand and grow in the borough (~~see the studies listed under 'Places and Neighbourhoods' in Annex 1~~) (see the Creative and Digital Industries Strategy 2018). The council wishes to promote these assets by encouraging the growth of Creative and Digital Industries enterprises. The council was awarded a Cultural Impact Award and funding to provide skills, jobs and opportunities for young people and those underrepresented in the cultural workforce. In addition Streatham's ice rink was reinstated in 2013 which is home to an extensive ice skating and ice hockey programme. Many of these organisations contribute to or deliver programmes of activity for young people and deprived communities, which have a direct impact on community cohesion and reducing worklessness.
- 2.134. The large number of **artists** is another distinctive feature of Lambeth - as it is in neighbouring boroughs - contributing to local economic development, local skills development and the identity of local areas, including Brixton, Loughborough Junction, West Norwood/Tulse Hill, Clapham, Kennington/Oval and Vauxhall. This includes visual artists, performers and musicians with specific needs for affordable studio, rehearsal, exhibition and performance space.
- 2.135. Finally, **local shops, independent businesses and street markets** are essential to the identity of the different parts of the borough, and much valued by local residents as well as the growing number of people who visit the borough. This includes the cluster of LGBT gay-owned businesses and venues in Vauxhall, the unique multi-cultural indoor markets in Brixton, historic street markets in Brixton and Lower Marsh and newer markets in West Norwood, Clapham, Streatham and the Oval, Portuguese-owned businesses in and around Stockwell, Polish and Somali-owned businesses in Streatham, the valued local shops in Herne Hill and West Norwood and many

other examples (see the studies listed under ‘Places and Neighbourhoods’ in Annex 1).

Section 3: Spatial Strategy, Vision and Strategic Objectives

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

Spatial Strategy

- 3.2. The Local Plan sets out the spatial strategy for Lambeth for a fifteen year period between ~~2015 and 2030~~ 2020 and 2035.
- 3.3. The new London Plan (~~July 2014~~) requires at least ~~11,950~~ 13,350 additional dwellings in Lambeth over the period ~~2011-24~~ 2019/20 to 2028/29, with an annual target of at least ~~1,495~~ 1,335 net additional dwellings per annum (dpa). These targets are derived from an assessment of housing sites within the borough, carried out as part of the London-wide Strategic Housing Land Availability Assessment (SHLAA 2017) / ~~Housing Capacity Study (2009)~~. ~~The London Plan requires boroughs to roll forward the annualised average, until this is replaced by a new London Plan target. Lambeth's target over the 15-year Local Plan period is therefore 17,925 homes. This target increased as part of the London Plan Further Alterations published in 2015 and is a minimum target that boroughs are required to exceed. This will be addressed through an early review of the Lambeth Local Plan. The housing trajectory for this ten year period is included in Annex 13, along with the indicative housing requirement figures for the five designated neighbourhood planning areas in Lambeth (or the part of those cross-border areas that fall within Lambeth).~~
- 3.4. In addition, to meet various other needs and priorities in the plan period, the borough has potential to accommodate:
- approximately 800m² net additional comparison retail floorspace in the period up to 2041, taking into account existing commitments, the re-occupation of vacant floorspace in the borough and changing patterns of

retail behaviour (Consumer Expenditure and Comparison Goods Floorspace Need in London (Experian, October 2017)).

- approximately 160,000m² GIA net additional office floorspace between 2016 and 2041, based on office employment projections with allowance for vacancy (London Office Policy Review 2017, figure 9.8)
 - ~~approximately 1,600 to 6,800 m² gross convenience and 4,200 m² gross comparison retail floorspace in the borough in the period up to 2020, taking into account existing commitments and the re-occupation of vacant floorspace in the borough and the rise of internet shopping. In the longer term (2020 to 2030) up to an additional 10,600 m² gross convenience and 9,500 m² gross comparison retail floorspace could be accommodated in the borough, depending on the scale and nature of retail developments within neighbouring boroughs. Capacity for further retail development in the period to 2030 would be assessed as part of the monitoring and review process of the Local Plan. The evidence base for the approach to retail in the Local Plan is set out in the updated Borough Retail Capacity Study 2013.~~
 - ~~additional office floorspace identified by the GLA London Office Policy Review (2012) of 130,890 m² (GIA) to be provided in the period 2011-31.~~
 - ~~an indicative estimate of 2,000 additional serviced visitor accommodation rooms identified by GLA Working Paper 58 – Understanding the demand for and supply of visitor accommodation in London to 2036 (August 2013) to be provided in the period 2015 to 2036.~~
- 3.5. ~~An assessment of commercially provided leisure facilities has concluded that approximately 2,900 m² of class A3 to A5 facilities could be required over the plan period up to 2030, taking into account the re-occupation of vacant floorspace in the borough (Borough Retail Capacity Study 2013). In relation to other leisure facilities, the borough's location within the catchment area of central London may limit the potential for further commercial and entertainment facilities. There is theoretical scope for leisure facilities such as health clubs, ten-pin bowling and bingo facilities.~~
- 3.6. A number of key elements of local infrastructure have been identified to support growth in housing and jobs over the plan period:
- Climate Change Response and Air Quality – Low Emission Neighbourhoods, retrofitting Lambeth's schools, public buildings and

housing stock, projects to deliver combined heat and power and a programme of flood-risk reduction measures.

- Cemeteries and Crematoria – measures to improve and increase capacity of the council’s cemeteries.
- Education – delivery of planned school expansion and new school projects.
- Emergency Services and Justice – provision of upgraded Fire Station at Albert Embankment
- Health and Social Care – reconfiguration and expansion of primary healthcare facilities to increase capacity.
- Community Facilities and Libraries –upgrade of community facilities (including youth and play), replacement archives facility and Waterloo Library.
- Parks and Green Infrastructure – borough-wide programme of parks and green infrastructure improvements and extension of Jubilee Gardens.
- Sports and Leisure – refurbishment of Brixton Recreation Centre, 3G sports pitches and facilities upgrades in parks and provision of additional leisure facilities in the north of the borough as part of new development.
- Transport/Public Realm – electric vehicle charging infrastructure, delivery of the Healthy Route Network, Low Traffic Neighbourhoods and Brixton Liveable Neighbourhoods, and a range of measures to improve the public realm and public transport accessibility borough-wide.
- Utilities – new digital infrastructure and waste infrastructure.
- ~~upgrades to the London Underground network to increase station and train capacity~~

- increased public transport capacity at Vauxhall and Waterloo, including the proposed Northern line extension and new Northern line station at Nine Elms
 - the potential for new station stops on the Overground at Brixton and Loughborough Junction; the extension of the Tramlink to Crystal Palace and Streatham; and an appropriate replacement for the role and function of the former Cross River Tram
 - approximately 5,040 additional primary school and 550 additional nursery class places
 - approximately 3,108 additional secondary school places (of which 488 additional year 7 places)
 - a programme of borough-wide investment in co-operative libraries and community hubs
 - new Neighbourhood Resource Centres for primary health care
 - reconfiguration of the King's College Hospital (Denmark Hill) and Guy's and St Thomas' Hospital estates
 - reconfiguration of the Lambeth College estate
 - the Thames Tideway Tunnel to manage sewage effluent across the capital, including in Lambeth. This project will address an existing shortfall in sewage management capacity in the capital and is required in order to ensure national compliance with the EU Urban Waste Treatment Directive.
- 3.7. The projects to deliver this infrastructure are summarised in the Lambeth Infrastructure Delivery Plan, along with a list of additional regional and sub-regional infrastructure in Lambeth that will support growth across London. Infrastructure Schedule in Annex 2.
- 3.8. There is a need for more open space in the borough to serve the growing population, but there is no land available to deliver a major new park. This need will therefore be met principally by safeguarding existing open space and improving its quality and access, as well as linkages between open spaces. Limited additional increases in quantity of open space will be pursued through the planned extension to Jubilee Gardens and on major development sites as opportunities arise, along with increases in the quantity and coverage of wider green infrastructure provision.

3.9. The guiding spatial approach will be, in summary:

- promotion of both economic and housing growth across the borough, with housing supply supporting economic growth by helping to ensure an appropriate supply of labour at both local and sub-regional levels
- a focus for growth and development on Waterloo and Vauxhall (supporting the London Plan Opportunity Areas) and town centres – including through the regeneration of Brixton – addressing the issues of transport capacity and other physical infrastructure in key locations
- town centre regeneration to include housing in appropriate locations, with some revisions to town centre boundaries
- a centre-specific approach to managing the mix of uses in town centres
- the mix, balance and diversity of residential neighbourhoods to be maintained, with an emphasis on increasing choice in the type and location of affordable housing overall
- ~~keeping the existing requirement for~~ contributing to the Mayor's strategic target of 50 per cent affordable housing by implementing London Plan policy alongside the ~~across the borough, with flexibility only in very clearly defined circumstances~~ preferred borough-wide tenure and dwelling-size mix for affordable housing defined in Local Plan policy, based on updated evidence of housing needs in the borough
- ~~a limitation on~~ an updated approach to managing residential conversions, using a minimum property size threshold and clearly defined criteria
- an approach to density that reflects the London Plan approach of design-led optimisation
- support for tall buildings in appropriate locations to deliver regeneration and economic objectives in accordance with London Plan and Local Plan ~~national~~ policies, based on local evidence
- ~~maintaining~~ retaining industrial floorspace capacity by updating the existing policy approach to Key Industrial and Business Areas (KIBAs) to align with the London Plan, but with some revisions to designations and boundaries

- support for community facilities both to enable local service delivery at neighbourhood level and to meet the changing needs of Lambeth's communities, including ~~the need for~~ planned additional school places.

Spatial Vision

By ~~2030~~ 2035 Lambeth will be a key part of, and contributor to, central London's thriving economy and the benefits of this will be shared throughout the borough. It will be home to centres of innovation, a skilled workforce and a growing number of businesses and jobs providing opportunities for local people. The achievements of Lambeth's young people will be widely celebrated and the levels of worklessness in the borough will have significantly declined. Lambeth will be at the forefront of tackling and adapting to climate change to contribute to achieving zero carbon London-wide.

At least ~~17,925~~ 13,350 additional dwellings will have been developed over the ten years to 2029 and Lambeth will contribute to the Mayor's target of fifty per cent new housing to be affordable along with. New offices and workspace will be developed, including affordable workspace for those businesses that need it to start up and grow in Lambeth ~~additional shops, offices and visitor accommodation. Fifty per cent of new residential dwellings will be affordable. Growth in housing and jobs will be~~ borough-wide, in addition to the continued focus ~~mainly focussed on the Waterloo and Vauxhall (linked to Battersea/Nine Elms) Opportunity Areas and the major town centre of Brixton.~~

This growth will be supported by planned additional school places, ~~approximately 5,040 additional primary school places, 550 additional nursery class places and 3,108 additional secondary school places (of which 488 additional year 7 places), additional childcare, play and youth provision, Neighbourhood Resource Centres for primary health care, and~~ reconfigured primary health care, hospital and social care facilities and further education premises and new facilities for policing across the borough. Levels of walking and cycling will have increased substantially as a result of improved, healthy routes and supporting facilities. The capacity of the public transport infrastructure, including the interchanges at Waterloo, Vauxhall and Brixton, will have increased sufficiently to accommodate all those travelling to, from and through the borough for work, shopping, recreation and tourism. Lambeth's air quality will be significantly better.

Lambeth will be known for its flourishing and distinctive business neighbourhoods in Waterloo and South Bank, Vauxhall, Brixton, Streatham, Clapham, ~~Oval~~, Kennington/Oval, Stockwell, Herne Hill, West Norwood/Tulse Hill, Loughborough Junction and Upper Norwood/Crystal Palace, for its cutting edge culture and creativity, its access to the River Thames and to views of central London, and its international cultural and tourist destination on the South Bank.

Lambeth's residential neighbourhoods will house mixed, cohesive, more stable communities that thrive on the diversity of their population, including different ethnic groups, faiths and sexual orientations, the young, the elderly and ~~disabled~~ people with disabilities. They will be green, safe, accessible areas that enable healthy and sustainable lifestyles and foster wellbeing.

Although high in density, ~~they~~ all Lambeth's neighbourhoods will excel in the sustainable design and management of their built and historic environment and public spaces, with a strong focus on culture, liveability, inclusion, reduced isolation, community safety, enhanced ~~historic buildings~~ heritage assets and spaces with an improved sense of place.

This vision will be delivered co-operatively by Lambeth Council and its partners in consultation with all stakeholders including designated neighbourhood planning forums, supported by the policies contained in this Local Plan and Lambeth Council's powers as a local planning authority.

Strategic Objectives

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

A. Accommodating population growth

1. Increase the overall supply of housing by at least ~~13,350~~ 17,925 net additional dwellings by 2028/29, and increase the mix and quality of housing to address the need for all types of housing, including affordable housing and the needs of different groups in the community, as identified through the Strategic Housing Market Assessment.

B. Achieving economic prosperity and opportunity for all

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

C. Tackling and adapting to climate change

4. ~~Reduce~~ Improve air quality and reduce carbon emissions by minimising the need to travel and private car use, promoting sustainable travel and by maximising energy efficiency, decentralised energy, ~~and renewable~~ and low carbon energy generation in buildings and area regeneration schemes.
5. Safeguard and increase biodiversity through co-ordinated implementation of the Lambeth Biodiversity Action Plan.
6. Enable Lambeth to adapt to the effects of climate change, including drought, ~~and flood risk~~ and urban heat islands, through the location of development, mix of uses and design of the built environment, sustainable design and construction, retention of existing trees, significant levels of urban greening, and sustainable urban drainage, an integrated approach to water management and protection of the supply of water.

D. Providing essential infrastructure

7. Provide the essential physical, social and green infrastructure to support population and economic growth through the co-ordinated delivery of infrastructure programmes.
8. Work in partnership with government, Transport for London, Network Rail and major developers to increase public transport capacity and accessibility, reduce reliance on the private car, promote walking and cycling, and provide alternatives to road-based freight transport.
9. Provide planned additional school places ~~approximately 5,040 additional primary school places, 550 additional nursery class places and 3,108 (of which 488 additional year 7 places)~~ of good quality to meet existing and future demand in Lambeth, ~~by enabling a supply of land for new schools and through GLC;~~ and support the reconfiguration of further education premises.
10. Contribute to improving health and wellbeing and reducing health inequalities by ~~delivering Neighbourhood Resource Centres for primary health care,~~ supporting the reconfiguration and expansion of primary health care, hospital and social care facilities ~~premises,~~ and by encouraging healthy lifestyles in the design of the built environment.
11. Increase the quality of open space and multi-functional green infrastructure in Lambeth by safeguarding, linking and upgrading existing open space, improving access ~~and,~~ retaining existing trees and planting more trees (through delivery of the Lambeth ~~Open Spaces~~ Green Infrastructure Strategy), and seek new open space wherever possible including through an extension to Jubilee Gardens.
12. Contribute to the delivery of Lambeth's Sustainable Waste Management Strategy by maintaining an appropriate supply of land for waste management and operational use and seeking the most effective waste management facilities within new developments.
13. Supporting a low carbon circular economy/circular economy principles that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.

E. Promoting community cohesion and safe, liveable neighbourhoods

14. Develop and sustain stable neighbourhoods with a high quality, liveable, green, healthy and inclusive residential environment, respect for local amenity, good access to local services and transport, and mixed populations

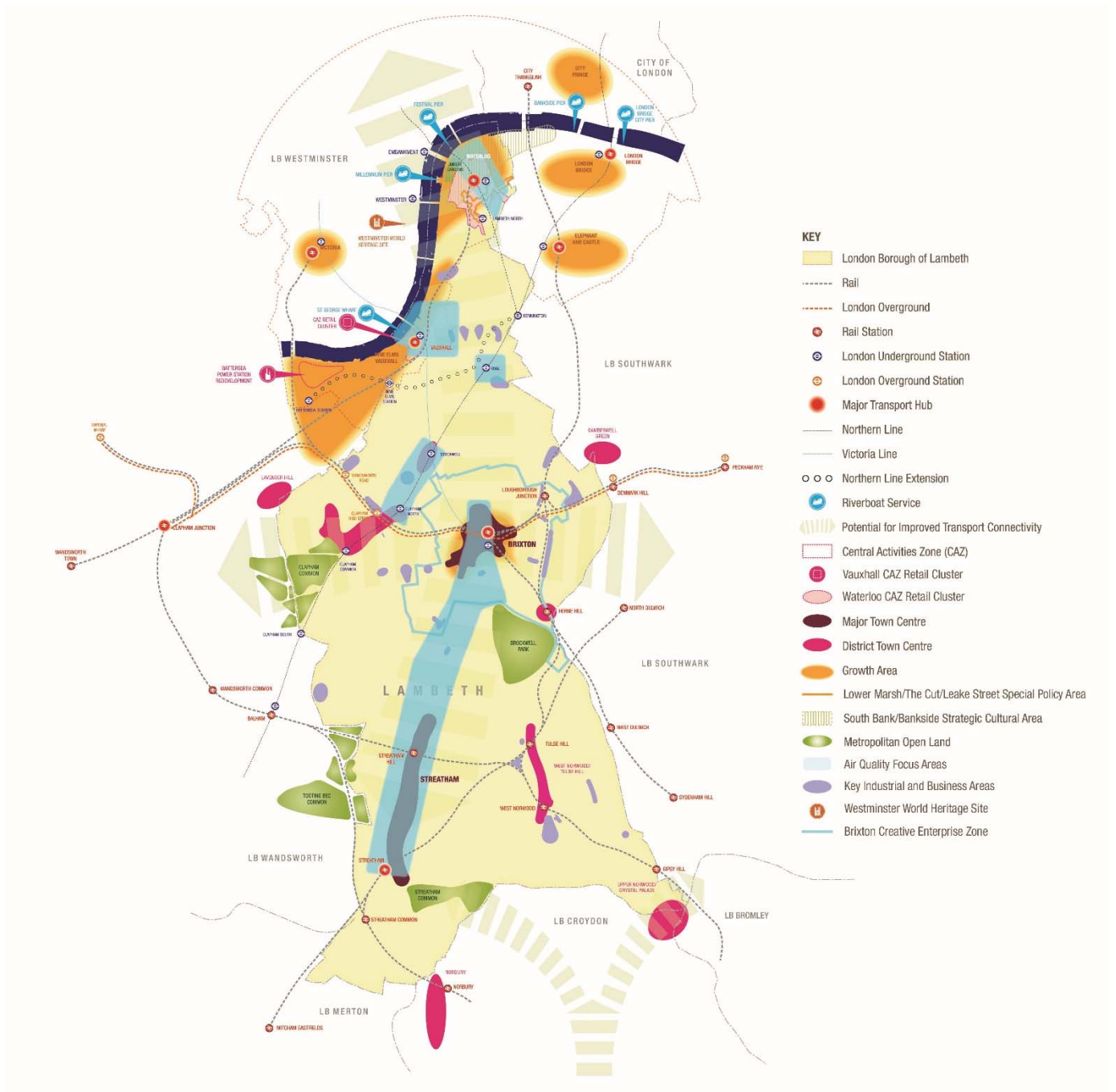
(including different ethnic groups, faiths and sexual orientations, the young, ~~the elderly~~ older people and ~~people~~ those with disabilities).

15. Increase community safety, including reduction in youth violence and resilience to terrorism by designing out crime and fear of crime in the built environment and through joint working within the Lambeth First (LSP): Safer Lambeth Partnership Executive.

F. Creating and maintaining attractive, distinctive places

16. Create and sustain distinctive local places through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Thames and the natural environment.
17. Conserve and enhance the historic environment (with a particular focus on addressing Heritage at Risk), the setting and Outstanding Universal Value of the Westminster World Heritage Site and strategic views by working in partnership with Historic England, neighbouring boroughs and community groups.
18. Support the regeneration and renewal of the London Plan Opportunity Areas at Waterloo and Nine Elms Vauxhall ~~Vauxhall/Nine Elms/Battersea~~ to reflect their role in central London, working in close partnership with the neighbouring boroughs of Southwark and Wandsworth and all key stakeholders.
19. ~~Maintain~~ Support the delivery of Lambeth's Creative and Digital Industries Strategy, and maintain and develop Lambeth's strength in arts and culture and the role of the South Bank as one of London's leading international cultural and tourist destinations reflecting its status as part of the South Bank/Bankside Strategic Cultural Area.

Key diagram



Section 4: Delivering the Vision and Objectives

Policy D1 Delivery and monitoring

The council will deliver the spatial vision and strategic objectives of the Local Plan by:

- a) working with a range of partners to ensure sustainable development and regeneration opportunities are fully explored, including ~~maximising~~ optimising the use of previously developed land and vacant buildings and the beneficial use of vacant historic buildings commensurate with their conservation;
- b) encouraging and supporting sustainable development that enhances the local distinctiveness of neighbourhoods and delivers regeneration objectives defined in London Plan Opportunity Area Planning Frameworks and Areas for Regeneration, and local area masterplans. In particular, this will relate to the Central Activities Zone, the London Plan Opportunity Areas of Vauxhall and Waterloo, the town centres of Brixton, Clapham, Streatham, West Norwood/Tulse Hill and to other well defined localities such as Loughborough Junction, Stockwell, Herne Hill, Upper Norwood/Crystal Palace and Kennington/Oval;
- c) supporting various initiatives such as neighbourhood plans, town centre partnerships, Business Improvement Districts and similar business networks and business-led and other neighbourhood management schemes in order to promote centres, assist in attracting inward investment, and co-ordinate and manage improvements to the public realm;
- d) helping to promote and maintain mixed, balanced and diverse communities within neighbourhoods, ensuring maximum accessibility for ~~disabled~~ people with disabilities and a child-friendly environment;

- e) monitoring the implementation of policies and infrastructure on a regular basis and reviewing strategies for implementation as required.

Supporting text

- 4.1. A number of parts of the borough, including both town centres and residential neighbourhoods, are the subject of area regeneration programmes. In the case of Waterloo and Vauxhall, the process is driven by the status of the areas as Opportunity Areas in the London Plan. These are the subject of Opportunity Area Planning Frameworks, with Vauxhall, Brixton Central and Norwood High Street also being ~~which are~~ supported by area-specific supplementary planning documents (SPD). ~~In Brixton, a masterplan agreed in 2009 has been taken forward through the co-production with community and business stakeholders of an area SPD to support the implementation of the places and neighbourhoods policy in this Local Plan. In Streatham and West Norwood town centres, the policy approach is informed by masterplans developed in consultation with community and business stakeholders and adopted by the council in 2009.~~
- 4.2. ~~In other areas, such as Stockwell, the Oval, Loughborough Junction and Herne Hill, the approach has been led by locally based and community-led partnerships.~~
- 4.3. The Local Plan reflects the visions and aspirations of these neighbourhood regeneration programmes in its policies for places and neighbourhoods. Programmes will be implemented through a range of area based partnership structures, including community-led design and community-led commissioning in some areas.
- 4.4. In some parts of Lambeth, community-led neighbourhood plans ~~may come~~ are coming forward to provide additional, area-specific policy that is in conformity with the strategic objectives and policies of the Local Plan. The council fully welcomes local groups' interest in bringing forward neighbourhood plans and will work with groups from the beginning of the process to explore the scope for neighbourhood plan content within this strategic context.
- 4.5. The day-to-day management of places and neighbourhoods plays a critical role in achieving the objectives of the Local Plan, such as in the management of the historic environment. This includes management of the public realm, of town centres, of housing schemes and of wider residential neighbourhoods. Wherever possible, the council will seek to

work co-operatively with communities to achieve effective neighbourhood management. The council supports business-led neighbourhood management initiatives such as the South Bank Employers Group and business improvement districts (BIDs), including of which three currently exist in Waterloo (WeAreWaterloo Quarter), Vauxhall (Vauxhall One) and Streatham (In Streatham). Further BIDs exist in Clapham (This is Clapham), Brixton (Brixton BID) and West Norwood and Tulse Hill (Station to Station) are being developed or explored in Clapham and Brixton.

- 4.6. Delivery of the Local Plan will be monitored through a framework of performance indicators and periodic reviews of the infrastructure schedule. This information will be published in the authority's monitoring report. The monitoring framework for the Local Plan is set out in Annex 8.

Policy D2 Presumption in favour of sustainable development

- a) The policies in this Plan reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. When considering planning proposals, the council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Lambeth.
- b) Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- c) Where there are no policies relevant to a planning application, or the policies which are most important for determining the application are out of date ~~relevant policies are out of date at the time of making the decision,~~ then the council will grant permission unless material considerations indicate otherwise – taking into account whether:
 - i) the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; ~~or~~
 - iii) ~~specific policies in that Framework indicate that development should be restricted.~~

Supporting text

- 4.7. The development management process is a key mechanism for achieving many of the objectives of the Local Plan. Most development requires planning permission (other than that allowed under 'permitted development rights') and Lambeth Council is the statutory local planning authority for Lambeth, with the power to determine planning applications and enforce the implementation of policies and decisions. (~~Major~~ Some major and other applications are also subject to the Mayor's powers of refusal or determination.) This provides an opportunity to manage the form that development takes in the borough,

in relation to its location, scale, design and appearance, and the use of land.

- 4.8. Pre-application discussions are an important tool for achieving the best outcome on a site and for ensuring that wider spatial planning objectives are met, including the alignment of development proposals with infrastructure programmes and the delivery of green infrastructure. They also provide an opportunity to consider proposals in relation to area regeneration schemes and wider aspirations for neighbourhoods. Developers in both the private and public sectors are strongly encouraged to engage with the council's planning service early in their thinking, and to seek initial advice from specialists (such as conservation and urban design officers, tree officers, sustainability officers, transport officers, crime prevention design advisors, Thames Water) and from statutory partners (such as Historic England, Natural England and the Environment Agency). The council will promote the use of planning performance agreements in appropriate cases. Community participation is also a key component in the delivery of good planning outcomes. Applicants are, in certain circumstances required by the Localism Act, and in all cases encouraged, to engage with the local community before submitting their applications.
- 4.9. With reference to policy D2 part (c)(i)(ii), the NPPF sets out ~~examples~~ of specific policies in the Framework to be taken into account when considering whether permission should be granted.

Policy D3 Infrastructure

- a) In order to support growth in the borough, the council will safeguard and improve essential social, physical and green infrastructure and work in partnership with service providers to ensure the delivery of the additional infrastructure. The potential and predicted infrastructure requirements over the lifetime of the Local Plan are identified in the Infrastructure Delivery Plan Annex 2.
- b) The council will encourage dialogue between service providers and developers. Where appropriate opportunities arise, the co-location of services and joint delivery of infrastructure by service providers will be supported.
- c) Generally, Community Infrastructure Levy will be applied, alongside other investment, to help deliver infrastructure. Site-specific planning obligations may be used to secure delivery of on-site infrastructure.
- d) The council, where required and necessary, will co-produce co-operative local investment plans ~~local neighbourhood infrastructure delivery plans~~ that identify, prioritise and cost projects to be delivered locally via agencies working in co-operation with the council or by the council itself. Projects will be brought forward as appropriate and relevant in mitigating the direct impact of development through section 106 planning obligations or the council will retain funds on behalf of the community to deliver local neighbourhood facilities and improvements through the use of a neighbourhood funding element of CIL.

Supporting text

- 4.10. Physical, social and green infrastructure is provided and managed by a wide range of organisations in Lambeth. This includes Transport for London and Network Rail, statutory undertakers such as Thames Water, other parts of the public sector such as Lambeth College or the National Health Service (NHS Lambeth Clinical Commissioning Group and Hospital Foundation Trusts), council services such as education, sport, leisure, parks and culture, and the private sector in the case of telecommunications and energy services. A full list is provided in the Infrastructure Delivery Plan Annex 2.
- 4.11. Providers have been engaged in the preparation of the Local Plan and the plan's objectives and policies address their various strategies and programmes. Infrastructure providers are encouraged to maintain a

close dialogue with the council as their plans develop, to ensure that any issues are resolved at an early stage.

- 4.12. In some cases, infrastructure provision is funded through the public sector and in others it is dependent on the private sector for delivery or a contribution to delivery. The Local Plan will play a key role in securing private sector involvement in infrastructure delivery and in aligning the programmes of the various providers. Appropriate partnership arrangements will be put in place to oversee infrastructure and investment programme delivery.
- 4.13. A number of infrastructure projects are critical to the successful implementation of the Local Plan because without them projected growth in the borough could not be achieved in a sustainable manner. This includes major transport projects, health facilities, school places and further educational facilities. Known infrastructure projects are listed in the Infrastructure Schedule in the Infrastructure Delivery Plan Annex 2, with information about the phasing of delivery, estimated cost and funding. ~~Where there is an element of uncertainty in relation to the delivery of key infrastructure projects, contingency plans have been identified.~~
- 4.14. The Infrastructure Schedule provides a framework for the monitoring of progress with the delivery of key infrastructure programmes. It will be updated annually through continuous engagement with the delivery agencies, ~~and reported as part of the authority's monitoring report.~~ Any issues with delivery will be addressed in discussion with the relevant agency and partnership body.
- 4.15. In addition, as development-led change occurs at a neighbourhood level, local infrastructure will be considered and co-ordinated to address local needs. ~~Local neighbourhood infrastructure delivery plans~~ Co-operative local investment plans will be considered and co-produced with citizens, developers and agencies during the plan period. This approach will help to link investment opportunities and achieve effective management. It is likely that delivery plans will draw on a range of tools to bring forward local infrastructure, including section 106 planning obligations where available; a 'meaningful proportion' of the CIL receipts generated by development in the neighbourhood; and other area or regeneration based funds as they arise.

- 4.16. Sites required to deliver specific elements of essential infrastructure during the plan period are identified as site allocations in Sections 7 and 11.

Policy D4 Planning obligations

Section 106 planning obligations will be sought to:

- a) secure affordable housing (see policy H2);
- b) ensure that development proposals provide or fund local improvements to mitigate the impact of the development and/or additional facilities and requirements made necessary by the development. This may include:
 - i) on-site provision of infrastructure, such as ~~whether~~ transport, education, health, libraries, sport and leisure, waste, energy, emergency services and cultural and community provision;
 - ii) local public realm improvements including streetscape, local public open space, play facilities and community safety;
 - iii) mitigation of impacts on and/or enhancement of heritage assets;
 - iv) mitigation of noise impacts;
 - v) highways and traffic works;
 - vi) public transport improvements;
 - vii) local walking and cycling improvements;
 - viii) car clubs, parking restrictions, and travel plans;
 - ix) hotel and visitor management measures;
 - x) access to employment opportunities created by the development by securing employment premises and learning and skills initiatives;
 - xi) access for local businesses to supply chain opportunities created by the development;
 - xii) small and flexible office space, affordable workspace and affordable retail units;
 - xiii) maintenance and management arrangements;

- xiv) town centre management;
 - xv) public access to on-site facilities;
 - xvi) low carbon and renewable energy, including carbon offset;
 - xvii) sustainable drainage systems and flood risk mitigation;
 - xviii) connection to, and support of, quality broadband and other telecommunication and information technology support networks;
 - xix) green infrastructure;
 - xx) local food production and growing; and
 - xxi) other sustainability measures, including mitigation of impacts on and/or enhancement of biodiversity and wildlife habitats.
- c) secure appropriate scheme implementation and control phasing where necessary;
- d) secure an appropriate contribution towards monitoring of planning obligations.

Supporting text

- 4.17. ~~The adoption of a Lambeth Community Infrastructure Levy (CIL) in 2014 required publication of a CIL Regulation 123 list which defines infrastructure projects or types of infrastructure project to which CIL funding will be applied and in respect of which, by default, section 106 planning obligations would not normally be sought. From December 2020 annual Infrastructure Funding Statements will report on CIL receipts and spend. In addition, the adoption of CIL limits the use of planning obligations as pooled funding to a maximum of five section 106 agreements, even when that infrastructure is not included in Regulation 123 list. However, the~~ The provision of affordable housing, local improvements and/or additional facilities and requirements (including employment initiatives and on-site provision of specific infrastructure) and securing appropriate scheme implementation and control of phasing where necessary will be delivered through section 106 planning obligations.

- 4.18. Charging approaches for monetary contributions in lieu of on-site provision ~~affordable housing provision on small sites, for off-site children's play space and to offset the impact of visitor attractions~~ are set out in Annex 10. ~~The detailed requirements for other planning obligations will be set out as necessary in further planning guidance.~~ Planning obligations secured for improvements to open space and play space can be spent on all types of open space/play space, including those on housing estates. A monetary contribution to the monitoring of planning obligations will be sought and this will be calculated on a case-by-case basis according to the nature of the proposed development and the obligations secured. The overall level of monitoring fees will not exceed 5 per cent of the total value of the obligations secured in any given case.

Policy D5 Enforcement

- a) The council will investigate reported breaches of planning control in accordance with its planning enforcement protocol. Cases will be prioritised according to the harm to amenity caused and resources available. Investigations will be carried out proportionately in relation to the breach of planning control identified.
- b) Where informal negotiations fail to resolve the identified breach of planning control, and where it is considered appropriate and expedient to do so having regard to the provisions of the development plan and any other material considerations, formal action will be taken.

Supporting text

- 4.19. The council's planning enforcement protocol is published on the website and will be updated periodically as required. In addition, the Rush Common protocol on application and enforcement provides guidance for submitting applications for Rush Common consent, in relation to the separate legislation of the Rush Common Act 1806. The protocol is available on the council's website.

Section 5: Housing

5.1. The policies in this section support the implementation of the Lambeth Housing Strategy 2012 and the delivery of the London Plan ten year housing target for Lambeth (see London Plan policy H1 and Table 4.1 section 3, paragraph 3.2). ~~The detailed justification and analysis of supporting evidence for the policies in this section are set out in Topic Paper 1: Housing.~~

Policy H1 Maximising housing growth

The council will seek to maximise the supply of additional homes in the borough to meet and exceed ~~the annual housing target for Lambeth as set out in the London Plan for the period~~ Lambeth's housing requirement of 13,350 homes for the ten year period 2019/20 to 2028/29 ~~2015 to 2030~~ by:

- i) working with relevant partners to optimise the potential for housing delivery on all suitable and available brownfield sites ~~take full advantage of opportunities to deliver sustainable new housing~~, and in particular maximise the delivery of affordable housing, including through estate renewal and regeneration strategies;
- ii) supporting development proposals that provide a mix of housing sizes, types and tenures to meet current and future housing need and accord with applicable policies set out in the development plan; ~~and~~
- iii) seeking to optimise levels of residential density in accordance with the design-led approach set out in ~~consistent with~~ London Plan policy D1B guidelines, having regard to site context; connectivity and accessibility by walking and cycling and existing and planned public transport (including PTAL); and the capacity and quality of provision of surrounding infrastructure ~~the provision of other uses on the site, availability of local services, access to and capacity of public transport, urban design context, quality of design and impact on existing and future residents and the local environment;~~
- iv) bringing forward a Site Allocations Development Plan Document to provide detailed policy for key sites, based on a design-led assessment of capacity;

- v) encouraging development on appropriate windfall sites not identified in the development plan;
- vi) supporting the delivery of well-designed new homes on small sites;
- vii) supporting self-build and custom-build housing where it can be demonstrated that the residential density of the site has been optimised and other policy requirements have been met, including those for affordable housing.

Supporting text

- 5.2. ~~Housing is a priority land use in Lambeth and the policies in this plan reflect that priority. The council will expect schemes to optimise the housing potential of suitable under-used or vacant sites consistent with a high-quality environment for all. With reference to the London Plan, this means ensuring the best balance of numbers, quality, mix of tenure and different types of home, while respecting local context. However, this priority does not override the need to protect some non-residential uses, and this is reflected in other development plan policies.~~
- 5.3. Lambeth's housing trajectory is included in Annex 12: this demonstrates how the council plans to meet and exceed its London Plan housing target over the ten year period 2019/20 to 2028/29 and identifies a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against this housing requirement. The council will publish an annual update of this housing trajectory in a monitoring report. Future housing delivery for the plan period and the housing trajectory are addressed in the Housing Implementation Strategy 2014. This shows that Lambeth is expected to exceed its housing target over both a five and ten year period. The council will update the Housing Implementation Strategy annually.
- 5.4. Lambeth has a strong track record of housing delivery. Lambeth's ambition is to maintain this record and exceed its London Plan housing target by keeping levels of delivery as close as possible to those achieved in recent years. To fulfil this ambition, Lambeth will be pro-active in promoting opportunities for new housing development on all suitable sites, including windfall sites and small sites.
- 5.5. The council will expect all schemes to optimise the housing potential of suitable under-used or vacant sites consistent with a high-quality environment for all and the principles of sustainable development. With reference to the London Plan, this means ensuring the best balance of numbers, quality, mix

of tenure and different types of home, while respecting local context and shaping high quality places. Lambeth’s Design Code SPD provides guidance on optimising capacity through good design, including where new housing is proposed on small sites.

- 5.6. Lambeth will bring forward a Site Allocations Development Plan Document to provide detailed policy for key sites, based on a design-led and viability tested assessment of capacity. It is anticipated this will add certainty to the planning process and accelerate delivery, whilst maximising provision of affordable housing.

Policy H2 Delivering affordable housing

- a) ~~The council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, in line with the following borough-wide targets:~~
 - i) ~~On sites of at least 0.1 hectares or capable of accommodating 10 or more homes, at least 50 per cent of units should be affordable where public subsidy is available, or 40 per cent without public subsidy. The artificial subdivision of sites or phasing of development with the effect of circumventing the policy requirement will not be permitted.~~
 - ii) ~~On sites providing fewer than 10 units, a financial contribution towards the delivery of off-site affordable housing will be sought, in line with the council's preferred methodology.~~
 - iii) ~~70 per cent of new affordable housing units should be social and affordable rent and 30 per cent intermediate provision.~~
- b) ~~Affordable housing (other than on sites providing fewer than 10 units) should be provided on site. Where this cannot be practically achieved, or it would be more effective in meeting needs for affordable housing, off-site affordable accommodation provided by the developer may be accepted. Exceptionally, a payment in lieu may be accepted.~~
- c) ~~In considering the nature of the affordable housing sought, the council will take into account:~~
 - i) ~~the specific circumstances of individual sites, including development viability;~~
 - ii) ~~the characteristics of the area, the site and type of development proposed, and the size and type of affordable housing needed in particular locations; and~~
 - iii) ~~the impact on mixed and balanced communities within a local neighbourhood.~~
- d) ~~A financial appraisal will be required if the affordable housing provision is less than the specified policy requirements or where the proportions of social / affordable rented and/or intermediate housing are not in accordance with policy. Provisions for re-appraising the viability of schemes may form part of section 106 planning agreements where the financial appraisal demonstrates that the maximum amount of affordable housing that a scheme can reasonably support is below the policy target. Proposals will be required to demonstrate that the integration of different tenures has been considered at the outset of the project.~~
- e) ~~Affordable housing should comply with the preferred mix set out in policy H4 and should meet the full range of housing needs, particularly those of low income and workless households within the borough requiring family-sized accommodation.~~
- f) ~~The affordable housing should be indistinguishable in siting, appearance and layout from the rest of the development.~~

- a) The council will seek to maximise delivery of affordable housing in accordance with London Plan policy and the following borough-wide approach:
- i) Residential developments and mixed-use developments that include residential should provide affordable housing through the threshold approach set out in London Plan policy H5.
 - ii) Applications proposing more than 25 units (gross) must provide all affordable housing on site to be eligible for the Fast Track Route. Where it is demonstrated to the satisfaction of the council that this is not feasible, or that it would be more effective in meeting needs for affordable housing, off-site affordable accommodation provided by the developer may be accepted. Exceptionally, a payment in lieu may be accepted. Schemes of more than 25 units (gross) that propose off-site affordable housing or a payment in lieu must follow the Viability Tested Route.
 - iii) Applications proposing between 10 and 25 units (gross) may follow the Fast Track Route where they meet the relevant threshold level of affordable housing off-site or as an in lieu payment.
 - iv) On sites providing fewer than 10 units (gross), a financial contribution towards the delivery of off-site affordable housing will be sought, in line with the council's preferred methodology. Viability will be tested on a case by case basis.
 - v) 70 per cent of new affordable housing units should be low cost rented homes allocated according to need in line with the council's allocation scheme and for Londoners on low incomes (Social Rent/London Affordable Rent) and 30 per cent should be intermediate products, including London Living Rent and London Shared Ownership, in accordance with the principles set out in the council's Tenancy Strategy. Where affordable homes are provided above the required threshold level, the tenure of these homes can be flexible provided they are genuinely affordable (as defined in London Plan policy H6).
 - vi) Review mechanisms will be required in accordance with the approach set out in the London Plan and associated Supplementary Planning Guidance, and the Lambeth Development Viability SPD 2017.
- b) Affordable housing should comply with the preferred dwelling size mix set out in Local Plan policy H4 and should meet the full range of housing needs, particularly those of low income households within the borough.

- c) The affordable housing should be equivalent in siting, appearance and layout to the rest of the development. Proposals will be required to demonstrate that the integration of different tenures has been considered from the outset of the design process.

Supporting text

- 5.7. ~~Affordable housing as defined in the NPPF (March 2012) includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. See the Glossary for the full definition. Public subsidy refers to grant funding for the provision of affordable housing.~~
- 5.8. ~~The affordable housing targets in policy H2 reflect current and future housing requirements in Lambeth, informed by the findings of the Strategic Housing Market Assessment and the priority needs identified in the local Housing Needs Assessment. The viability of the targets has been assessed. This information will inform the commissioning plans for all new affordable housing across the borough. The preferred borough-wide housing mix for social / affordable rented and intermediate housing is set out in policy H4.~~
- 5.9. ~~The council will have regard to the density guidance set out in policy 3.4 and table 3.2 of the London Plan when assessing whether a site has capacity to provide 10 or more dwellings.~~
- 5.10. ~~Affordable housing is normally required on-site. Mixed tenure developments are essential to provide the homes needed in Lambeth while creating mixed and balanced communities. In exceptional cases, where it can be demonstrated robustly that this is not appropriate in terms of site configuration and layout and the policies in the development plan, it may be provided off-site. Examples of circumstances in which off-site provision may be considered include where, having secured an alternative site, it would be possible to:~~
- ~~○ secure a significantly higher level of provision than would otherwise be secured through on-site development~~
 - ~~○ address priority needs more effectively, especially for affordable family housing tenure and house type~~
 - ~~○ secure a more mixed and balanced community.~~
- 5.11. ~~Consideration will only be given to off-site provision where an alternative site has been identified and it can be delivered as part of the application process through a planning obligation. In the interests of ensuring successful mixed~~

~~and sustainable neighbourhoods, and in particular the promotion of community cohesion and social diversity, the site identified for off-site provision should be located in the borough, as near as practicable to the principal site and no further than one mile. It should be supported by appropriate social, physical and green infrastructure. Applications will be required to demonstrate that the design, layout and location of both sites will enable the developments to be embedded within the wider community. The off-site provision should be deliverable prior to the on-site market housing being completed.~~

- ~~5.12. Where off-site provision is proposed the percentages of affordable housing set out in policy H2(a)(i) shall be applied to the total of the on-site housing provision and the off-site housing provision. Further detail regarding calculating off-site provision is set out in the London Plan Housing Supplementary Planning Guidance (SPG).~~
- ~~5.13. Where it is demonstrated to the satisfaction of the council that neither on-site nor off-site provision is appropriate, a payment in lieu may be accepted. Contributions, including those from small sites (policy H2 (a) (ii)), will be ring-fenced to secure additional affordable housing either on identified sites elsewhere or as part of an agreed programme for the provision of affordable housing. The methodology for agreeing small site contributions is set out in Annex 10.~~
- ~~5.14. Within the context of maximising affordable housing delivery, the council expects rents for affordable rented homes to be kept as low as possible (not exceeding the Local Housing Allowance rate, and having regard to other welfare benefit limitations).~~
- ~~5.15. Social rented and affordable rented accommodation must be managed by a registered provider of social housing. The council will seek to work with its preferred partners for delivery of affordable housing, especially to achieve the highest possible standards of management. However, it is recognised that developers may wish to select other organisations. The council will expect developers to demonstrate that they have engaged with a registered provider prior to progressing the scheme and to have secured from them a commitment to provision. The provider should identify the resources it is bringing to the scheme and demonstrate that the proposed affordable housing makes optimum use of resources and provides a range of affordable rents.~~
- ~~5.16. Where a registered provider is not involved in the delivery of intermediate affordable housing, the affordable housing provider must be approved by the council, satisfy due diligence requirements and provide detailed information regarding allocation, management and maintenance arrangements, service~~

~~charges and rent levels. In all cases affordable housing will be secured through a legal agreement to ensure it remains at an affordable price for future eligible households in perpetuity (or that the subsidy is recycled for alternative affordable housing provision).~~

- 5.17. ~~Review mechanisms address economic uncertainties which may arise over the lifetime of a development proposal. They may be used to maximise affordable housing output by putting in place provisions for re-appraising the viability of schemes or phases in order to capture any uplift in value due to a delayed planning implementation and / or a phased build-out of a major scheme or other changes affecting financial viability. Any contribution arising from a review of viability would be capped at a level which is equivalent to the combined value of any on-site or off-site affordable housing and additional provision or a cash contribution in-lieu of the remaining amount up to the equivalent of 40% (without grant) or 50% (with grant) affordable housing. The level of affordable housing may also be negotiated on the basis of a cascade agreement or growth model approach, having regard to the particular circumstances of a development proposal. Further detail regarding the application of re-appraisal provisions may be set out in a supplementary planning document.~~
- 5.18. Affordable housing as defined in the NPPF (2019) is housing for sale or rent for those whose needs are not met by the market, including housing that provides a subsidised route to home ownership and/or is for essential local workers. It must comply with one or more of the definitions set out in the NPPF. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
- 5.19. Proportions of affordable housing should be measured by habitable rooms to ensure that a range of sizes of affordable homes can be delivered, including family sized homes, having regard to site-specific circumstances. Habitable rooms in affordable and market elements of the scheme should be of comparable size when averaged across the whole development. Applicants should present affordable housing figures as a percentage of total residential provision by habitable rooms, by units and by floorspace to enable comparison.
- 5.20. To be eligible for the Fast Track Route as set out in the London Plan, applications proposing more than 25 units (gross) must meet all of the following criteria:

- i) meet and exceed the relevant threshold level of affordable housing on site without public subsidy;
- ii) be consistent with Lambeth's tenure split policy (H2(b)) up to the required threshold (although in accordance with London Plan policy H6B, the Fast Track Route is also available to applicants that elect to provide low cost rented homes in place of intermediate homes, provided the relevant threshold level is reached);
- iii) meet other relevant policy requirements and obligations to the satisfaction of Lambeth (and the Mayor where relevant): this includes policies and obligations where relevant relating to dwelling size mix and housing standards; residential amenity space and children's play space; provision of employment floorspace and affordable workspace; town centre uses; mitigation of any visitor impacts; employment and training; provision of social infrastructure; transport and parking; air quality; open space and urban greening; zero and low carbon; sustainable design and construction; flood risk; sustainable drainage; sustainable waste management; and design; and
- iv) demonstrate they have taken account of the strategic 50 per cent target in London Plan policy H4 and have sought grant where required to increase the level of affordable housing beyond 35 per cent.

5.21. Affordable housing is required on site in schemes providing more than 25 units (gross) and this is an essential requirement to be eligible for the Fast Track Route. Mixed-tenure developments are essential to provide the homes needed in Lambeth while creating mixed and balanced communities. In exceptional cases, where it can be demonstrated robustly and to the satisfaction of the council that this is not feasible in terms of site configuration and layout and the policies in the development plan, it may be provided off-site. Examples of circumstances in which off-site provision may be considered include where, having secured an alternative site, it would be possible to:

- secure a more mixed and balanced community
- secure a significantly higher level of provision than would otherwise be secured through on-site development
- address priority needs more effectively, especially for affordable family housing tenure and house type

- 5.22. Consideration will only be given to off-site provision where an alternative site has been identified and it can be delivered as part of the application process through a planning obligation. In the interests of ensuring successful mixed and sustainable neighbourhoods, and in particular the promotion of community cohesion and social diversity, the site identified for off-site provision should be located in the borough, as near as practicable to the principal site and no further than one mile. It should be supported by appropriate social, physical and green infrastructure. Applications will be required to demonstrate that the design, layout and location of both sites will enable the developments to be embedded within the wider community. The off-site provision should be deliverable prior to the on-site market housing being completed.
- 5.23. Where off-site provision is proposed the percentages of affordable housing set out in Local Plan policy H2(a) shall be applied to the total of the on-site housing provision and the off-site housing provision. Further detail regarding calculating off-site provision is set out in the Mayor's Affordable Housing and Viability SPG 2017.
- 5.24. Where it is demonstrated to the satisfaction of the council that neither on-site nor off-site provision is appropriate, a payment in lieu may be accepted. This will be calculated on the basis of the approach set out in the Mayor's Affordable Housing and Viability SPG 2017 and the calculation of the proportion of affordable housing this would achieve should be based on land values within one mile of the application site. Contributions will be ring-fenced to secure additional affordable housing either on identified sites elsewhere in Lambeth or as part of an agreed programme for the provision of affordable housing in Lambeth.
- 5.25. Viability alone is insufficient justification for off-site affordable housing provision or a cash in lieu payment.
- 5.26. If the level of affordable housing provided exceeds the threshold level, there is scope for flexibility in the tenure of the affordable units provided above the threshold provided these homes are genuinely affordable as defined in London Plan policy H6. These schemes can follow the Fast Track Route provided all other eligibility requirements are met.
- 5.27. For developments that provide 75 per cent or more affordable housing, it may be possible to consider a variation from the normal 70:30 tenure split for all of the affordable housing in the scheme. This will be considered on a case by case basis, having regard to the housing need met by the scheme and the level of public subsidy involved. The council will require all schemes

proposing this approach to be viability tested, to ensure the level of genuinely affordable housing is maximised in every case.

- 5.28. Where schemes proposing between 10 and 25 units (gross) provide the threshold level of affordable housing as an in lieu payment (and are therefore eligible to follow the Fast Track route), the value of the in lieu payment should be based on the relevant threshold as a percentage of on-site units. The payment in lieu should be calculated through two appraisals – one with the level of affordable housing required by policy and the other with 100 per cent market housing: the payment in lieu will equate to the difference between the two residual values. Applicants should use the methodology set out in Annex 10, making use of the online calculator provided on the council's website.
- 5.29. The requirement for affordable housing contributions from minor housing developments (those providing fewer than ten units gross) is justified by the high level of affordable housing need in Lambeth and the contribution to housing delivery in the borough made by developments of this size. See Topic Paper 1. The methodology for agreeing contributions in minor housing developments is set out in Annex 10: this allows for viability testing on a case by case basis. The council has provided an online calculator and guidance note on its website to assist applicants in undertaking the calculation.
- 5.30. The council's preferred mix of rental levels for affordable housing secured through the planning system is set out in its Tenancy Strategy. This strategy also sets out the council's preferences for provision of intermediate affordable housing, taking account of the relative affordability of different intermediate products and their ability to meet priority local housing need; and its approach to allocating this accommodation. Lambeth's Tenancy Strategy will be a material consideration in the determination of planning applications required to provide affordable housing. As set out in the Mayor's Affordable Housing and Viability SPG, shared ownership will not normally be appropriate in locations where market sales values exceed £600,000. In those areas London Living Rent should be the intermediate product provided.
- 5.31. Rented affordable housing should normally be managed by a registered provider of social housing (other than in Build to Rent schemes, see Local Plan policy H12). The council will expect developers to demonstrate they have engaged with a registered provider prior to submitting a planning application and to have secured from them a commitment to provision. The council will seek to work with its preferred partners for delivery of affordable housing, to achieve the highest possible standards of management. Applicants should therefore set out how they have sought to engage with the council's preferred register provider partners in the first instance. Where it can be demonstrated to the satisfaction of the council that it has not been possible to engage a

preferred partner, an alternative registered provider may be considered. In that case, the council will need to be satisfied that the alternative provider can meet and sustain a high standard of management.

- 5.32. Where a registered provider is not involved in the delivery of intermediate affordable housing, the affordable housing provider must be approved by the council, satisfy due diligence requirements and provide detailed information regarding allocation, management and maintenance arrangements, service charges and rent levels. In all cases affordable housing will be secured through a legal agreement to ensure it remains at an affordable price for future eligible households in perpetuity (or that the subsidy is recycled for alternative affordable housing provision in Lambeth).
- 5.33. The council's approach to provision of affordable housing in Build-to-Rent developments is set out in Local Plan policy H12. The approach to affordable housing in estate regeneration schemes is set out in Local Plan policy H11.
- 5.34. Where applications follow the Viability Tested Route, the council's approach to transparency and viability appraisal methodology will be as set out in the Lambeth Local Application Requirements and Lambeth Development Viability Supplementary Planning Document 2017.
- 5.35. The council will follow the approach to review mechanisms set out in London Plan policy H5 and associated supplementary planning guidance. For applications following the Viability Tested Route, the 'cap' on the additional provision that will be sought will be 50 per cent as required by the Mayor's Affordable Housing and Viability SPG.

Policy H3 Safeguarding existing housing

- a) Existing self-contained C3 housing will be safeguarded in accordance with London Plan policy H8 including from change of use to non-permanent residential use. Exceptionally, the net loss of self-contained residential units accommodation may be acceptable where:
- i) ~~the loss arises from the amalgamation of smaller, separate flats within an original house or purpose built flats to create a unit of family accommodation (3 bed+); or~~
 - ii) ~~the proposal is for a nursery or childcare use for (see policy S2);~~
 - iii) the proposal is for specialist non-self-contained accommodation (use class C2) to meet an identified local need in accordance with the requirements of Local Plan policy H8.
- b) Where loss of existing affordable housing is proposed, the council will follow the approach set out in London Plan policy H8. ~~Proposals that involve the net loss of affordable housing units will be resisted. Exceptionally, the loss of affordable housing may be acceptable where this arises from the managed replacement of housing through estate regeneration programmes where the redevelopment:~~
- ~~(i) provides at least an equivalent floorspace of affordable housing;~~
 - ~~(ii) achieves a more appropriate mix of housing types and tenures in line with housing needs and the delivery of mixed and balanced communities; and~~
 - ~~(iii) creates new units of a higher quality and design standard and delivers improvements to the wider external environment.~~
- c) Proposals that would bring back into use long-term empty homes and derelict empty homes will be supported.
- d) Homes should not be used as short-term holiday rental accommodation for a cumulative period of more than 90 days a year. Applications for change of use of permanent residential accommodation to short-term holiday lets will not be permitted.

Supporting text

- 5.36. ~~In London, the use of permanent housing for temporary sleeping accommodation (lettings of less than 90 days) is considered to be a material change of use requiring planning permission (under the amended Greater~~

London Council (General Powers) Act 1973). The use of residential premises in London as temporary sleeping accommodation involves a material change of use requiring planning permission by virtue of the Greater London Council (General Powers) Act 1973 (as amended) unless it benefits from the new exception introduced by the Deregulation Act 2015 which came into force on 26 May 2015. This provides that the use of temporary sleeping accommodation of any residential premises in London does not constitute a change of use, (for which planning permission would be required), if certain conditions are met. The conditions are: 1) that the sum of (a) the number of nights of use and (b) the number of nights of any previous use of the same premises as temporary sleeping accommodation in the same calendar year, does not exceed 90 nights 2) for each night counted under (a), the person who provided the sleeping accommodation must be liable to pay council tax (which would therefore include people who are liable to council tax but are in receipt of a discount). If the two conditions in the new exception are not met use as temporary sleeping accommodation of residential premises involves a material change of use requiring planning permission. The policy protects existing housing (C3) from change of use to non-permanent accommodation, (including timeshare, short-term lets, and temporary sleeping accommodation, as well as C1 uses, hostels and bed and breakfasts). Demand for short-term and temporary sleeping accommodation of these types in the borough should be met from appropriate sites in non-residential use, rather than sites used for permanent housing.

- 5.37. ~~The amalgamation of smaller units can help to meet the unmet need and demand for larger family-sized homes in Lambeth.~~
- 5.38. ~~The council is committed to an estate regeneration programme to deliver a significant improvement in the quality of housing on some estates. Where redevelopment of affordable housing is proposed as part of agreed estate regeneration programmes, it should be replaced by better quality accommodation, providing at least an equivalent floorspace of affordable housing.~~
- 5.39. The Lambeth Housing Strategy 2017 seeks a reduction in the number of empty homes in the borough through better management ~~2012 prioritises the return to use of long-term empty homes, with a target to bring 100 private sector long-term empty properties back into use each year, helping to increase the supply of much needed housing in the borough.~~
- 5.40. When demonstrating a proposal would meet an identified local need, applications should be clear about the client group(s) the accommodation would provide for; have regard to the Lambeth Housing Strategy and associated strategies and evidence about individual client groups in the

borough; and have regard to Lambeth’s current strategy for commissioning accommodation to meet the needs of the specified client group(s) in the borough.

Policy H4 Housing size mix in new developments

- a) The council will support proposals which offer a range of dwelling sizes and types to 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~~ low cost rented 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	2-bedroom units	3-bedroom+ units
Not more than 25 20%	25-60 20-50%	Up to 30% 40%

- ii) For market and intermediate 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 the particular needs of both existing and prospective future residents of the estate~~ and the needs of the intended occupiers of the specialist housing.

Supporting text

- 5.41. The preferred borough-wide housing mix for social / affordable rented ~~and intermediate~~ housing is informed by Lambeth's ~~2012 Housing Needs Survey (HNS) and the 2011 South West London~~ 2017 Strategic Housing Market Assessment (SHMA). ~~A detailed explanation is given in Topic Paper 1: Housing.~~
- 5.42. To ensure mixed and balanced communities, a range of dwelling sizes including family-sized housing will be sought from all new developments. Family-sized accommodation is defined as having three or more bedrooms (at least one of which is a double-bedroom as defined in the Nationally Described Space Standards 2017).
- 5.43. While developments are expected to reflect the preferred dwelling mix set out above, rigid application of these requirements may not be appropriate in all cases. When considering the mix of dwelling sizes appropriate to a development, the council will have regard to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities. In all cases proposals will be expected to

demonstrate that the provision of family-sized units has been considered maximised.

- 5.44. The dwelling mix requirements set out in Local Plan policy H4 (a) do not apply to developments that provide housing for specific community needs. In such developments, the appropriateness of the proposed mix of dwelling sizes will be assessed in terms of the needs of the intended occupiers. See Local Plan policy H11 for the approach to dwelling size mix in estate regeneration schemes and Local Plan policy H6 for the specific requirements relating to residential conversions.
- 5.45. ~~In the case of estate regeneration schemes, replacement / new affordable housing should reflect the particular housing needs of existing and future tenants. Schemes should make provision to re-house existing residents, after which the mix of all additional units should reflect the wider housing needs of the borough in all but exceptional cases where a variation can be robustly justified.~~

Policy H5 Housing standards

- a) Proposals for new residential development, including new-build dwellings, conversions and change-of-use schemes where new dwellings are created, should accord with the principles of good design and will be expected to:
- i) provide dual-aspect accommodation, unless exceptional circumstances are demonstrated;
 - ii) meet the minimum private internal space standards set out in London Plan policy D6; and
 - iii) meet the requirements for accessible housing in London Plan policy D7.
- b) The council will require at least the following level of external amenity space for all residential units.
- i) For new houses, 30m² private amenity space per house should generally be provided.
 - ii) For new flatted developments, ~~communal amenity space of at least 50m² per scheme~~ should be provided to the following quantities: , plus a further 10m² per flat either as a balcony/terrace/private garden or consolidated with the communal amenity space; and for development of 10 or more residential units a further 50m² per scheme of communal amenity space.
 - iii) Houses, ground-floor flats, and family-sized units should preferably have direct access to a private garden.
 - iv) For non-self-contained accommodation, external amenity space of 50m² for developments up to 100 occupants should be provided, with a further 0.5m² per each additional occupant.
- c) Communal amenity space should:
- i) receive natural light;
 - ii) be screened from parking areas;
 - iii) ~~be easily accessible to all occupants~~ be designed to be inclusive for all users;

- iv) be overlooked by habitable rooms to ensure safety and surveillance;
 - v) incorporate sustainable landscape principles and practices, including effective water management, efficient energy use, use of sustainable materials, and promotion of biodiversity and, where appropriate, food growing; and
 - vi) be accessible to all residents of the development, irrespective of tenure;
 - vii) be designed to support an appropriate balance of informal social activity and play opportunities for various age groups and;
 - viii) have a landscape, management and maintenance plan.
- d) ~~For developments of 10 or more units with at least one family-sized dwelling, children's play space should be provided where appropriate to at least the levels set out in the London Plan Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation' 2012. In exceptional circumstances off-site provision may be acceptable. The council will follow the approach to play space set out in London Plan policy S4 and associated Supplementary Planning Guidance. Play areas should be inclusive and accessible to all residents of the development irrespective of tenure.~~

Supporting text

- 5.46. The internal space standards and external amenity space standards apply to all new housing in Lambeth including new-build dwellings, conversions and change-of-use schemes where new dwellings are created. Applicants are encouraged to exceed minimum internal space standards wherever possible. See also Local Plan policy H11 Housing Estate Regeneration.
- 5.47. Guidance and standards relating to the design and quality of residential developments is set out in the London Plan and associated guidance. The Mayor's Housing SPG defines dual aspect as those with 'openable windows on two external walls'. It does not consider the provision of a bay window to constitute dual aspect. Units where the second aspect is on the same elevation within a recessed balcony offer only a slight improvement on single aspect and will not be treated as dual aspect because the opportunity for quiet, a second view and useful cross ventilation will be limited by the location within the balcony recess.

- 5.48. Sufficient outdoor amenity space should be provided in all new residential developments. The policy contains Lambeth-specific amenity space standards. Private outdoor amenity space is highly valued and should be provided in all new housing developments. Where balconies and terraces are provided they should be located and designed so that they do not result in an unacceptable loss of privacy to existing residential properties or compromise the proposed living accommodation particularly with regard to sunlight and daylight. They should be designed as an integrated part of a building's elevation. Subject to design, ~~considerations~~ enclosing balconies as glazed, ventilated winter gardens may be considered an acceptable alternative to open balconies where the external environment would restrict the amenity value of open balconies.
- 5.49. The council expects that all developments should be able to provide amenity space in accordance with the standards set out in policy Local Plan policy H5. The quality of amenity space should meet the requirements of Local Plan policy Q2. The use of roof areas for additional amenity or garden space is encouraged. Where buildings utilise roofs to provide private outdoor space and other outdoor amenity space the proposal should take into consideration issues of design, amenity (including overlooking), safety, crime prevention and the need to deliver other sustainability objectives (e.g. biodiversity and carbon reduction). Because of traffic and overlooking front gardens lack the privacy required to serve residents' need for leisure, play or relaxation. For that reason front gardens should not be counted towards private or communal amenity space provision. See also Local Plan policy EN1 on open space.
- 5.50. In exceptional circumstances, having regard to London Plan guidance, where it is demonstrated that site constraints make it impossible to provide private open space for all dwellings in flatted developments in line with the standards set out above, the provision of additional internal living space equivalent to the amenity space requirement within a proportion of dwellings may be accepted. In the case of houses, the policy requires 30m² private external amenity space per dwelling. In exceptional circumstances the council may consider a smaller quantity of private amenity space per house and some communal provision where it is demonstrated to the satisfaction of the council that the space provided will adequately meet the needs of the intended occupants. Proximity of a development site to an existing park or open space alone does not constitute a sufficient reason not to provide on-site external amenity space.
- 5.51. ~~The London Plan Shaping Neighbourhoods: Play and Informal Recreation SPG (2012) provides guidance on the levels and types of provision required for different age groups. Provision should be based on a minimum benchmark of 10m² dedicated play space per child as set out in the SPG.~~

- 5.52. Play areas should be easily accessible, overlooked by habitable rooms and enclosed either through fencing, railings or other safety features. Appropriate play equipment that complies with current safety standards should be installed. As set out in London Plan policy S4, formal play provision should normally be made on-site and where development is to be phased, there should be an early implementation of play space. Off-site provision, including the creation of new facilities or improvements to existing provision, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents. This is likely to be more appropriate for the provision of play facilities for older children, who can travel further to access it, but should still usually be within 400 metres of the development and be accessible via a safe route from children's homes (measured by walking routes). Formal play space can be provided in a variety of forms, including playable space, natural landscaping features and more traditional play equipment. Arrangements for the exceptional provision and maintenance of off-site play areas will be secured through planning obligations. The methodology for agreeing off-site provision through payments to the council is set out in Annex 10. Planning obligations will also be sought for the maintenance of play equipment provided on-site; and for the maintenance of any additional or improved equipment provided for off-site.
- 5.53. In designing developments outdoor amenity space provision should take precedence over parking provision. Where parking is provided, this should comply with the standards set out in Local Plan policy T7.
- 5.54. In accordance with London Plan policy D6 all residential development should incorporate appropriately designed security features and be designed having regard to the on-going management and future maintenance costs of, and responsibility for, the particular safety and security measures proposed (see also Local Plan policy Q3).

Policy H6 Residential conversions

- a) To ensure mixed and balanced communities with a choice of family-sized housing and to manage the cumulative effects of residential conversions on environmental quality and local amenity, the council will protect dwellings suitable for occupation by families of less than 130m² (as originally constructed) from conversion into flats or houses in multiple occupation (HMOs) as follows.
- ~~i) In parts of the borough under conversion stress, all dwellings suitable for occupation by families will be protected.~~
 - ~~ii) In other parts of the borough, not on the main road network, dwellings suitable for occupation by families of less than 150m² (as originally constructed) will be protected.~~
- b) Where a dwelling has a floor area (as originally constructed) of at least 130m² proposal is not contrary to the requirements of part (a) (i) and (ii) above, conversion of the property into self-contained units may be acceptable provided:
- i) the development provides a high quality of accommodation and each new self-contained unit meets the standards for new residential accommodation set out in Local Plan policy H5;
 - ii) ~~where the property is being converted to flats,~~ the proposal provides a mix of unit sizes including the provision, where practicable, of a family-sized home; at ground-floor level with direct access to a rear garden;
 - iii) the conversion will not lead to an unacceptable level of noise and disturbance to occupiers and adjoining properties (see Local Plan policy Q2);
 - iv) the cycle parking and refuse storage arrangements are adequate and do not, by design or form, adversely affect the quality of the street scene (see Local Plan policies Q12 and Q13); cycle parking standards in Local Plan policy T3 will also apply;
 - v) ~~the proposal does not have an unacceptable impact on parking conditions and traffic congestion in the area. Proposals are not required to provide off-street parking, but where parking is provided this should comply with the standards set out in policy T7.~~ where a Controlled Parking Zone is in place, no additional car parking permits will be issued to any occupiers of additional housing units created through the conversion conversions in areas of high parking stress;

- vi) where there is no Controlled Parking Zone the occupants of the additional housing units created will not be eligible for car parking permits in the event that a CPZ is introduced at a later date.

Supporting text

- 5.55. The conversion of larger homes into several flats can provide both additional housing and a range of accommodation sizes. However, numerous residential conversions in one street can affect the mix and balance of communities and result in stress arising from harmful cumulative impacts to environmental quality, local amenity and parking capacity. Local Plan policy H6 therefore seeks to achieve the right balance in managing residential conversions by setting a minimum size threshold for the existing property to be eligible; by requiring conversions to include a mix of unit sizes, at least one of which is a family-sized home; and by restricting access to additional parking permits it is necessary to ensure that this is not at the expense of maintaining the existing stock of family accommodation.
- 5.56. In applying this policy to existing dwellings being considered for conversion, 'dwellings suitable for occupation by families' means houses, purpose-built maisonettes and duplex dwellings with ground-floor access to a rear garden, with three or more bedrooms. These types of properties lend themselves to family occupation. Policy H6 applies to the conversion of such properties in existing C3 (dwelling house) or C4 (small HMO) use (see Glossary and policy H9). The policy will also apply where a property within a conversion stress area was originally constructed as a dwelling suitable for occupation by families and was subsequently converted to a non-residential use, assuming the loss of the non-residential use is acceptable under other development plan policies. If the existing property is in lawful use as a house in multiple occupation (HMO), Local Plan policy H9 will apply.
- 5.57. Attempts to circumvent this policy, including ~~through the demolition of an existing family home(s), or through reconfiguration of the internal layout of the property,~~ will not be permitted.
- 5.58. ~~The justification for the policy on conversions is provided by the Residential Conversions Study 2009: this includes the need to maintain a stock of family-sized housing in the borough; to maintain mixed and balanced communities in existing residential neighbourhoods; and to manage the effects of conversion activity on environmental quality and local amenity.~~
- 5.59. ~~The study defines the areas of the borough under conversion stress as streets other than on the main road network where the number of flats derived from~~

~~conversion is equal to or exceeds the number of houses remaining on the street. The streets under conversion stress are shown on the Policies Map. The main road network consists of the roads identified on the Policies Map as part of the Transport for London Road Network and London Distributor Roads.~~ 'As originally constructed' Originally constructed refers to the floor area of the property prior to any extensions being carried out. Extensions carried out pre-1948 can be included in the original floor area. Parts of the dwelling that were not originally habitable rooms (for example lofts and cellars) would not be included for the purposes of calculating original floor area. A more detailed definition of original floor area is provided in the Glossary.

- 5.60. Other council priorities to ~~increase the supply of affordable housing (Policy H2) and bring long-term empty properties back into residential use~~ (Local Plan Policy H3 (c)) may be taken into account in the assessment of individual applications.
- 5.61. Further guidance and standards relating to the design and quality of residential developments is set out in the London Plan and associated guidance ~~Housing SPG~~. See also Local Plan policies Q7 Urban design: new development, Q12 Refuse/recycling storage and Q13 Cycle storage. Proposals should demonstrate mitigation of potential noise disturbance to lower floor occupants arising from conversion.
- 5.62. The acceptability of conversions of statutory Listed Buildings will be assessed on a case-by-case basis and with a presumption against harm to their significance. The Design Code SPD will provide further guidance on residential conversions, including in Conservation Areas.
- 5.63. Outside of Controlled Parking Zones, future controls will be secured through planning obligations in section 106 legal agreements.

Policy H7 Student housing

- a) The council will seek to manage the development of sites for student housing to ensure the availability of land to meet priority housing and employment needs and the achievement of mixed and balanced communities. Proposals for student housing will be acceptable only where it can be demonstrated that the development:
- i) does not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, nor displace other key uses such as employment development. Proposals should not result in the loss of employment land or floorspace, unless relevant policy tests (set out in section 6 of the Local Plan) are met, or the loss of existing self-contained dwellings;
 - ii) forms part of a mixed-use development;
 - iii) is supported by evidence of a linkage with one or more higher education ~~institution provider~~ (HEI HEP) in Lambeth, or within a reasonable travelling distance of Lambeth, as defined in the London Plan funded by the Higher Education Funding Council for England. This evidence must include confirmation that the proposed rental levels for the student accommodation are supported by the linked HEI HEP(s) and that the majority of the bedrooms in the development including all of the affordable student accommodation will be secured through a nominations agreement for occupation by students of one or more HEP, for the lifetime of the scheme, as required by London Plan policy H15;
 - iv) would not lead to an over-concentration of similar uses which may be detrimental to residential amenity or the balance and mix of uses in the area or place undue pressure on local infrastructure;
 - v) is located in an area with good public transport access, and easy access to local shops, work places, services and community facilities;
 - vi) provides a range of accommodation types, including cluster flats with shared kitchen and bathroom facilities unless justification is provided as to why this would not be appropriate;
 - vii) is well-designed, providing appropriate space standards and facilities and is sustainable by virtue of being adaptable to alternative residential use;

- viii) provides high-quality cycle parking facilities in accordance with Local Plan policies T3 and Q13. ~~Pool bikes are particularly appropriate for student housing.~~
- b) Student housing will be secured by planning obligation or condition relating to the use of land or to its occupation by members of specified educational institutions. Where the accommodation is not secured for students, the development will be considered large-scale purpose-built shared living and considered under London Plan policy H16 and Local Plan policy H13 ~~subject to the requirements of policy H2 in respect of affordable housing provision.~~
- c) The requirements of London Plan policy H15A4 relating to provision of affordable student accommodation will apply.
- d) Leisure facilities within purpose-built student accommodation should be made available for public use in locations where there is an identified shortage of provision. This will be secured through planning obligations.
- e) Temporary use of purpose-built student accommodation during vacation periods for ancillary uses will normally be supported.
- f) The loss of existing student accommodation will be resisted unless ~~adequate replacement accommodation is provided or~~ it is demonstrated that the facility no longer caters for current or future needs and the floorspace is replaced by another form of residential accommodation that meets other development plan requirements.

Supporting text

- 5.64. ~~In accordance with London Plan policy~~ To ensure delivery against the London Plan housing target, the council will seek to ensure that addressing the demand for student housing does not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities.
- 5.65. When considering whether a proposal for student accommodation would compromise capacity to meet the need for conventional dwellings in the borough the council will have regard to:
- whether a proposal would displace existing C3 residential accommodation
 - whether a site has been allocated for housing ~~in the Local Plan or~~

- whether a site has been identified in the London SHLAA and/or Local Plan housing trajectory as having with capacity for conventional housing (except where a proposal achieves that capacity as part of a mixed-use development)
- whether a site has an extant or historic planning permission for C3 housing.

- 5.66. Higher Education Providers (HEPs) are defined in London Plan footnote 77. While the council recognises that provision for specialist student accommodation is needed to support the growth of London's higher education ~~institutions~~ providers, speculative development of student housing will not be ~~supported~~ permitted. Proposals must be supported by evidence of a linkage with one or more higher education ~~institution~~ provider (HEI HEP) ~~funded by the Higher Education Funding Council for England.~~ This evidence should be provided on submission of a planning application, and will be requested at pre-application stage if this takes place. The accommodation should either be operated directly by an ~~HEFCE funded HEI~~ HEP or have a nominations agreement ~~or an 'in-principle' agreement~~ in place in accordance with London Plan policy H15 (see also London Plan paragraph 4.15.3). Applications that do not demonstrate to the satisfaction of the council that the accommodation is linked with an ~~HEFCE funded HEI~~ HEP will not be ~~supported~~ permitted. It is important for private providers of student accommodation to have early discussions with ~~HEFCE institutions~~ HEPs to ensure the accommodation is designed and built to meet their requirements. The council will expect developers to demonstrate that they have engaged with the appropriate organisations to ensure that new developments will meet identified need.
- 5.67. Tenancies should have regard to the likely level of financial support available to the intended occupiers. Proposed rental levels should be submitted, along with evidence that these levels are supported by the linked ~~HEI~~ HEP(s). Where the development is not operated directly by a higher education provider, the affordable student accommodation bedrooms should be part of the purpose-built student accommodation that is subject to a nominations agreement with named HEPs, secured in a legal agreement. The affordable student accommodation should be allocated by the HEP(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. In applying part H7(c)(iii) of this policy, the council will have regard to paragraph 4.15.4 of the London Plan where 100 per cent affordable student accommodation is proposed.
- 5.68. To be sustainable, sites should be located close to the institution they are intended to serve (reachable within 30 minutes) or otherwise have good public transport accessibility (Level 4 or above), and easy access to shops, services

and community facilities. The council expects developments to provide high quality cycle parking facilities, which are secure, sheltered, integrated and accessible, in line with policies Local Plan T3 and Q13.

- 5.69. When considering the concentrations of students in a single area, the council will have regard to the character of the area, the existing mix of uses, and the particular impact on any permanent residential occupiers. Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions). Given the existing concentration, quantum and pipeline of this type of accommodation in Vauxhall, additional purpose-built student accommodation in the Vauxhall part of the NEV Opportunity Area is unlikely to be supported. The London Plan encourages new student accommodation away from existing concentrations in central London.
- 5.70. Student accommodation should form part of a mixed-use development. Schemes that comprise solely student accommodation will not normally be supported.
- 5.71. Developments should not place undue pressure on local infrastructure, in particular transport or open space. In this regard, the council will consider whether public transport services have existing or committed capacity to accommodate the additional demand generated and whether public open space has adequate capacity to absorb further use, particularly in open space deficiency areas. Where there is an identified shortage of leisure facilities in the location of the proposal (particularly swimming pools, gyms and other indoor or outdoor sports facilities) as set out in the Infrastructure Delivery Plan, any leisure facilities of this type provided as part of the development should be made available for use by the general public at times to be agreed with the council. This provision and associated maintenance requirements will be secured through a legal agreement.
- 5.72. It is accepted that, due to the relatively short tenancies in student housing and the lifestyle of occupants, different amenity standards should apply from those for permanent accommodation. However, accommodation should still be well-designed, providing appropriate space standards and facilities and good day-lighting. The provision of amenity space will need to reflect the location and scale of the proposal. The ability to accommodate ~~disabled~~ students with disabilities should be fully integrated into any student housing development, with 10 per cent of rooms wheelchair-accessible or easily adaptable for occupation by a wheelchair user in line with London Plan policy D7.
- 5.73. The council will expect schemes to include a range of accommodation, including clustered study bedrooms with shared facilities, double units, and

single and studio units. Cluster flats with shared facilities are likely to be more affordable than en-suite single rooms and self-contained studio units. The provision of a variety of layouts will also allow for greater flexibility for conversion to permanent self-contained housing if in future the building is no longer needed as student accommodation, thus ensuring its sustainability.

- 5.74. A student management plan should be submitted with all applications, to ensure student welfare and mitigate potential impacts on the local community. This should include an explanation of how student accommodation will be used and managed during university vacations. Examples of temporary use of purpose-built student accommodation during vacation periods for ancillary uses include providing accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses at any institution approved in advance by the council. Conditions and/or legal agreements will be used to ensure that the ancillary use does not result in a material change of use of the building.
- 5.75. Given the anticipated growth in numbers of full-time higher education students, existing student housing provision will be protected unless it has been replaced or there is no longer a demand for it.
- 5.76. The council will continue to liaise with educational institutions, particularly those within and close to the borough, regarding their needs and student accommodation strategies. Student accommodation will be monitored as distinct from overall housing provision, including future demand / supply relationships.

Policy H8 Housing to meet specific community needs

- a) The council will support the provision of housing to meet specific community needs, across a range of tenures, where it is demonstrated that the accommodation:
- i) would meet an identified local need;
 - ii) will be suitable for the intended occupiers in terms of the standard of facilities, the level of independence, and the provision of support and/or care;
 - iii) is of a high design quality, relevant to client needs, including inclusive design and provision of internal and external space;
 - iv) will be accessible to public transport, shops, services, community facilities and social networks appropriate to the needs of the intended occupiers;
 - v) makes adequate provision for ~~visitor / carer~~ parking for visiting health and care professionals and, where appropriate, for the safe storage of wheelchairs and mobility scooters, in accordance with London Plan policy H13B;
 - vi) is on a site and in a location suitable for that particular use, having regard to amenity, transport and other environmental impacts; and
 - vii) contributes to creating a mixed, balanced and inclusive community.
- b) The loss of existing housing which meets identified specific community needs will be resisted unless it can be demonstrated that:
- i) the accommodation is no longer needed and the new accommodation will instead meet another identified priority local need; or
 - ii) the existing floorspace ~~accommodation~~ will be adequately re-provided to an equivalent or better standard on-site or elsewhere in the borough.
- c) The council will support and encourage proposals which provide adaptations enabling residents to live independently and safely in their own homes.

- d) See also London Plan policy H13 relating to specialist older persons' housing. Applicants for specialist older persons' housing should demonstrate how the design will address the needs of people with dementia and other long-term health conditions.

Supporting text

- 5.77. Housing to meet specific community needs in Lambeth can include temporary accommodation for homeless households, sheltered housing with care support, reablement accommodation (intensive short-term), accommodation for victims of domestic abuse and/or violence, staffed hostels, residential-care and nursing-care homes, extra-care housing, and supported housing provision for children, people with physical and learning disabilities or those with mental health issues who require additional support, older persons and other client groups. These forms of specialist housing often provide essential accommodation for the most disadvantaged and vulnerable residents. Housing to meet specific community needs does not include visitor accommodation. The need for short-term, medium-term and permanent supported and specialised accommodation within Lambeth is assessed in the Lambeth SHMA 2017.
- 5.78. The council is working towards reducing the reliance on residential-care provision. Residents in Lambeth will be supported to live independently in their own homes or in the right supported-housing environment. However, they should also be able to access specialist housing if they need extra support.
- 5.79. Proposals for the provision (or loss) of housing to meet specific community needs will be assessed having regard to Lambeth's Housing Strategy and associated client group sub-strategies. Proposals for the development of specialist housing should demonstrate that there is a local need for such accommodation.
- 5.80. Proposals for specialist housing should also make provision, where appropriate, for properties with two bedrooms, to provide for live-in carers. The location, internal and external design of the buildings, and their accessibility should help facilitate independence and social integration. External amenity space provision should ~~conform~~ have regard to the Housing LIN Design Principles for Extra Care housing (2009) in the case of sheltered housing schemes; and to the Care homes for older people: national minimum standards (2003) in the case of residential and nursing care homes. Applicants are also advised to have regard to the 'HAPPI' design principles (Housing our Ageing Population Panel for Innovation Report 2009) and the

Royal Town Planning Practice Guidance on Dementia and Town Planning (January 2017). Applications should demonstrate that appropriate provision is made on-site for the safe storage of wheelchairs and mobility scooters.

- 5.81. The council will also seek to ensure that developments make adequate provision for parking with reference to policy Local Plan policy T7, including for visiting health and care professionals. ~~visitors and carers. If appropriate parking provision for carers/visitors cannot be provided on site the council will require an assessment of available on-street parking or justification as to why such provision is not required, having regard to the scale and/or the location of development.~~
- 5.82. Applications should include detailed information regarding staffing requirements and visitors (including numbers of staff and visiting care professionals, staff working hours, visiting hours).
- 5.83. London Plan policy H13 sets out specific requirements for specialist older persons' housing, including in relation to delivering affordable housing when the accommodation falls into the C3 use class (which includes sheltered accommodation and extra care accommodation). Co-housing schemes for older people are encouraged, subject to meeting other policy requirements.
- 5.84. Local Plan policy H3 sets out the exceptional circumstances in which proposals for change of use from C3 to C2 accommodation may be considered, with reference to the tests in Local Plan policy H8(a). Proposals for change of use from C2 to C3 accommodation must meet the tests set out in Local Plan policy H8(b) and Local Plan policy H5 with regards to external amenity space.
- 5.85. Provision of specialist older persons' accommodation will be monitored against the London Plan annual borough benchmark (2017-2029).

Policy H9 Hostels and houses in multiple occupation

- a) The council will support proposals for new hostels and houses in multiple occupation (HMOs) where it is demonstrated that the accommodation:
- i) does not result in the loss of housing suitable for occupation by families, ~~in accordance with~~ as defined in Local Plan policy H6;
 - ii) would meet an identified local need;
 - iii) will be suitable for the intended occupiers in terms of the standard of facilities;
 - iv) will be accessible to public transport, shops, services, community facilities and social networks appropriate to the needs of the intended occupiers;
 - v) will not provide additional off-street car parking where a Controlled Parking Zone exists or is planned, will provide cycle parking in accordance with Local Plan policy T3 and will not have an unacceptable impact on parking conditions and traffic congestion in the area (~~see policy T7~~);
 - vi) is on a site and in a location suitable for that particular use, having regard to amenity, transport and other environmental impacts; and
 - vii) contributes to creating a ~~an mixed, balanced and~~ an inclusive community and would not result in an over-concentration of such uses within a neighbourhood that would harm the mix, balance and well-being of communities by giving rise to anti-social behaviour.
- b) The loss of existing hostels and houses in multiple occupation will be resisted unless it can be demonstrated that:
- i) the accommodation is no longer needed and ~~the new~~ the floorspace is replaced by another form of residential accommodation that will instead meet another identified priority local need; or
 - ii) the property is incapable of meeting modern standards; or
 - iii) the existing accommodation will be adequately re-provided to an equivalent or better standard on-site or elsewhere in the borough.

Supporting text

- 5.86. HMOs are flats or houses permanently occupied by more than one household, where each household does not have exclusive access to all cooking, washing and toilet facilities behind a locked front door. They are classified as either 'small' (housing 3 to 6 people) or 'large' (housing more than 6 people). The former are classified as class C4 in the Town and Country Planning (Use Classes) Order 1987 (as amended), while the latter are *sui generis*, meaning the use does not fall within a specific use class (see Glossary). This policy covers both categories, unless the proposal meets the Local Plan definition of large-scale purpose-built shared living (paragraph 5.120), in which case London Plan policy H16 and Local Plan policy H13 will apply.
- 5.87. There are permitted development rights which allow changes between small HMOs (Class C4) and residential (Class C3) without the need for planning applications. Planning permission is required for a change of use to a large (*sui generis*) HMO.
- 5.88. For the purposes of this policy a hostel includes a building providing temporary non self-contained residential accommodation with an element of supervision, but with no significant degree of care. Hostels are a *sui generis* use.
- 5.89. In addition to planning requirements, some HMOs require an HMO ~~license~~ licence from the council. ~~HMOs of three or more storeys, and~~ let to five or more people living as more than one household, are subject to mandatory licensing requirements. These include minimum bedroom sizes of 6.51m² for one person over 10 years of age, 10.22m² for two persons over 10 years of age and 4.64m² for one child under the age of 10 years. HMO licensing does not grant exemption from the need to obtain planning permission. Further information about HMO licensing can be sought from the Lambeth Private Sector Housing Team.
- 5.90. HMOs and hostels can play an important role in providing accommodation for single people who cannot afford self-contained housing. To demonstrate a proposal is meeting an identified local need, reference should be made to the Lambeth Strategic Housing Market Assessment 2017, the Lambeth Housing Strategy and associated Lambeth strategies for individual client groups; and to Lambeth's strategy for commissioning accommodation to meet the needs of specific client groups in the borough. The London Plan states that, where they are of reasonable standard, HMOs should generally be protected. HMOs that are lawful in planning terms (i.e. those with planning permission or established-use rights) and, where applicable, licensed, are protected, subject

to the criteria set out in part (b) of the policy. Similarly, hostels for which there is an identified need will be protected.

- 5.91. There are concerns regarding the quality of some existing HMOs and hostels in the borough, and improving the standard of this type of accommodation is a priority reflected in the Housing Strategy. Proposals that achieve this objective will be supported in principle.
- 5.92. In addition to the criteria set out in policy H9, proposals must also comply with any relevant standards for houses in multiple occupation; for example regarding fire precaution, WCs and baths/showers and facilities for the storage, preparation and cooking of food, which apply to both licensable and non-licensable properties.
- 5.93. Hostels and small HMOs that meet an identified local need are not subject to the requirement to provide affordable housing under Local Plan policy H2. New large HMOs that are intended as general needs housing for single people (and not to meet the needs of an identified client group) will be expected to make a financial contribution towards affordable housing. This will be calculated on the same basis as for large-scale purpose-built shared living (see Local Plan policy H13).
- 5.94. Hostels and HMOs providing accommodation for vulnerable groups (such as young offenders undergoing rehabilitation or half-way house accommodation for those returning to independent living) are important and necessary uses to meet specific forms of housing need. However, they can in some cases result in anti-social behaviour when too many such uses are located in close proximity, which can in turn have a harmful impact on the mix, balance and well-being of communities. To avoid harmful over-concentration, new uses of this nature should generally be located at least 150 metres away from similar premises (measured by walking distance at street level).

Policy H10 Gypsy and traveller needs

- a) Three pitches for gypsies and travellers will be needed in Lambeth over the plan period to meet identified need. This equates to one pitch every five years. There is no identified need for plots for travelling showpeople in the borough.
- b) The council will meet the needs of Lambeth's gypsy and traveller community by safeguarding the existing gypsy and traveller site in Streatham Vale and managing the churn in vacant pitches on this site to meet the identified future need. ~~The council will also seek to identify a new site(s) for additional facilities to meet the accommodation needs of gypsies and travellers over the lifetime of the plan.~~
- c) To ensure any new site proposed is ~~sites are~~ economically, socially and environmentally sustainable, proposals should meet the following criteria:
 - i) The site is suitable for residential occupation.
 - ii) The site does not have an unduly adverse impact on the local environment, the character of the area and the amenities of both local residents and the future occupiers of the site, including the potential for noise, traffic movements and other activities likely to be taking place within or in the vicinity of the site.
 - iii) The site has, or will have, a supply of essential services, such as mains gas and electricity, water, sewerage and drainage and waste disposal.
 - iv) The site provides accommodation from which travellers can access services and community facilities, in particular schools and health services.
 - v) The layout of the site, associated facilities and landscaping, including pitches, hard-standings, amenity blocks, parking and turning areas, amenity and play spaces and boundary treatments, are well planned to ensure the amenity of site residents and adjoining occupiers and facilitate the integration of the site within the surrounding environment.
 - vi) The site is not located in an area at high risk of flooding.

Supporting text

- 5.95. The council owns and manages ~~has~~ a long-established gypsy and traveller site, at Lonesome Way in Streatham Vale, currently with ~~45~~ 16 residential pitches. Capacity ~~was~~ is being increased by one pitch to ~~16~~ pitches through improvement works in 2015.
- 5.96. A new assessment of need for future accommodation for gypsies and travellers in Lambeth was undertaken during 2014 and updated in 2016 to address national Planning Policy for Traveller Sites as amended in August 2015 (PPTS 2015). The 2016 Gypsy and Traveller Accommodation Assessment update (GTAA update 2016) found there would be a need for three additional gypsy and traveller pitches over the period 2016 to 2031, one every five years, to meet need arising from net new household formation. It found no need for plots for travelling show-people in Lambeth over this period. This will inform a local target and a subsequent assessment of the supply of deliverable sites to address the requirements of Planning Policy for Travellers (CLG March 2012). This work will be taken forward in a separate Gypsy and Traveller development plan document, the programme for which is set out in the Local Development Scheme.
- 5.97. An assessment was undertaken in 2016 of the potential supply of land to meet identified gypsy and traveller needs in the borough. This assessed (a) capacity on the existing site and (b) the supply of other land in Lambeth that is suitable, available and deliverable to meet gypsy and traveller need. This land supply study identified two vacant pitches at the existing Lonesome Way site. The study concluded that re-letting vacancies on the existing site was the most deliverable approach to meeting current and future gypsy and traveller accommodation needs in the borough. Analysis of past lettings demonstrates it is very likely at least one pitch will become available every five years, as required to meet the identified need for three pitches over 15 years. The availability of pitches will be monitored annually.
- 5.98. The council will continue to protect the pitches on the existing site from change to alternative uses unless they are replaced by equivalent or improved sites, plots and/or pitches in suitable locations, or are demonstrably no longer needed.
- 5.99. Any applications for new sites should demonstrate that the criteria in Local Plan policy H10 can be met and that consideration has been given to the principles of good design (including adequate landscaping) in the layout of the site. Sites should be designed having regard to the CLG good practice guide 'Designing Gypsy and Traveller Sites' (2008), or any guidance that replaces it. ~~The provision of additional pitches will be monitored annually.~~

Policy H11 Estate regeneration

- a) Estate regeneration schemes must achieve at least 50 per cent affordable housing in the final scheme, based on habitable rooms. Applicants should demonstrate they have sought to maximise the proportion of affordable housing in the scheme and should where possible provide more than 50 per cent.
- b) Existing affordable housing floorspace on estate regeneration schemes should be replaced on an equivalent basis, i.e. where social rented floorspace is lost, it should be replaced by general needs rented accommodation with rents at levels based on that which has been lost. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities.
- c) The tenure of additional affordable housing (other than the replacement provision) should include an appropriate mix of low cost rented and intermediate affordable units to meet identified housing need (including priority for those on the lowest incomes) and achieve a mixed and balanced community. The type of intermediate provision should reflect the principles identified in the council's Tenancy Strategy.
- d) The size of accommodation provided through estate regeneration schemes will be dependent on the particular needs of both existing and prospective future residents of the estate and should be justified on this basis.
- e) The design of schemes should follow the principles of high quality design set out in the policies in section 10 of this Plan. See also Local Plan policies EN1(a)(ii) and Q12(c) for the approach to housing estate amenity land.
- f) External amenity space provision should address the Lambeth specific requirements set out in Local Plan policy H5. However, there may be particular circumstances associated with housing estate regeneration schemes that justify a different approach to the layout of external amenity space and ratio between private and communal space. This should be justified on a case by case basis, having regard to the Lambeth Housing Design Principles, privacy, safety, overlooking, appropriate separation between residential units, and management and maintenance arrangements.
- g) Provision for play and informal recreation should follow the approach set out in London Plan policy S4 and associated Supplementary Planning Guidance.

- h) Estate regeneration schemes should seek to increase permeability and integration into the existing urban fabric; improve safety and access for walking, cycling and public transport use to local amenities for residents; improve the public realm within the estate; and create new walking and cycling routes through estates as appropriate.
- i) General parking standards will apply to estate regeneration schemes, as set out in Local Plan policies T3 and T7, unless exceptional local circumstances are demonstrated.
- j) Applicants for estate regeneration schemes should set out in a supporting statement the overall social, economic, environmental and health benefits of the proposal.

Supporting text

- 5.100. This policy applies to estate regeneration schemes led by the council and/or other registered providers of affordable housing. This policy should be read and applied in conjunction with London Plan policy H8.
- 5.101. The policy requirement for at least 50 per cent affordable housing will be assessed on the basis of the overall proportion of affordable housing that will result in the final estate regeneration scheme, once all phases have been completed. This can in some cases include blocks that are being refurbished as part of the regeneration scheme. This assessment will be based on habitable rooms (see definition in the Glossary). Where affordable housing on an estate has been provided as off-site provision associated with a development elsewhere in the borough, the affordable housing units on that part of the estate should not generally be included for the purposes of calculating overall provision of affordable housing in the final regeneration scheme, as this would amount to double-counting borough-wide.
- 5.102. The London Plan requires all estate regeneration schemes to follow the Viability Tested Route. The general approach will be to test viability in relation to the estate regeneration proposal as a whole. An over-riding principle for estate regeneration schemes is that development viability must be considered in the round for each estate regeneration proposal. It is not generally appropriate to assess the development viability of individual parts or phases of an estate's redevelopment, because the financial model for the proposal will be based on a whole-estate approach that includes cross-subsidy between different elements of the housing that is to be re-provided plus the provision of other benefits (such as improvements to the wider external environment). Viability review mechanisms will be applied in appropriate cases.

- 5.103. In no circumstances will a net loss of affordable housing, or of social rented housing, be allowed in an estate regeneration scheme. All existing affordable housing floorspace must be replaced on an equivalent basis as set out in section (b) of the policy. Former social rented properties sold under right to buy/right to acquire should be categorised as market sector housing.
- 5.104. Net loss calculations should be made on the basis of habitable rooms rather than dwellings where the redevelopment of an estate is providing a housing mix that is more appropriate to the needs of both existing and prospective future residents – for example, where an increased provision of family dwellings is proposed. To achieve no net loss, significantly increased density may be necessary to increase the viability of schemes and achieve a more mixed and balanced community. To support the assessment of proposals, planning applications for estate regeneration schemes should provide information on existing and proposed housing by habitable rooms, floorspace and units.
- 5.105. Replacement and additional affordable housing should reflect the housing needs of existing and future tenants of the estate. Schemes should make provision to re-house existing residents, after which the mix of all additional units should reflect the wider housing needs of the borough in all but exceptional cases where a variation can be robustly justified. Existing residents should be rehoused in advance of occupation of new market housing and the number of moves for existing residents during the construction period should be minimised.
- 5.106. Where shared ownership units are provided as part of an estate regeneration scheme and the occupant ‘staircases out’ to own the unit outright, the proceeds from the sale of the unit will be retained by Homes for Lambeth and recycled into provision of other affordable housing elsewhere in Lambeth. This will be secured through a section 106 legal agreement associated with the planning permission for the proposal.
- 5.107. Local Plan policy H5 sets a Lambeth-specific standard for external amenity space but policy on estate regeneration acknowledges that there may be circumstances that could justify a different approach in this type of development. Proposals of this nature should be clearly justified in a supporting statement that addresses the requirements of the policy, explains the relevant constraints and sets out the benefits of the proposed alternative approach. The requirements for provision of green infrastructure in Local Plan policy EN1 and social infrastructure in policy S2 (d) will apply.
- 5.108. The council has developed guidance on Lambeth Housing Design Principles in collaboration with tenant and leaseholder representatives. This guidance

sets out the following ten key design principles for new homes in estate regeneration schemes in the borough:

- Secure, warm, safe and comfortable homes with high levels of insulation and sound proofing;
- Practical homes with plenty of storage space and easy access to services;
- Where we are re-housing residents, they will be involved in the design process;
- Personal outdoor space for each home;
- New homes are indistinguishable by tenure and fit well into the existing pattern of streets and open spaces;
- Communal spaces that residents enjoy spending time in, designed with safety in mind;
- Discrete and convenient storage for waste and recycling and secure covered storage for cycles;
- Places that support the character of the area, contribute to Lambeth's rich architectural heritage, and are built to last;
- Streets and public spaces that create a safe and secure environment for all; and
- Sustainable buildings and spaces that are easy and economical to manage and maintain

5.109. Applicants should have regard to these principles and the associated guidance when designing schemes and will generally be expected to explain how they have addressed these principles in their design and access statement. Applicants should also have regard to designing for community safety and youth violence reduction in accordance with Local Plan policy Q3 and associated 'Secured by Design' guidance.

5.110. The NPPF requires planning decisions to consider the social, economic and environmental benefits of estate regeneration. In Lambeth's view, health benefits are equally important to address the objectives of sustainable development. Applicants for estate regeneration schemes should set out in a supporting statement the overall social, health, economic, environmental

benefits of their proposal to enable consideration in the decision-making process.

Policy H12 Build to rent

The council supports Build to Rent developments that meet the definition in London Plan policy H13. For Build to Rent proposals, the council will follow the policy approach set out in London Plan policy H11, subject to the following additional requirements:

- a) Where a development proposal involving Build to Rent has potential to include more than one residential core and/or block, applicants should use this separate core and/or block to provide low cost rented housing to be managed independently by a registered provider of affordable housing. To follow the Fast Track Route, the council will seek 70 per cent of the overall affordable housing requirement for the development as low cost rented accommodation within this separate core and/or block. The 30 per cent intermediate affordable housing requirement will normally be accepted as discount market rent accommodation within the Build to Rent element of the scheme at London Living Rent levels. If the low cost rented accommodation to be managed by a registered provider in the separate core and/or block equates to less than 70 per cent of the overall affordable housing requirement for the development, the proposal must follow the Viability Tested route. In these circumstances, the council will seek from the applicant the optimum affordable housing offer for the development as a whole.
- b) Where an applicant can demonstrate to the council's satisfaction that it is not feasible in design terms to include a separate residential core and/or block in the development proposal, the council will accept the full affordable housing requirement for the scheme as discount market rent units managed alongside the market rent units, in accordance with the requirements of London Plan policy. To follow the Fast Track Route, the council will seek 30 per cent of the affordable provision at rents equivalent to London Living Rent level, with the remainder at a range of genuinely affordable rents to meet priority housing need in Lambeth, in accordance with the preferred approach set out in the council's Tenancy Strategy. If these requirements are not met, the scheme must follow the Viability Tested route.
- c) The package of discounted units below market rent will be secured through a section 106 legal agreement. This agreement will also cover the approach to letting the discounted market rent units and associated management and monitoring arrangements.
- d) The minimum covenant period for all Build to Rent schemes in Lambeth will be 25 years, to be secured through a section 106 legal agreement. A claw-back mechanism will apply in accordance with London Plan policy.

Supporting text

- 5.111. The council supports the provision of more high quality, stable rented homes in the borough through the Build to Rent model. The council will apply the definition of Build to Rent and eligibility of Build to Rent schemes for the Fast Track Route in accordance with London Plan policy H11, subject to the additional Lambeth-specific requirements set out in this policy. Schemes that propose a proportion of homes as Build to Rent and a proportion for sale to the market will be considered in accordance with London Plan policy H11E.
- 5.112. The council's preference is to secure low cost rented housing where possible through schemes involving Build to Rent by including this in a separate core and/or block managed independently by a registered provider of affordable housing. The reason is to increase the stock of low cost rented housing secured in perpetuity through management by a registered provider in Lambeth to meet priority housing need, including through nominations from the council's housing register. Low cost rented accommodation refers to London Affordable Rent, in accordance with the preferred approach set out in the council's Tenancy Strategy. Applicants are therefore required to demonstrate that this possibility has been fully explored from the outset in the design of Build to Rent proposals. The onus will be on the applicant to explain the design reasons why it is not feasible to provide a separate core and/or block for low cost rented housing. Only where this has been demonstrated to the satisfaction of the council will the council accept the full affordable housing requirement as discount market rented accommodation managed alongside the market rented accommodation.
- 5.113. Where low cost rented housing is provided in a separate core or block, this should be equivalent in design and appearance to the rest of the housing proposed in the scheme and maintained as such.
- 5.114. Percentages of affordable housing will be calculated on the basis of habitable rooms. The levels of discount for the affordable units to be provided in Build to Rent schemes have been tested through the viability evidence supporting this Plan.
- 5.115. The covenant period for Build to Rent schemes in Lambeth will be 25 years to ensure they make a long-term contribution to meeting housing need in the borough across all tenures. A claw-back mechanism will be applied in accordance with London Plan policy and national planning practice guidance on Build to Rent, to recoup the value of the affordable housing provision that is withdrawn if affordable housing units in Build to Rent blocks are converted to another tenure after the expiry of the 25 year covenant period. If a Build to Rent scheme includes more than one Build to Rent block, each block may be

subject to a separate covenant and claw-back provision in the legal agreement. A valuation of the market and affordable units must be included within the S106 agreement to enable the level of clawback to be calculated in the event that the covenant is breached. Prior to the end of the covenant period, if the applicant wishes to deviate from the covenant in any way they must apply to vary the s106 agreement. This will be assessed using the methodology set out in the London Plan and associated guidance. Subsidy for affordable housing recouped through the use of a claw-back mechanism will be recycled for alternative affordable housing provision in Lambeth.

5.116. The Discount Market Rent units within Build to Rent blocks should be marketed in the following way:

- Under parts (a) and (b) of the policy, for the 30 per cent secured at rents equivalent to London Living Rent levels, the units should be advertised via the GLA Homes for Londoners portal and allocated in accordance with the criteria for eligibility for intermediate affordable housing set out in the council's Tenancy Strategy.
- Under part (b) of the policy, the 70 per cent secured at a range of genuinely affordable rents to meet priority housing need in Lambeth should be advertised via the Lambeth Private Sector Solutions service. This offers a tenant-finding service and dedicated tenancy sustainment team who support tenants after they move in. The service carries out affordability checks on prospective tenants and typically arranges viewings with multiple candidates, allowing the landlord to choose the tenant. If the landlord has not found a suitable tenant through this process within six months, the landlord will be free to market the properties more widely to other priority groups in the borough subject to income thresholds appropriate to the level of rent secured for the units (social tenants, local residents and those working in the borough)

5.117. The arrangements for management and monitoring of these tenancies, and provisions for tenants at the end of the covenant period, will be set out on a scheme by scheme basis in a section 106 legal agreement in accordance with national planning practice guidance on Build to Rent.

5.118. The council will generally follow the approach to review mechanisms for Build to Rent schemes set out in the Mayor's Affordable Housing and Viability SPG.

5.119. The mix of dwelling sizes should be as set out in Local Plan policy H4. Applicants will be asked to demonstrate how family-sized units with three or more bedrooms have been designed with a layout primarily to be suitable for

family use. This is likely to include a range of bedroom sizes and generous living space, which will also contribute towards optimising density. It is acknowledged that some larger flats may be used by sharing adults as opposed to families, however it is considered that this form of occupation can still occur appropriately within flats designed primarily for family use. Design standards for Build to Rent developments are as set out in London Plan policy H11 and Local Plan policy H5.

Policy H13 Large-scale purpose-built shared living

- a) Development proposals for large-scale purpose-built shared living will be supported in Waterloo and Vauxhall only where they meet both the requirements of London Plan policy H16 and the following additional Lambeth-specific requirements:
- i) each private unit includes at least 15m² functional living space separate from the communal facilities;
 - ii) communal space meets the minimum requirements for houses in multiple occupation; and
 - iii) rents per room are set no higher than the mean rental level for a studio in the private rented sector in that postcode area (based on London Rent Map data).
- b) A development proposal for large-scale purpose-built shared living will not be permitted on public-sector land or where:
- i) it would result in the loss of existing self-contained residential accommodation (C3);
 - ii) it is proposed on a site allocated or protected for other uses;
 - iii) it is proposed on a site with an extant planning permission for C3 housing; and/or
 - iv) it would result in an over-concentration of similar uses, including purpose-built student accommodation, which may be detrimental to residential amenity or the balance and mix of uses in the area or place undue pressure on local infrastructure.
- c) Affordable housing contributions should be made in accordance with London Plan policy H16 in the form of a single upfront payment to Lambeth based on 50 per cent discount to market value of 35 per cent of the units (or 50 per cent of the units where the London Plan threshold applies), to be secured through a section 106 legal agreement.

Supporting text

- 5.120. In Lambeth, large-scale purpose-built shared living developments are generally considered to consist of at least 30 non-self-contained units.
- 5.121. Proposals of this nature should be located in Waterloo and Vauxhall because these have been identified as locations in which this form of development can viably provide the affordable housing contribution required by policy across all types of site; and because they are also well-connected by public transport and well-served by local services. Car and cycle parking standards set out in the London Plan and Local Plan policies T7 and T3 will also apply.
- 5.122. Large-scale purpose-built shared living schemes may be able to help meet housing need among single-person households in Lambeth by adding to the stock of rooms available for rent in the borough.
- 5.123. 15m² is the minimum personal living space considered acceptable in a large-scale purpose-built shared living development in Lambeth. A smaller area per person would not provide an adequate living environment for the health and well-being of people in the borough. Each personal room should include windows to provide natural daylight. Community space should meet the minimum standards expected of houses in multiple occupation. Storage space should be provided in both private and communal areas.
- 5.124. To help ensure the accommodation is meeting local need, rather than attracting higher-earning tenants from outside the borough, rent levels per room should be no higher than those for a studio in the existing private rented sector in the borough, based on London Rent Map levels by postcode area. Comparator rent levels should be net of household bills. This requirement will be secured through a s106 legal agreement.
- 5.125. Proposals for large-scale purpose-built shared living should not compromise delivery of self-contained housing to meet Lambeth's London Plan housing target. When considering whether a proposal for large-scale purpose-built shared living would compromise capacity to meet the need for conventional dwellings in the borough the council will have regard to:
- whether a proposal would displace existing C3 residential accommodation
 - whether a site has been allocated for housing
 - whether a site has been identified in the London SHLAA and/or Local Plan housing trajectory as having capacity for conventional housing

- whether a site has an extant or historic planning permission for C3 housing

5.126. Several schemes of this nature in close proximity, and/or in proximity with student housing schemes, could adversely affect the mix and balance of population in a neighbourhood or result in particular local pressures on services and infrastructure given their very high-density characteristics. The policy therefore would not support proposals with potential to result in an over-concentration of such uses in a neighbourhood. Over-concentration, including purpose-built student accommodation, will be assessed on a case by case basis, having regard to the location of the site and local circumstances. Generally two uses of this nature, including purpose-built student accommodation, will not be permitted on adjacent sites; and there should be no more than two such uses within any given 500m radius.

Section 6: Economic Development, Retail and Town Centre Uses

- 6.1. The policies in this section take forward the spatial approach set out in section 3 based on:
- ~~Key Industrial and Business Areas (KIBAs) (see Annex 4)~~
 - the London Plan Central Activities Zone
 - London Plan Opportunity Areas
 - Key Industrial and Business Areas (KIBAs) (see Annex 4)
 - the hierarchy of major, district and local town centres (see Annex 3).
- 6.2. ~~The detailed justification and analysis of supporting evidence for the policies in this section are set out in Topic Paper 2: Economic Development.~~
- 6.3. Various policies in this section require evidence of unsuccessful marketing of business and other commercial premises ~~over a one year period~~, before a change of use can be considered. Evidence of marketing should be clear and robust, based on an active, continuous and wide-ranging marketing campaign and realistic terms. The detailed requirements for marketing and the evidence required of applicants are set out in the council's Planning Guidance Note on the Marketing of Business Premises ~~(to be updated)~~.
- 6.4. The council will apply London Plan policy S6 public toilets in relation to the provision of free publicly-accessible toilets in large-scale commercial developments that are open to the public. These should include fully accessible and fully equipped changing facilities for people with disabilities and their carers.

Policy ED1 ~~Large offices (greater than 1000m²)~~ Offices (B1a)

- a) Proposals for large offices (greater than 1,000m² or more gross external area) will be supported in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and Brixton and Streatham major town centres. Elsewhere, large office development will be supported only where the scale of the proposal is appropriate to its location and the PTAL level is 4 or above and subject to the sequential test in section 7 of the NPPF.
- b) Proposals for smaller offices (up to 1,000m² gross external area) will be supported in all locations, subject to other plan policies relating to the existing use of the land, environment, transport and design.
- c) Proposals involving a complete loss of office floorspace for change of use or redevelopment of large offices will not be supported permitted provided unless the following tests are met.

Either

- i) there is no demand for the office floorspace as demonstrated by evidence that the floorspace has been vacant and continuously marketed for a period of at least ~~one year~~ two years; and
- ii) it would not be feasible and/or viable to refurbish, renew, ~~or~~ modernise or redevelop the offices in order to meet the requirements of existing or future occupiers as demonstrated through appropriate supporting evidence; and
- iii) it would not be feasible and/or viable to adapt the office floorspace as smaller business (B1a) units to meet demand from small businesses. This should be demonstrated through marketing evidence and an independently validated viability assessment;

or

- iv) the B1a floorspace to be lost is replaced in the vicinity and within Lambeth.

Where these tests are met, proposed new use(s) will be considered against the policies for those uses.

- d) ~~Redevelopment of large offices for a mix of uses will be supported if the quantity of original B1a floorspace is replaced or increased as part of the development or elsewhere in the vicinity within Lambeth, within the immediate area, incorporating existing businesses where possible. Outside of the CAZ, partial replacement of existing B1a floorspace in a mixed use redevelopment may be supported where other significant planning benefits are delivered and it can be demonstrated that the maximum feasible and viable proportion of office floorspace is included in the scheme, and/or that the replacement space will result in an intensification of office use. No marketing evidence would be required. The requirements of policy ED2(c) will apply. In these circumstances, viability evidence must be provided.~~
- e) Where appropriate to the scheme, the phasing of delivery of different uses within mixed-use schemes may be secured by planning obligation.
- f) Development proposals for new B1a office space greater than 2,000 m² (gross external area) should consider the scope to provide a proportion of flexible workspace suitable for micro, small and medium-sized enterprises, in accordance with London Plan policy E2. This can include a variety of types of space including serviced offices and co-working space. Opportunities for long-term management of the flexible workspace by a company specialising in the management of this type of space should be fully explored.
- g) All new office floorspace intended for use by micro, small and medium-sized enterprises should be made available to the market fully fitted out to turn-key standard, unless an agreement is in place prior to occupation with a specialist small business space management company.
- h) Planning obligations or conditions will be used as appropriate to secure the provision of small or flexible office space and any measures for its fitting out and future management.

Supporting text

- 6.5. Lambeth needs to protect and increase its stock of office floorspace to support investment and economic growth. The presumption in policy is therefore no loss of existing office floorspace and support for new office space in appropriate locations in accordance with London Plan policy E1. Where replacement office floorspace is provided within the vicinity of the proposed development, this should be in Lambeth and generally be within a one kilometre radius of the proposal site. Intensification of office use will be measured through an increase in worker to floorspace ratio, taking account of potential for flexible working.

- 6.6. In some locations in Lambeth, demand for smaller B1a business units is stronger than demand for large-scale offices of over 1,000 m² or more is weaker than demand for smaller B1 business units. When submitting a planning application for change of use, it is not sufficient to demonstrate that there is no demand for large-scale offices of the existing type on the site. It is also necessary to explore the potential to upgrade the building to meet modern requirements, or to adapt the building to meet the needs of smaller firms, including those in growth sectors such as the creative and digital industries. ~~Where B1 office floorspace lost is to be replaced on an appropriate site in the near vicinity, the council will consider a reduction in total floorspace if the new development proposes floorspace of equivalent or better functionality to address new ways of working with appropriate supporting evidence provided.~~
- 6.7. The appropriate supporting evidence required in section ~~(b)~~ (c) of the policy should include a viability assessment which addresses the feasibility and economic viability of refurbishing, renewing or modernising larger office buildings for use as smaller B1a units. It should be produced by a qualified surveyor familiar with the local market for business premises. The council may seek independent validation of the report in order to assess the quality of the evidence provided; the applicant will be expected to cover the cost of this assessment. Independent verification of the applicant's marketing evidence and feasibility/viability assessment will be at the applicant's expense. The use of vacant office space for short-term meanwhile uses is supported, subject to other development plan policies. Short-term meanwhile uses within the two year marketing period would not count as occupation for the purposes of the marketing requirements.
- 6.8. Under clause (d) of the policy, partial replacement of office-floorspace in a mixed-use redevelopment may be considered outside of the CAZ. Generally, no less than 50 per cent replacement floorspace will be expected in these circumstances; and in all cases the applicant must demonstrate the maximum feasible and viable quantity of replacement office floorspace has been provided. Supporting evidence must be provided with the application, including viability information; the council may seek independent validation of this information and the applicant will be expected to cover the cost of this assessment. It will also be necessary to demonstrate that other significant planning benefits will be achieved through a mixed-use approach, such as improvements to the quality, flexibility and adaptability of the office space and delivery of new housing with a threshold level of affordable housing (or the maximum viable level of affordable housing subject to viability testing).

- 6.9. Applicants should make clear in their submission whether some or all of the proposed new office floorspace is intended for use by micro, small and medium-sized enterprises.
- 6.10. The council has introduced Article 4 directions removing permitted development rights for change of use from B1a office to C3 residential across the whole of the Central Activities Zone in Lambeth, and in Brixton Town Centre, parts of Clapham and ten KIBAs. The council will consider the introduction of further Article 4 directions of this nature in other parts of the borough where there is evidence that office to residential permitted development rights are harming the stock of office floorspace in the borough to the detriment of businesses and the borough's potential for economic growth.

Policy ED2 Affordable workspace

- a) In accordance with London Plan policy E3, the council will apply the following requirements for affordable workspace in the following locations:
- i) In Waterloo/Southbank and Vauxhall developments proposing at least 1000sqm (GIA) gross B1a office floorspace should provide 10 per cent of that floorspace at 50 per cent of market rents for a period of 15 years;
 - ii) In Oval, Kennington and Clapham developments proposing at least 1000sqm (GIA) gross B1a office floorspace should provide 10 per cent of that floorspace at 80 per cent of market rents for a period of 15 years;
 - iii) In the Brixton Creative Enterprise Zone (CEZ) developments proposing at least 1000sqm (GIA) gross B1a office floorspace should provide 10 per cent of that floorspace as affordable workspace for a period of 25 years with the following discounts on market rents:

	<u>CEZ within town centre boundary</u>	<u>CEZ outside town centre boundary</u>
<u>Between 1000sqm and 5000sqm GIA</u>	<u>No discount</u>	<u>50 per cent of market rents</u>
<u>Between 5,001sqm and 10,000sqm GIA</u>	<u>65 per cent of market rents</u>	<u>65 per cent of market rents</u>
<u>Greater than 10,000sqm GIA</u>	<u>50 per cent of market rents</u>	<u>80 per cent of market rents</u>

- b) The affordable workspace secured should be provided on-site and be designed to meet a local need within the B1 use class.
- c) Affordable workspace must be made available in one of the following ways:
- i) Leased and managed by an affordable workspace provider on the council's approved list in accordance with an agreed workspace management plan.

- ii) Managed directly by the owner where it is demonstrated to the satisfaction of the council that they have the necessary skills and experience and an agreed workspace management plan is in place.
 - iii) Leased by the owner to one or more end users on the council's approved register of organisations that require non-managed affordable workspace.
- d) The affordable workspace should be made available for occupation at the same time of or prior to first occupation as the rest of the B1a floorspace in the development.
- e) In exceptional circumstances, a payment in lieu may be accepted where it can be demonstrated to the satisfaction of the council that on-site provision is not feasible and/or that a greater economic impact would be achieved through this route. The payment should be calculated using the method set out in Annex 10. Payments in lieu will be used by the council to support the provision of affordable workspace anywhere in Lambeth.
- f) Proposals that do not provide the level of affordable workspace required by this policy will be required to submit viability information, which will be independently assessed. Where this assessment determines that a greater level of affordable workspace could viably be supported, a higher level of affordable workspace will be required. In addition, early and late viability reviews will be applied to all schemes that do not provide the level of affordable workspace required by the policy.
- g) Proposals that involve the loss of existing affordable workspace will not be permitted unless the quantum of affordable workspace is replaced on-site or re-provided elsewhere in Lambeth on equivalent terms to the satisfaction of the council.

Supporting text

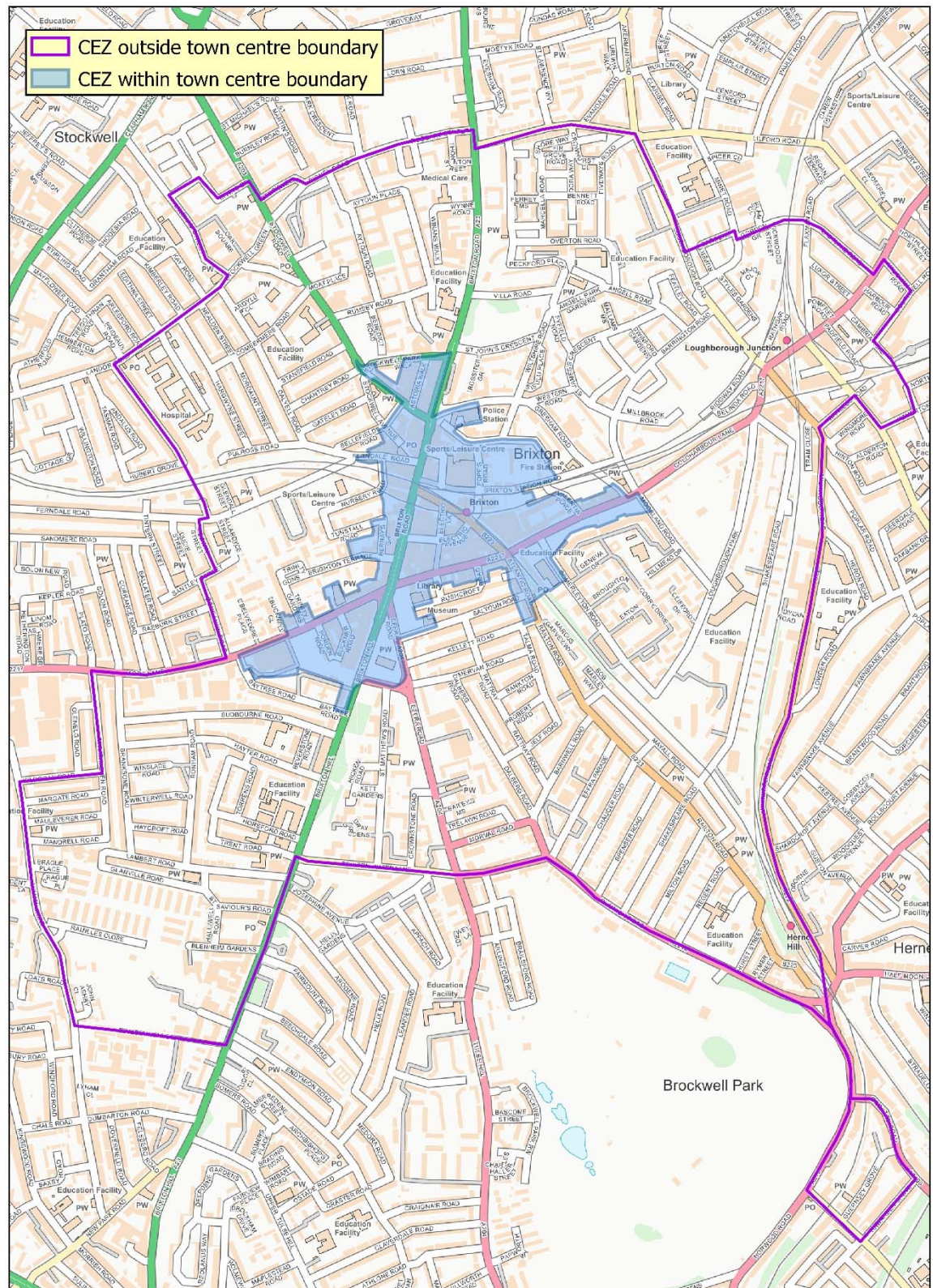
- 6.11. The London Plan defines affordable workspace as workspace that is provided at rents maintained below the market rate for the space for a specific social, cultural, or economic development purpose. These types of workspaces, for example business incubators, accelerator spaces and creative production spaces, are an integral part of London's ecosystem, including for creative and digital innovation.
- 6.12. Local evidence highlights that the borough provides a focus for micro, small and medium-sized enterprises, however rising rents and changes to permitted

development rights have put this identity at risk. Brixton is a designated Creative Enterprise Zone which supports the growth of creative and digital industries. Lambeth therefore needs to maintain its existing affordable workspace and provide a new supply of affordable workspace to ensure that the cost of space does not prevent micro, small and medium-sized enterprises in key business sectors (such as social enterprises, third sector organisations, and in the creative and digital industries) from continuing to operate and grow in the borough. Further justification for the policy is set out in the Workspace Topic Paper 2019.

- 6.13. The levels of affordable workspace required by the policy, and the time periods for which the discount will be applied, have been tested for viability in the Local Plan and Community Infrastructure Levy Viability Review July 2018 and The Brixton Creative Enterprise Zone: Affordable Workspace Analysis 2018. The areas referred to in the policy ED2 a) i) and ED2 a) ii) correspond to CIL charging zones A (Waterloo/ Southbank and Vauxhall) and B (Kennington, Oval and Clapham).
- 6.14. The policy will apply to all applications involving 1,000sqm or more gross B1a office floorspace (GIA) in the areas of Lambeth identified in part (a) the policy. This includes applications for the redevelopment and extension of existing offices. The policy will also apply to planning applications that involve refurbishment of existing office space where this would result in an increase in the quality and rental value of the space. Affordable workspace will be secured through s106 planning obligations. Further information on the implementation of the policy and approach to planning obligations is set out in the council's Affordable Workspace SPD.
- 6.15. The affordable workspace secured should be provided on-site and be designed to meet a local need within the B1 use class. In the majority of cases affordable workspace will be provided as affordable B1a office space. In the Creative Enterprise Zone, and elsewhere in support of CDIs in particular, it may be appropriate to provide the affordable workspace as discounted B1c light industrial and/or B1b research and development space, where this is feasible in design terms. In these circumstances, the proportion of affordable workspace provided could be lower than the policy requirement given the lower values associated with this type of space. The proportion of discounted floorspace in these cases will be determined through consideration of site characteristics and viability.
- 6.16. For the purposes of calculating the reduced rents for affordable workspace, the market rent is the expected rent that would have been achieved at market rates for the discounted space. Service charges should be set at a reasonable level that does not offset the overall affordability of the space. The

market rent (and associated service charges) will be assessed on a case by case basis at the time of the application, taking into account the nature and location of the proposed development.

- 6.17. The boundary of the Brixton Creative Enterprise Zone (CEZ) is defined on the map below. The Brixton CEZ covers the whole of Brixton town centre plus a wider area outside of the town centre. The Brixton Creative Enterprise Zone: Affordable Workspace Analysis 2018 identified that development viability generally differs in these two parts of the CEZ. Consequently, in the policy ED2 a) iii), different affordable workspace discount rates are required in different parts of the CEZ, depending on the quantum of office floorspace being proposed.



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- 6.18. In exceptional circumstances the council may accept a payment in lieu (PIL) where the applicant has demonstrated to the satisfaction of the council that on-site provision is not feasible and/or that a greater economic impact would be achieved through this route. The PIL calculation for affordable workspace is shown in Annex 10. PIL will be spent anywhere in Lambeth because there is a need for affordable workspace borough-wide (see Workspace Topic Paper 2019).
- 6.19. The council will expect affordable workspace to be provided through one of the three routes referenced in part (c) of the policy. In relation to part (c)(i) and (iii), the council will maintain a council-approved list of workspace providers and a register of organisations requiring non-managed affordable workspace. Applicants are encouraged to engage with providers at an early stage in the planning process.
- 6.20. Under (c)(ii), the workspace can be managed directly by the owner of the building. Whilst the policy requirement is expressed as a percentage of floorspace, it is acknowledged that in some cases a building owner may wish to provide the affordable workspace in the form of discounted memberships giving access to a range of spaces rather than discounted rents on a defined percentage of space. In these circumstances, the value of the discounted memberships should be equivalent to the capital value of providing the required percentage of discounted floorspace. The PIL calculation in Annex 10 can be used to identify the capital value.
- 6.21. Applications that include an element of affordable workspace to be managed by an affordable workspace provider (c)(i) or managed by the building owner (c)(ii) must include a draft Workspace Management Plan (WMP) that sets out how the workspace will be managed and the terms of its provision. This requirement will be secured through a planning obligation. Further guidance relating to the content of WMPs is set out in the Affordable Workspace SPD.
- 6.22. Applications that propose the required level of affordable workspace may be eligible for the Fast Track Route, assuming all other policy requirements are met to the satisfaction of the council. For mixed-use schemes involving housing, applications will only qualify for the Fast Track Route if they propose the required level of both affordable housing and affordable workspace.
- 6.23. Applications that propose levels of affordable workspace below the policy requirement will be viability tested. Viability information must be submitted with the planning application in accordance with the requirements set out in the council's Development Viability SPD. Applicants will be expected to pay for the cost of the independent viability assessment. Viability tested schemes will be subject to viability reviews as set out in the Affordable Workspace SPD.

Review mechanisms provide a reappraisal mechanism to ensure that maximum public benefit is secured over the period of the development. They allow increases in section 106 contributions to reflect changes in the value of a development from the date of planning permission to specific stages of the development programme.

- 6.24. The council strongly encourages pre-application discussions for all applications which are required to provide affordable workspace. During pre-application discussions, the council can advise of suitable types of affordable workspace reflecting local need and will advise on the content of the WMP.
- 6.25. For all schemes that provide affordable workspace, the council will require an annual monitoring report to be submitted to show how policy requirements are being met. This requirement will be secured as a planning obligation and a monitoring fee will be sought.
- 6.26. Planning obligations used to secure affordable workspace should include mechanisms to ensure its timely delivery, at the same time or in advance of the B1a floorspace, and where included as part of mixed use schemes it may be appropriate to require it in advance of some or all of the residential elements.

Policy ED3 Key Industrial and Business Areas (KIBAs)

- a) Development in KIBAs will be permitted only for ~~business~~, industrial, storage and waste management uses, including green industries and other compatible industrial and commercial uses (excluding large scale retail) ~~ancillary to, or providing for, the needs of the KIBA, other than where clause (c) below applies.~~
- b) The intensification of industrial uses in Use Classes B1b, B1c, B2 and B8 and industrial *sui generis* uses is encouraged in KIBAs, in accordance with London Plan policy E7 section A. Development proposals of this type should have regard to operational requirements (including servicing) and mitigate impacts on the transport network where necessary.
- c) Areas of KIBA land with potential for both intensification and co-location with residential and other uses (in accordance with London Plan policy E7 sections B and E) are shown on the Policies Map. To be eligible for the Fast Track Route, a 50 per cent affordable housing threshold will apply to proposals of this nature if there is a net loss of industrial floorspace capacity, in accordance with London Plan policy H6.

Supporting text

- 6.28. The London Plan places Lambeth in the ‘retain’ category for managing industrial floorspace capacity. This means Lambeth should seek to intensify capacity following the principle of no net loss across designated Locally Significant Industrial Sites. KIBAs are Lambeth’s Locally Significant Industrial Sites, as defined in the London Plan 2011 and, represent in accordance with London Plan policy E4, are a vital part of the local economy representing the borough’s strategic reservoirs supply of land for industry, logistics and services to support London’s economic function. This includes light and general industry including emerging industrial-related sectors; storage and logistics/distribution including ‘last mile’ distribution close to central London, wholesale, consolidation centres and collection points business and waste management uses use; utilities infrastructure; some rail and bus infrastructure; flexible (B1c / B2 / B8) hybrid spaces to accommodate services that support the wider London economy and population; low-cost industrial and related space for micro, small and medium-sized enterprises (including many in the creative, cultural and digital industries and other sectors such as food-making and distribution); and research and development of industrial and related products and processes (Use Class B1b). They KIBAs are listed in Annex 4 and will be are identified on the Local Plan Policies Map. The KIBA approach is supported by the Mayor’s SPG on Land for Industry and Transport 2012, which identifies Lambeth as a borough which falls into the

~~category ‘restricted transfer of industrial land’, where boroughs are encouraged to adopt a more restrictive approach to the transfer of industrial uses to other uses. Some changes have been made to the KIBA boundaries in the Core Strategy 2011; in addition, one KIBA has been de-designated and two new ones have been designated. These changes are set out in ‘Proposed changes to the Proposals Map – November 2013’.~~

- 6.29. ~~‘Business, industrial and storage’ uses include all uses in the B use class (B1, B2 and B8). The level of industrial floorspace capacity lost in Lambeth in recent years means that any scope for intensification within KIBAs must be prioritised for industrial floorspace capacity, rather than to allow space for non-industrial uses. Only three KIBAs, or parts of KIBAs, are identified on the Policies Map as having potential for industrial intensification and co-location with other uses, based on particular circumstances affecting those locations. See the KIBA Review 2019 for further information. The approach to industrial intensification and co-location in these locations must follow the approach set out in the London Plan.~~
- 6.30. Some KIBAs include existing B1a office space, usually in the form of small business units and/or as part of a permission for flexible B1 space. These business units are important to the Lambeth economy and in some cases are protected by an Article 4 direction removing permitted development rights for change of use from B1a office to C3 residential. However, going forward any potential for intensification within KIBAs should be for industrial uses that meet the definition in London Plan policy E4. Proposals for intensification in KIBAs that affect existing B1a floorspace should therefore ensure that the uplift in floorspace is provided in the form of space that falls within that London Plan definition. Proposals for additional B1a office floorspace in KIBAs will not generally be permitted. Proposals for flexible B1 floorspace, where the intention is to include the option for B1a office space as part of the mix, would not be acceptable in these locations.
- 6.31. In some cases, uses such as small-scale cafés and gyms intended primarily to serve the needs of those working in and visiting the KIBA, may be considered appropriate. Proposals for café, restaurant or D class uses that would, by virtue of their use, location or configuration, attract significant numbers of customers with no connection to the KIBA will not be permitted.
- 6.32. The council’s approach to waste management uses is set out in Local Plan policy EN7. The approach to land in existing use for transport or support functions is set out in Local Plan policy T4.

- 6.33. 'Green industries' refer to businesses which contribute to achieving a low carbon economy such as environmental goods and services. Examples include recycling; refurbishing and repair; production and distribution of renewable energy technologies; and facilities that enhance the recovery of materials and resources from waste streams (resource recovery or 'upcycling').

~~'Other compatible industrial and commercial uses ancillary to, or providing for, the needs of the KIBA' includes non-B class uses usually associated with industrial areas such as builders' yards, haulage, employment training, bus garages and telecommunications.~~

- 6.34. Applications for employment-training uses within a KIBA should be accompanied by supporting information setting out the nature of the activity proposed and how it would be ancillary to, or provide for, the needs of the KIBA. Office-based language schools and business colleges are not considered to meet this definition and can attract large numbers of students into industrial areas, potentially jeopardising the future viability of the KIBA. They are more appropriately located in town centres where there is usually a choice of suitable premises and a higher level of public transport accessibility.
- 6.35. In relation to sections (b and c) of the policy, London Plan policy D13 relating to the Agent of Change principle will also apply.
- 6.36. ~~In the case of the Southbank House and Newport Street KIBA which falls within the Vauxhall Nine Elms Battersea London Plan Opportunity Area, KIBA policy takes priority over other policies in the plan.~~

Policy ED4 ~~Business, industrial and storage uses outside KIBAs~~ **Non-designated industrial sites**

~~In order to maintain a stock of sites and premises in business use across the borough (in addition to KIBAs):~~

- ~~a) Development for business (B1) uses will be supported on all sites, subject to other plan policies.~~
- ~~b) The loss of land or floorspace in business, industrial or storage (B class) use, or in employment generating *sui generis* use, will not be supported unless clear and robust evidence is submitted which shows there is no demand for the floorspace. Such evidence must demonstrate that the floorspace has been vacant and continuously marketed for a period of at least one year. This should include marketing of the existing premises for business use (B1) or other suitable B class use and for the redevelopment of the site for such uses. Where a reduction in floorspace is proposed applications must demonstrate that the development provides the maximum feasible proportion of B1 floorspace for the site and, where appropriate, suitable for occupation by small and medium-sized enterprises. Redevelopment solely for residential use will not be permitted unless it is demonstrated that there is no demand for continued B class use on the site and mixed use is not appropriate or feasible. Exceptions will apply only where there are clear amenity and environmental reasons justifying a change of use, such as an unacceptable relationship to surrounding properties; or where the proposal secures major planning priorities for which there is a demonstrable need, which cannot be achieved in any other way. These are:
 - ~~(i) local community or cultural uses (D1/D2 and relevant *sui generis* uses);~~
 - ~~(ii) the restoration to its original use of a listed building or a building of significant architectural merit which is of major importance in its contribution to the character and appearance of the area.~~~~
- ~~c) Mixed-use development including housing, work-live or other mix of compatible uses will be supported where the existing quantity of B class floorspace is replaced or increased. Where mixed-use development is proposed the commercial and residential elements of the development should be made available for occupation at the same time.~~
- ~~d) Where small business units are provided as part of a mixed-use scheme, these should incorporate a range of unit sizes and types to meet local business needs, be well designed and flexible, and be fully fitted out to turn-key standard.~~

~~Opportunities for long term management of the units by a company specialising in the management of space for small businesses should be fully explored.~~

- ~~e) Where a site last in B class and/or employment-generating sui generis use has been cleared, redevelopment will be permitted only where it provides B class floorspace to replace the previous quantity of floorspace if known, or otherwise provides the maximum feasible proportion of B1 floorspace for the site.~~
- ~~f) Change of use from business use (up to 1,000 m² B1(a)) in town centres, including the use of accommodation above shops as offices, will be supported provided:
 - ~~(i) it can be demonstrated that the continued use for business uses is not viable; and~~
 - ~~(ii) the premises have been marketed unsuccessfully for at least one year; and~~
 - ~~(iii) the proposed use is appropriate to the building and its location.~~~~
- a) The intensification of business uses in Use Classes B1b, B1c, B2 and B8 or of sui generis industrial uses on non-designated industrial sites is encouraged through introduction of small units, development of multi-storey schemes, addition of basements or more efficient use of land through higher plot ratios. Development proposals of this nature should have regard to operational yard space requirements (including servicing) and mitigate impacts on the transport network where necessary.
- b) Development proposals for change of use, mixed-use or residential development on non-designated industrial sites will be assessed under London Plan policies E2 and E7 sections D and E. Where marketing is required by the policy, this should be for at least one year and the site should be vacant during this period. To be eligible for the Fast Track Route, a 50 per cent affordable housing threshold will apply to proposals of this nature if there is a net loss of industrial floorspace capacity, in accordance with London Plan policy H6.
- c) Development proposals involving the provision of new industrial floorspace and/or operational yard space outside of KIBAs will be assessed under London Plan policies E2 and E4. New B2 and B8 uses should generally locate in KIBAs, away from neighbouring residential uses. For new waste management uses, see Local Plan policy EN7.
- d) Development proposals for new B class business floorspace greater than 2,500 m² (gross external area) should consider the scope to provide a proportion of flexible workspace or small units suitable for micro, small and medium-sized enterprises.

Supporting text

- 6.37. ~~Where the existing use comprises 1,000m² or more B1 office space, development proposals will be considered under policy ED3. Where the proposed use is a school (D1), policy S3 Schools will also apply. Loss of land or floorspace in employment use (B class) outside of KIBAs may be acceptable where it is clearly demonstrated that the school is required to meet unmet demand for state-funded places in the borough (as identified in the council's agreed strategy for school place provision) and no alternative, suitable site is available. Planning obligations or conditions will be used as appropriate to secure the provision of small business units and any measures for their fitting out and future management. Non-designated industrial sites are defined in the London Plan as sites containing industrial and related functions that are not formally designated as Locally Significant Industrial Sites in the Local Plan. In Lambeth, this means industrial sites outside of KIBAs.~~
- 6.38. Intensification proposals under section (a) of the policy that involve the creation of basements will not generally be permitted where the costs involved in the creation of the basement adversely affect development viability to the detriment of affordable housing provision.
- 6.39. 'Industrial uses' include B1b, B1c, B2, B8 and a number of *sui generis* uses such as builders' yards, telecommunications centres and postal sorting offices, bus depots, freight interchanges, tyre retail and fitting, cash and carry warehouses. Industrial floorspace capacity includes operational yard space capacity as defined in London Plan Policy E4A. ~~Employment-generating *sui generis* uses' are uses that fall outside a use class but have employment associated with them. Examples of uses outside of KIBAs to which this policy would apply include builders' yards, telecommunications centres and postal sorting offices, bus depots, tyre retail and fitting, cash and carry warehouses, Territorial Army facilities and veterinary and related services.~~
- 6.40. Some specific employment-generating *sui generis* uses are covered by separate policies in the Local Plan and are not considered to be industrial uses for the purposes of this policy. These are:
- ambulance, fire or police stations – policy S2
 - theatres and rehearsal rooms – policy ~~ED14~~ ED13
 - work-live accommodation – policy ~~ED4~~ ED5
 - mini-cabs, taxis and private hire vehicles – policy T9

- ~~waste related uses – policy EN7~~

- 6.41. Land in existing use for transport or support functions is also covered by Local Plan policy T4. ~~Waste related uses are also covered by Local Plan policy EN7.~~
- 6.42. ~~New B2 (industrial) uses and B8 (warehouse and self storage) uses greater than 500sq m are most appropriately located in KIBAs or in railway arches (subject to the requirements of policy ED5).~~
- 6.43. There is a shortage of lower-cost B class space or workspace for small businesses across Lambeth, particularly for businesses in the creative sectors, as set out in Topic Paper 3: Workspace. In addition to the lower cost space within KIBAs, non-designated industrial sites can contribute to providing a range of types of space available to small businesses in these sectors. Development proposals that involve the loss of existing B class or sui generis industrial space outside of KIBAs will be assessed against the tests in London Plan policy E2B. Requirements for affordable workspace in Local Plan policy ED2 do not apply to development proposals for B class uses other than B1a office floorspace.
- 6.44. In town centres, the Local Plan policies for town centres and places and neighbourhoods will take precedence over this policy.

Policy ED5 Work-live development

- a) Work-live development will not be ~~supported~~ permitted in Key Industrial and Business Areas. It may be acceptable on ~~other sites formerly used for employment-generating uses~~ non-designated industrial land and in the Brixton Creative Enterprise Zone and the West Norwood Creative Business Cluster, provided it does not result in the loss of a site which is suitable for continued business use and it meets the provisions set out within this policy.
- b) The work element should be physically distinct from the residential accommodation with a separate access. Servicing arrangements should be appropriate to the scale of the use proposed and located so as to minimise impacts on residential accommodation. The residential element should aim to meet the standards for housing development in policy H5 wherever practical.
- c) Change of use of work-live accommodation to residential use will not be permitted.
- d) Where planning permission is required, the use of existing housing for home-working purposes will be supported where:
 - i) it is a subsidiary part of the use of the dwelling and does not compromise the continuing use of the accommodation for residential purposes; and
 - ii) the nature and form of the work activity would not have an unacceptable impact on the residential amenity of an area through for example noise, servicing, goods deliveries, traffic generation or hours of hours of activity that would be likely to cause nuisance.

Supporting text

- 6.45. Work-live development provides segregated living and working accommodation in a single, self-contained unit. It is distinct from working from home as it involves the provision of purpose-designed workspace, and it does not fall within a specific use class under the Town and Country Planning (Use Classes Order) 1987 (as amended). It is therefore a *sui generis* use.
- 6.46. It is recognised that combined work-live units contribute to the range of homes and the range of business premises in the borough and can offer a number of benefits including a reduction in traffic, more efficient use of land, minimising business start-up costs, and supporting flexible working. Work-live development will generally be supported where it does not result in the loss of

sites that are suitable for continued business use or the loss of permanent housing (see Local Plan policy H3). It will generally be treated in the same way as housing in applying all other Local Plan policies, including the provision of affordable housing.

- 6.47. Historically work-live development in Lambeth has often resulted in an incremental loss of employment-generating land to residential. Units have frequently reverted to 100 per cent residential use, with some misused as purely residential units, with a work-live ~~designation~~ description potentially used to circumvent policies designed to protect employment space and affordable housing obligations. Existing work-live properties will be safeguarded from changes of use to residential.
- 6.48. Work-live units do not generate significant employment and, where proposed, will not be considered to contribute to the overall proportion of business floorspace within proposals nor as re-provision where employment-generating floorspace is lost. Planning conditions or obligations will be used to secure an element of workspace within work-live premises to ensure that a suitable working environment is provided and retained.
- 6.49. Plans accompanying planning applications will be assessed for adequate separation of residential and business uses. Servicing should be located appropriately and not impact on residential accommodation, particularly in terms of amenity or traffic movements.

Policy ED6 Railway arches

- a) The use of railway arches within London Plan Opportunity Areas and major, district and local centres for A, D, B1 and appropriate *sui generis* uses will be supported. B2 micro-breweries will also be supported in town centre locations, subject to assessment and mitigation of potential harm to neighbouring uses. Within town centres, the requirements of other relevant Local Plan policies, including places and neighbourhoods policies, will apply.
- b) Elsewhere, industrial (B2), storage and distribution (B8), business (B1) and appropriate *sui generis* uses will be supported. Proposals for nightclubs in railway arches outside of town centres will not be permitted. Change of use of railway arches from ~~commercial~~ B2, B8, B1 and appropriate *sui generis* uses will not be permitted.
- c) Proposals to use railway arches for parking will not ~~normally be supported~~ permitted.
- d) Applications affecting railway arches will be required to improve the immediate environment around the arches, including the public realm. This will include accessibility, safety, servicing and lighting appropriate to the location and the opening up of routes that contribute to the 'Low Line' project. In some circumstances the loss of useable railway arch floorspace may be supported as part of major development proposals where it is demonstrated this is necessary to increase site permeability and/or achieve public realm improvements.

Supporting text

- 6.50. In relation to sections (a) and (b) of the policy, 'appropriate *sui generis* uses' will be assessed on a case-by-case basis depending on the nature of the use proposed in relation to neighbouring and surrounding uses.
- 6.51. The policy indicates the types of alternative uses supported within railway arches in particular locations but does not preclude other uses where appropriate to the location, subject to other development plan policies.
- 6.52. In the case of railway arches located within Key Industrial and Business Areas, Local Plan policy ~~ED4~~ ED3 takes priority over other policies in the plan. In general, new B2 uses are encouraged to locate within KIBAs but they may be suitable in some railway arches outside of KIBAs. A micro-brewery is an example of a B2 use that may be appropriate in a railway arch outside of a KIBA. Micro-breweries may also be appropriate in town centre locations

where they include an ancillary tap-room because this can add to activity levels in the centre.

- 6.53. See the Places and Neighbourhoods policies for potential locations of the Low Line project.

Policy ED7 Town centres

- a) The council will support the vitality and viability of Lambeth's hierarchy of major, district and local centres, and Central Activities Zone retail clusters frontage, by:
- i) supporting retail, service, leisure, recreation and other appropriate uses in these areas;
 - ii) maintaining the predominant retail function of primary shopping areas in major and district centres and the ~~Lower Marsh / The Cut~~ Central Activities Zone retail clusters frontage;
 - iii) delivering the regeneration of Lambeth's town centres;
 - iv) improving existing retail facilities;
 - v) supporting and protecting market areas and areas of specialist shopping including the Lower Marsh/The Cut/Leake Street Special Policy Area;
 - vi) safeguarding local shops and other local services to meet community need within neighbourhoods; and
 - vii) encouraging new residential development on appropriate sites as part of a wide mix of town centre uses and supporting the conversion of unused or underused space above ground floor units for new residential accommodation (subject to the requirements of other relevant policies relating to the existing use of the property).
- b) Development within centres will be encouraged in accordance with national policy to provide ~~between 1,600 and 6,800m² gross additional convenience and 4,200m² gross additional comparison~~ up to 800sqm net additional comparison retail floorspace across the borough by 2020 2041.
- c) Development in town centres will be supported if:
- i) it is in scale and form appropriate to the size, role and function of the centre and its catchment;
 - ii) it is designed to integrate with and add to the physical attractiveness of the area within which it is located, avoiding blank walls and façades; and

- iii) the mix of uses is in line with the places and neighbourhoods policies and policies ~~ED7~~ ED8 (evening economy and food and drink uses), ~~ED9~~ ED10 (A2 uses) and ~~ED10~~ ED11 (local centres). Active-frontage uses will be required at ground floor level. Exceptions will be allowed only outside of the primary shopping area where the nature of the development does not allow for this and/or it can be shown that a fully serviced active-frontage use is unlikely to be let, and it can be demonstrated that the proposal would contribute to enhancing the vitality and viability of the centre.
- d) Proposals for town centre uses in edge of centre and out-of-centre locations will be assessed against the sequential test and impact assessment set out in the NPPF. Applications that fail the sequential test and/or where the impact assessment (where required) demonstrates significant adverse impact will not be permitted.
- e) Major redevelopment proposals will be required to re-provide on affordable terms any small shop premises that would be lost and ensure that these are available at the same time as the main elements of the development, subject to viability. This will be secured through conditions or, where appropriate, planning obligations.
- f) In accordance with London Plan policy E9, major development proposals should provide an appropriate mix of unit sizes. Large-scale commercial development proposals (containing over 2,500sqm gross A Class floorspace) should consider the provision of small shops.
- g) The subdivision of larger units of over 250 m² gross floor area within primary shopping areas will not be permitted unless it is demonstrated, though marketing evidence, that there is a lack of demand for larger units. ~~The conversion or change of use of the storage and yard facilities of existing retail units will not be supported where this would compromise the viability or future use of the remaining retail unit.~~
- h) The conversion or change of use of the storage and yard facilities of existing retail units will not be permitted where this would compromise the viability or future use of the remaining retail unit.

Supporting text

- 6.54. Lambeth's town centres are listed in Annex 3 and town centre boundaries are shown on the Local Plan Policies Map. The primary shopping area of a town centre is an area with a concentration of retail (A1) uses as defined in the NPPF. The boundaries of primary shopping areas are also shown on the

Policies Map. In the Central Activities Zone (CAZ) proposals for retail, service, leisure, recreation and other appropriate uses should be focussed on the identified CAZ retail clusters and the Lower Marsh/The Cut/Leake Street Special Policy Area frontages. However, such proposals will be acceptable elsewhere in the Central Activities Zone without the need for a sequential test, provided any impact on the identified CAZ retail clusters and Lower Marsh/The Cut/Leake Street Special Policy Area frontages is carefully considered first.

- 6.55. Future comparison retail capacity is taken from the Greater London Authority's report on Consumer Expenditure and Comparison Goods Floorspace Need in London (Experian, October 2017). The figure in the policy relates to the period 2015-2041 and is a net figure derived from the 'baseline' scenarios in the study. The quantum of net additional retail floorspace completed in the borough will be monitored.
- 6.56. Active-frontage uses in a town centre are those that bring activity to the street frontage through a flow of people entering and leaving the premises at ground floor level and a glazed façade through which activity can be seen from the street. This natural surveillance also has potential to discourage crime and anti-social behaviour. This includes all A and D class uses and appropriate *sui generis* uses such as beauty salons or nail bars; launderettes; nightclubs; and theatres. Amusement arcades are not considered to provide an active-frontage when the interior cannot be viewed from the street. Mini-cab and private hire vehicle offices are considered appropriate *sui generis* uses within town centres, subject to the requirements of Local Plan policy T9. Residential use of ground floor premises in the middle of a town centre shopping parade can detract from the vitality and viability of the parade or centre and can raise safety concerns.
- 6.57. The London Small Shops Study (June 2010) defines a 'small shop' as being one of around 80m² gross internal floorspace or less, occupied by an independent retail or service outlet which has nine units or less (as per the Goad definition). Re-provision of small shop premises 'on affordable terms' means at less than market rents.
- 6.58. Centre-specific policies which clarify the approach to managing the proportions of retail (A1) and food and drink (A3/4/5) uses in major and district centres and the ~~Lower Marsh/The Cut~~ Waterloo CAZ retail cluster frontage are set out in the Places and Neighbourhoods section of the Plan. The approach for all local centres is addressed in Local Plan policy ED40 ED11. The two other centres in Lambeth are cross borough district centres, the majority of which falls within the neighbouring borough (Lavender Hill/Queenstown Road and Camberwell ~~Green~~). For the purposes of

assessing proposals affecting shop units within these two centres, Local Plan policy ~~ED40~~ ED11 will apply.

- 6.59. In applying the centre-specific approaches to managing the proportions of town centre uses set out in the Places and Neighbourhoods policies, the calculation of the proportion of retail units in A1 use and the percentage of A3/A4/A5 uses should be made on the basis of ground floor units as originally constructed. It should also take account of unimplemented planning permissions for change of use; for example, a unit for which change of use from A1 to A3 has been granted but not implemented, and where the planning permission is still valid, should be counted as A3 for the purpose of the calculation.
- 6.60. Unless marketing evidence demonstrates no demand, larger units of over 250 m² are protected from sub-division in order to ensure a range of unit size within a centre, including units appropriate for use by larger multiple retailers. Evidence of active and appropriate marketing over a continuous period of at least one year will be required to support any claim that there is no demand for such retail space. This should include evidence that premises have been marketed at an independently assessed market value price by an agent that specialises in commercial land sales.
- 6.61. The Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) establish use classes and permitted development rights for some changes of use between classes ~~the Town and Country Planning (General Permitted Development) Order 1995 (as amended) established use classes and permitted development rights for some changes of use between classes~~. Planning permission is not needed when both the present and proposed uses fall within the same use class (such as within the A1 retail use class) or if a change of use is permitted to another specified class. Some permitted development rights are subject to a prior approval process. For the purposes of the prior approval process, 'key shopping area' is defined as being a designated town centre or CAZ retail cluster. A3 (food and drink), A4 (drinking establishments) and A5 (hot food takeaways) can all change use to A1 (retail) without applying for planning permission. In addition, under new permitted development rights introduced in May 2013, units under 150m² in A1, A2, A3, A4, A5, B1, D1 or D2 use can change to a flexible use falling within either uses classes A1, A2, A3 or B1 for a single continuous period of up to two years, subject to a prior approval process.

Policy ED8 Evening economy and food and drink uses

The council wishes to support the evening economy in its town centres whilst making sure that any adverse impact on local amenity is minimised. It also wishes to manage the location of hot food takeaways near schools in order to promote healthy lifestyles.

- a) Evening and food and drink uses should be primarily located in town centres and Central Activities Zone retail clusters frontage in accordance with the requirements in the Places and Neighbourhoods policies in Section 11.
- b) Evening and food and drink uses will not be ~~supported~~ permitted where this would cause unacceptable harm to community safety or the amenity of neighbouring residential areas and sensitive uses as a result of:
 - i) noise;
 - ii) litter;
 - iii) increase in anti-social behaviour;
 - iv) visual intrusion arising from service plant such as ventilation and air conditioning equipment;
 - v) size and scale of the proposal;
 - vi) operating hours;
 - vii) impact of delivery vehicles/services;
 - viii) traffic generation and impact on traffic flow and road safety.
- c) Proposals for evening and food and drink uses should be accompanied by a management plan and a customer management plan, including mitigation measures for any negative impacts of these uses. Impacts such as noise and light pollution on local wildlife and biodiversity should be considered through appropriate location, design and scheduling to address the requirements of London Plan policy G6 Biodiversity and access to nature.
- d) The use of outdoor areas including garden areas, rooftops, forecourts and pavements in association with food and drink (A3/A4/A5) uses will be supported only where:

- i) this would not cause unacceptable harm to the amenity of adjoining residential property and the area generally, taking into account the size and type of the proposal, the hours of use proposed and the nature and character of the area; and
 - ii) in the case of pavements, the width of the footway is adequate to allow this without obstructing pedestrian flow, and the use is arranged so as not to be a hazard to people with disabilities ~~disabled~~ and older people and families with small children. This may require a suitable means of enclosure to demarcate the extent of the use. Stopping up of public highway to provide private outdoor seating areas will be resisted, especially in town centres.
- e) Proposals for hot food takeaways (A5 uses) will not be ~~supported~~ permitted if proposed within 400 metres of the boundary of a primary or secondary school. The opening hours of hot food takeaways may be controlled through conditions where this is considered necessary to manage impacts on neighbouring residential amenity. Operators are encouraged to comply with the Healthier Catering Commitment standards. Proposals for drive-through takeaways will not be permitted in any location. Proposals for the redevelopment of existing drive-through takeaways for other uses will be supported, subject to other development plan policies.
- f) Applications for A3/A4/A5 uses where home delivery of food is proposed should include a Delivery and Servicing Plan providing details of the scale of operation, delivery collection points, locations for parking of delivery vehicles/bikes and hours of operation, to enable assessment of impacts. In areas of high footfall or where there are highway safety or amenity issues, the council will not permit home delivery services. In other situations the council will seek to agree a management plan with the applicant.

Supporting text

- 6.62. Food and drink uses normally fall within the A3 (restaurants and cafes), A4 (drinking establishments) and A5 (hot food takeaways) use classes. Evening economy uses include food and drink uses (A3/A4/A5), night clubs, live music and/or dance venues and other entertainment activities (primarily D2).
- 6.63. Sensitive uses include nursing homes, older people's accommodation, hospitals, hospices and places of worship.
- 6.64. The evening economy in areas such as Clapham High Street, Brixton and Vauxhall has brought investment and vitality into local areas and the London Plan identifies many of Lambeth's town centre as making a significant

contribution to London's evening and night-time economy previously struggling to compete with surrounding town centres and changing the way they look and operate. However, this has also brought some problems in terms of its impact on local residents. However, this can have negative impacts on local residents and the local environment needs to be carefully managed. See the policies for the Places and Neighbourhoods in Section 11 and in particular, policy PN3 in relation to the Brixton night-time economy management zone.

- 6.65. Licensing and planning are separate regulatory regimes. For licensable activities, consents under both regimes must be in place for a business to operate legally. Co-ordination between Planning and Licensing is therefore required at the level of individual applications. Lambeth's statement of licensing policy sets out the council's approach to licensing.
- 6.66. The council is committed to improving the health of its residents and to reducing childhood obesity. The restriction of hot food takeaway shops within 400 metres from a school equates to a walking time of 10 minutes and will help to reduce pupils' access to unhealthy food options. 400 metres will be calculated on the basis of the shortest walking distance from the entrances and exits of an existing or proposed primary or secondary school. In accordance with London Plan policy E9, proposals for A5 uses may be conditioned to require the operator to achieve and operate in compliance with the Healthier Catering Commitment standard. Drive-through takeaways are not permitted because they promote car-use, which adversely affects congestion, air quality and public health.

Policy ED9 Public houses

- a) In accordance with London Plan policy HC7, The the council will use its available planning powers to support the retention of public houses. In considering applications which require planning permission for the change of use, redevelopment and/or demolition of a public house, the council will consider whether:
- i) the public house use is no longer economically viable; a viability report must be submitted and this must include evidence of active and appropriate marketing over a continuous period of at least ~~12~~ 24 months and evidence that all reasonable efforts have been made to preserve the facility;
 - ii) the proposal would not result in the loss of a service or facility of particular heritage, economic, social or cultural value to the local community; and
 - iii) the proposed alternative use will not detrimentally affect the vitality of the area and the character of the street scene.
- b) Changes of use to non-A or D class uses will only be acceptable where the criteria set out in part (a) of the policy above are met and there is no reasonable prospect in the medium term of re-use or refurbishment for an alternative A or D class use in town centres and alternative D class use outside of town centres, demonstrated through marketing evidence.
- c) If the public house is considered by the council to be either of townscape value or a heritage asset the council will seek retention of the building and any external features of interest, including characteristic pub features.
- d) Schemes affecting public houses should not result in a loss of cellarage, staff accommodation or other features within the curtilage of the public house which might render the public house use unviable.
- e) Proposals for new public houses will be supported within Lambeth's town centres, subject to other development plan policies.

This policy applies to lawful public houses and sites previously in lawful pub use, ~~where the last lawful use of the premises was a permitted A class use~~, whether currently in use as a public house or ~~not~~ vacant. The council will have regard to the Campaign for Real Ale (CAMRA) definition of a public house when applying this policy.

Supporting text

- 6.67. Over recent years many pubs in Lambeth have been lost to alternative uses, or have closed and are currently vacant. Changes to the Town and Country Planning (General Permitted Development) (England) Order 2015 have removed permitted rights that previously allowed pubs and bars to change to shops, financial and professional services, restaurants and cafes without planning permission. This offers greater protection for public houses and also introduces permitted development rights for a new mixed use (A3/A4) which provides flexibility to enhance the food offer in public houses.
- 6.68. Public houses have an economic role, contributing to employment generation, the local economy and the vitality of an area, but they are often more than just private businesses. Many pubs also play a valuable role in local community life, providing a hub for social interaction, and ~~contributing~~ contribute to the culture, identity, heritage and character of an area.
- 6.69. The council will resist proposals that would result in the loss of public houses, unless convincing evidence can be provided to show that the public house is not economically viable and is no longer required to meet the needs of the local community. Applicants will be expected to demonstrate that all reasonable efforts have been made to preserve the public house, including appropriate diversification options explored, and it has been proven that it would not be economically viable to retain the building or site in its existing use.
- 6.70. Where applications for the change of use or redevelopment of a public house are received, the council will require evidence that:
- a comprehensive sustained marketing campaign has been undertaken, offering the public house for sale as a going concern and using an agreed realistic independent valuation of the premises and in a condition that allows the property to continue functioning as a pub;
 - the marketing campaign has run for a period of at least ~~twelve~~ 24 months before the planning application is submitted, as specified in the London Plan;
 - if marketing has been based wholly or partly on an alternative community or employment use, there has been prior discussion with the council on the principle of the proposal;

- the public house has been offered for sale locally, and in the region, in appropriate publications and through relevant specialised ~~licensed trade~~ agents;
 - it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business; and
 - the CAMRA Public House Viability Test, or a similar objective evaluation method, has been employed to assess the viability of the business and the outcomes (to be shared with the council) have demonstrated that the public house is no longer economically viable.
- 6.71. When assessing whether a pub has heritage, cultural, economic or social value, the council will consider whether the public house meets the tests outlined in paragraph 7.7.6 of the London Plan. The listing of a pub as an Asset of Community Value will also be a material planning consideration.
- 6.72. The council will also need to consider whether:
- ~~○ there is significant local support for retention of the public house~~
 - there are alternative licensed premises within easy walking distance (400m) of the public house
 - any such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application
 - the role the public house plays in the provision of space for community groups to meet, and whether the loss of such space would contribute to a shortfall in local provision, will be a material consideration in the assessment of applications.
- 6.73. Where public houses are located in town centres, relevant town centre and places and neighbourhoods policies will also apply. Where the evidence demonstrates that the public house is not economically viable and is no longer required to meet the needs of the local community, the council will seek alternative active frontage uses (A class, D class and appropriate *sui generis* uses) in line with policy. Outside of town centres, appropriate A-~~or~~ D class uses will be preferred and evidence of marketing for alternative A-~~or~~ D class

uses will be required before a change of use outside of these use classes will be accepted.

- 6.74. Proposals for new public houses in town centres will be considered under Local Plan policies ED7 and ED8. The council will also consider issues such as licensing ‘cumulative impact zones’. London Plan policy D13 Agent of Change may also apply.
- 6.75. ~~Changes of use from pubs (A4) to other A class uses (A1, A2 or A3) are currently permitted under the Town and Country Planning (Use Classes) Order 1987 (as amended) and Town and Country Planning (General Permitted Development) Order 1995 (as amended), without the need for planning permission (see also paragraph 6.31).~~

Policy ED10 A2 uses, betting shops and payday loan shops

a) ~~The council will seek positively to enhance the vitality and viability of its town centres by refusing planning permission for Applications for A2 uses will not be permitted where:~~

- i) ~~this would lead to an over-concentration of such uses in the centre, defined as being 15 per cent or more of total ground floor units or more than 2 in 5 consecutive premises; or~~
- ii) ~~it would lead to an increased perception or likelihood of reduced vitality and commercial viability in the area; or~~
- iii) ~~because of its nature and its location, it is likely to give rise to anti-social behaviour and disturbance to local residents and users of the town centre and a risk to the level of crime.~~

~~Where permission is granted, conditions may be imposed to control future A2 uses on the site.~~

b) Applications for betting shops will not be permitted:

- i) in district centres, other than West Norwood, where this would lead to an over concentration defined as being more than three betting shops or more than 1 in 10 consecutive premises; or
- ii) in local centres where this would lead to an over concentration defined as being more than one betting shop per centre; or
- iii) where it would lead to an increased perception or likelihood of reduced vitality and commercial viability in the area; or
- iv) where, because of its nature and its location, it is likely to give rise to anti-social behaviour and disturbance to local residents and users of the town centre and a risk to the level of crime.

c) Applications for payday loan shops will not be permitted:

- i) in local and district centres where this would lead to an over-concentration of such uses, defined as being more than one per centre; or
- ii) it would lead to an increased perception or likelihood of reduced vitality and commercial viability in the area.

The approach to A2 uses, betting shops and payday loan shops in Waterloo, Brixton, Streatham and West Norwood/Tulse Hill is set out in their respective Places and Neighbourhoods policies.

Supporting text

- 6.76. Whilst A2 uses are an appropriate use in town centres, significant numbers of ~~betting shops~~, pawn-brokers and money shops within the A2 use class can dominate some centres. Too many betting shops, payday loan shops, pawnbrokers or money shops in one area can lead to a negative impact on the vitality and viability of a town centre, discourage other investors and affect the quality of life of those living nearby. This can result in the perception that a centre's retail offer is weak and that the centre is in decline. Betting shops and payday loan shops are *sui generis* uses. Pawnbrokers and money shops are A2 uses.
- 6.77. Proposals for betting shops, in particular, are unlikely to receive favourable consideration if located near a predominantly residential area. In such locations noise, litter, general disturbance and the generation of additional traffic, both vehicular and pedestrian, would be likely to give rise to conditions which would have an adverse effect on amenity and cause inconvenience to neighbours. Over-concentrations of betting shops and payday loan shops can also have both direct and indirect impacts on health and wellbeing.
- 6.78. When assessing whether a betting shop is likely to give rise to anti-social behaviour, disturbance to local residents and town centre users and risk to the level of crime, consideration will be given to whether the proposed betting shop is within walking distance of a public house. This equates to 400 metres measured on the basis of the shortest walking distance curtilage to curtilage.
- 6.79. The calculation of the proportion of units in A2, payday loan shop or betting shop use should be made on the basis of original ground floor units within the whole of the town centre. This calculation should also take account of unimplemented planning permissions for change of use.

Policy ED11 Local centres and dispersed local shops

- a) The council will support and protect the role of local centres and local shops in meeting the day to day needs of communities. Active-frontage uses, and particularly retail (A1) uses, will be encouraged and protected.
- b) To ensure the vitality, viability and function of local centres, the change of use of ground floor shops will be supported only where the use proposed is an active-frontage use and an appropriate mix and balance of uses is retained, as follows.
 - i) The proportion of retail (A1) units should not fall below 40 per cent. Exceptions may be allowed where it is demonstrated through marketing evidence that the unit is unlikely to be let for A1 use, and the proposal would contribute to enhancing the vitality and viability of the centre.
 - ii) The requirements of Local Plan policies ED7 ED8, and ED9 ED10 also apply.
- c) Exceptionally, the loss of active-frontage uses within local centres will be allowed where it is demonstrated that:
 - i) the premises have been actively marketed over a continuous period of at least one year for an active-frontage use compatible with the function of the centre, and it has not been possible to secure an occupier; and
 - ii) the proposal would not detrimentally affect the character of the centre.
- d) The loss of dispersed local shops (A class uses) outside of local centres will only be supported where:
 - i) the premises have been actively marketed over a continuous period of at least one year for an alternative A or D class use compatible with the location, and it has not been possible to secure an occupier; and
 - ii) there is a town centre or accessible provision of essential daily goods within reasonable walking distance (within 400m).

Supporting text

6.80. There are 44 42 designated local centres in Lambeth, which are listed in Annex 3 and also shown on the Policies Map. In addition, there are many

smaller parades and solitary shops throughout the borough which are not designated centres. Having key local retail uses such as newsagents, chemists, grocers, and bakers within walking distance of home is important to many of our residents and these local centres and dispersed local shops provide a valuable service in meeting the day to day needs of communities. They also have a range of wider benefits, including providing locally accessible facilities for low income groups, the elderly and people with mobility difficulties, play an important social role, provide local employment and contribute to the character and identity of an area.

- 6.81. The council wishes to ensure that the retail and service function of local centres is maintained and enhanced. The planning powers available to local authorities to ensure that local centres fulfil this function are restricted; the council is unable to specify what types of retail (A1) uses locate in local centres and cannot control changes of occupier within the A1 use class as planning permission is not required. However, the council can prevent the loss of retail (A1) shops to non-retail uses and seek to ensure that local centres provide a good mix of appropriate A and D class uses.
- 6.82. Changes of use will be managed to promote a good quality retail offer within local centres and a variety of local shops and services that meet local needs. The loss of ground floor shops, particularly where this results in a break in the continuity of frontages, can undermine the vitality and viability of a centre or parade and will not be ~~supported~~ permitted unless it is demonstrated through marketing evidence that the unit is unlikely to be let for an active-frontage use (see paragraph- 6.26). The provision of community uses may be appropriate to support the viability and vitality of the local centre in preference to a change of use to residential.
- 6.83. The aim of retaining shop units should not result in long-term vacancies, particularly where there is no prospect of achieving an occupier. The council recognises that, although the population of the borough is increasing, the proportion of people shopping locally has declined, so some shops outside larger centres may not continue to find an occupier. Nevertheless, the council would need to be satisfied that every effort has been made to let premises for an active-frontage use (A class, excluding A5 uses in close proximity to schools, or ~~D~~ D1 class or appropriate *sui generis* uses, as defined under Local Plan policy ~~ED6~~ ED7) before accepting the loss of units to other uses such as residential. Evidence of active and appropriate marketing over a continuous period of at least one year will be required to support any claim that there is no demand for retail space or other appropriate A or D class uses. This should include evidence that premises have been marketed at an independently assessed market value price by an agent that specialises in commercial land

sales. Applications must also demonstrate that proposals will, through careful design, provide a high standard of amenity for residential occupants.

- 6.84. A key priority for business growth and the economic quality of life in the borough is to reduce the number of vacant shops by supporting the community and businesses to occupy empty premises, including on a temporary basis. ~~See the Lambeth website or contact the council's Employment and Enterprise Team for more details.~~
- 6.85. ~~With reference to policy ED6, proposals~~ Proposals affecting ground floor shops should retain or provide a shop-front with a window display.
- 6.86. Reasonable walking distance will be assessed based on a safe walking route using public highways and footways.
- 6.87. This policy also applies to the parts of Lavender Hill/Queenstown Road and Camberwell ~~Green~~ district centres that fall within Lambeth.

Policy ED12 Markets

- a) Proposals for new off-street permanent, indoor or street markets, car boot sales and temporary markets will be supported provided that:
- i) the scale, nature and location would not harm existing shopping facilities or markets located within town centres;
 - ii) there would not be an unacceptable impact on local amenity or the general environment;
 - iii) adequate provision is made for ~~customers' and~~ traders' parking, deliveries and servicing, set-up and storage of stalls, power supply and storage and disposal of refuse; and
 - iv) there would not be an unacceptable impact on traffic flow or increase in traffic congestion in the area.
- b) The council will seek to maintain, and support the enhancement of, existing indoor and street markets within the borough. Developments that would adversely affect existing indoor or street markets will not be ~~supported~~ permitted. Where construction of a development could adversely affect a street market, applicants should assess this impact and propose mitigation measures to ensure the street market can continue to operate.

Supporting text

- 6.88. Markets add to the vibrancy, social value and character of local areas. Lambeth's markets are well established and popular with local communities and visitors. However, if poorly designed and managed they can cause harm to surrounding areas in terms of congestion of local roads and pavements, rubbish and refuse, storage and noise.
- 6.89. The council wishes to see all of the markets in the borough continue to thrive and will encourage a coordinated approach to development and management of street and indoor markets, including the implementation of the Brixton Street Market Masterplan and Action Plan, once finalised. A specific approach to managing the mix of uses within the indoor markets in Brixton is set out in Local Plan policy PN3.
- 6.90. Proposals for new markets considered under a) will also be subject to the requirements of section b) of the policy.

Policy ED13 Visitor attractions, leisure, arts and cultural uses

- a) In accordance with London Plan policy HC5, The the council wishes to promote, safeguard and improve leisure, recreation, arts and cultural facilities in the borough where they meet local and wider needs, especially in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and in town centres.
- b) Visitor attractions and major leisure and cultural activities located in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and Brixton and Streatham major town centres will be supported. Proposals should demonstrate in a visitor management plan how the potential impacts of high volumes of visitors would be managed, including appropriate provision for short term coach parking and, if ~~appropriate~~ necessary, long term coach parking on site. Planning obligations will ~~may~~ be sought to address any additional public service provision and maintenance, including local transport services, required as a result of the development in accordance with the approach set out in Annex 10. This Planning obligations may also be sought for ~~include~~ improvements to the public realm, especially on routes to and from public transport nodes. ~~Requirements for the nature of planning obligations will be appropriately benchmarked.~~
- c) Change of use or loss of existing visitor attractions, leisure, arts and ~~culture~~ cultural uses will not be ~~supported~~ permitted. Redevelopment for mixed use will only be supported where the existing use is re-provided on site, or a replacement facility is provided elsewhere in the locality. In exceptional circumstances, commuted payments may be accepted for replacement leisure, arts or culture uses elsewhere in the borough.
- d) Commercial development related to cultural facilities on the South Bank and in Waterloo will be supported where it is associated with arts and cultural uses or is ancillary and complementary to the arts and cultural uses and where it can be demonstrated that:
 - i) it is essential to the development and/or the retention of arts and cultural facilities;
 - ii) it would not undermine the primary character and function of the South Bank as an arts and cultural quarter; and
 - iii) any enabling development supports and enhances the function and role of the arts or cultural facility that is proposing the development.

- e) Temporary use of vacant commercial premises, open space and public realm for performance and creative work will be supported, subject to the nature of the proposed activity and the requirements of other policies. Open space will be expected to be returned to its previous use and improvements made to the quality of the open space.

Supporting text

- 6.91. The council wishes to safeguard and improve leisure, recreation, arts and cultural facilities (including theatres) where they meet local and wider needs, especially in town centres, unless adequate replacement provision is made. Major development proposals for leisure, recreation, arts and cultural facilities should be accompanied by a visitor management plan, which addresses how the impacts of high volumes of visitors ~~will~~ would be managed, including any implications for ~~council~~ public services, including local transport services. ~~An indicative charging benchmark as regards any monetary contributions is set out in Annex 10.~~ Planning obligations will be sought to mitigate any negative impacts identified. Financial contributions towards management and maintenance arrangements will be calculated in accordance with the charging approach set out in Annex 10. Proposals for arts and cultural programming will be considered against Local Plan policy Q4. All proposals should address the requirements of public safety set out in policy Q3.
- 6.92. The London Plan designates the whole of the South Bank/Bankside as a Strategic Cultural Area in recognition of its role as a strategically important area for arts, culture and entertainment and one of London's leading international cultural and tourist destinations. In Lambeth, the South Bank Strategic Cultural Area extends from Westminster Bridge to the borough boundary with Southwark, bounded by Belvedere Road and Upper Ground. This includes County Hall, the Southbank Centre (a national arts complex comprising the Festival Hall, Hayward Gallery, ~~Saïson Poetry Library~~ National Poetry Library, Queen Elizabeth Hall and Purcell Rooms), the National Theatre and the British Film Institute (BFI). The regeneration of the South Bank is a priority for the council as well as all major stakeholders in the area. This is recognised in the vision and strategic objectives of the Local Plan and in policy PN1 – Waterloo. Lambeth has many other cultural venues and facilities which are identified in the London Cultural Infrastructure Map and the Lambeth Cultural Infrastructure list.
- 6.93. The criteria for enabling development listed in section (c) of the policy will be applied to proposals for commercial development within the South Bank Strategic Cultural Area that are associated with or ancillary to, but not specifically for, arts and cultural uses. This will normally be secured through a legal agreement. A reasonable proportion of restaurant and café uses will be

considered enabling development that supports the function and role of arts and cultural uses however other uses, for example hotels and residential accommodation, will not.

Policy ED14 Hotels and other visitor accommodation

~~Hotels, apart hotels and other forms of visitor accommodation (C1) will be supported in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity areas and Brixton and Streatham town centres, subject to the following considerations. Smaller scale provision will be supported elsewhere in the borough where public transport accessibility levels are 'good' (PTAL 4) or above, in accordance with London Plan policy.~~

~~a) All visitor accommodation must:~~

- ~~i) provide appropriate off-street pick-up and set-down points for taxis and coaches;~~
- ~~ii) not unacceptably harm the balance and mix of uses in the area, including services for the local residential community.~~

~~b) All new visitor accommodation should meet the highest standards of accessibility and inclusion. At least 10 per cent of new provision should be wheelchair accessible. Applicants should submit an Accessibility Management Plan with their proposals.~~

~~c) New visitor accommodation should be of high quality design so that it may be accredited by the National Quality Assessment Scheme.~~

~~d) Where development proposes to modify existing visitor accommodation, the proposal will be supported only if it provides standards of accessibility and design expected of new build accommodation, subject to feasibility and viability.~~

~~e) The loss of existing visitor accommodation will not be supported in the locations set out in this policy (the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas, and Brixton and Streatham town centres). Where it is demonstrated, through at least one year's marketing evidence, that there is no longer demand for existing visitor accommodation, change of use will be supported subject to the requirements of other development plan policies~~

In accordance with London Plan policy E10:

a) Outside of the Waterloo CAZ boundary and Vauxhall Opportunity Area and CAZ boundaries visitor accommodation (C1) will be supported in major and district town centres. In these locations visitor accommodation should be of an appropriate scale for the proposed location and should not unacceptably harm the balance and mix of uses in the area, including services for the local

residential community. Additional visitor accommodation outside town centres will not be permitted.

- b) Additional visitor accommodation (C1) will be supported in Vauxhall outside of wholly residential streets or predominately residential neighbourhoods subject to the following area specific requirements:
 - i) Strategically important hotels should be located in the parts of the Opportunity Area that are within the CAZ. Strategically important hotels and other forms of visitor accommodation will be supported in this location where they are part of a mixed-use development, do not result in the loss of office space or other strategic functions of the CAZ and do not intensify the provision of serviced accommodation in a way that causes unacceptable harm to local amenity or the balance of local land uses.
 - ii) In the rest of the Opportunity Area and in the parts of the CAZ that are not within the Opportunity Area, visitor accommodation of up to 100 rooms will be supported where they are part of a mixed-use development, do not result in the loss of office space or other strategic functions of the CAZ and do not intensify the provision of serviced accommodation in a way that causes unacceptable harm to local amenity or the balance of local land uses.
- c) No additional visitor accommodation (C1) will be permitted in Waterloo within the boundary of the Central Activities Zone (CAZ).
- d) Proposals to extend existing visitor accommodation will only be supported in the locations set out above subject to the other requirements of this policy being met.
- e) In all locations set out above, proposals for visitor accommodation (C1) will be acceptable only where it can be demonstrated that the development does not compromise a site's capacity to meet the need for conventional dwellings, especially affordable family homes.
- f) Proposals for new or extended visitor accommodation should include an assessment of impact on neighbouring residential amenity, including cumulative impact taking account of existing hotels nearby. Where necessary, measures to mitigate harm to residential amenity will be secured through planning obligations.
- g) Proposals for new or extended visitor accommodation should include a visitor management plan that assesses the impacts of additional visitor numbers on the local area, such as increased demand on local transport facilities and on public services to manage and maintain the public realm; and sets out how these

impacts will be managed. Planning obligations will be sought to mitigate any identified impacts.

- h) All new visitor accommodation should meet the highest standards of accessibility and inclusion, in accordance with the requirements set out in London Plan policy E10. Applicants should submit an Inclusive Design Statement with their proposals.
- i) All new visitor accommodation should make a positive contribution to townscape, should be of a high quality design and be designed to meet relevant quality standards so that it may be accredited by the National Quality Assessment Scheme.
- j) All new hotels will be expected to provide facilities for business visitors, including meeting rooms and workspaces. The potential for business and leisure facilities within hotels to be made available for public use in locations where there is an identified shortage of provision will be explored. Public use of hotel facilities will be secured through planning obligations.
- k) Provision of pick-up and set-down points for taxis and coaches should be appropriate to the site and development, as demonstrated through a transport assessment, and preferably be provided on site.
- l) Where it is demonstrated, through at least one year's marketing evidence, that there is no longer demand for existing visitor accommodation, change of use will be supported subject to the requirements of other development plan policies.

Supporting text

- 6.94. ~~The number of pick-up and set-down points for taxis and coaches should be appropriate to the site and development, as demonstrated through a transport assessment, and preferably be provided on site.~~
- 6.95. ~~Harm to the 'balance and mix of uses in an area' will be assessed on a site by site basis, having regard to the characteristics of an individual locality, including existing concentrations of visitor accommodation, and the nature and scale of the proposed development. Provision of a range of types of visitor accommodation in Lambeth is supported, including budget and mid-range accommodation.~~
- 6.96. ~~The Mayor is preparing guidance on accessible hotel accommodation and on the implementation of accessibility management plans.~~

- 6.97. ~~Information about the National Quality Assessment Scheme can be found in section 4 of the London Plan and at www.qualityintourism.com.~~
- 6.98. Given the significance of tourism to London's and Lambeth's economy it is important that Lambeth contributes to meeting the accommodation needs of tourists and business visitors. There are many benefits of the visitor economy including training and employment opportunities and local spending within the area, particularly for local businesses. In recent years, Lambeth has made a strong contribution to London's supply of new hotel rooms. The borough's pipeline and stock of new hotel rooms is largely concentrated in the north of the borough. There is also a good supply of other forms of visitor accommodation including short-term lets and the use of student halls during university holiday periods that supplements the supply of traditional serviced visitor accommodation.
- 6.99. To support the growth of the visitor economy in other parts of the borough, visitor accommodation is encouraged to locate in Lambeth's major and district centres. The provision of a range of types of visitor accommodation in Lambeth is supported, including budget and mid-range accommodation and accommodation for business travellers.
- 6.100. Whilst Lambeth recognises the economic benefits of visitor accommodation, it is important to ensure an appropriate mix and balance of uses in each neighbourhood and to avoid significant concentrations of one type of use at the expense of others. The policy therefore sets out an approach to managing the intensification of visitor accommodation in the north of the borough where the greatest concentrations of this use exist.
- 6.101. In major and district town centres, when considering whether a proposal is of an appropriate scale, regard will had to the location of the site and local circumstances. 'Balance and mix of uses' will be assessed on a site by site basis having regard to the characteristics of an individual locality, including existing concentrations of visitor accommodation, and the nature and scale of the proposed development. Generally, two uses of this nature will not be permitted on adjacent sites. This assessment will take account of the visitor management plan provided and the potential to effectively mitigate negative impacts on the local area through planning obligations.
- 6.102. In accordance with the London Plan, strategically important visitor accommodation will only be supported in the parts of the Vauxhall Nine Elms Opportunity Area that are in the CAZ. Strategically important visitor accommodation is defined as having floorspace of more than 20,000sqm (GIA). To ensure the council can meet the need for other uses, including housing, office and other strategic functions of the CAZ, hotels in Vauxhall will

be expected to be part of mixed-use developments. When considering whether a proposal intensifies the provision of serviced accommodation and whether this causes unacceptable harm to local amenity or the balance of local land uses, the council will have regard to the location of the site and local circumstances. Generally, two hotels will not be permitted on adjacent sites to prevent concentrations of this type of use.

6.103. Given the recent very rapid growth in the number and concentration of hotels in Waterloo, and the need to support growth in offices and housing in this part of the borough, additional visitor accommodation in this area (up to the CAZ boundary) will not be permitted.

6.104. When considering whether a proposal for visitor accommodation would compromise capacity to meet the need for conventional dwellings in the borough the council will have regard to:

- whether a proposal would displace existing C3 residential accommodation
- whether a site has been allocated for housing
- whether a site has been identified in the Local Plan housing trajectory as having capacity for conventional housing
- whether a site has an extant or historic planning permission for C3 housing.

6.105. See Topic Paper 5: Visitor accommodation for further justification of the policy approach.

6.106. An Inclusive Design Statement should demonstrate new visitor accommodation is meeting the requirements of London Plan policies E10 and D5. The needs of those requiring additional access features and assistance should be considered alongside the requirements for wheelchair accessible rooms.

6.107. Information about the National Quality Assessment Scheme and quality standards can be found at www.visitenglandassessmentservices.com.

6.108. To ensure that hotels provide facilities for business visitors, new hotels will be expected to provide ancillary business facilities such as meeting rooms and flexible working areas. In areas with an identified shortage of workspace and meeting space, the council will explore potential for these business facilities to be made available for use by other local small businesses at agreed times. Where there is an identified shortage of leisure facilities in the location of the proposal (particularly swimming pools, gyms and other indoor or outdoor sports facilities) as set out in the Infrastructure Delivery Plan, the council will

explore the potential for any leisure facilities of this type provided as part of the hotel to be made available for use by the general public at times to be agreed with the council. This provision and associated maintenance requirements of both business and leisure facilities will be secured through a legal agreement.

6.109. Proposals for short-stay apartments intended for people visiting London will be considered as C1 visitor accommodation. Proposals for the use of existing C3 accommodation as short-term lets will be considered against Local Plan policy H3.

6.110. The council will publish annual monitoring information on visitor accommodation in the borough.

Policy ED15 Employment and training

- a) ~~In accordance with London Plan policy E11, the~~ The council will support employment and training schemes to maximise local employment opportunities and help address skills deficits in the local population. Planning obligations will be used to ensure major development proposals contribute to this aim by fulfilling the requirements set out below.
- b) ~~In major developments, planning obligations will be used as necessary to ensure that job opportunities and apprenticeships are notified to the council or appropriate nominated agencies so that suitable local people can be given the opportunity to fill these vacancies. Applications for major development must include a site-specific Employment and Skills Plan (ESP) and the developer will be expected to agree to deliver the commitments secured in the ESP. The ESP should as a minimum address, in detail, how the developer intends to deliver the following requirements:~~
- i) A minimum of 25 per cent of all jobs created by the development (in both the construction phase and for the first two years of end-use occupation of the development) to be secured by the council for local residents.
 - ii) Developers to engage with local schools, colleges and/or community organisations to promote amongst young people the range of careers available, skills and qualifications needed for employment in the construction and commercial sectors of the end-use occupiers in place during the first two years of the development.
 - iii) The council will expect the developer to make all reasonable endeavours to meet the obligations set out in (i) and (ii), above. The developer is expected to make or bring about the necessary provision to meet these obligations. However, if the developer can demonstrate to the satisfaction of the council that there are circumstances specific to the scheme such that either direct provision is not operationally feasible, or that an alternative means of delivery would result in a more effective outcome, then the council may consider a financial contribution in lieu. In these circumstances, the amount of the contribution will be based on the calculation set out in Annex 10.
- c) ~~The council, working with local training providers, will aim to ensure that local residents are given access to the right skills training so that they can take advantage of opportunities created by new development. This includes jobs both during the construction phase and in the completed development. In addition to the obligations in (b) above, major development proposals will be expected to~~

make financial contributions to help support those sections of the Lambeth workforce that are furthest from employment, having been out of work for a long period of time and/or having low levels of skills. The financial contributions will be used by the council to fund local training and support to enable access to newly created employment opportunities arising from development for those who may struggle to access the opportunities without extra support, in particular the long-term unemployed and young people. The approach to calculating these financial contributions is set out in Annex 10.

- d) In major developments, planning obligations will be used to cover procedures to ensure small and medium sized local enterprises have access to tender opportunities for the procurement of goods and services generated by the development both during and after construction, having regard to the council's Local Procurement Code of Practice and competition rules. Applicants will be required to provide monitoring reports on the implementation of their ESP at agreed regular intervals to enable the council to fulfil its monitoring obligations.
- e) Payment of planning obligations relating to employment and skills will normally first fall due on the implementation of planning permission. A section 106 agreement will set out the detailed arrangements for the timing of payments in individual cases. Completed planning agreements will also provide for a monitoring fee linked to the overall package of obligations.

Supporting text

- 6.111. Promoting employment and training opportunities for local people will generate local employment opportunities and reduce the need to travel, which will contribute to sustainable economic development. Focusing activities mainly on those most marginalised from the workforce, including those that lack the skills required by employers, will help to reduce deprivation and inequalities and improve social inclusion.
- 6.112. Seeking planning obligations to maximise the potential of the current Lambeth population to compete for the jobs being created, whether during the construction phase or end user phase, through improving their skills levels, is necessary to ensure that future development is economically and socially sustainable, and that barriers to employment for those marginalised from the workforce are removed. It is important the economic benefits of new development in terms of improved local skills and employment outcomes are realised.
- 6.113. Skills levels are a key determinant of a sustainable local economy, but they also have an impact on employment opportunities and thus an individual's economic prosperity. Improving the skills of the local labour force will be key

to maintaining its economic competitiveness. Securing obligations for employment training of local people will help to ensure that local residents are given access to the right skills training so they can take advantage of opportunities created by new development.

- 6.114. In order to improve the prospects for young people in Lambeth, and ensure that local businesses are able to attract an appropriately qualified workforce, there is a need to better integrate the education system with the labour market and to expand the range of vocational routes into work (Work Foundation (2014) London: addressing the youth employment challenge).
- 6.115. Major development will be required to produce a site specific Employment and Skills Plan (ESP). Developers are encouraged to contact the council's Employment team at the pre-application stage in the development process, so that the content of a proposed ESP can be discussed before a planning application is submitted. Funding to deliver activities contained in the ESP will be the responsibility of the developer.
- 6.116. The ESP itself will need to have been approved by the council by an agreed point in the development process (typically, three months prior to implementation, although exact timescales will need to be agreed as part of the detail of the planning obligations in individual cases).
- 6.117. The ESP will need to contain realistic estimates of the numbers and types of jobs the developer envisages being created by the construction and end-use phases, and actual figures will need to be supplied through 6-monthly monitoring reports. In assessing expected levels of employment generation the council will have regard to evidence on employment densities of end uses based upon standard employment density benchmarks. For example, the Homes & Communities Agency Employment Densities Guide 2015.
- 6.118. It is expected that the developer will work with the council or its nominated agent and use all reasonable endeavours to achieve the 25% target through one or more of the following measures¹:
- Provision of apprenticeships for Lambeth residents, with demonstrable targeted engagement of those aged under 25². The council expects that

¹ Whether the requirements at (b) (i) are satisfied by only one of the measures set out at 6.92, or by a combination of more than one of these, will be addressed as part of the process of preparing and approving the ESP. The same approach will be taken to the example measures set out at 6.93 for b (ii).

² Aiming to encourage more young people into apprenticeships, in response to relatively high rates of youth unemployment in the borough.

ordinarily, one new apprenticeship would be capable of being generated by every 1,000sqm of development or every 10 residential units provided³. Apprenticeships can be from the construction or end-use phase, or a combination of the two. These apprenticeships will need to be open to candidates nominated by the council (or another agency as agreed by the council) who are seeking recognised Level 2 or above NVQ qualifications.

- Provision of employment opportunities in the end-user phase which have appropriate support to make them suitable for long-term unemployed Lambeth residents⁴ (for example, those who have been out of work for at least two years). The council would expect every 2,500 sqm of development to be capable of generating at least one paid job placement lasting for a minimum of six months. These supported employment opportunities will need to be open to candidates nominated by the council (or another agency as agreed by the council).
- Provision for notification of job vacancies, arising from both the construction and end-use occupation, to the council or any other agency nominated by the council.
- Provision for delivery of bespoke pre-employment and skills training for Lambeth residents that will provide them with the skills and experience to access the jobs that are being created.

6.119. The ESP will need to contain a detailed programme for the initiatives to be delivered to meet the requirements for engagement with local schools, colleges and/or community organisations for the purposes of careers education and inspiration for young people. Examples of the activities that developers (or agents that they may nominate to act on their behalf, which could include end-use occupiers) may be expected to undertake are:

- Career inspiration: speakers provided to schools, role models to inspire and encourage career progression, work 'taster' events.
- Employability: mentoring and support for specific cohorts of young people (e.g. under-achievers, high achievers, young people from particular areas

³ The Government has set a target of 3 million apprenticeships in England by 2020, which spread evenly would mean 750,000 apprenticeship starts per year. This equates to 2.6% of the total number of jobs. Based on standard employment densities, 2.6% would represent 1 or 2 people per 1,000sqm, depending on the use class and sector.

⁴ This can also be referred to as "supported employment". Supported employment refers to a personalised approach to working with people with complex needs, including individuals with disabilities, to access and retain open employment.

or estates), sessions on employer expectations, mock interviews and interview preparation.

- Curriculum support: advice on curriculum design to bring employer relevance into lessons.
- Work-based learning: workplace visits to complement curriculum, work experience placements.

6.120. Examples of scheme specific circumstances that may justify an alternative approach (see Local Plan policy ED15(b)(ii)) could include where highly specialised labour requirements are likely to be required by the end-users of the development, or where there are demonstrable links with other developments, or with existing initiatives in the local area, relating to employment and skills programmes. The council encourages developers to engage with council officers at the earliest opportunity to discuss the specific circumstances of the scheme. Calculations relating to cash-in-lieu payments are indicative of the costs to the council of delivering the relevant obligations. The final amount of any in lieu contribution will be assessed as part of the detailed assessment of the scheme.

6.121. ~~The council has a long standing commitment to reduce unemployment in the borough. The lack of suitable employment opportunities has been recognised by residents as one of the top three issues it wishes the council to address. Lambeth has a higher rate of work related benefit claimants than the London and national average. This is particularly the case for young residents, who are more likely to be out of work in Lambeth than other parts of London and nationally.~~

6.122. ~~The council is committed to promoting access into construction related opportunities including training and employment; but also considers that it is vital that local people can access opportunities in the post construction phase. In addition, the council wishes to encourage developers to use Lambeth based companies and suppliers both during the construction of major schemes and during the subsequent operation of the development, as this will help to achieve a multiplier effect for the local economy resulting in growth in the number of Lambeth based jobs. Further information is set out in the council's Supplementary Planning Document on Planning Obligations (section 406 agreement.~~

Section 7: Social Infrastructure

- 7.1. Social infrastructure includes community meeting spaces, places of worship, libraries and premises for the delivery of essential services including education, youth services, childcare and early years; health and social care; sport, recreation and play culture; policing and the emergency services.
- 7.2. The policies in this section of the plan set out the approach to safeguarding and improving community premises and support for the development of new facilities where there are identified gaps in provision. They support the shared use of community facilities by different service providers and community groups, where practical, and underpin Lambeth's co-operative council ethos by which communities have more involvement in and control of the services they use.
- 7.3. These policies are intended to facilitate the implementation of agreed strategies for the provision and improvement of community premises developed by, or co-produced with, the council in relation to community hubs, libraries, schools, youth services, early years provision, sport, recreation and culture; and by its partner agencies responsible for further education, health and the emergency services. Annex 2 The Infrastructure Delivery Plan provides a list of the relevant infrastructure strategies and programmes.
- 7.4. Local Plan policies Policies S1 and S2 apply to facilities in the D1 and D2 use classes such as healthcare, childcare, higher, ~~and further~~ and adult education, training, community halls and meeting spaces, libraries, indoor play, recreation and sports facilities and places of worship. They also apply to other public service uses (such as fire, ambulance, policing, criminal justice and community safety facilities) which are not in a given use class and are categorised *sui generis*. Local shops, cafes, pubs, post offices and markets are covered by the policies in section 6 of this plan, as they fall within the 'A' use classes.
- 7.5. State-funded nursery, primary, ~~and secondary~~, Special Educational Needs (SEN) schools and sixth forms are covered separately in Local Plan policy S3.

- 7.6. Site allocations are included where necessary in this section to achieve the delivery of essential social infrastructure projects during the plan period. See also site 11 in section 11 (Vauxhall), which includes provision of a new primary school.

Policy S1 Safeguarding existing social infrastructure ~~community premises~~

- a) The council will support and encourage the most effective use of community premises to address different and changing priorities and needs in the borough, in accordance with agreed strategies where relevant.
- b) Existing community premises, and land formerly in use as community premises, will be safeguarded unless it can be demonstrated that either:
 - i) there is no existing or future need or demand for such uses, including reuse for other community services locally, and adequate alternative accommodation is available to meet the needs of the area; or
 - ii) replacement facilities are proposed on or off site of ~~the same or better size~~ equivalent or better functionality and quality to serve the needs of the area; or
 - iii) development of the site/premises for other uses, or with the inclusion of other uses, will enable the delivery of approved strategies for service improvements.
- c) In exceptional circumstances, where tests (i) and (iii) are not met and it is demonstrated to the satisfaction of the council that it would not be feasible and/or effective to include replacement facilities in the proposed development, a payment in lieu may be accepted.
- d) Change of use between D1 and D2, and vice versa, will be supported where it can be demonstrated that the tests in section (b) above have been met for the existing use in principle in order to maintain a flexible stock of land and premises for social infrastructure.

Supporting text

- 7.7. It will continue to be important to safeguard existing social infrastructure ~~community service premises~~ unless there is adequate justification for the loss or provision for replacement facilities. Sports facilities in particular should also be tested against paragraph 97 of the NPPF.
- 7.8. The functionality of the replacement facilities must be equivalent to or better than that of the existing provision. The applicant will be expected to provide an assessment of the existing provision (including factors such as size, quality of accommodation, facilities, accessibility, useage and potential for flexible use) and demonstrate how the proposed replacement accommodation will include equivalent or better provision. A smaller quantity of floorspace may be acceptable where it is demonstrated to the satisfaction of the council that the new accommodation can be used more effectively.
- 7.9. In order to demonstrate that there is no further need or demand for a building in D1, D2 or relevant *sui generis* use for social infrastructure, applicants should undertake the following measures as a minimum:
- explain the proposed loss in the context of the relevant strategies for social infrastructure in Lambeth listed in ~~annex-2~~ the Infrastructure Delivery Plan and any subsequently approved strategies where relevant
 - where appropriate, seek confirmation in writing from the relevant agency that the proposed loss of premises is consistent with the agreed strategy for delivery of that service in Lambeth
 - market and advertise the vacancy for ~~D1 or D2~~ the existing use class continuously for a twelve month period and provide evidence of this, including a log of enquiries with reasons why the premises were considered unsuitable
 - during this marketing period, notify the council of the proposed vacancy, so that community organisations, arts, sports and cultural groups seeking premises can be made aware of it.
- 7.10. In order to enable the delivery of the strategies for social infrastructure listed in ~~annex-2~~ the Infrastructure Delivery Plan (and any subsequently approved strategies), it may be necessary to maximise the development value of some existing sites and premises for other uses such as housing. If the need for the change of use is clearly demonstrated in the context of the relevant strategy, the requirement for marketing set out in paragraph ~~7.8~~ 7.9 may not apply. Potential examples could include the disposal of a site in community use in

one part of the borough where there is adequate provision, in order to fund provision or improvements elsewhere. This could also apply to agencies such as the police, fire or ambulance services in modernising the provision of their services for the capital and the borough as part of their infrastructure improvement strategies.

- 7.11. Under section (c) of the policy, payment in lieu of replacement facilities will be considered in exceptional circumstances only, where it has been demonstrated to the satisfaction of the council that it would not be feasible and/or effective to provide this as part of the development or in kind off-site. In these circumstances, the applicant will be asked to explain why in their view in kind provision would not be feasible and/or effective. Payments in lieu will be calculated on a case by case basis, depending on the nature of the facility lost. Payments will be invested in improvements to community facilities elsewhere in the borough.
- 7.12. Where premises have been registered with the council as an asset of community value under the Localism Act 2011, this is likely to be a material consideration in the determination of applications for the site for change of use to non-community related use.

Policy S2 New or improved social infrastructure ~~community~~ premises

- a) Proposals for new or improved premises for higher, ~~and further~~ and adult education, childcare, worship, health care (including hospitals), sports, recreation, affordable meeting space and other community uses will be supported where:
- (i) the site or buildings are appropriate for their intended use and accessible to the community; and
 - (ii) the location, nature and scale of the proposal, including hours of operation, do not unacceptably harm the amenities of the area through noise, disturbance, traffic generation, congestion, local parking or negative impacts on road safety; and
 - (iii) buildings and facilities are designed to be flexible, adaptable, promote social inclusion and sited be to maximise shared community use of premises, where practical.

The council will also apply the provisions set out in London Plan policies S1, S2, S3 and S5, where relevant.

- b) The use of residential floorspace ~~accommodation~~ for a nursery or childcare use may be acceptable where:
- (i) there are a specific local need and locational reasons to justify this; and
 - (ii) there is no readily available non-residential accommodation to meet this need in the locality; and
 - (iii) it would not result in the loss of a complete residential unit and the remaining residential floorspace will continue to meet the standards required of a self-contained residential dwelling.
- c) Development proposals for more than 500 residential units should incorporate suitable childcare provision to meet additional need arising from the development that cannot be met by existing local facilities.
- d) Proposals for more than 25 residential units ~~large residential schemes and comprehensive housing estate regeneration~~ should be supported by an assessment of anticipated impact on social infrastructure, including impact on the quality and sustainability of existing provision. Development proposals should include appropriate provision for social infrastructure and local shops to meet

local the additional need that will arise, where this cannot be met adequately through existing facilities. New social infrastructure should be made available to all residents, irrespective of tenure. Proposals should include a plan for the management and maintenance of the new facilities. If it is not possible or effective to meet the additional need through provision of new social infrastructure on site, a payment in lieu will be sought to contribute towards additional service provision in existing facilities in Lambeth, including for management and maintenance costs associated with the increased level of provision.

- e) Development proposals for schemes that are likely to be used by children and young people should address the requirements of London Plan policy S4B.

Supporting text

- 7.13. Applications for new or improved premises to provide a community service should make reference to the relevant infrastructure strategy listed in ~~annex 2~~ the Infrastructure Delivery Plan, or a subsequently approved strategy where relevant.
- 7.14. New community premises should be conveniently located for those who use them, easily reached on foot or by bicycle or public transport and fully accessible to all sections of the community (including people with disabilities ~~disabled~~ and older people). They should also be provided in buildings and facilities which are flexible and adaptable to communities' needs and sited to maximise the shared use of premises and promote social inclusion.
- 7.15. Community premises should be appropriate to their surroundings in terms of scale, character and mix of uses, and should not harm residential amenity, the environment, or result in adverse transport impacts in line with other relevant policies. Some facilities within residential neighbourhoods can have an impact on residential amenity which may need to be carefully managed. The hours of operation will need to balance the needs of service providers and users of the premises against impacts on neighbouring residents. Planning conditions will be used, as appropriate, to mitigate potential adverse amenity impacts.
- 7.16. There is a particular demand for places of worship in the borough, given the many and diverse faith groups represented in Lambeth's population. In some cases, places of worship can attract large numbers of visitors for services and ceremonies and this can have an impact on highways and on residential amenity. Places of worship should therefore be located whenever possible in areas of high public transport accessibility, such as town centres. Proposals

for change of use to a place of worship (D1 use) will be supported, subject to the tests set out in policy S2 (a) above and other relevant policies relating to the existing use of the land. The council will provide guidance to faith groups about finding appropriate premises that meet the requirements of planning policy.

- 7.17. Proposals for nurseries and childcare facilities that involve the loss of existing residential floorspace should be supported by a statement explaining the need for the facility in that location in relation to the council's most recent childcare sufficiency assessment; and by an assessment of potential alternative non-residential accommodation in the locality and the reasons why this was not suitable. Proposals for nurseries and childcare facilities should include access to an outdoor play area, of sufficient size and quality to meet the needs of the facility. This should be located away from, or be screened from, roads causing poor air quality.
- 7.18. To facilitate implementation of section (c) of the policy, applicants should provide an assessment of the additional childcare demand that will arise from their proposal. This should include anticipated child yield for residential developments and anticipated demand from workers for major commercial schemes. The council will consider this information against its latest evidence of existing childcare provision (childcare sufficiency assessment) within one kilometre of the development site. Requirements to include or contribute towards additional childcare provision will be applied on this basis.
- 7.19. In section (d) of the policy, the need for contributions towards community premises and other community facilities will be considered in the light of existing evidence of social infrastructure including the council's online mapping tool, the ~~infrastructure~~ Infrastructure Delivery Plan ~~schedule~~ and any other relevant infrastructure provision programmes. This assessment should include schools, children's centres, primary healthcare facilities, libraries, community centres and any other forms of social infrastructure relevant to the site. There may be circumstances in which the contribution takes the form of land or buildings to provide for the identified need. Payments in lieu will be calculated on a case by case basis depending on the nature of the unmet need and will be used to contribute towards additional service provision in existing facilities in Lambeth, including for management and maintenance costs associated with the increased level of provision.
- 7.20. Community facilities (D1/D2 uses and relevant *sui generis* uses) will not be permitted in Key Industrial and Business Areas (see Local Plan policy ED4 ED3). They will be supported on other employment sites if the tests of Local Plan policies ED2 ED1 and ED3 ED4 have been met.

Site 1 – Land north and south of and including 10 Royal Street, SE1 (Founders Place)



- Site Boundary
- Through Routes
- Indicative Routes & Views Between Buildings
- Conservation Area

Site 1 – Land north and south of and including 10 Royal Street, SE1 (Founders Place)

Site area	1.68 ha
Ward	Bishops
Ownership	The Trustees of the Guy's and St Thomas' Charity and other related charities
Current use	Residential, parking and part vacant
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific floor risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Part of the site south of Royal Street is within Lambeth Palace conservation area and so is Archbishop Park to the south. Grade I listed Lambeth Palace is nearby; its garden is a listed Grade II registered historic park and garden. The site is in an archaeological priority area. Westminster World Heritage Site.
How the site was identified and relevant planning history	Waterloo Area SPD April 2013 Identified as a potential housing site in the SHLAA 2009. Planning permission 05/01168/FUL was granted on appeal 10/10/2007.
Preferred use	Health use for the expansion of St Thomas' Hospital to provide clinical and ancillary hospital uses; replacement of affordable housing.
Design principles and key development considerations	<p>This under-developed site provides opportunities for the expansion of St Thomas' Hospital.</p> <p>The council will support development that:</p> <ul style="list-style-type: none"> (i) replaces the existing housing; (ii) retains 10 Royal Street and Holy Trinity Urban Centre that are considered to make a positive contribution to the conservation area; (iii) restricts building heights in the southern part of the site due to its location within the conservation area and proximity to the park; (iv) has a layout that includes gaps between buildings to allow views through to the conservation area and the registered park and into the site; (v) fronts onto and creates a clear pattern of streets; (vi) does not appear dominant from the south; (vii) retains Upper Marsh and Royal Street as through routes; (viii) minimises traffic generation and includes parking provision to support health uses.

Policy S3 Schools

- a) Proposals for new primary and secondary schools, or for the extension or expansion of existing schools, including for nursery, sixth form and Special Educational Needs (SEN) places, will be supported where they help to deliver the council's agreed strategy for provision of additional state-funded school places in the borough and where they meet the requirements set out in London Plan policy S3B.
- b) Under permitted development rights, new state-funded schools can locate on land in existing community use (D1/D2), hotel use (C1), business use (B1) and residential institution use (C2). Proposals for new schools on sites in other uses will be considered against the relevant policies for those uses. The loss of existing residential accommodation (C3) in order to provide additional school places will only be supported if it is clearly demonstrated that the places are required to meet unmet demand for state-funded places in the borough and no alternative, suitable site is available.
- c) Proposals involving the loss of land in use, or previously in use, by a state-funded school will not normally be supported, unless the council's agreed strategy for school places has identified the site as surplus and its development for other uses would contribute to improvements in the delivery of school places in the borough.
- d) Proposals for the shared use of schools for wider community use will be supported provided that the nature and scale of the proposal does not unacceptably harm the amenity of the area.
- e) Proposals should support sustainable travel, including the need for school travel plans and appropriate road danger reduction measures.

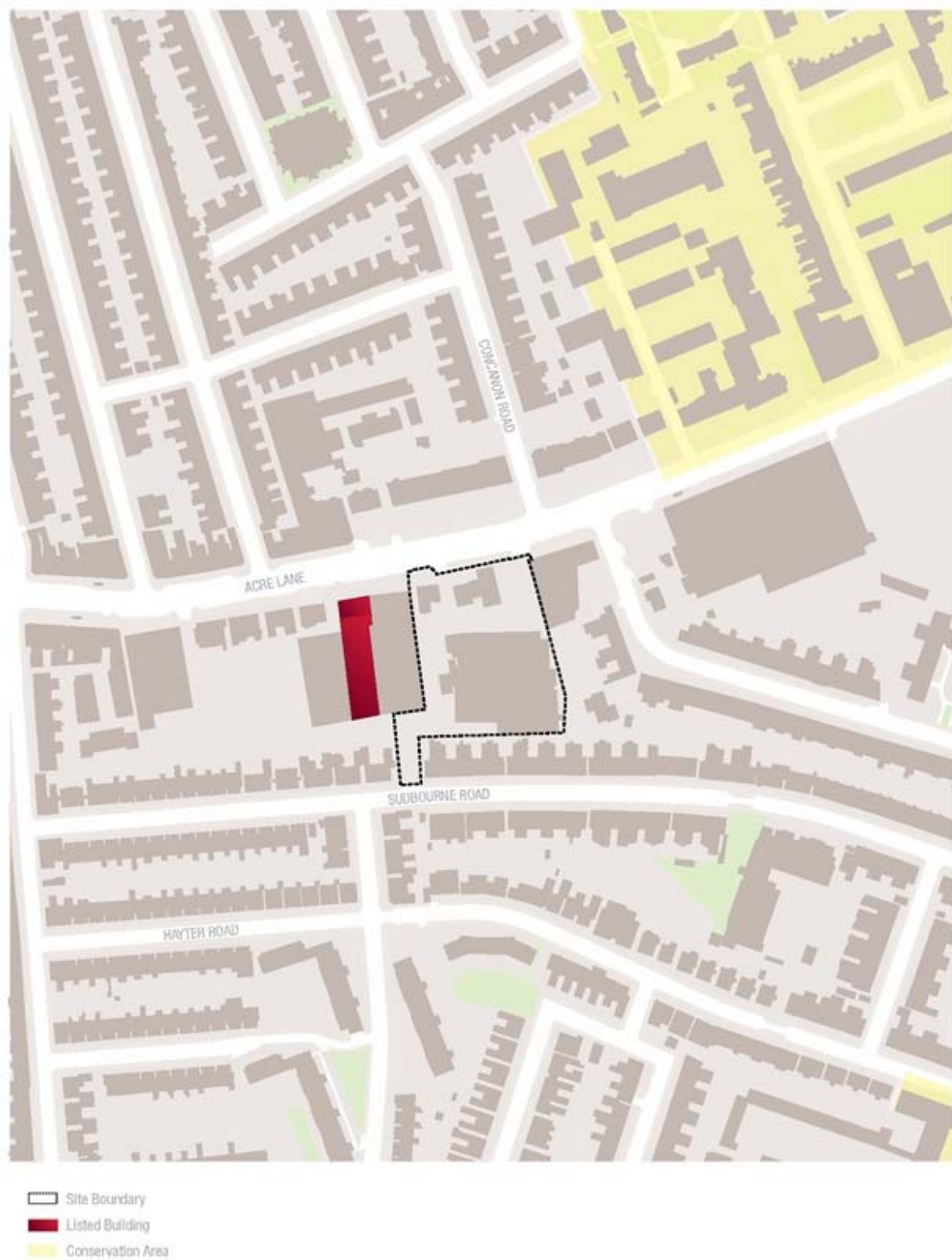
Supporting text

- 7.21. ~~There is significant demand for additional school places in Lambeth. The need for school places in Lambeth, between 0-19 years and for Special Educational Needs (SEN). This is set out in the infrastructure programmes and schedule in Annex 2 Infrastructure Delivery Plan and will be updated in the authority's monitoring report based on the council's annual assessment of immediate, short, medium and longer term needs for with regard to state-funded school places. However, there is a need for flexibility. A degree of flexibility may be required to meet changing needs and proposals will be considered in the light of evidence submitted justifying any proposals and having regard to the government's guidance.~~ Policy statement – planning for

~~schools development' (August 2011) and the subsequent changes to permitted development rights for state funded schools that came into force in May 2013. These new permitted development rights are subject to a prior approval process in relation to transport and highway impacts, noise impacts and contamination risks as set out in part K of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013.~~

- 7.22. In order to meet priorities and enable delivery of strategies to meet the need for school places in the borough, it may be necessary to maximise the development value of some existing sites and premises for other uses such as housing. This would need to be clearly demonstrated. This could include the disposal of a former school site in one part of the borough in order to fund provision or improvements elsewhere.
- 7.23. State-funded schools include local authority maintained schools (community, foundation and voluntary aided and controlled schools), ~~Academies~~ academies and free schools.
- 7.24. The shared use of school facilities is encouraged as this can help ensure the effective use of resources and land, help minimise travel distances for users and be of benefit to local residents and communities.

Site 2 – 47-51 Acre Lane and land at rear of Sudbourne Road Brixton SW2



Site 2 – 47–51 Acre Lane and land at rear of Sudbourne Road Brixton SW2

Site area	0.57ha
Ward	Brixton Hill
Ownership	Mixed private ownership
Current use	The front part of the site (former petrol station) and adjoining site are in use by a timber merchant. To the rear (47–49 Acre Lane), the vacant two-storey building was previously used as a timber yard. There is rear access to the site between 47 and 49 Sudbourne Road.
Transport	Public transport accessibility level 5/6 (very good to excellent) from Acre Lane and 3 (moderate) from the Sudbourne Road entrance.
Flood zone	Flood zone 1: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment.
Heritage	Grade II listed 53–57 Acre Lane adjoins the site.
How the site was identified and relevant planning history	Included in the SHLAA 2009 as a potential housing site. Identified (part) by the council as a potential school site. Identified by local residents for expansion of the Sudbourne Primary School. Outline consent for school use in association with Sudbourne Primary School (12/04108/OUT) was granted in April 2013 (subject to finalisation of section 106 agreement).
Preferred use	Education use to allow for the expansion of Sudbourne Primary School, subject to a land swap between the council (owner of the Livity School site) and Genesis Housing (owner of 47–49 Acre Lane).
Design principles and key development considerations	<p>Opportunity to expand Sudbourne Primary School on a nearby site from a 1.5 form entry school to 3 form entry school.</p> <p>The council will support development that:</p> <ul style="list-style-type: none"> (i) respects the amenity of the adjoining residential properties; (ii) takes into account in the school design the industrial activities on the adjoining site; (iii) provides suitable enclosure to any rooftop play space/MUGA; (iv) promotes sustainable travel through a school travel plan and appropriate measures to ensure that short term parking can be safely accommodated; (v) ensures that emergency and delivery vehicles can safely access the site, segregated from pedestrians; (vi) provides a building form with a stepped approach with a building height of 2 to 4 storeys; (vii) respects the setting of heritage assets in the vicinity of the site.

Site 3 – Vale Street Depot, Vale Street SE27

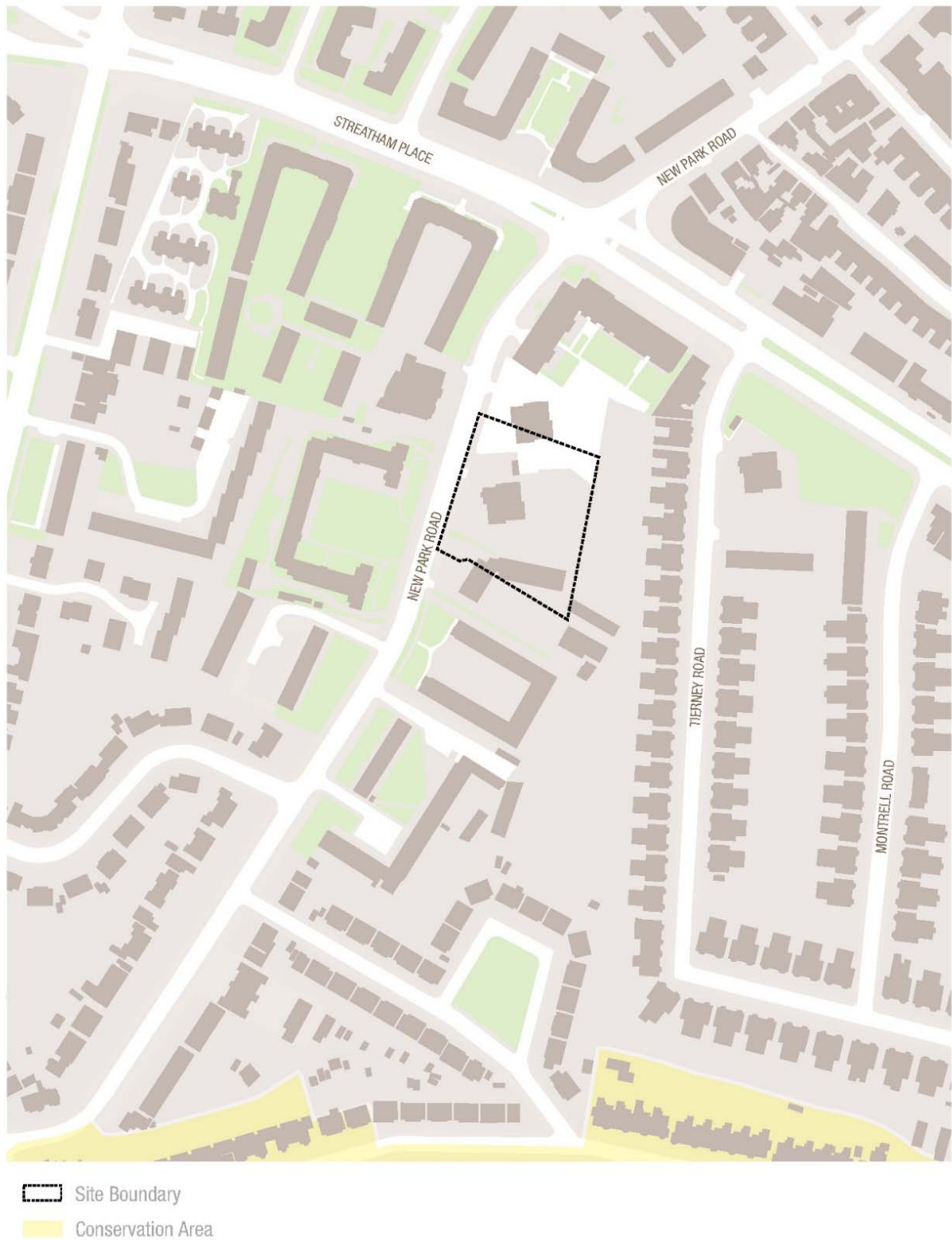


- Site Boundary
- Existing Reuse & Recycling Centre
- Existing Multi Use & Games Area (MUGA)
- View to St Stephens Church, Sydenham Hill
- Conservation Area
- Key Industrial Business Area

Site 3 Vale Street Depot, Vale Street SE27

Site area	0.67ha
Ward	Gipsy Hill
Ownership	LB Lambeth
Current use	Reuse and recycling centre, former depot for waste collection vehicles, salt store and multi-use games area (MUGA).
Transport	Public transport accessibility level 1b (very poor).
Flood zone	Flood zone 1: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment.
Heritage	West Norwood conservation area adjoins to the west West Norwood Cemetery Grade II* registered park and garden adjoins to the west and includes Grade II and Grade II* listed monuments Locally-listed Park Hall Trading Estate adjoins to the north.
How the site was identified and relevant planning history	Identified by the council for primary school use as a proposed expansion to an existing primary school in West Norwood, as it is within an area of need for additional school places. No relevant planning history.
Preferred use	Education use (two form entry primary school as a proposed expansion to an existing primary school) and/or housing. Retention or reprovision of the reuse and recycling centre.
Design principles and key development considerations	<p>The council will support development that:</p> <ul style="list-style-type: none"> (i) retains the reuse and recycling centre on the site (this could be relocated within the site) or reprovides it on a suitable site elsewhere in the borough; (ii) respects the setting of the adjoining conservation area, listed cemetery and registered park and garden; (iii) ensures buildings do not impinge on the view from West Norwood Cemetery to St Stephen's Church, Sydenham Hill; (iv) ensures that any rooftop play space/MUGA provision is suitably enclosed; (v) gives due consideration to protecting neighbouring residents in terms of visual intrusion, overbearing impact, loss of light, privacy, noise and disturbance; (vi) takes into account in the school design the business activities on the adjoining site; (vii) takes account of any recommendations in an assessment of ground conditions and potential land contamination; (viii) promotes sustainable travel through a school travel plan and appropriate measures to ensure that short term parking can be safely accommodated; subject to a transport assessment, a contribution to enhanced bus services may be required.

Site 4 – New Park Road SW2



Site 4 – New Park Road SW2

Site area	0.5ha
Ward	Streatham Hill
Ownership	Clapham Park Homes
Current use	Housing and ancillary open space
Transport	Public transport accessibility level 5 (very good)
Flood zone	Flood zone 1: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment.
Heritage	New Park Road Baptist Church (locally- listed)
How the site was identified and relevant planning history	The site was identified in the Clapham Park Masterplan and planning development guidelines and was included as part of the outline planning permission (05/02732/OUT) and section 106 agreement for the regeneration of the Clapham Park Estate.
Preferred use	Education use (two forms of entry as a proposed expansion of nearby Telferscot primary school, with associated nursery places) with potential for enabling residential development.
Design principles and key development considerations	<p>The council will support development that:</p> <ul style="list-style-type: none"> (i) is of high quality design and appearance; (ii) is in accordance with the parameters set out in the outline planning consent; (iii) ensures that any new residential accommodation is of high quality and meets the required standards for new housing; (iv) ensures that the relationship between the new school provision and any new housing on the site is acceptable in design and function; (v) respects the amenity of the adjoining residential properties; (vi) ensures the provision of appropriate play space; (vii) provides acceptable accommodation for the future primary school use; (viii) promotes sustainable travel through a school travel plan and appropriate measures to ensure that short term parking can be safely accommodated.

Section 8: Transport and communications

Policy T1 Sustainable travel

- a) The council will promote a sustainable pattern of development in the borough, minimising the need to travel, maximising trips made by sustainable modes and reducing dependence on the private car in accordance with the Lambeth Transport Strategy and Implementation Plan.
- b) The council will apply London Plan policy T2, Healthy Streets, in accordance with the Lambeth Healthy Routes Plan and Low Traffic Neighbourhood Plan, to facilitate trips by walking and cycling in order to reduce health inequalities.
- c) In managing the road network, Lambeth will give priority to traffic the movement of people in according to the following ~~declining order~~ hierarchy and this should be reflected in development proposals:
 - i) walking;
 - ii) cycling;
 - iii) buses;
 - iv) taxis and minicabs;
 - v) motorcycles/scooters;
 - ~~vi) freight transport;~~
 - vii) private cars.

The council will also promote and prioritise sustainable freight (see Local Plan policy T8).

- d) Development that generates a significant number of trips will be required to be located in an area with an appropriate level of public transport accessibility and where public transport capacity can accommodate the proposed increase in the

number of trips, or where capacity can be increased to an appropriate level through contributions, where this cannot be achieved through Transport for London or other agencies' funding.

- e) Development must contribute towards the improvement of inclusive access to public transport and the improvement and delivery of walking and cycling routes that serve the site. This could be achieved through the design itself, and/or through financial contributions, appropriate to the scale and impact of the development.
- f) The council will apply London Plan policy T4 to the assessment and mitigation of transport impacts, including requirements for travel plans.
- g) Where appropriate, development proposals should include measures to reduce the level of danger on roads in the vicinity of the site. All development should reduce road danger, to help meet the Mayor's 'Vision Zero' target. Road danger should be reduced at source by limiting motor vehicle trips and identifying and delivering highway safety measures at and around the development site, including temporary measures during the construction phase.

Supporting text

- 8.1. The Lambeth Transport Strategy 2019 and Transport Strategy Implementation Plan sets out the council's strategic vision for transport in the borough. Development is expected to support delivery its objectives. The key components of the Strategy are:

Vision:

- Our transport network is inclusive and has a positive impact on quality of life and the environment, helping us deliver more homes and jobs and ensuring long term sustainability. We prioritise walking and cycling and a high quality street environment and our transport network is safe and accessible to everyone. People want to live, work and invest here because we focus on people, not traffic, and create better places for all to enjoy.

Guiding Principles:

Sustainable Growth

- Support new homes, jobs and investment through improved transport infrastructure and services.

Inclusive and accessible

- Make our transport network more inclusive and accessible to all and ensure the benefits of improved transport provision are shared across the whole community.

Efficient and connected

- Make our transport network efficient, allowing people to make quick and reliable journeys, supported by digital connectivity, reducing pressure on the physical transport network.

Active and safe

- Focus on people rather than motor traffic and enable people to travel safely and live healthier, more enjoyable lives.

Clean air and carbon neutral

- Take bold action to clean up our air and avert climate catastrophe.

Strategic outcomes

- A radical overhaul of rail services delivers a high frequency 'metro' style service at our rail stations.
- The vast majority of trips in the borough are made on foot, by cycle or using public transport and the impact of development related traffic is minimised.
- Lambeth's major town centres, district centres and opportunity areas benefit from the highest quality public realm, driving investment and attracting business and visitors from all over the world.
- The transport network in Lambeth is accessible to all.
- Pedestrians have genuine priority on our streets, with the whole street environment tailored to their needs.
- In Lambeth we have One Public Realm, with seamless access to all our streets and public spaces, regardless of housing tenure or land ownership.

- Motor traffic levels have fallen significantly across the whole borough.
- Strategic roads prioritise the most space efficient modes (buses and cycles) for longer trips and the movement of goods.
- Parking for private car owners does not dominate our public spaces and the council has harnessed new technology that reduces the need to own a car while retaining control of streets for the public good.
- Our transport network is safe and secure, people will feel confident about using public transport and our public spaces are well designed and maintained, encouraging people to interact and spend time together.
- All of our neighbourhoods, schools and town centres are connected by 'healthy routes' that enable walking and cycling in a low / no traffic environment.
- We will remove barriers to active travel by investing in infrastructure and initiatives that make it easier to walk, cycle and access public transport.
- Transport related emissions have fallen significantly so that air quality across Lambeth is well within safe limits.
- Our transport network is carbon neutral.
- Our transport network is resilient to the impacts of climate change.

8.2. ~~The Lambeth Transport Plan 2011 sets out the council's strategy for sustainable travel and is based on the road user hierarchy set out above. This aims to give priority to walking and cycling and to reduce the use of motor transport. The Transport Plan includes five overall objectives:~~

- ~~1. Promote sustainable, healthy travel behaviour. The benefits of increased walking and cycling include reducing congestion, air pollution, road collisions and community severance and improving health and wellbeing.~~
- ~~2. Improve the quality, reliability and efficiency of the road network. Investing in maintaining the road network ensures safety and reliability of roads for all road users, including cyclists and powered two-wheelers.~~

- ~~3. Improve air quality. Although transport is not the only sector responsible for contributing to poor air quality, Lambeth's Air Quality Report 2009 indicated that levels of nitrogen dioxide and fine particles are likely to continue to fail government targets. These are best tackled by reducing the use of motorised transport and using cleaner and more efficient fuels for transport.~~
 - ~~4. Reduce real and perceived danger on the road. Lambeth has published a Road Danger Reduction Strategy. This moves away from traditional road safety which tends to focus on equipping vulnerable road users to move around in a dangerous environment towards concentrating on reducing the causes of danger. It places the emphasis on ensuring that drivers and riders of motorised vehicles are aware of the danger they can pose to pedestrians and cyclists and encourage them to change their behaviour.~~
 - ~~5. Reduce CO₂ emissions. While not the only contributor to increasing CO₂ emissions, motorised forms of transport do impact highly. Lambeth will encourage sustainable modes of transport, with walking and cycling being the most carbon efficient modes.~~
- 8.3. Lambeth will manage the local transport system in line with the road user hierarchy, and development proposals should be planned on the same basis - maximising the use of sustainable modes of transport. Development should be located and designed to be accessible by the whole community and promote social inclusion (including for people with disabilities and those with reduced mobility), and to reduce reliance on the private car. ~~The different roles of roads for neighbourhoods and road users will be taken into account in ways that support policies in the London Plan and the Mayor's Road Task Force principles, by promoting walking, cycling, public transport and high quality public realm.~~
- 8.4. In accordance with London Plan policy T4, development proposals Applicants for planning permission for development that results in a significant increase in the number of trips to and from a development will be required to demonstrate, to the satisfaction of the council, that development the proposal is appropriate to the level of public transport accessibility of the site and available capacity by submitting an appropriate a transport assessment or transport statement ~~which is appropriate to the nature and scale of development.~~ In accordance with London Plan policy T4, Major development schemes will be required to submit a travel plan to ensure that occupants/users of the development benefit from sustainable travel options and reduce car trips. ~~The council may require a bond to ensure trip generation does not exceed predicted levels with any sums going towards sustainable travel measures. Developer contributions will be sought towards mitigating the transport impacts of a scheme where new development is demonstrated to have a negative impact on the operation or safety of the highway network,~~

~~requires additional/improved public transport capacity, services or infrastructure, and/or requires provision for cyclists and pedestrians including routes to and from the site.~~

- 8.5. Transport assessments/statements should provide detailed information on transport conditions before, during and after a proposed development has been constructed, including in detail how conditions are likely to change, considering growth impacts. Where suitable site comparator data is not available this should be procured. Transport assessments/statements should identify and address transport problems associated with developments and provide solutions and also incorporate traffic reduction measures, including travel plans. Areas requiring improvements to support people with disabilities and reduced mobility should be identified. The form of development is expected to promote sustainable travel and transport assessments/statements should therefore not be prepared after a development is designed but at the design formulation stage to ensure transport impacts are addressed in the most appropriate and feasible way.
- 8.6. Development proposals resulting in permanent changes to the layout of the highway should be accompanied by a safety audit.
- 8.7. Travel plans and statements should include arrangements to monitor travel patterns including servicing activity, car and cycle parking occupancy and incentives and information to reduce car use and promote walking and cycling. The approach to calculating travel plan monitoring fees is set out in Annex 10.
- 8.8. Conditions will be imposed and planning obligations used to secure mitigation measures required to make a development acceptable in transport terms and for the implementation and monitoring of travel plans and/or car parking management plans and cycle parking occupancy levels. Planning obligations will be sought where new development is demonstrated to have a negative impact on the operation or safety of the highway network, requires additional/improved public transport capacity, services or infrastructure, and/or requires provision for cyclists and pedestrians including routes serving the site. The council may require a bond to ensure trip generation does not exceed predicted levels with any resulting payments going towards sustainable travel measures. Planning obligations will be used to pay for works outside the development site where these are required to mitigate the transport impacts of the scheme. Any transport infrastructure affected by development proposals must be replaced at the expense of the developer.

Policy T2 Walking

- a) Lambeth will support the delivery of a programme of public realm improvements designed to create attractive places that encourage economic and social activity, improve conditions for pedestrians, and make walking a safer, healthier, quicker, more direct and ~~more~~ attractive form of travel.
- b) In line with the hierarchy set out in Local Plan policy T1(c), Lambeth will promote walking through improvements to pedestrian routes, streets and public spaces, by giving greater priority to pedestrians in the use of road space, introducing appropriate motor traffic management measures, reducing road danger from other transport modes and through improvements to signage and way-finding.
- c) ~~In considering development proposals that are likely to generate an increase in the number of walking trips, Lambeth will seek to secure~~ Development proposals should deliver an improved environment for pedestrians, appropriate to the scale and nature of the proposal ~~each development~~, with particular regard to their accessibility, safety, convenience and directness of movements, including ~~footway widening~~, provision of new routes and desire lines, and enhancement of existing routes with reference to the Lambeth Healthy Routes Plan. Major development proposals should identify key routes and destinations and assess existing and predicted pedestrian flows to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these flows and will be expected to provide improvements that will encourage additional walking trips, including, where appropriate, Legible London signage ~~instead of trips by car~~. Development proposals should facilitate the improvement of footways to minimum standards where these are not currently met, including through the provision of land for adoption as highway, and enable footway widening where increased footfall is expected. Reductions in footway space should normally be maintained and where possible increased will not be permitted.
- d) Pedestrian routes should normally be provided at street level, and Lambeth will seek opportunities to replace existing subways and footbridges with safe routes at street level. Planning applications must ensure that existing pedestrian routes and public rights of way are retained and where appropriate improved. Where new routes that will improve permeability are identified, rights of way should be secured for these. ~~New routes will be sought, for example, as part of development schemes where the nature of development allows these to be delivered and where they mitigate impacts of development.~~
- e) The council is committed to ensuring that the physical environment in Lambeth, including all our streets, is fully accessible to all. Provision for pedestrians should

therefore be inclusive and prioritise people with disabilities and particular mobility needs.

Supporting text

- 8.9. Walking and cycling are the most sustainable forms of transport, with no environmental impact but many health benefits. Lambeth believes creating places that are safe and attractive to walk around is fundamental to good place-making. People should be able to walk around Lambeth without the danger, inconvenience and unpleasantness often forced on them by the rest of the transport system. ~~All~~ Almost all journeys, particularly those made by public transport, involve an element of walking. Provision for pedestrians should include ~~all pedestrians, including~~ children and people with disabilities and other mobility needs. Where space is to be shared between pedestrians and vehicles, the safety and comfort of these user groups must be considered and prioritised.
- 8.10. The council will seek opportunities to reduce the dominance of motor traffic, opening up more public space, the planting of street trees and other measures to make walking in the borough more enjoyable. This could include support for initiatives such as Home Zones. In appropriate locations, Lambeth will introduce traffic management measures to reduce through motor traffic. Lambeth's ~~Road Danger Reduction~~ Transport Strategy aims to reduce danger from motor traffic to make walking and cycling safer and more attractive.
- 8.11. Development of sites to higher densities can add to the numbers of pedestrians in an area, ~~possibly~~ adding to crowding on pavements. Lambeth will take this into account when considering planning applications, and will ensure that pedestrian activity is properly catered for and that conditions for pedestrians are improved as part of development proposals.
- 8.12. Lambeth's network of streets and footpaths allow easy pedestrian movement through the borough, and smaller paths can provide shortcuts or interesting routes away from motor traffic. The closure of such routes or their absorption into development sites will not normally be considered. Development proposals will be expected to contribute to improving routes and to improving safety on such routes, through more activity, more overlooking and better lighting. Existing subways and footbridges should be replaced with surface level pedestrian facilities where possible. Subways will be considered only where they provide a direct and convenient link to the underground rail network.

- 8.13. Public realm design considerations, including minimum standards for footways are set out in Local Plan policy Q6 and in Lambeth's Healthy Routes Plan.

Policy T3 Cycling

- a) The council will apply London Plan policy T5 in accordance with the Lambeth Healthy Routes Plan to promote cycling.
- b) Local Plan policy Q13 sets out the council's quality requirements in relation to the provision of cycle parking. Lambeth's Healthy Routes Plan sets out the quality requirements in terms of cycling infrastructure.
- c) Lambeth will improve conditions for people to cycle and make cycling a safer, healthier, quicker, more direct and ~~more~~ attractive form of travel. Lambeth will ~~ensure that help to enable people who want to cycle are able to do so and seek to address concerns around~~ are not discouraged by road danger and air quality concerns.
- d) In line with the hierarchy set out in Local Plan policy T1(c), Lambeth will promote cycling by reducing motor traffic and through improvements to routes, giving greater priority to cyclists in the use of road space, reducing road danger from other transport modes and through improvements to signage and facilities.
- e) ~~In considering development proposals that would generate additional trips, Lambeth~~ The council will require the provision of appropriate secure and covered cycle parking facilities in accordance with the minimum standards set out in the London Plan policy T5 and with Local Plan policy Q13 and will expect these standards to be exceeded. When designing building layouts sufficient space should be allocated at the outset to meet these requirements. Development proposals for non-residential employment and education uses will should include provision of showers, changing facilities, drying rooms and lockers for cyclists appropriate to the number of cycle parking spaces provided. Where appropriate, pool bikes should also be provided.
- f) In all developments at least 25 per cent of the total cycle parking provision should be of the most accessible type, such as 'Sheffield' stands, of which 5 per cent of the total cycle parking provision should be designed and clearly designated for larger and adapted cycles. These stands should be spaced further apart and close to access points, to cater for users with disabilities and cargo bikes. For a development requiring 100 cycle parking spaces, this would equate to 20 spaces with standard Sheffield type stands and a further 5 in stands spaced further apart and close to access points. In all cases at least one Sheffield stand should be provided, close to the access point.

- g) In all developments at least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces.
- h) Development proposals will be expected to enable and contribute towards improvements to cycle access, including the delivery and improvement of local and strategic routes and links, as identified in the Lambeth Healthy Routes Plan cycle routes, where appropriate, to ensure that new development has exceptional links to cycle routes and key destinations within the borough and beyond. In appropriate locations, developers will be required to contribute land and/or finance towards the delivery of new cycle hire docking locations and other public facilities ancillary to cycling, such as cycle pumps/servicing facilities. A minimum of three years free membership of the Cycle Hire scheme for each dwelling regardless of tenure, should be provided in new residential developments.

Supporting text

- 8.14. Cycling is a healthy, efficient, sustainable and effective form of transport which produces no emissions. In urban areas such as London, cycling often allows a journey to be made more quickly than by car.
- 8.15. Lambeth's Transport Strategy and Healthy Routes Plan Cycling Strategy 2013 aims to ensure that ~~anyone~~ any member of the community who wants to cycle is able to do so easily and safely, ~~regardless of age or sex,~~ and is not discouraged by road danger concerns. ~~Developers should consider how proposals can be designed to contribute to delivering the Lambeth Cycling Strategy and the Mayor's Vision for Cycling (2013).~~
- 8.16. In order to enhance the convenience and attractiveness of cycling, routes need to be continuous and direct to facilities, places of work and interchanges. Lambeth will develop a network of high quality, continuous ~~cycle routes~~ cycle routes throughout the borough in accordance with the Healthy Routes Plan. These routes will provide protected space for cycling on busy roads, improve improvements to the permeability of the road network for cyclists cycling (through measures such as contra-flow lanes and filtered permeability) and will create a more cycle-friendly environment through reducing the volume and speed of motorised traffic.
- 8.17. Lambeth has one of the highest existing and potential rates of cycling in London and so will require enhanced levels of cycle parking as set out in the in-excess-of the London Plan standards will be expected. The council considers that the quality of provision is paramount and will not support development that fails to deliver cycle parking to the highest standard

accessible to all. Appropriate and adequate space within developments to allow this must be identified at the outset.

- 8.18. Lambeth will seek the provision of convenient and secure ~~bicycle~~ cycle parking facilities particularly at key locations such as shopping areas, employment areas and transport interchanges, but also throughout residential areas. Staff and residents' cycle parking spaces should be off-street, covered, well-lit and secure. Visitors are usually better provided for by providing parking near entrances in prominent convenient locations. The requirements for cycle storage are set out in ~~design~~ Local Plan policy Q13. Residents' cycle parking should normally be within the curtilage of the dwelling or, where this is not possible, in a secure, covered area where only a few (usually a maximum of 10) have access. ~~In appropriate locations, developers will be required to contribute land and/or finance towards the delivery of new cycle hire docking stations. where a specific need has been identified by the council in discussion with Transport for London (TfL).~~
- 8.19. Contributions of land and/or finance towards delivery of new cycle hire stations will be sought both within and adjacent to the London Cycle Hire Scheme operating area and in areas where the council is promoting complementary cycle hire schemes.

Policy T4 Public transport infrastructure

- a) Lambeth will seek better connectivity, quality, accessibility and capacity in public transport and development should support and enable the following projects, where appropriate including:
- i) the Northern Line extension from Kennington to Battersea Power Station with an intermediate station at Nine Elms;
 - ii) improvements to ~~the capacity and~~, access (including the facilitation/delivery of step-free access) and interchange at Waterloo ~~station~~ and Vauxhall rail and underground stations;
 - iii) improved interchanges and east-west orbital links;
 - iv) an increase in the quality and frequency of train services to Lambeth stations through investment in station capacity, track layouts and signalling improvements as part of the 'metroisation' of rail services in the borough;
 - v) improvements to bus services in Lambeth, including bus priority measures across the borough and new services to the Vauxhall Nine Elms Battersea Opportunity Area, including bus services along the Albert Embankment, in support of Policy PN2 (k) in relation to areas 1 and 2;
 - vi) improvements to facilities and the provision of step free access at railway and underground stations, including delivery of the Access for All scheme at Streatham station and other priority locations;
 - vii) ~~new station stops on the Overground at Brixton and Loughborough Junction as part of improved rail interchanges;~~
 - viii) refurbishment and provision of step free access at Brixton rail station;
 - ix) new interchange at Streatham Common station;
 - x) platform lengthening at Clapham High Street and Wandsworth Road to permit Victoria trains to call at these stations;
 - xi) ~~at least one underground station in Clapham to be made accessible;~~
 - xii) extension of the Croydon Tramlink to Crystal Palace ~~and Streatham;~~ and

- xiii) ~~an appropriate replacement for the former Cross River Tram that will deliver the same regeneration benefits and relief to congestion on the Northern Line;~~
- xiv) the delivery of Crossrail 2.
- xv) ~~other opportunities for extensions to the underground and tram network.~~
- b) Lambeth will work in partnership with Transport for London, Network Rail and other public transport providers to bring forward improvements to public transport infrastructure and services in the borough, including the strategic interchanges at Waterloo, Vauxhall and Brixton, and improved provision for buses and coaches.
- c) ~~Change of use of existing land used for transport or support functions will not be permitted unless there is no current or future strategic or operational need, or alternative facilities are provided that enable existing transport operations to be maintained. The council will apply London Plan policy T3 to support and safeguard improvements to public transport.~~
- d) Development proposals will be expected to provide, or contribute to the provision of, new and/or improved public transport infrastructure and services proportionate to the projected where the predicted number of additional trips arising from the development and considering cumulative impacts of other approved developments in the area ~~will lead to a cumulative increase in use.~~
- e) Where appropriate, development proposals should improve accessibility to public transport by creating and improving walking and cycling links to stops or stations.
- f) Proposals to improve or provide new public transport infrastructure and interchange facilities, including railway, underground and bus stations and bus stands will be supported subject to:

 - i) being acceptable in terms of impact on the environment including townscape, public realm and amenity of adjoining areas; and
 - ii) being designed to be safe, convenient, attractive and accessible for use especially by for disabled people with disabilities and specific mobility needs; and children and cyclists, including provision for cycle parking and consideration of desire lines.
 - iii) providing adequate cycle parking and ease of access on foot, including consideration of pedestrian desire lines.

Supporting text

- 8.20. Accessibility to public transport is important to ensure that people can move around Lambeth with ease and connect with other parts of London. As Lambeth has a low level of the lowest car ownership rate in London, there is even more considerable reliance on public transport and this is expected to increase.
- 8.21. A high quality public transport system is essential to Lambeth's strategy to promote sustainable travel patterns in the borough, with less reliance on private cars and increasing use of other modes. There is a need to continue to upgrade public transport infrastructure in the borough to facilitate the needs of the growing population and ensure that public transport remains an attractive and convenient mode of transport for all people in the borough.
- 8.22. Improvements to the accessibility and quality of public transport infrastructure are required in order to maximise its use, especially by disabled people with disabilities, the elderly, young children and others for whom limited public transport accessibility is a barrier. Improvements to routes to and from public transport nodes (bus stops and stations) are critical in persuading people to use buses and trains. In accordance with the Lambeth Transport Strategy the council will prioritise step-free access at stations where the difference between typical journey times and step-free journey times is the greatest.
- 8.23. Developers will be expected to contribute towards new and improved infrastructure ~~where appropriate~~ including improvements to access and capacity and considering cumulative impacts from related development where appropriate. Such impacts should be calculated with reference to projected trips from consented developments in the area and should assess how this will affect highway capacity and operation and demand for public transport services ~~where a development will result in lead to a cumulative increase in public transport use.~~
- 8.24. The key transport infrastructure projects to be delivered during the plan period are listed in the ~~Infrastructure Schedule~~ Infrastructure Delivery Plan. Lambeth will also lobby for improved rail services from stations in the borough. Rail services currently tend to favour longer distance commuter routes and more frequent services and better connections are required to Victoria, Clapham Junction, south London and London's airports.
- 8.25. Although there are no planned stations in the borough, Crossrail 2 will have a beneficial impact on public transport capacity in Lambeth, by relieving rail services between Clapham Junction, Vauxhall and Waterloo, interchange with

underground services at Vauxhall, the Jubilee line at Waterloo and the Victoria and Northern lines through the borough.

Policy T5 River transport

- a) Lambeth will support and promote use of the River Thames as a strategic transport route for passengers and freight.
- b) The removal of existing piers will not be permitted unless it can be demonstrated that they are not required and that they are not capable of adaptation for the needs of river transport or other river-related purposes.
- c) Proposals for new piers or improvements to existing piers for transport or river-related leisure uses will be supported provided they do not result in unacceptable harm to:
 - i) river navigation;
 - ii) the effectiveness of flood defences;
 - iii) the hydrology, environment or biodiversity of the river; or
 - iv) the setting of heritage assets.
- d) Proposals must be in keeping and appropriate to their context and include arrangements for safe maintenance, management and access which will be secured through planning obligations.
- e) Development of sites on the Thames riverside must include a riverside walk at least 6 metres in width along the entire river frontage of the site which:
 - i) is wheelchair accessible;
 - ii) incorporates provision for safe use by pedestrians and ~~eyelists~~ people who cycle;
 - iii) is well lit;
 - iv) is overlooked by activities within the development; and
 - v) is well linked to the adjoining street pattern with any new access routes designed to be safe and convenient for all users.

Supporting text

- 8.26. The River Thames is a major attraction and popular environmental feature and resource for London. It also has an important role for transport for commercial, public transport and leisure purposes. The safeguarding and improvement of access to and views of the river are required under the Mayor's London Plan and River Strategy as well as maintaining and improving the riverside walk for use by people walking and cycling.
- 8.27. Where there are proposals which involve provision for leisure use of the river, or in other relevant situations, applicants should provide information on access and arrangements for visitors, ensuring that proposals would not lead to obstruction of the highway through queuing or the use of ticket booths.
- 8.28. The council will secure the provision of a continuous riverside walk and will secure necessary connecting routes through planning obligations.
- 8.29. Developments in proximity to the Thames should consider using the river for the transportation of construction materials and waste, including through the use of nearby safeguarded wharves in the neighbouring London Borough of Wandsworth.

Policy T6 ~~Assessing impacts of development on transport capacity and infrastructure~~

- a) ~~Planning applications will be supported where they do not have unacceptable transport impacts, including cumulative impacts on:~~

- ~~(i) — highway safety;~~
- ~~(ii) — traffic flows;~~
- ~~(iii) — congestion of the road network;~~
- ~~(iv) — on-street parking;~~
- ~~(v) — footway space, desire lines and pedestrian flows;~~
- ~~(vi) — all other transport modes, including public transport and cycling;~~

~~or where they provide, or contribute towards, improvements that would make them acceptable.~~

- b) ~~Development that will have an impact on the current and/or future capacity/safety/infrastructure of the transport system will be required to provide improvements or contribute, at a level commensurate with the scale of the impact of the development, to:~~

- ~~(i) — increasing public transport capacity in the vicinity of the development and providing infrastructure improvements;~~
- ~~(ii) — highway improvements to provide safe access to the site and to ensure adequate highway capacity is provided;~~
- ~~(iii) — public realm improvements to provide safe, convenient access to and from the site; and~~
- ~~(iv) — other relevant transport initiatives in the locality.~~

- c) ~~Travel plans should accompany all major planning applications to promote sustainable travel and minimise the number of trips by car.~~

Supporting text

- 8.30. ~~Independent, objective and accurate transport statements (TS) or transport assessments (TA) that are appropriate to the scale of development will be required to accompany all major development proposals and any other development proposals which are considered likely to have significant transport impacts. TA/TS should provide detailed information on the range of transport conditions both before, and after a proposed development has been constructed including in detail how conditions are likely to change. TA/TS should identify and address transport problems associated with developments and provide solutions and also incorporate traffic reduction measures,~~

~~including travel plans. TA/TS should not be prepared after a development is designed but addressed throughout the design formulation stage to ensure transport impacts of developments are addressed in the most appropriate and feasible way.~~

- ~~8.31. Travel plans should include annual percentage targets for car reduction; management arrangements to map and monitor car use and travel patterns and incentives and information for employees to reduce car use.~~
- ~~8.32. Conditions will be imposed and planning obligations used to secure mitigation measures required to make a development acceptable in transport terms and for the implementation and monitoring of travel plans. Planning obligations will be used to pay for works outside the development site where these are required to mitigate the transport impacts of the scheme. Any transport infrastructure affected by development proposals must be replaced as a cost of the development scheme. CIL funding will be used where appropriate to develop new transport infrastructure that is required to support growth and regeneration in the borough.~~

Policy T7 Parking

- a) The council will apply London Plan policy T6 to promote a reduction in car ownership and private car trips.
- b) The council will apply the maximum residential car parking standards set out in London Plan policy T6.1 apart from in PTAL areas 1 and 2, where the following Lambeth specific maximum standards will apply:

<u>PTAL 2</u>	<u>Up to 0.25 spaces per unit</u>
<u>PTAL 1</u>	<u>Up to 0.5 spaces per unit</u>

- c) The council will apply the maximum non-residential car parking standards set out in London Plan policies T6.2, T6.3, T6.4 and T6.5.
- d) Development should:
- i) ~~provide car parking within the maximum standards in the London Plan, reflecting the public transport accessibility of the development site, minimal provision in areas with good public transport accessibility;~~
 - ii) be permit free where the development falls within an existing or planned controlled parking zone car-free, including permit-free and permit-capped schemes, particularly in areas where alternative modes of transport are available and where public transport accessibility is high in such areas, the council will require clear evidence and justification for any proposed parking, and parking provision should not discriminate against any occupiers of the development;
 - iii) avoid reliance on the public highway for parking needs, including parking for people with disabilities, motorcycle and coach parking. Where evidence is presented that it is not possible to accommodate parking requirements within the site the council will seek planning obligations in the form of a commuted sum, considering both the cost of implementation and maintenance of any parking bay and infrastructure for electric or other Ultra-Low Emission vehicles, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues. The approach to calculating commuted sums is set out in Annex 10.
 - iv) provide car club membership for all residents in new residential development and in mixed development that includes housing, and provision of car club spaces where appropriate: all development schemes

should promote and provide for car club membership or car pool schemes in place of private parking;

- v) comply with London Plan ~~standards~~ policies for ~~other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches;~~
- vi) ensure that all outdoor and open parking areas are permeable to water.
- e) ~~In all new developments where on-site parking is provided, development should ensure that disabled accessible parking is prioritised for those who need it throughout the lifetime of the development. Disabled accessible parking bays should be a proportion of the overall parking provision, (as calculated using London Plan/Housing SPG guidance) and not added separately.~~
- f) Parking in new shopping and leisure developments in opportunity areas and centres should serve the area/centre as a whole and not be reserved solely for use in connection with the development proposed. Preference should be given to short-stay parking. Disabled Blue Badge parking and cycle parking should be located closest to town centres and the entrance of facilities.
- g) In mixed-use development, flexible, shared use of car parking should be provided with ~~an assignment~~ consideration of parking spaces for occupants such as families and older residents.
- h) Lambeth expects that parking control and management should be consistent across the borough, regardless of land ownership or highway status. Parking regimes on housing land should be fully integrated and aligned with parking controls on the surrounding public highway.
- i) Lambeth will consider the introduction of parking controls across the borough in order to manage demand for parking and allow for more efficient uses of the kerbside such as car club spaces, the creation of better conditions for walking and cycling and in line with carbon reduction objectives.
- j) When considering parking impacts, the council will prioritise alternative kerbside uses supported in the Transport Strategy, such as car club cars, cycle parking and electric vehicle charge points, ahead of parking for private motor vehicles.
- k) The redevelopment of existing car parks and garages for other uses will be supported. Parking provision in development proposals on existing car park and garage sites should comply with the standards for the uses proposed and should not seek to replace or re-provide the parking spaces that existed previously.

Supporting text

- 8.33. Part of Lambeth's overall approach to sustainable travel patterns and addressing congestion is to control and manage the availability of parking - both on and off street. In many parts of Lambeth, there are ~~plenty of~~ good alternatives to access by car for work, shopping and leisure trips, and "car-free" or ~~low-car~~ developments will be expected.
- 8.34. Lambeth is densely developed with pressure for further development, and minimising parking provision allows space for other uses and more efficient use of land.
- 8.35. Lambeth will expect car-free development in most areas, with no general parking at all in areas with excellent, very good or good public transport accessibility and limited ~~aim to minimise~~ parking elsewhere. Lambeth's standards in areas with lower access to public transport reflect already low levels of car ownership in such areas, as well as projected modal shift to sustainable modes and the need to accommodate growth while decreasing car usage. Refer to 'Lambeth Car Parking Standards Supplementary Information' paper for more details. Public transport accessibility is assessed using Transport for London's Public Transport Accessibility Levels (PTAL).
- 8.36. Non-residential parking for people with disabilities should be provided in line with London Plan standards, which require at least one bay, and state that 'adequate provision' should be made for people with disabilities. The appropriate level of parking for people with disabilities will depend on local factors including the nature of the development, site constraints, and existing provision. The availability of step-free access to public transport is also a relevant consideration, and where appropriate the developer will be expected to facilitate improvements to this.
- 8.37. 'Car-free developments' are developments where no on-site parking is provided and residents will be excluded from the council's residents' parking permit scheme. Where development involves the redevelopment of existing dwellings, all of the dwellings within the new development should be permit free. ~~Car-free schemes enable more efficient use to be made of the development site and should be complemented by a travel plan.~~ Section 106 agreements will be used to secure car-free developments. Car-free developments do not necessarily restrict provision for visitor permits and provision for ~~disabled~~ Blue Badge parking will be made as appropriate. The council will ensure that ~~disabled~~ parking spaces for people with disabilities are not sold with individual residential units but will be made available for lease, in accordance with an approved car parking management plan. ~~Furthermore,~~

~~the potential need for off-street visitor parking as part of developments will need to be considered on a case-by-case basis as it may be appropriate in some instances to ensure that parking for permanent residents either on or off-street is not impacted by short-term visitors. In the Nine Elms Vauxhall Opportunity Area, the Opportunity Area Planning Framework parking average of 0.2 parking spaces per unit will apply, with lower or zero provision being appropriate in Vauxhall where public transport accessibility is better than in other parts of the Opportunity Area.~~

- 8.38. Lambeth has high levels of on-street parking stress. Without parking controls the council cannot prevent developments from adding to that stress and therefore will consult on new Controlled Parking Zones and review existing CPZs, and implement parking controls as appropriate. In areas where there are currently no on-street parking controls, developers will be expected to demonstrate that new development does not lead to an unacceptable increase in the level of on-street parking, or an unacceptable impact on highway safety. Developers will be expected to provide, or contribute towards, measures that prevent this from happening, including contributions towards the introduction of parking controls (see Annex 10) and also towards measures to promote sustainable travel such as improvements to public transport capacity and infrastructure for walking and cycling.
- 8.39. ‘Car clubs’ and ‘pool car schemes’ are shared pools of cars available locally for short term hire and are a convenient ~~cheap~~ alternative to car ownership. They allow for occasional car use but discourage unnecessary car journeys. There is now good coverage across Lambeth of car club bays and the council is aiming for a car club bay within 400m of each other to ensure convenient provision for all Lambeth residents. Car club spaces will be required where appropriate, preferably with public access on-street to allow general public use. All car club spaces, including on-street bays, should be supplied with an electric vehicle charging point to allow zero emissions vehicles to operate from the bay. Provision of car club membership will be required for all residents from first occupation of a development scheme. ~~Car clubs and pool car schemes will also be promoted as an alternative to car parking and individual car ownership in employment areas for use by businesses and workers.~~ Planning obligations will be used to secure such contributions.
- 8.40. ~~Where car parking in centres and opportunity areas is proposed, section 106 agreements will be used to secure this for the use and benefit of the area/centre as a whole, and where appropriate this should be for short-stay parking only. Lambeth will expect cycle parking provision in excess of the London Plan standards due to higher levels of cycling in the borough, and support for cycle infrastructure to encourage higher cycling rates over the plan period.~~

- 8.41. Lambeth will require that any car parking is ‘tenure blind’ and allocated on a fair and transparent basis, with parking need prioritised over commercial considerations. In accordance with London Plan policy T6.1, the provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
- 8.42. In redevelopment schemes, Lambeth’s parking standards will apply regardless of existing parking provision or permit availability.

Policy T8 Servicing

- a) The council will apply London Plan policy T7 to promote sustainable freight and servicing.
- b) New development, and in particular non-residential and mixed-use development, will only be permitted where adequate provision is made for servicing appropriate to the scale, form and location of the proposed development, including provision for commercial vehicles, ensuring that it is appropriate and acceptable in terms of impact on amenity of adjacent properties and road and traffic conditions of the location. Off-site consolidation to reduce the number of deliveries should be considered for larger developments or where access to the site is constrained. Innovative local delivery and last mile logistics ~~schemes will be encouraged~~ approaches should also be considered to further reduce traffic impacts and reduce emissions, and minimise potential conflict with vulnerable road users.
- c) ~~Servicing will be expected to be~~ should take place off-street within the development site on-site unless demonstrated it can take place on street without affecting highway safety or traffic flow. Where evidence is presented that this is not possible and it is demonstrated that servicing can take place from the public highway the council will seek planning obligations in the form of a commuted sum, considering both the cost of implementation and maintenance of any loading bay, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues. The approach to calculating commuted sums is set out in Annex 10.
- d) Planning applications for developments where the delivery/servicing requirements are of a nature where the type or number of trips generated is considered to be likely to have a significant impact on the adjoining public highway should be supported by a delivery and servicing plan ~~that has regard to the London Freight Plan.~~
- e) Planning applications for major development, and other development where construction related activities may lead to a significant impact on the surrounding public highway, should include a construction logistics plan or a construction management plan that is appropriate to the scale of the development demonstrating arrangements for construction traffic and how environmental, traffic and amenity impacts will be minimised.
- f) Developers and their contractors will be expected to adhere to the Construction Logistics and Community Safety (CLOCS) standard and required to demonstrate in a construction logistics plan that they have considered the impacts of other construction activities in the vicinity of the site and where appropriate have co-

ordinated construction activities with the developers and/or contractors of adjoining sites.

- g) 24-hour servicing operations should be considered where appropriate to encourage and support out-of-peak deliveries in order to reduce motor traffic and road danger, minimising the impact of servicing at the busiest times, particularly in areas of high footfall. In these cases quiet delivery agreements should be considered.
- h) New development should make use of existing consolidation and distribution facilities in order to minimise the number of trips required to service the site. Smart or joint procurement measures should be considered to reduce the numbers of deliveries and servicing trips as should the use of micro-consolidation centres. New micro-consolidation centres should be provided within developments where appropriate. The council will also support applications for new standalone micro-consolidation centres within the borough.
- i) Zero emissions vehicles should be used for servicing wherever possible and consolidated deliveries are expected to be of this type. Any on-street loading bay required for a development should be supplied with an electric vehicle rapid charge point to allow zero emissions vehicles to operate from the bay.
- j) Planning obligations will be used to help secure and enforce appropriate arrangements.

Supporting text

- 8.43. Servicing provision is essential to the viability of commercial developments. Servicing, including waste collection facilities, must be provided on-site and vehicles must be able to pull clear of the public highway without causing obstruction, unless it is clearly demonstrated that this it cannot be accommodated and adequate justification is provided for this. If servicing is to be undertaken on street, it must be demonstrated that it would not lead to obstruction of traffic including buses, or lead to adverse safety implications for vehicles and/or pedestrians.
- 8.44. This is particularly important in mixed-use developments where adequate areas for servicing must be designed in a way which does not conflict or cause adverse amenity impacts where residential accommodation is included as part of the scheme. Therefore, servicing should be integrated into the development at the early design formulation stages and not after the scheme has been designed. Last mile logistics schemes enable goods for a town centre to be delivered to one local consolidation centre and then distributed to

businesses by local, less polluting modes such as bikes and electric vehicles. Lambeth will support such schemes where they reduce the number of vans and lorries and cut costs for businesses.

- 8.45. The need to reduce the number of freight vehicles on Lambeth's roads is growing. The movement of goods vehicles in the capital has increased by approximately 20 per cent since 2010, contributing to poor air quality, congestion and road danger. Lorries and vans currently account for around 20 per cent of road traffic in London and around one third in central London during the morning peak, when more people use public transport, walk and cycle. The Mayor's Transport Strategy includes an objective to reduce the number of lorries and vans entering central London in the morning peak by ten per cent, by 2026. Developers must therefore minimise the need for freight trips and seek to manage freight and servicing, demonstrating through transport assessments, construction logistics plans and delivery and servicing plans, how the environmental impacts and road danger resulting from servicing vehicles will be minimised. Servicing at off-peak times of day and night can reduce impacts on road congestion and air quality, and potential conflict with vulnerable road users. Where major developments give rise to environmental impacts arising from their servicing arrangements that cannot be fully ameliorated through the policy requirements set out above, planning obligations will be sought to enable other forms of mitigation (such as implementation of Low Emission Zones).
- 8.46. Cycle safety measures should be included in construction logistics plans for new developments, particularly to provide safe routes for cyclists during the construction period, and construction vehicles should be ~~being~~ fitted with cycle safety equipment, including side bars, blind spot mirrors and detection equipment to reduce the risk of collisions on the borough's roads. ~~See also policy Q12 in relation to refuse/recycling storage.~~

Policy T9 Minicabs, taxis and, private hire vehicles and ride hail services

- a) Proposals for minicab and private hire vehicle offices and taxi ranks will be supported in town centres and other areas where they will meet a demonstrable ~~are likely to meet~~ transport need ~~needs~~ and where they demonstrate through a transport assessment that their operation would not adversely impact on traffic congestion, local parking supply, capacity or need, pedestrian movement or road safety.
- b) Proposals will not be permitted where they would cause unacceptable harm to residential or wider amenity; or to highway safety or operation.

Supporting text

- 8.47. Minicabs, taxis and private hire vehicles are part of the transport system and aid the overall aim of seeking a lesser dependence on car ownership. They provide an important service for people with mobility difficulties and should be part of ensuring safe transport options are available late at night. Interchange between public transport and taxis and minicabs is important; however, proposals for such facilities must not compromise safety, traffic congestion and residential amenity. Designated taxi ranks should be part of the transport network in town centres and other locations where there is a busy late night economy. Provision should be made in major schemes and within taxi ranks to set down passengers and for pre-booked pickups by private hire vehicles (PHV).
- 8.48. Proposals for minicab and private hire vehicle offices and taxi ranks can often have significant transport impacts including highway safety concerns from passengers alighting, vehicles turning in unsafe locations and reducing the amount of parking available to residents, visitors and other commercial uses. Proposals should be accompanied by a transport assessment and management plan that demonstrate there will not be an unacceptable impact. This should include assessments showing how adverse transport impacts will not be diverted onto surrounding streets, particularly residential areas. In particular it must be demonstrated that sufficient parking would be maintained for other commercial users in the area. Proposals for taxi ranks should include provision of electric vehicle charging infrastructure.
- 8.49. Where a high demand for minicabs, taxis, private hire and 'ride hail' services is identified and where pick up and drop off is expected to take place on street, impacts should be mitigated through agreement of preferred pick up and drop off locations on the adjacent highway.

- 8.50. Particularly in relation to the growth in 'ride hail' services, there is a need to consider local amenity impacts where significant demand for these services is expected. Where this is the case agreements should be secured with service providers to ensure navigational systems direct both customers and drivers to designated 'virtual' drop off and pick up locations.

Policy T10 Telecommunications Digital connectivity infrastructure

- a) The council supports the delivery of high quality digital infrastructure to enable the future expansion of electronic communications networks, including next generation mobile technology and full fibre broadband connections. The council will require provision for digital connectivity infrastructure in accordance with London Plan policy SI6.
- b) Proposals for ~~telecommunications~~ electronic communications equipment, including applications for determination for prior approval procedure under Part 16 24 of the General Permitted Development Order 2015, will be supported if:
- i) the siting, height and design of the equipment will not cause ~~unacceptable~~ harm to the character or appearance of the ~~area~~ areas or the building on which it is located, including the significance and setting of historic assets, and will not be visually intrusive in the street scene or create unacceptable clutter;
 - ii) it can be demonstrated that the equipment will meet International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines on the limitation of exposure of the general public to electromagnetic fields;
 - iii) in the case of a ground-based or other installation, the possibility of using an existing building, mast, other structure, or sharing has been explored and proven to be impractical;
 - iv) in the case of structures on the highway (including equipment cabinets and other ancillary equipment), they do not result in clutter, cause an obstruction on the highway or block visibility splays - a minimum footway width of 2 metres should be maintained in all but exceptional circumstances;
 - v) obsolete/surplus equipment is removed and the building or land is restored; and
 - vi) it can be demonstrated that the equipment will not cause interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.

Supporting text

- 8.51. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing and can help relieve pressure on the transport network by reducing the need to travel. It supports every aspect of how people work and take part in modern society, helps smart innovation and facilitates regeneration. Better digital connectivity with a focus on affordability, security, resilience and the provision of appropriate electrical power supply should be promoted across the borough. The council is preparing a Digital Connectivity Strategy to further this objective and support the aims of the UK Digital Strategy.
- 8.52. Electronic communications ~~Telecommunications~~ operators enjoy a general planning permission under Part 16 24 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) 1995 (GPDO) (~~as amended~~). This allows an operator to carry out the development permitted by Class A of Part 16 24 - subject to exclusions and conditions without making a planning application to the local planning authority. Certain development permitted under Part 16 24 is conditional upon the operator making a prior approval application to the local planning authority. ~~Applications for prior approval allow the local planning authority to consider, within 56 days, whether the siting and appearance of the proposed development is acceptable or not. Larger installations, such as masts over 15m tall, or for some development in a conservation area, require a full planning application.~~
- 8.53. In relation to part (iv) of the policy, see Local Plan policy Q6 regarding minimum footway standards ~~a clear width of 2 metres allows two wheelchairs to pass one another comfortably. This will be regarded as the minimum under normal circumstances and will be sought by the council particularly in town centres and other areas with high pedestrian flows. Where this is not possible because of physical constraints, 1.5 metres will be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another.~~
- 8.54. It is important to ensure that installations, together with any necessary enabling works, will not result in unacceptable damage to visual amenity or harm to environmentally sensitive features or locations. Operators will therefore be required to demonstrate that proposals for ~~telecommunications~~ electronic communications development have been sited and designed to minimise visual and environmental impact having regard to technical and operational constraints. Operators are encouraged to place antennas on existing masts or buildings, to reduce their visual impact. Where this is not possible, a new mast may be the only option. The council will ensure that this

is sensitively designed and that use is made of existing or new screening, such as trees, fences, buildings or painted glass reinforced plastic (GRP) to camouflage all or part of the proposal – including the use of shrouds, screens and other camouflaging methods to minimise the impact of equipment in prominent locations.

- 8.55. ~~Telecommunications~~ Electronic communications equipment should not be sited in a way that makes ~~them~~ it vulnerable to flood damage.
- 8.56. The council will expect all agents and operators to follow the government's Code of Best Practice in respect of ~~telecommunications~~ electronic communications development. Where a proposal is on or near a school or college, operators should consult the governing body of the school or college before submitting an application.

Section 9: Environment and Green Infrastructure

- 9.1. This section on Environment and Green Infrastructure provides policies on open space, biodiversity, green infrastructure, local food growing, decentralised energy, sustainable design and construction, flood risk, sustainable drainage systems and water management and sustainable waste management. This section of the Lambeth Local Plan should be read alongside Chapters 8 and 9 of the London Plan, relating to green infrastructure, natural environment and sustainable infrastructure. All of these policies are intended to work together to contribute towards the improvement and sustainability of Lambeth's environment, including climate change mitigation and adaptation.

Air Quality

- 9.2. Lambeth will apply London Plan policy SI1 Improving air quality to all development proposals in the borough, along with associated Mayoral guidance on Air Quality Neutral and Air Quality Positive standards and on ways to reduce construction and demolition impacts. The whole of Lambeth is designated an Air Quality Management Area (AQMA) on the basis of its high levels of nitrogen dioxide (NO₂) and particular matter (PM₁₀). To address Lambeth's poor air quality, the council has agreed an Air Quality Action Plan to 2022, which can be found on the council's air quality webpages. Lambeth's air quality priorities are to continue to encourage sustainable travel and sustainable construction; to reduce exposure to air quality and raise awareness; and to work in partnership with residents, community groups, Business Improvement Districts, Transport for London and other organisations to concentrate on local pollution problems in Lambeth.
- 9.3. There are currently five Air Quality Focus Areas (AQFA) in the borough, which are locations that have high levels of both pollution and human exposure. These are the A23 from Brixton to Streatham; Kennington Oval/Camberwell New Road/Kennington Park Road; Vauxhall Cross; Clapham Road; and Waterloo Road. In accordance with London Plan policy SI1, developments in these areas should incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. These five current AQFAs are identified in Lambeth's Air Quality Action Plan; in addition the Mayor's London Datastore

maintains an up-to-date list of AQFAs across the capital, taking account of changing circumstances. Opportunity Areas (Nine Elms Vauxhall and Waterloo) should adopt an air quality positive approach that actively reduces air pollution in accordance with London Plan policy SI1. Lambeth's Air Quality Action Plan identifies the sources of air pollution in Lambeth and the location of sensitive receptors across the borough, including residential and nursing homes, colleges, schools and nurseries. Lambeth also has a Low Emission Bus Zone from Brixton to Streatham.

- 9.4. Alongside London Plan policy SI1, the implementation of London Plan and Local Plan policies on sustainable transport, open space and green infrastructure, energy, sustainable design and construction and waste will also contribute towards the objective of improving air quality across the borough.

Policy EN1 Open space, green infrastructure and biodiversity

The council will meet requirements for open space and green infrastructure by:

- a) Protecting and maintaining open spaces, green infrastructure and their function. Development which would involve the loss of existing public or private open space will not be ~~supported~~ permitted unless at least one of the following tests is met:
 - (i) Replacement open space of equivalent or better quality and quantity is provided within a suitable location in the local area.
 - (ii) In the case of housing estate amenity areas, significant regeneration and community benefits would be achieved that could not be achieved in any other way, and appropriate compensatory provision for the loss of open space is made, including improvements to the quality of the remaining open space.
 - (iii) It is for the provision of facilities directly related to the use of open space including ecology centres, indoor sports facilities, changing rooms, toilets or cafes as long as these are appropriate in scale and form to the size and character of the open space and acceptable in terms of impact on openness and do not harm the function and operation of the open space.
- b) Preventing development which would result in loss, reduction in area or significant harm to the nature conservation or biodiversity value of an open space including any designated or proposed Local Nature Reserves (LNR) or Sites of Importance for Nature Conservation (SINC) unless adequate mitigation or compensatory measures of equivalent or better biodiversity value are included, appropriate to the nature conservation value of the assets involved. In the case of SINCs, the mitigation hierarchy in London Plan policy G6 C will apply.
- c) In accordance with London Plan policy G6, development proposals should wherever possible protect, enhance, create or manage nature conservation and biodiversity interest in accordance with the borough's Biodiversity Action Plan (BAP) and the Mayor's Biodiversity Strategy.
- d) Increasing the quantity of open space and green infrastructure in the borough through proposals such as the Vauxhall Square initiative, the extension of Jubilee Gardens and by linking existing spaces through green chains, the Greenway and Thames Path National Walking trail initiatives, but also through:

- (i) The provision of open space in new developments appropriate to their scale, the uses involved and the location of the development.
 - (ii) Requiring major development in areas of open space deficiency and/or in areas of access to nature deficiency to provide ~~appropriate new~~ on-site ~~provision of open space/access to nature~~ improvements. Where the development proposal includes residential units, this new open space should be in addition to the external amenity space requirements in Local Plan policy H5 or, where this. Where it is demonstrated to the satisfaction of the council that new on-site open space provision or access to nature improvements would not be feasible and/or effective not feasible and where this would address needs more effectively, a payment in lieu will be sought as a planning obligation make financial contributions to enable the provision of new open space or improvements to the accessibility ~~and quality~~ of existing public open space in the vicinity of the development, including their nature conservation and biodiversity value. Planning obligations will also be sought towards management and maintenance of new or improved open space.
 - (iii) Where appropriate and feasible, ensuring that development is designed so as to contribute to the creation or extension of green chains and links ('green corridors') involving safe, healthy, convenient and attractive access for pedestrians and cyclists and to promote migration and protection of plants, animals and habitats of biodiversity importance.
- e) Improving the quality of, and access to, existing open space and green infrastructure, including the range of facilities available and its biodiversity and nature conservation value and heritage value, through various means including the implementation of the Lambeth Open Spaces Strategy and Lambeth Green Infrastructure Strategy.
- f) Applying London Plan policy G5 in relation to the urban greening factor for major developments. For other developments the council will strongly encourage inclusion of urban greening measures. Development proposals should incorporate living roofs and walls where feasible and appropriate to the character and context of the development. All proposals should include a maintenance plan for the lifetime of the development. Planning obligations may be sought to cover future maintenance of green infrastructure.

Supporting text

- 9.5. Existing public and private open space includes Metropolitan Open Land, common land, historic parks and gardens, district and local parks, nature conservation areas, play areas and adventure playgrounds, outdoor sports facilities, allotments, cemeteries and burial space, amenity ~~land~~ areas within housing estates, communal squares and gardens, roofs that are fully accessible to the public as open space (not private amenity space), areas of water, and the River Thames Foreshore and Thames Path in accordance with London Plan policy. Public and private open space is protected for its value in providing space for leisure, recreation and sport, health and wellbeing, air quality, habitats and species, and for its contribution to visual amenity, sustainable urban drainage, urban cooling and ecological function. Development on garden land will be assessed against Local Plan policy Q14.
- 9.6. Green infrastructure includes green spaces and features such as street trees and green roofs that deliver multiple benefits. These include mitigating flooding, sustainable urban drainage, cooling the urban environment, enhancing biodiversity and ecological resilience, improving air and water quality, as well as providing more attractive places for people to encourage walking and cycling, promote play, recreation and social inclusion, and improve mental and physical health and wellbeing. Green infrastructure should be planned, designed and managed in an integrated way to achieve these multiple benefits.
- 9.7. Metropolitan Open Land (MOL) is London's strategically important open space within the built environment and is a unique designation to London. As outlined in the London Plan MOL is afforded the same level of protection as the Green Belt. Policy ~~7.17~~ G3 (Metropolitan Open Land) of the London Plan will be applied to areas of open space designated as MOL in the borough. The list of areas in Lambeth protected by the MOL designation is set out in Annex 6. The areas of designated MOL, SINC and LNR in Lambeth are shown on the Policies Map.
- 9.8. The Lambeth Open Spaces Strategy 2013 (updated from 2004 and 2007) and Lambeth Green Infrastructure Strategy 2018 ~~identifies~~ identify areas of open space deficiency in the borough by open space type, such as small open space, district parks and open spaces and metropolitan open spaces. There are limited opportunities to create significant areas of additional open space in the borough. New open space can include hard landscaped areas as well as green areas. There are areas in the borough, which are noticeably deficient in certain types of open space. Similarly there are areas with deficiency in access to nature and major development should seek to alleviate these deficiencies. Development of open space will only be considered in very

limited circumstances therefore, and only where major planning priorities are being met and which have been very carefully justified including an assessment of why all other alternatives have been considered and ruled out. Where this requirement has been satisfied proposals must still achieve an overall better quality and quantity of existing open space. Replacement of existing ground floor public open space at roof level is not achievable in most cases, however where this is proposed the applicant would need to demonstrate how it would be of equivalent quality, including how full public access would be achieved. Arrangements for the maintenance of replacement open space will also need to be demonstrated and would be secured through a s106 legal agreement.

- 9.9. Various housing estates in the borough are set in areas of open land, which are not well arranged and are no longer attractive, safe or pleasant to use. In such cases, where the land is of poor quality and has limited ~~no~~ value as useable open space, there is benefit in supporting the reorganisation of open space as part of housing regeneration proposals. ~~This has been the case in the Clapham Park Estate where a new park is being created and at Myatt's Field North where the open space of this estate and that adjoining is being completely reconfigured.~~ Benefits include the provision of more usable and functional open space and better and improved surveillance of open space, which reduce opportunities for crime and anti-social behaviour.
- 9.10. It is important that in areas of open space deficiency and in areas of access to nature deficiency on-site open space provision/accessibility improvements to borough and metropolitan SINCs are ~~is~~ secured in all major developments (~~see also policy H5 in addition to the external amenity space requirements of Local Plan policy H5 where residential units are proposed~~). While on-site open space provision and access to nature improvements will be sought in all instances, it is recognised that this will not always be feasible and/or effective. Some development sites may be too small or restricted in other ways for this always to be practicable. Where this is ~~the case~~ demonstrated to the satisfaction of the council, planning obligations in the form of a financial contribution will be sought ~~there is scope to apply Community Infrastructure Levy receipts from development, to improve access to local parks and, open spaces and borough and metropolitan SINC~~s ~~within the catchment in the vicinity of the development (generally within one kilometre of the application site boundary).~~ The financial contribution will be based on the cost of measures required to improve access identified by the council. The measures should specifically improve access to open space/access to nature and may include, for example, new gates, signage/interpretation, path improvements, fences within parks to improve permeability and lighting. Alternatively the contributions may be spent on the creation of a new open space where possible in the vicinity of the development site. ~~In other circumstances town~~

centre locations, the creation of landscaped public spaces such as squares may be appropriate to provide a focus and sense of place in the public realm that can provide seating, planting or opportunities for public art. The council may prepare a supplementary planning document to provide further guidance on these requirements and requirements for management and maintenance.

- 9.11. The council wishes to secure the extension of Jubilee Gardens onto two-thirds of the adjoining Hungerford car park site. This will realise the longstanding council and GLA objective of creating a coherent public space of metropolitan value to serve the increasing numbers of residents, workers and visitors in the South Bank/Waterloo area, as well as providing land to support the needs of the South Bank to fulfil its role as a world class arts and culture facility. This is supported through policy PN1 Waterloo and South Bank.
- 9.12. Green chains are linked but separate open spaces, which are accessible to the public and are an important part of the open space network in the borough and London as a whole. Development should be designed where possible to enable integration and enhancement of existing green chains and/or explore opportunities to create new green chains, such as the Low Line project.
- 9.13. The inclusion of urban greening measures in new development results in multiple benefits including an increase in green cover, visual amenity, improved air quality, water attenuation, improved physical and mental wellbeing, biodiversity habitat enhancements, carbon storage and better temperature regulation. Urban greening should be integral to planning the layout and design of new buildings and developments. It is therefore important to consider green infrastructure at the pre-application stage. The urban greening factor model is a systematic way to deliver urban greening in developments. In accordance with London Plan policy G5 the borough applies the Mayor's recommended urban greening factor target scores for residential (0.4) and commercial (0.3) major developments. The council may in future develop its own urban greening factor for new developments through a supplementary planning document.
- 9.14. Development proposals should incorporate living roofs and walls. Living or green roofs and walls are roofs, decks or other structures onto which vegetation is intentionally grown or habitats for wildlife are established. They provide a range of environmental benefits such as attenuating or capturing rainwater run-off, providing a range of habitats for biodiversity and wildlife, increasing energy efficiency, improving air quality and reducing the need for artificial cooling in hot weather. Where applications affect heritage buildings or are sited in particularly sensitive locations, consideration will be given to whether the design is appropriate to the character and context of the development, having regard to other policies in this plan. Guidelines for the

design, installation and maintenance of green roofs can be found in the Mayor's Living Roofs and Walls Technical Report (2008) and the GRO Green Roof Code (2014) and any subsequent updated guidance. Maintenance plans should be for the lifetime of the development and planning obligations may be sought to ensure continued maintenance.

Policy EN2 Local food growing and production

- a) The use of land and buildings as new allotments, orchards and for local food growing spaces and production will be supported, including the temporary use of vacant or derelict land or buildings and the use of incidental open space on housing estates and other open space areas, where this does not conflict with other policy objectives or land use priorities.
- b) The incorporation of community gardens, allotments, orchards and innovative spaces for growing food, including green roofs, will be encouraged and supported in major new developments where possible and appropriate, particularly where there is demand for food growing space in the vicinity of the application site.
- c) The inclusion of productive trees and plants in landscaping proposals for new developments will be encouraged where appropriate to the development.

Supporting text

- 9.15. Allotments, orchards and community gardens can play an important role in enabling small-scale local food production, community engagement, and also supporting local biodiversity and as a wildlife resource. By providing regular outdoor activity, food growing can also help to improve health and wellbeing and reduce health inequalities. Food growing in schools has also been shown to help children and young people to achieve learning, skills and health and wellbeing outcomes. Demand for food growing space will be evidenced by matters such as shortage of allotment spaces in the area; local community groups expressing interest in having space to enable local food production; or local school food projects requiring growing space in the vicinity of the application site.
- 9.16. The inclusion of food growing opportunities in new developments extends beyond the conventional provision of gardens and allotments. It might include the creative use of roofs, walls and balconies where external space is limited, and landscaping with productive plants that produce fruit, nuts or seeds rather than ornamental trees and shrubs.
- 9.17. In some cases initiatives such as the use of incidental open space on housing estates for food growing may not require planning permission. This would depend on its scale and form, and the extent to which it would change the character and function of the open space. The acceptability of such proposals would also depend on the impact on the availability of open space for general amenity use by residents.

- 9.18. The temporary use of vacant land and buildings for food growing will be supported where it would not have an unacceptable impact on the amenity of adjoining areas arising from the scale and nature of the activity through noise, disturbance or noxious smells.
- 9.19. Green roofs also provide opportunities for food growing, if structurally suitable, and can accommodate both growing beds and greenhouses. Local food growing spaces should incorporate sustainable landscape principles and practices, including effective water management, efficient energy use and use of sustainable materials (see also Local Plan policy EN4 sustainable design and construction).
- 9.20. Where provided, the identified space for food growing may be secured through planning condition or section106 agreement. Existing allotments are protected under Local Plan policy EN1.

Policy EN3 Decentralised energy

All major developments will be expected to connect to, and where appropriate extend, existing decentralised heating, ~~cooling or power~~ networks in the vicinity of the site, unless a feasibility assessment demonstrates that connection is not reasonably possible. Minor new-build developments should be designed to be able to connect wherever reasonably possible. Where networks do not currently exist, developments should make provision to connect to any planned future decentralised energy network in the vicinity of the site, having regard to opportunities identified through in Heat Network Priority Areas of the London Heat Map and area specific energy plans. Major development proposals that cannot immediately connect to an existing heating ~~or cooling~~ network should follow the heating and cooling hierarchies set out in London Plan policies SI3 (D) and SI4 (B) ~~evaluate the feasibility of combined heat and power (CHP) systems and, where appropriate, examine the feasibility of extending the system beyond the site boundary.~~

Supporting text

9.21. Major development proposals should select energy systems in accordance with the London Plan heating hierarchy set out in London Plan policy SI3.

9.22. ~~In accordance with London Plan policies, major development proposals should select energy systems in accordance with the following hierarchy:~~

- ~~1. Connection to existing heating or cooling networks~~
- ~~2. Site wide combined heat and power (CHP) network~~
- ~~3. Communal heating and cooling~~

9.23. In practice this means the following:

- Major development in the vicinity of an existing heating ~~or cooling~~ network is required to connect to it, unless a feasibility assessment demonstrates that connection is not reasonably possible.
- If there is no existing network but a planned future network within the vicinity of the site, provisions to facilitate a future connection will be required.
- In areas where there is no planned district heat network, it is expected that a full investigation into the potential to “future-proof” the development (i.e. to facilitate a future connection to a district heat network that may arise in the future) will be carried out. Sites should be communally heated ~~in accordance with the London Plan heating and cooling hierarchy (above)~~ and served from a single energy centre unless it can be demonstrated that

this is not feasible or that it is likely to result in an increase in net carbon dioxide emissions over the lifetime of the development.

- Major development proposals that cannot immediately connect to an existing heating or cooling network should evaluate the feasibility of CHP other systems as per the London Plan heating hierarchy. Zero emission systems are encouraged. ~~Where a new CHP system is appropriate and there is no planned future network in the vicinity of the site, the feasibility of extending the system beyond the site boundary to adjacent sites to create a district heating network should be examined. Where such a possibility exists, this should be discussed with the council and where considered appropriate, the development will be encouraged to extend the heat network to the site border and potentially beyond and/or a financial contribution may be sought towards the development of that district heating network.~~

9.24. ~~In 2010 a Lambeth borough-wide Heat Map Study was completed to help identify decentralised energy opportunities in the borough. The results of the study have been fed into the The London Heat Map, and in particular the Heat Network Priority Areas, and this tool should be used by applicants as a starting point to identify opportunities for decentralised energy. In Vauxhall, reference should also be made to the Vauxhall, Nine Elms and Battersea Opportunity Area Energy Masterplan. In Waterloo, reference should also be made to the emerging development of a South Bank Decentralised Energy Network. In addition applicants should have regard to:~~

- Vauxhall – Nine Elms Vauxhall Opportunity Area Energy Masterplan (November 2012)
- South Bank Decentralised Energy Feasibility Report (February 2019)

Policy EN4 Sustainable design and construction

- a) Lambeth will follow the approach set out in London Plan policies SI1 Improving air quality, SI2 Minimising greenhouse gas emissions, SI4 Managing heat risk, SI5 C and E Water infrastructure.
- b) All development, including construction of the public realm, highways and other physical infrastructure, will be required to meet high standards of sustainable design and construction feasible, relating to the scale, nature and form of the proposal.
- c) ~~Proposals should demonstrate in a supporting statement that sustainable design standards are integral to the design, construction and operation of the development. Non-residential developments should also be accompanied by a pre-assessment, demonstrating how the following BREEAM standards, or any future replacement standards, will be met:~~
 - i) ~~All new non-residential development and non-self-contained residential accommodation, should meet at least BREEAM 'Excellent' unless it is demonstrated that it is not technically feasible or viable to do so, in which case proposals should demonstrate a 'Very Good' rating with a minimum score of 63 per cent.~~
 - ii) ~~All major non-residential refurbishment of existing buildings and conversions over 500m² floorspace (gross) should meet at least BREEAM Non-Domestic Refurbishment 'Excellent' unless it is demonstrated that it is not technically feasible or viable to do so, in which case proposals should demonstrate a 'Very Good' rating with a minimum score of 63 per cent.~~
- d) In addition to the requirements for zero-carbon in major new developments in London Plan policy SI2:
 - (i) All new non-residential development and non-self-contained residential accommodation, must meet at least BREEAM 'Excellent'.
 - (ii) All major non-residential refurbishment of existing buildings and conversions over 500m² floorspace (gross) must meet at least BREEAM Non-Domestic Refurbishment 'Excellent'.
 - (iii) Minor new-build residential developments of between one and nine units, including proposals that involve extensions or change of use to provide dwellings, must achieve a minimum on-site reduction in regulated carbon emissions of at least 19 per cent beyond Part L of the Building Regulations, unless it can be demonstrated that such provision is not feasible.

- e) Proposals should demonstrate in a supporting statement that sustainable design standards are integral to the design, construction and operation of the development. New build residential development are encouraged to use the Home Quality Mark and Passivhaus design standards. Planning applications for non-residential developments should be accompanied by a pre-assessment, demonstrating how the BREEAM standards, or any future replacement standards, will be met.
- f) ~~All non-residential development proposals should incorporate living roofs and walls where feasible and appropriate to the character and context of the development. Proposals should include a maintenance plan for the lifetime of the development.~~
- g) ~~Non-residential development~~ Development will be required to be resilient to climate change by including appropriate climate change adaptation measures.
- h) Adequate remedial treatment of any contaminated land will be required before development can commence.

Supporting text

- 9.25. Development proposals of any scale are required to demonstrate sustainability principles in a supporting statement. The information provided should be proportionate to the scale of the proposed development and its likely impact on, and vulnerability to, climate change. See also Local Plan policy EN1 for urban greening. Minimum information requirements are set out within London Plan Sustainable Design and Construction SPG and included within the council's local validation requirements.
- 9.26. The Building Research Establishment Environmental Assessment Methodology (BREEAM) tools provide a nationally-recognised sustainable design standard for different types of development. These standards provide a widely recognised and well-understood framework for the promotion of sustainable design, incorporating categories such as energy, water, materials, transport, waste, pollution, health and wellbeing, management, land use and ecology.
- 9.27. BREEAM pre-assessments should be submitted at application stage, clearly identifying the credits to be targeted and detailing how these will be achieved. The council expects these requirements to be achieved in all but exceptional cases and clear justification will be required if a particular standard is not met. In the event that the BREEAM building standards are replaced by other national measures of sustainability, equivalent standards of relevant replacement schemes will be sought. Voluntary use of sustainability

assessment tools for housing will be encouraged. For infrastructure, public realm and open space developments, schemes will be encouraged to reach a Civil Engineering Environmental Quality Assessment (CEEQUAL) rating of 'Excellent'.

- 9.28. Major residential and non-residential development proposals must comply with the requirements of zero carbon set out in London Plan policy SI2. Local Plan policy EN4 clause (c) (iii) sets energy performance standards for minor residential developments involving between one and nine units to the equivalent of Level 4 of the Code for Sustainable Homes. This equates to 19 per cent beyond 2013 Part L of the Building Regulations and is in accordance with the Written Ministerial Statement 2015 and subsequent Planning Practice Guidance on climate change. These requirements should be demonstrated in an energy statement submitted with the planning application. Conditions may be used to ensure principles outlined in this policy are adhered to throughout the lifetime of the development.
- 9.29. The Home Quality Mark, launched in 2015, is one way of demonstrating the standard of a new residential dwelling, which includes measures for low CO₂, sustainable materials, good air quality and natural daylight. The council will encourage schemes to use the Home Quality Mark. The use of the Passivhaus standard is also encouraged in demonstrating energy efficient design.
- 9.30. The council encourages all development to achieve a 20 per cent reduction in carbon dioxide emissions from on-site renewable energy generation (which can include sources of site related decentralised renewable energy), unless it can be demonstrated that such provision is not feasible. Where possible, this should be in addition to the carbon dioxide emissions reduction required through London Plan policy SI2 and Local Plan policy EN4.
- 9.31. The Government's 2019 Spring Statement includes a commitment to introducing a Future Homes Standard in 2025 which will mean new build homes be future-proofed with low carbon heating and much higher levels of energy efficiency. As an achievable stepping stone to the Future Homes Standard the Government is considering increasing the energy efficiency requirements in Part L of the Building Regulations for new homes in 2020. Development proposals will be expected to meet new standards set out in future changes to the Building Regulations, including transitional arrangements. London Plan policy standards and clause (c)(iii) above will apply until they are superseded by higher national standards.

- 9.32. ~~Living or green roofs and walls are roofs, decks or other structures onto which vegetation is intentionally grown or habitats for wildlife are established. They provide a range of environmental benefits such as attenuating or capturing rainwater run-off, providing a range of habitats for biodiversity and wildlife, increasing energy efficiency, and reducing the need for artificial cooling in hot weather. The council expects living roofs and walls to be included in all new developments where feasible and supports the retrofitting of existing buildings wherever possible. Where applications affect heritage buildings or are sited in particularly sensitive locations, consideration will be given to whether the design is appropriate to the character and context of the development, having regard to other policies in this plan. Guidelines for the design, installation and maintenance of green roofs can be found in the Mayor's Living Roofs and Walls Technical Report (2008), the GRO Green Roof Code (2011) and the Environment Agency's Green Roof Toolkit (2011). Maintenance plans should be appropriate to the level of biodiversity sought.~~
- 9.33. In accordance with London Plan policy new dwellings should be designed so that mains water consumption would meet a target of 140 105 litres of water or less per person per day. See also policy Local Plan policy EN6 in relation to sustainable drainage systems and water management; and Local Plan policy EN7 in relation to on-site waste management and sustainable management of construction, excavation and demolition waste.
- 9.34. Where contamination exists, a remediation strategy should be submitted to the council for approval and implemented by a suitably qualified person prior to development commencing.
- 9.35. Where supporting information about environmental impacts submitted with planning applications requires independent technical assessment, the applicant will be required to pay for this assessment. Conditions and planning obligations will be used as appropriate to secure the proper installation, maintenance and responsibility for sustainability measures included in development proposals.
- 9.36. Retrofitting existing homes and buildings better to cope with impacts of climate change is an important part of climate change adaptation and the council will expect proportionate measures to be taken to improve the environmental sustainability of existing buildings. See also Local Plan policies Q6, Q7, Q11 and Q18 and the Design Code SPD.
- 9.37. Further detailed guidance in relation to these policies is set out in the London Plan Sustainable Design and Construction Supplementary Planning Guidance

and The Control of Dust and Emissions during Construction and Demolition
Supplementary Planning Guidance.

Policy EN5 Flood risk

- a) The council will seek to minimise the impact of flooding in the borough through:
- (i) applying a sequential, risk-based approach to the location of development to avoid, where possible, flood risk to people and property and manage any residual risk, taking account of the impacts of climate change over the lifetime of the development;
 - (ii) steering development towards areas of lowest flood risk, both across Lambeth and within the development site boundary, through the application of the Sequential Test in accordance with the NPPF, taking the vulnerability of the proposed uses into account, as set out in the Lambeth Strategic Flood Risk Assessment (SFRA);
 - (iii) ensuring development does not increase flood risk and where possible reduces flood risk ~~for~~ from all ~~forms~~ sources of flooding;
 - (iv) permitting appropriate development in Flood Zones 1, 2, 3a and 3b subject to meeting the criteria set out in Annex 5; and
 - (v) taking account of the flood risk management measures identified by the Thames Estuary 2100 Plan.
- b) All development in Flood Zones 2, 3a and 3b defined in the SFRA, or identified as at risk of flooding from other sources, should contribute positively to actively reducing flood risk through avoidance, reduction, management and mitigation.
- c) A Flood Risk Assessment (FRA) will be required for major development proposals within Flood Zone 1, all development within Flood Zones 2, 3a and 3b, or where the development may be subject to other sources of flooding. The FRA should be proportionate with the degree of flood risk posed to and by the proposed development; consider the impact of climate change on flood risk to and from the development using the latest government guidance; and take account of the advice and recommendations set out in the SFRA, Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS).
- d) FRAs must consider the risks of both on and off-site flooding to and from the development for all sources of flooding including fluvial, tidal, surface water run-off, groundwater, ordinary watercourse, sewer (separate or combined) and reservoir.

- e) For all developments, it must be demonstrated that the development will be safe (for its lifetime), and where required, it will reduce fluvial, tidal, surface water run-off and groundwater flood risk and manage residual risks through appropriate flood risk measures, including the use of sustainable drainage systems (SuDS) in accordance with Local Plan policy EN6. Measures to mitigate flooding from sewers should be discussed with Thames Water Utilities Ltd. and be included in development proposals for which this is a risk.
- f) ~~Basement proposals (excluding self-contained dwellings in Flood Zone 3) shall incorporate appropriate mitigation measures to ensure the development is safe from all forms of flooding and does not increase flood risk elsewhere.~~ The use of basement space for bedrooms and non-residential uses where flooding could threaten the safety of people will not be permitted in areas susceptible to flooding (including but not limited to areas within current modelled breach flood extent and surface water modelling). The use of basement space for all other residential and non-residential uses must adopt resilient design techniques and be flood resilient. Basement proposals should not increase flood risk elsewhere. See also Local Plan policy Q27.
- g) For developments adjacent to the River Thames and River Graveney, maintenance, remediation and improvements to the flood defence walls will be required where necessary. Developments adjacent to defences and culverts should demonstrate that their development will not undermine the structural integrity or detrimentally impact upon its intended operation and future maintenance.

Supporting text

- 9.38. Management of flood risk within the London Borough of Lambeth will be undertaken in line with the National Planning Policy Framework 2012 2019 (NPPF), Flood and Water Management Act 2010 (FWMA), Thames Estuary 2100 Plan 2012, Flood Risk Regulations 2009 (FRR), ~~and the European Water Framework Directive 2000 transposed into law through the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003, and the Land Drainage Act 1991.~~
- 9.39. The council is the Lead Local Flood Authority ~~lead local flood authority~~ (LLFA) in Lambeth. As the LLFA, Lambeth are the risk management authority (RMA) for local flood risk, including flooding from surface water run-off, ordinary watercourses and groundwater. It will work in partnership with other RMAs including the Environment Agency, which is the RMA for Main River and tidal flooding; Thames Water Utilities Ltd, which is the RMA for flooding from public sewers; and neighbouring LLFAs.

- 9.40. Developers must consider flood risk from all sources as part of an FRA and ensure they are utilising the most appropriate and up-to-date information in assessing the risk of flooding from all sources to the development site. Discussions should be held with each of the flood risk management authorities identified above when considering measures to mitigate flooding from different flood sources within development proposals. Conditions or planning obligations will be used as appropriate to secure flood risk mitigation measures.
- 9.41. Flood zone maps are included within the borough's Strategic Flood Risk Assessment (SFRA) 2013 and Addendum 2018. These maps divide the borough into zones on the basis of the probability of flooding occurring from tidal and fluvial sources, ignoring the presence of any flood defences / alleviation measures. The flood zone maps are based upon data produced by the Environment Agency. Although the SFRA is updated regularly, more up-to-date information may be available from the Environment Agency.
- 9.42. Development proposals will be assessed against the most up-to-date information. Pre-application discussions are therefore recommended to confirm which flood zone the proposal is within and the risk posed to the development from other sources. Definitions and explanations of the flood zones and other sources of flood risk, land uses and their flood risk vulnerability are set out in the SFRA and NPPF.
- 9.43. Lambeth's SFRA has been produced in two parts: Level 1, which provides an overview of flood risk issues in Lambeth, and Level 2, which analyses specific locations where development is proposed in areas at risk from flooding. The Level 2 SFRA provides sufficient information to allow the application of the NPPF Exception Test. However, breach models within the SFRA are for guidance only and they should be verified by site-specific breach models to determine more accurate flood zones.
- 9.44. The Level 1 and Level 2 SFRA report (2013) and any future updates or addendums are to be used in conjunction with each other to provide a more detailed overview of the flood risks apparent in the borough. Areas identified in the SFRA as at highest risk of fluvial and tidal flooding in Lambeth are Waterloo, Vauxhall and adjacent to the River Graveney. Sequential testing of the site allocations within the Local Plan in relation to flood risk has also been undertaken.
- 9.45. The council ~~will produce~~ has produced a Lambeth Local Flood Risk Management Strategy (LFRMS) which ~~will identify~~ identifies Lambeth's objectives and measures for managing local flood risk, including surface water run-off and groundwater, and ~~will include~~ includes specific requirements with

regards to management of flood risk to and from development. Developers should ensure that development proposals meet the objectives and requirements identified in the Strategy.

- 9.46. In determining proposals for basement and other underground development, the council will require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. Applications will be required to demonstrate that the proposal would not cause harm to the built and natural environment and local amenity and would not result in flooding or ground instability. Basement schemes which include ~~habitable rooms~~ bedrooms and other uses where flooding could threaten the safety of people, especially when sleeping, (for example community uses such as nurseries, daycare centres and hospital beds), will not be ~~accepted~~ permitted in areas ~~prone~~ susceptible to flooding. For the purposes of Local Plan policy EN5 (f), susceptibility to flooding includes areas at high risk of surface water flooding. In assessing this, the council will have regard to the Environment Agency's Risk of Flooding from Surface Water mapping made available via <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>. This data will be updated periodically as and when new data becomes available. Susceptibility to flooding includes surface water and combined water modelling and in certain circumstances the use of basements may will be restricted to non-habitable uses. Positively pumped devices and non-return valves should be installed to protect basements from the risk of sewer flooding. See also Local Plan policy Q27 Basements and Annex 5.
- 9.47. Any development adjacent to the River Thames or River Graveney, should allow for inspection, maintenance and replacement of flood defences to be done in a safe manner without incurring undue costs and environmental impacts. To do this development adjacent to the tidal River Thames should maximise opportunities to achieve a 16m setback from the rear of the flood defences. On the fluvial River Graveney development should maximise opportunities to achieve an 8m setback from the watercourse, defences and culverts.

Policy EN6 Sustainable drainage systems and water management

Development proposals should:

- i) maximise opportunities for restoring river channels, flood flow pathways and floodplains to their natural state and managing surface water run-off above ground and as close to the source as possible to reduce flood risks downstream; and implement sustainable water management through water sensitive urban design (WSUD);
- ii) provide compensatory storage to ensure that there is no loss in flood storage capacity where flood storage is removed, as set out in the Strategic Flood Risk Assessment (SFRA);
- iii) ensure that the layout and design does not have a detrimental impact on floodwater flow routes across the site;
- iv) demonstrate that there will be a net decrease in both the volume and rate of run-off leaving the site by incorporating sustainable drainage systems (SuDS) in line with the London Plan drainage hierarchy and National SuDS non-statutory Technical Standards for Sustainable Drainage Systems. Standards to maximise amenity and biodiversity benefits and improve the quality of water discharges. Details submitted to the council to demonstrate compliance with this policy should follow the design principles within the ~~National SuDS Standards and the current SuDS manual~~ Manual and guidance identified within the council's SFRA or Local Flood Risk Management Strategy (LFRMS) to maximise amenity and biodiversity benefits and improve the quality of water discharges.
- v) seek to improve the water environment in line with the requirements of the European Water Framework Directive 2000 and its associated legislation, and the Thames River Basin Management Plan;
- vi) minimise water consumption and the pressure on the combined sewer network, through incorporating water efficiency measures including rainwater harvesting, grey-water recycling and other innovative technologies where practical; and
- vii) demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development for its lifetime or can be provided; where there is a capacity constraint the council will, where appropriate, apply phasing conditions to any

approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development ~~problem and improvements in off-site infrastructure are not programmed, the developer will need to demonstrate that the necessary improvements will be completed prior to occupation of the development.~~

Supporting text

- 9.48. Development proposals should seek to improve the water environment, e.g. restoring ‘natural’ watercourses through removal of culverts and hard-engineered structures, physical improvements to riverbanks and habitats, development of green infrastructure, urban regeneration or conservation projects, especially for water bodies rated as having poor ecological status in the Thames River Basin Management Plan (RBMP). They should also seek to implement a holistic water management approach through water sensitive urban design (WSUD). WSUD ensures that a development is designed to maximise opportunities within the urban water cycle to manage water quality, flood risk and the demand and supply of water to minimise environmental degradation and improve aesthetic and recreational appeal.
- 9.49. In the terms of this policy a sustainable drainage system (SuDS) is one which utilises a ‘management train’ of drainage techniques used in series to mimic as closely as possible the natural site’s processes, thereby mitigating and enhancing the development’s impact on flood risk, water quality and habitat / amenity value. Further explanation of SuDS can be found in The SuDS Manual.
- 9.50. SuDS cover a whole range of approaches to surface and ground water management. Successful SuDS design requires the drainage to be carefully integrated into the site while taking account of the original greenfield drainage patterns. A greenfield run-off rate is one that reflects the natural rate of water run-off if it was undeveloped. Early integration is the most effective way to achieve the desired objectives of SuDS use. Development should aim to achieve greenfield run-off rates, although it is recognised that this is not always possible. SuDS designs that integrate the features into the overall site design generally result in smaller, more cost-effective solutions.
- 9.51. Developments on brownfield sites should seek to reduce the volume and rate of run-off leaving the site to the standards set within the London Plan.
- 9.52. To reduce the volume and rate of run-off from heavy rainfall the council will expect developments to utilise sustainable drainage systems (SuDS), such as green and brown roofs, rain gardens, green infrastructure and attenuation

ponds, in line with the London Plan drainage hierarchy and National SuDS Standards.

- 9.53. ~~Schedule 3 of the Flood and Water Management Act 2010 introduces new requirements for SuDS for future construction work. When the Act is fully implemented, any construction work that is done by way of, in connection with, or in preparation for, the creation of a building or other structure, including anything that covers land (such as a patio or other surface), that will affect the ability of land to absorb rainwater will require approval by the Lambeth SuDS Approval Body (SAB). Applicants will be required to submit a SuDS application to the SAB demonstrating a sustainable approach to drainage through design layout, construction of the development and maintenance of SuDS, in compliance with the National SuDS Standards and the London Plan drainage hierarchy. The SuDS application should be submitted alongside a planning application where planning approval is required. Approval from the SAB is required before construction can start on all new developments and redevelopments.~~
- 9.54. As an alternative to Schedule 3 of the Flood and Water Management Act 2010 (i.e. the SuDS Approval Body), the Secretary of State for Communities and Local Government set out changes to planning policies that came in to effect on 6 April 2015. These changes require all Local Planning Authorities to consult Lead Local Flood Authorities on surface water flood risk and management for all major developments, to ensure that the proposed minimum standards of operation are appropriate, and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. These changes ensure the use of SuDS will be provided for all new major developments in accordance with the London Plan, the Non-statutory Technical Standards for Sustainable Drainage Systems and by virtue the NPPF. A Drainage Strategy should be submitted as part of a planning application by the applicant to demonstrate standards relating to surface water flood risk and surface water management have been achieved. Schedule 3 continues to be a part of the Flood and Water Management Act but to date remains inactive.
- 9.55. Developers must demonstrate the maintenance and long-term management of SuDS through a SuDS Management Plan that must be submitted to the SAB local planning authority as part of the drainage strategy SuDS application.
- 9.56. Conditions or planning obligations will be used as appropriate to secure the implementation and management of sustainable drainage systems and other mitigation measures.

- 9.57. Development must not lead to deterioration of Water Framework Directive (WFD) water body status and where appropriate should help to conserve and enhance watercourses and riverside habitats, in accordance with measures identified in the Thames River Basin Management Plan (RBMP) and Lambeth Local Flood Risk Management Strategy (LFRMS).
- 9.58. The Thames River Basin Management Plan (RBMP) outlines the Environment Agency's approach to managing the Thames River Basin District in line with the European Water Framework Directive 2000 (WFD). The WFD establishes a legal framework for the protection, improvement and sustainable use of water bodies such as rivers, brooks and groundwater. The Thames RBMP describes the quality of water bodies, the pressures they face and the actions needed to meet WFD objectives of 'good' water body status within the Thames River Basin District.
- 9.59. Site-specific Flood Risk Assessments and/or Drainage Strategies should address the management of surface water run-off, the amount of impermeable surfaces resulting from the development, and the methods used to manage potential for increased flood risk both on-site and elsewhere within the catchment.
- 9.60. Where appropriate planning permission for developments which result in the need for off-site upgrades will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades. ~~Development sites that discharge water into the public sewer will be required to provide confirmation from the local water company, Thames Water Utilities Ltd., that the local public sewer has adequate capacity to serve the new development and existing surrounding developments. It is advised that this is carried out early in the design process and confirmation submitted as part of the SAB application.~~
- 9.61. The council will seek to ensure that there is adequate water and wastewater infrastructure supply, ~~surface water, foul drainage and sewerage treatment capacity to serve all new developments for their lifetime.~~ Developers are encouraged to contact the water/wastewater company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements ~~will be required to demonstrate that there is adequate capacity both on and off site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure.~~ Where there is a capacity constraint the council will, where appropriate, apply phasing conditions to any approval to ensure that any

~~necessary infrastructure upgrades are delivered ahead of the problem and no improvements are programmed by the water company, the council will require the developer to fund appropriate improvements which must be completed prior to occupation of the relevant phase of development.~~

- 9.62. The council supports the implementation of the Thames Tideway Tunnel, which will be a storage and transfer waste water tunnel running under the River Thames, reducing the overflows of untreated sewage and resulting in a cleaner river. This project is listed in ~~Annex 2~~ the Infrastructure Delivery Plan as significant regional infrastructure to be delivered during the plan period.

Policy EN7 Sustainable waste management

- a) In accordance with London Plan policies SI7, SI8 and SI9, the ~~The~~ council will contribute to the sustainable management of waste in Lambeth by:
- i) supporting circular economy principles and the approach to drive driving waste management up the waste hierarchy in accordance with national and regional policy and targets, and in particular the efficient use of resources, the reuse of materials and resources, composting and the recovery of energy from materials;
 - ii) supporting delivery of the Western Riverside Waste Authority's statutory Waste Management Strategy and implementing its own Lambeth Sustainable Waste Management Strategy;
 - iii) safeguarding existing waste transfer and management sites for waste ~~management use unless~~. The loss of a waste site for other uses will only be supported where appropriate compensatory provision is made capacity is provided in appropriate locations elsewhere in the borough. Compensatory provision should be at or above the same level of the waste hierarchy of that which is lost and normally meet or exceed the maximum achievable throughput of that the site over the last five years could have achieved;
 - iv) ~~supporting~~ identifying additional sites/areas for waste management in Key Industrial and Business Areas and other appropriate locations to provide additional capacity to meet, over the plan period, the borough's waste apportionment set out in the London Plan and any other identified waste management needs;
 - v) supporting the provision of an adequate supply of land for the operational delivery of the waste collection service, including depots and waste transfer sites;
 - vi) co-operating with the local waste planning authorities that receive waste from Lambeth to address any issues associated with this during the plan period.
- b) Proposals for new and improved waste management facilities will be assessed against the criteria in London Plan policy ~~5.47~~ SI8 and national waste planning policy.

- c) On-site waste management facilities should be incorporated into all major development proposals unless it is demonstrated that provision is not feasible ~~viable~~ or the location renders the site unsuitable for such facilities.
- d) ~~Major development sites should~~ All developments will be expected to recycle construction, excavation and demolition and excavation (CD&E) (CED) waste on-site wherever practicable. For all development, 95 per cent of construction and demolition CED waste should be minimised through reuse and recycling within London as far as possible reused, recycled or recovered and 95 per cent of excavation waste should be put to beneficial use. Disposal of CD&E CED waste in landfill should only take place in exceptional circumstances, where it has been demonstrated that alternative, more sustainable fates are not feasible.

Supporting text

- 9.63. Lambeth has a number of different roles and responsibilities related to waste. Lambeth is responsible for collecting and disposing of household waste, and both of these services are outsourced. Lambeth also arranges for the collection of some business waste in the borough. Lambeth also has a planning responsibility to ensure there is sufficient waste management capacity to meet the borough's identified waste needs. This is achieved through Local Plan policy EN7.
- 9.64. In line with its London wide strategy for waste, the London Plan requires every London borough to manage as much as possible of its future waste locally, with the objective of becoming self-sufficient by 2031. Lambeth supports this objective for all waste streams. The London Plan projects that, by 2031, Lambeth will be producing 342,000 tonnes of municipal and commercial/industrial waste every year. It requires Lambeth to manage 313,000 tonnes of this each year within its boundaries by that time. The Mayor's Environment Strategy and London Plan set out ambitious targets for reducing waste, increasing re-use and recycling, reducing waste going to landfill, and supporting the circular economy. Lambeth will promote these objectives by planning to meet its identified waste management needs, working with the Western Riverside Waste Authority (WRWA) and London Waste and Recycling Board (LWARB) to increase household and business reuse and recycling rates, encouraging facilities that operate higher up the waste hierarchy and assessing applications for new development against key circular economy principles.
- 9.65. Lambeth is required to plan for the management needs of waste generated in the borough, contributing towards the target of net self-sufficiency in London by 2026. There are seven waste streams, including household waste, business waste and construction waste. The London Plan apportions an

amount of household and business waste that Lambeth needs to manage and the Waste Technical Paper estimates how much waste will be generated from the other waste streams. A summary of the amount of waste Lambeth needs to plan for is set out in the table below.

Identified waste management need (tonnes)

	<u>2021</u>	<u>2026</u>	<u>2031</u>	<u>2036</u>
<u>Apportioned waste (household and business)</u>	<u>143,000</u>	<u>145,000</u>	<u>147,000</u>	<u>150,000</u>
<u>Construction, demolition and excavation waste</u>	<u>78,938</u>	<u>82,244</u>	<u>85,575</u>	<u>88,931</u>
<u>All other waste streams</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

- 9.66. Lambeth is one of four London boroughs (along with Wandsworth, Hammersmith & Fulham and Kensington & Chelsea) for which the Western Riverside Waste Authority (WRWA) is the statutory waste disposal authority for municipal household waste. A thirty year Waste Management Service Agreement (WMSA) was established between WRWA and Cory Environmental Ltd to dispose of WRWA waste, commencing in October 2002 and ending in 2032. Lambeth's household waste is managed outside of the borough, with recyclables going to a Materials Recovery Facility in Wandsworth and residual ('black bag') waste transported down river to Bexley energy recovery facility. Lambeth will continue to support the delivery of the WRWA's Waste Management Strategy and implement its own Lambeth Sustainable Waste Management Strategy. Lambeth will also work with the WRWA to deliver the Mayor's municipal waste management policies and proposals set out in his Environment Strategy, including the 50% LACW recycling target.
- 9.67. Lambeth has a number of sites currently used for waste management but these do not have the capacity to manage this quantity of waste. Sites currently in waste management or transfer use in the borough are identified in the Waste Evidence Base 2019 2043. These existing sites are safeguarded by the policy. Only waste at waste transfer sites sorted for recycling or composting counts towards meeting the borough's apportionment target. The shortfall in capacity equates to 2.8 hectares by 2031. Lambeth already has a number of waste facilities which can help towards managing its waste. Existing waste sites are safeguarded for waste uses and are identified in Lambeth's Policies Map and the Waste Evidence Base. Redevelopment of safeguarded waste sites for other uses will only be supported if compensatory

waste capacity is provided elsewhere within the borough or if waste capacity is re-provided on-site with suitable mitigation measures to ensure any new development does not impact on the ability of the waste operation to function, in line with the agent of change principle. This is to ensure Lambeth is able to continue meeting its waste needs. Once delivery of compensatory waste capacity has been demonstrated to the satisfaction of the council, an existing waste site can be released for other uses. The maximum throughput achieved on the site over the last five years can be identified through the Environment Agency's Waste Data Interrogators. Where this information is not available, for example if a waste site has been vacant for a number of years, the potential capacity of the site should be calculated using an appropriate and evidenced throughput per hectare.

- 9.68. The difference between existing capacity and the amount of waste Lambeth needs to manage is the 'capacity gap'. Further information is set out in the Waste Evidence Base. A summary of the capacity gap (in tonnes) is set out in the table below along with a reasonable assumption of how much land is needed to bridge the gap.

Capacity gap (tonnes) and equivalent land take (hectares)

	<u>2021</u>	<u>2026</u>	<u>2031</u>	<u>2036</u>
<u>Capacity gap for apportioned waste</u>	<u>87,700</u>	<u>89,700</u>	<u>91,700</u>	<u>94,700</u>
<u>Capacity gap for CD&E waste</u>	<u>31,938</u>	<u>35,244</u>	<u>38,575</u>	<u>41,931</u>
<u>Capacity gap for other waste streams</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>119,638</u>	<u>124,944</u>	<u>130,275</u>	<u>136,631</u>
<u>Equivalent land</u>	<u>2.0ha</u>	<u>2.1ha</u>	<u>2.2ha</u>	<u>2.3ha</u>

- 9.69. The council has undertaken an assessment of locations and sites suitable for additional waste management facilities in the borough. This is set out in the Waste Evidence Base 2013 2019. This identifies the borough's designated Key Industrial and Business Areas (KIBAs) as particularly appropriate for new waste management uses. KIBAs represent Lambeth's main stock of safeguarded industrial land. The benefits of directing new waste facilities towards KIBAs includes co-location with other industrial uses. This helps to reduce the risk of waste facilities being located next to more sensitive development, such as residential. KIBAs have already been assessed for their suitability for industrial uses and are safeguarded for these uses. KIBAs also tend to have access which is wide enough for larger vehicles and are well-connected to main road networks.

- 9.70. Not all types of waste facility are appropriate in Lambeth due to their impact on the dense urban environment. The broad types of facility which are suitable in each KIBA can be found in the Lambeth Waste Evidence Base 2019 locations in which these uses are particularly encouraged. The policy for KIBAs is set out in Local Plan policy ED3 ED4, which makes clear that they are appropriate for green industries including waste management. This includes facilities that may be aimed at moving waste materials up the waste hierarchy (repair and refurbishment workshops resource recovery or 'upcycling'). KIBAs are specifically safeguarded for B class and related *sui generis* uses and no other uses are allowed in them other compatible industrial uses. Knolly's Yard, Waterworks Road and part of Montford Place KIBAs also have potential for industrial intensification and co-location with residential development. Waste management uses are typically B class or *sui generis*. The total area of Lambeth's KIBAs (including new KIBAs) is approximately 47 45 hectares of which an estimated 40 hectares is potentially suitable for waste uses. Lambeth needs 2.3ha of land to meet its waste management needs to 2036. Land within the KIBAs is released through business churn and the Lambeth Waste Evidence Base demonstrates that enough land can come forward during the plan period to provide sufficient opportunities to meet this need.
- 9.71. No major waste facilities are expected to come forward in the borough in the period to ~~2034~~ 2036 but there is scope for a number of smaller facilities to serve the needs of the commercial waste sector. Lambeth would particularly welcome new facilities that contribute towards the circular economy, meeting the Mayor's recycling targets, growth in this type of business in the borough both as a contribution to meeting sustainable waste management objectives and helping to develop and diversify the local economy and create jobs.
- 9.72. Although Lambeth is planning for its own waste, some waste will continue to be exported, for example household waste is exported to Wandsworth and Bexley and excavation waste could be exported to be used for beneficial purposes outside of London. It is expected that a small proportion of waste which cannot be reused, recycled, recovered or put to beneficial use will be disposed of to landfill outside of London. Lambeth will continue to work with other waste planning authorities on imports and exports of waste through duty to co-operate and monitor any significant changes in patterns of waste movements.
- 9.73. The Western Riverside waste planning authorities work together on cross-boundary waste issues, but do not intend to plan for waste collectively. Lambeth is therefore planning for waste independently but will continue to work with Western Riverside authorities on cross-boundary waste issues.

- 9.74. ~~Lambeth will address the requirement to allocate additional sites and/or areas for waste to meet the London Plan waste apportionment, in a separate Waste DPD, the timetable for which is set out in the council's Local Development Scheme.~~
- 9.75. ~~The London Plan waste apportionments for Lambeth and many other London boroughs have reduced significantly in the Further Alterations to the London Plan (FALP), based on revised projected waste arisings. Lambeth is actively discussing potential to pool waste apportionments with other London boroughs in light of these proposed new apportionment figures, as it is expected that there will be significant surpluses in capacity in some parts of the capital. Lambeth expects that the area of additional land to be allocated for waste in Lambeth will reduce significantly from 2.8 hectares as a result of the new apportionment and these pooling discussions. Given this position, the allocation of additional sites and/or areas to meet any outstanding apportionment in Lambeth may be incorporated into the review of the Lambeth Local Plan rather than a separate Waste DPD. The timetable for the Local Plan early review is set out in the council's Local Development Scheme.~~
- 9.76. ~~In the meantime, Lambeth will monitor and manage the use of the 47 hectares of safeguarded KIBA land to ensure that at least 4 hectares remains available to allow for the allocation of sufficient land for waste in the early review. See performance indicator IND 23a in Annex 8.~~
- 9.77. All proposals for new or improved waste management facilities will be assessed against the criteria in London Plan policy SI8 5.17 (or its successor in any alterations to the London Plan) and in national waste planning policy. These criteria include: protection of water resources, land instability, visual intrusion, nature conservation, historic environment and built heritage, traffic and access, air emissions including dust, odours, vermin and birds, noise and vibration, litter and potential land use conflict.
- 9.78. On-site waste management facilities provide for the management of waste out of the waste stream on the site at which the waste arises. This is distinct from facilities for on-site storage or collection of waste. Where on-site waste management facilities are not feasible, detailed justification will be required including explanation of the options that were considered and the reasons they were not pursued. Development proposals should be designed to enable future occupiers to segregate and store dry recyclables, food and residual wastes ready for collection to ~~facilitate~~ maximise recycling and recovery. This should include provision for composting where feasible. See also Local Plan policy Q12 Refuse/recycling storage.

- 9.79. The requirements of sections (c) and (d) of the policy should be addressed in the site waste management plan where this is required; or in a supporting statement that accompanies a planning application. The requirements of the policy will be secured through planning conditions.
- 9.80. See also Local Plan policy T8 Servicing in relation to delivery and servicing plans; and the London Plan Sustainable Design and Construction ~~sustainable design and construction~~ SPG.

Section 10: Quality of the built environment

Policy Q1 Inclusive environments

- a) The council will:
- i) seek improvements to existing accessibility provision;
 - ii) secure new development which is compliant with current best practice; and
 - iii) expect applicants to show in their ~~supporting~~ inclusive design statements how their proposals achieve inclusive design.
- b) The design of developments should reflect good practice principles for promoting child-friendly housing and environments.

Supporting text

- 10.1. All new development should be accessible to all, including ~~disabled~~ people with disabilities, older people, other people with mobility constraints, and children. The council will expect applicants to use documents such as the 'Planning and Access for Disabled People' (DCLG 2006), 'The Principles of Inclusive Design' (CABE 2006) and Department for Transport's Inclusive 'Mobility' guidance (2005) Inclusive Transport Strategy (2018) or any relevant updated replacement to inform their design approach and proposals. See also London Plan policy D5 and the Mayor's Accessible London SPG (October 2014).

Policy Q2 Amenity

Development will be supported if:

- i) visual amenity from adjoining sites and from the public realm is not unacceptably compromised;
- ii) acceptable standards of privacy are provided without a diminution of the design quality;
- iii) adequate outlooks are provided avoiding wherever possible any undue sense of enclosure or unacceptable levels of overlooking (or perceived overlooking);
- iv) it would not have an unacceptable impact on levels of daylight and sunlight on the host building ~~and~~ or adjoining property including their gardens or outdoor spaces;
- v) the adverse impact of noise is reduced to an acceptable level through the use of attenuation, distance, screening, or ~~internal~~ layout/orientation in accordance with London Plan policy D14;
- vi) adequate outdoor amenity space is provided, practical in layout, free from excessive noise or disturbance, pollution or odour, oppressive enclosure, unacceptable loss of privacy, wind/downdraught and overshadowing; and
- vii) service equipment (including lift plant, air handling/extract, boiler flues, meter boxes, gas pipes and fire escapes) is fully integrated into the building envelope or located in visually inconspicuous locations within effective and robust screening/enclosures, and does not cause disturbance through its operation.
- viii) it addresses London Plan policy D13 on the agent of change.

Supporting text

10.2. Sustainable development should protect the amenity of existing/future occupants, neighbours and the visual amenity of the community as a whole. Most new development in Lambeth results in an intensification of uses. It is therefore essential that amenity considerations are at the fore when designing at higher residential densities for a growing population.

- 10.3. Quality of life issues are exceptionally important. Private space, shared space and the design and construction of quality communal spaces all contribute to our amenity. Poor design and inconsiderate servicing can have unacceptable impacts on people's quality of life. For the council's approach to conversions, see Local Plan policy H6. Every effort should be made to design out reliance upon plant and other equipment in order to reduce energy consumption and achieve the principles of sustainable design and construction set out in Local Plan policies EN3, EN4 and EN6. Further guidance is provided in the Design Code SPD.
- 10.4. The council will seek the use of communal satellite dishes in order to reduce the visual harm to amenity caused by multiple dishes on premises.
- 10.5. The council will use established industry standards when assessing schemes, including 'Site Layout Planning for Daylight and Sunlight' (BRE Trust, 2011) having regard to context and other material considerations, 'Professional Practice Guidance on Planning & Noise, (2017); and any other relevant documents. Where supporting information about amenity impacts submitted with planning applications requires independent technical assessment, the applicant will be required to pay for this assessment.

Policy Q3 ~~Community safety~~ Safety, crime prevention and counter terrorism

- a) In order to create a safe borough for all users, the council will expect ~~development to utilise~~ good design to:
- i) design out opportunistic crime, anti-social behaviour, violence and fear of crime in a site-specific manner, based on an understanding of the locality and likely crime and safety issues it presents;
 - ii) pay particular regard to shared public spaces ~~space~~ and communal areas ~~within developments~~ (particularly cycle stores and refuse stores); and
 - iii) ensure that materials and construction details are robust, durable and resistant to malicious damage.
- b) Applicants should:
- i) engage in early pre-application discussions where possible; and
 - ii) meet the standards and objectives of the Secured by Design initiative.
- c) ~~Major development~~ Development proposals should address resilience to terrorism in a manner which is proportionate to the threat and appropriate to the context.
- d) The council will apply London Plan policy D12 on fire safety.

Supporting text

- 10.6. All proposals will be expected to create positive and attractive environments. Negative design responses such as obscured glazing, solid roller shutters, high or solid gates and boundaries and external security bars on windows and doors will not normally be considered appropriate as they often result in very hostile environments. Positive design solutions such as good natural surveillance, well placed entrances, clear circulation routes, good lighting and secure boundaries are encouraged and will contribute to addressing priority issues, such as reduction in youth violence. Development proposals should consider security and counter-terrorism measures at pre-application stage and seek advice from Counter Terrorism Security Advisors and police Crime Prevention Design Advisors about levels of risk and the sorts of measure available to mitigate this risk in a proportionate and well-designed manner.

Further detail on acceptable security solutions ~~is for retail premises will be~~ provided in the council's ~~Supplementary Planning Document on Shopfronts and Signage (to be updated)~~ Design Code SPD.

- 10.7. The use of materials is particularly important. In some places, timber gates and fences may be considered inappropriate where they might be particularly vulnerable to damage. ~~Painted render~~ Render should be avoided in exposed locations where it is likely to attract graffiti. The use of anti-graffiti treatments is encouraged.
- 10.8. Lambeth supports, with the police, initiatives aimed at preventing crime, such as the national Secured by Design programme ~~and the CLG guidance 'Safer Places: the Planning System and Crime Prevention' (2004)~~.
- 10.9. See also Local Plan policy Q6 and London Plan policy D11. For detailed advice see 'Protecting crowded places: design and technical issues', 2014 and 'Secured by Design' guidance. ~~Guidance on resilience to terrorism in major development proposals is published by the National Counter Terrorism Security Office.~~

Policy Q4 Public art

- a) The council will encourage the provision of places and spaces suitable for artistic and cultural programming, and maintain a framework of local artistic programming specialists adept at working within the locality of new development, for example in theatre, music and the visual arts.
- b) The council will seek the retention of good-quality public art (including statues, memorials, murals and examples of historic street furniture). Where appropriate the council will seek contributions towards the provision of new, restoration or repair of existing off-site public art, including memorials and street furniture, in the locality of new development.
- c) The council will maintain an audit of public art works and will locally list those examples that are considered to be of sufficient special interest. Where in-situ retention of a permanent art work is not possible, where appropriate, the council will expect the decommissioned art work to be relocated to an appropriate a public place elsewhere within the borough.
- d) The council will ~~encourage~~ seek the provision of appropriately located new public art in:
 - i) ~~major development proposals in~~ opportunity areas and town centres; and
 - ii) large-scale redevelopment schemes; ~~and~~
 - iii) ~~landmark sites and public parks/public spaces (especially the South Bank).~~
- e) All new proposals for public art, must:
 - i) be durable and robust;
 - ii) not compromise the flexibility of use or character of the space; and
 - iii) not harm visual amenity.
- f) In addition to (f) proposals for memorials must have:
 - i) a clear and well defined historical or conceptual relationship with the proposed location. Proposals where there is no relationship between subject and location will not be considered; and

- ii) arrangements in place for future maintenance such as an endowment if the proposal is to be erected on public land.

Supporting text

- 10.10. Culturally vibrant places play an important role in enriching Lambeth's communities. The council will encourage investment in cultural programming and the production of new work and events that support, celebrate and reflect our diverse communities. This will include encouraging projects that help Lambeth become a more visibly creative and cultural borough outdoors; especially bringing arts activity to places that are currently underserved as well as supporting existing artistic clusters.
- 10.11. Public art (including memorials and historic street furniture) play an important role in enriching Lambeth's environment. However, when inappropriately located, or where densely concentrated in a particular area, they can compromise the usability, flexibility of use and visual amenity of public places to their detriment.
- 10.12. New work can include high-quality ornamentation/decoration integrated into the building architecture. All new artwork will be expected to be executed to a high standard and be of robust materials to ensure longevity. Subjects, themes, materials and detailing which respond to local contexts and local distinctiveness will be encouraged.

Policy Q5 Local distinctiveness

- a) The local distinctiveness of Lambeth should be sustained and reinforced through new development.
- b) Proposals will be supported where it is shown that design of development is a creative and innovative contextual response to positive aspects of the ~~local~~ locality context and historic character in terms of:
 - i) urban block and grain, patterns of space and relationship, townscape/landscape character;
 - ii) built form (bulk, scale, height and massing) including roofscapes;
 - iii) siting, orientation and layout and relationship with other buildings and spaces;
 - iv) the use of low maintenance, robust and durable walling materials; and
 - v) quality and architectural detailing (including fenestration and articulation).
- c) Where development proposals deviate from locally distinct development patterns, applicants will be required to show in their design/heritage statements that:
 - i) the proposal clearly delivers design excellence; and
 - ii) will make a positive contribution to its local and historic context.

Supporting text

10.13. The council is committed to securing a high-quality built environment and wishes to secure excellent modern architecture and design which is inspired by and reinforces Lambeth's unique local distinctiveness. This includes the contribution made by the historic environment and Lambeth's diverse community identities. Irrespective of their architectural style, new buildings should be attractive and interesting, enrich their localities and improve the quality of people's every day architectural experiences. When implementing this policy, the council will have regard to London Plan policy H2 (B)(1) which requires boroughs to acknowledge that local character evolves over time. See further guidance in the Design Code SPD.

- 10.14. Lambeth is characterised by well constructed brick-built buildings; the majority being also faced in good-quality brickwork. Most buildings are well proportioned and exhibit carefully considered and robustly executed fine detailing. All development should be built in materials that are durable (chosen in order to minimise future maintenance burden) and robustly detailed for longevity. In this respect, brick and Portland stone (or similar) are successful and are considered a key aspect of Lambeth's local distinctiveness.
- 10.15. Render was used extensively in the 19th century as a cheap substitute for finely dressed stone. Originally tinted to resemble natural stone, it stained badly in the urban environment and, where it survives, it has largely been painted to improve its appearance. Without regular maintenance, render surfaces become dirty and unattractive in Lambeth's city environment, and regular redecoration places a significant maintenance burden on property owners. Owing to its poor performance and poor appearance in local conditions, render finishes and detailing on new development (painted or unpainted) will generally be discouraged.
- 10.16. ~~In recent decades, natural timber cladding/detailing has gained popularity as a cladding material on new buildings.~~ Timber buildings or buildings with areas of timber cladding (or timber-effect cladding) are historically not characteristic of Lambeth and do not contribute to local distinctiveness. Timber cladding, where it has been used locally, has been subject to differential weathering and deterioration under local conditions which has resulted in poor appearance. Owing to this poor performance the use of external timber cladding and detailing will generally be discouraged on buildings with the exception of structures in rear gardens (sheds, home offices etc.) and in parks and open spaces.
- 10.17. A key element of local distinctiveness is the robust, low-maintenance character of Lambeth's buildings – materials perform well and generally improve with age without the need for regular maintenance. This aspect of local distinctiveness will be ~~encouraged~~ sought in all new development.
- 10.18. The council has prepared the Lambeth Local Distinctiveness Study (2012) in order to help applicants understand the key components of local distinctiveness and inform good new contextual development.
- 10.19. ~~The council will maintain a design champion to raise the profile of good design within the council and across Lambeth.~~

Policy Q6 Urban design: public realm

The council supports development ~~(new build and conversions)~~ that provides:

- i) the most effective use of the site ~~(in the context of the proposed use)~~ and ~~does not prejudice the potential development of, or access to, adjoining plots;~~
- ii) safe, attractive, uncluttered, co-ordinated public realm that enhances the setting of and spaces between buildings;
- iii) improved legibility, permeability and convenient access via direct routes for all users (but avoiding alleyways and back lanes);
- iv) a building line that maintains or improves upon the prevailing building line (forward encroachment of established building lines will only be supported where it is fully justified and where no unacceptable harm change to amenity or local character will result);
- v) new or enhanced public open space (including gaps between buildings) and landscaping/trees green infrastructure;
- vi) climate change adaption measures such as sustainable urban drainage systems, urban shading and heat reduction measures;
- vii) robust street furniture, permeable paving, good-quality construction materials and landscape design which is appropriate for its site and immediate locality;
- viii) for the removal of redundant or unsightly street furniture/clutter;
- ix) modestly-sized infrastructure cabinets in unobtrusive locations and places them below ground in conservation areas and adjacent to heritage assets;
- x) retains and enhances the heritage value of existing spaces, in terms of the spatial form, function, connection and relationship with surrounding buildings, materials and finishes (such as historic paving, street furniture and boundary treatments; and
- xi) pedestrian and cycle-priority environments which are not dominated by vehicles whether moving or parked.

Supporting text

- 10.20. High-quality design is key to delivering sustainable development: it creates successful places, encourages civic pride and can discourage crime. It raises the quality of our environment, improves the quality of life and can help attract investment. The council is committed to securing high-quality design and construction across the borough, especially in opportunity areas.
- 10.21. When assessing proposals on the footway, a clear footway width of at least 2m will be required in all schemes affecting public footways and property main entrances. This width allows two wheelchairs to pass one another comfortably and will be regarded as the minimum. Greater clear footway distances may be required in high footfall locations such as at major transport interchanges.
- 10.22. Public realm improvements should accord with TfL's Healthy Streets Approach. It is important that public realm works are consistent with the council's agreed standard streetscape materials and street furniture. The council supports good-quality public realm and where appropriate may seek improvements from developers that include the provision of non-standard materials. Where there is deviation from the council's standard materials, developers will be expected to contribute towards any additional maintenance costs. Improvements on the Transport for London Road Network (TLRN) should accord with the TfL Streets Toolkit Streetscape Guidance. Local guidance will apply to non-TLRN roads.
- 10.23. Climate change will result in more extreme weather events and increased urban temperatures. The design of the public realm must anticipate and respond to these challenges through, for example, optimising opportunities for shade and green infrastructure which has a cooling effect on the urban environment and adequate sustainable drainage systems to respond to increased rainfall.
- 10.24. Maintenance costs and practicalities of replacement are very important when designing schemes and choosing materials. Proposals that are likely to be problematic, or carry an unnecessary maintenance burden, will be resisted. For example, in-ground lights set into the root ball of trees are particularly susceptible to root damage, fail as a result and are expensive to maintain and replace. Similarly, bespoke light fittings integrated within walls and paving can be difficult to repair and replace.
- 10.25. Historic street furniture can include York stone paving, granite setts and kerbs, parish markers, cast iron coal hole covers, cobbles, street names and signs, street lamps, historic advertising signs, bollards, post boxes and horse

troughs. Their sympathetic retention will be sought across the borough, not just in conservation areas.

- 10.26. Streetscape/urban design guidance has been prepared for some parts of the borough. This includes ~~guidance for Waterloo (by the South Bank Employers' Group) and the Nine Elms~~ on the South Bank Public Realm Design Guide and the Waterloo and South Bank Public Realm Framework ~~Vauxhall streetscape guidance for Vauxhall~~. Any such area-specific guidance, where it has been agreed by the council, should inform design development in these areas. See also Local Plan policies EN1, T1, T2, T3, policies for Places and Neighbourhoods, and London Plan policies T2 (Healthy Streets) and D8.

Policy Q7 Urban design: new development

New development (new buildings and conversion schemes) will generally be supported if:

- i) it is of a quality design which is visually interesting, well detailed, well-proportioned with adequate detailing/architectural interest (which can include accent colour, decoration and ornamentation);
- ii) it has a bulk, scale/mass, siting, building line and orientation which adequately preserves or enhances the prevailing local character; ~~or, in the case of regeneration and opportunity areas where~~ Where the context is changing, the proposed development should also ~~it respects and contributes~~ contribute towards the intended future character of the area;
- iii) it includes climate change mitigation and adaptation measures such as passive solar design, sustainable urban drainage systems, urban shading and heat reduction measures;
- iv) it is built of durable, robust, low-maintenance materials and is designed to be flexible and adaptable internally for different uses and changing circumstances over the lifetime of the development;
- v) it includes well-considered windows and doors/entrances in street and other public frontages, so that all entrances are attractive, safe and legible. Designers should ensure that features such as canopies and letter boxes, doorbells and intercoms, external lighting etc. are integrated effectively into the design, and that naturally-lit entrance halls, corridors and circulation spaces are provided where possible;
- vi) plant and equipment (for example: meter boxes, pipes, cables, electronic communications antenna, and air conditioning units) is not placed on important elevations - where possible it should be fully integrated into the building or located in visually inconspicuous locations within effective and robust screened enclosures;
- vii) it creates attractive roofscapes/roof tops where plant and equipment is fully integrated and completely screened from public view;
- viii) it would not create ~~unattractive~~, canyon-like development especially along streets and railway lines; and

- ix) any vehicular access, parking (particularly in undercrofts or basements) or servicing is designed so as to be safe and well-related to the users of the site and wider adjacent area, not prejudice or preclude active frontages, minimise impact on amenity and be visually attractive.
- x) it does not prejudice the optimum future development of, or access to, adjoining plots.

Supporting text

- 10.27. Good design is essential for all development irrespective of its location or type. Generally the greatest height within any development should be to the street frontages with subordination in scale and height at the rear in response to the character and constraints of the context. Designs should be unified with consistent treatments and detailing to all elevations – especially in prominent locations. The appearance of schemes from above (especially near the London Eye), from the Westminster World Heritage Site, from the River Thames and from railway viaducts needs careful consideration as it is from these vantage points that visitors to the borough and those passing through experience ~~the environment of~~ Lambeth.
- 10.28. Climate change will result in more extreme weather events and increased urban temperatures. The design of new buildings should anticipate and respond to these challenges through, for example, passive solar heating and cooling, optimising for shade and green infrastructure which has a cooling effect on the urban environment and adequate sustainable drainage systems to respond to increased rainfall. The design of new buildings should anticipate the potential vulnerability of a development to climate change over the lifetime of the development. Designers should be mindful of the risk of maladaptation, for example designing buildings to maximise solar gain in winter without thinking through the implications for overheating in summer.
- 10.29. See further guidance on design in the National Planning Practice Guidance. See also Local Plan policies EN1, EN4, Q5, and Q19-23, and the Lambeth Design Code SPD.
- 10.30. As part of the council's ongoing commitment to delivering good design the council will continue to promote the role of its Heritage and Design Champion and will seek to ensure that Independent Design Review is available in accordance with London Plan policy D4 to those schemes which would benefit from it. The role of the Design Champion is considered relevant to all the Q policies in Section 10 of the Local Plan.

Policy Q8 Design quality: construction detailing

- a) When negotiating schemes the council will seek to ensure that proposed building designs and submitted details are buildable and visually attractive. Poorly-detailed and undeliverable built forms will be resisted.
- b) When considering the details of proposals the council will:
 - i) resist ‘value engineering’ approaches which dilute the design quality and integrity of approved schemes; and
 - ii) seek construction detailing that is unified, visually attractive, robust and maintenance free.

Supporting text

- 10.31. The council recognises that in the realisation of buildings their design quality can often be compromised by poorly-considered detailing and inappropriate materials.
- 10.32. Failure to deliver good design at construction stage often robs schemes of their quality and results in poorly-considered detailing which can be visually unattractive and difficult to maintain. Common issues include: ~~no~~ consideration being given to roof drainage, parapet crude construction detailing, gutters and down pipes being unsympathetically placed ~~as a result~~, integrated detailing being substituted for stick-on ornamentation, ~~which looks insubstantial, does not weather well and is vulnerable to damage~~; unattractive soffits, poorly placed meter boxes, boiler flues and gas pipes; and inadequate weathering detailing on cills, parapets and mouldings.
- 10.33. The council will normally request, as a condition of approval, detailed drawings including section of all external construction detailing 1:20 scale. See also London Plan policy D4F in relation to the maintenance of design quality. See also CABE’s document ‘Protecting Design Quality in Planning’ (2003).

Policy Q9 Landscaping

Development will be supported where landscaping:

- i) is fit for purpose and demonstrates that satisfactory provision has been made for future growth and aftercare;
- ii) retains and enhances existing planting and landscape features of value and protects them during construction;
- iii) protects and enhances existing ~~designated~~ priority habitats and creates new habitats/areas of nature conservation interest and biodiversity value;
- iv) maximises opportunities for provision of green infrastructure greening, such as through planting of trees and other soft landscaping;
- v) makes use of plant species that are in keeping with the character of the existing vegetation on the site and in the general area;
- vi) takes into account established or potential pedestrian and cycle desire lines and suitably accommodates them;
- vii) provides strong boundary treatments, including trees and shrubs where appropriate;
- viii) avoids piecemeal treatments and leftover spaces;
- ix) provides means of access routes and or parking areas which are compliant with highway safety requirements and minimum parking space standards;
- x) is attractive and well designed, taking a co-ordinated approach with any adjoining landscaping schemes; and
- xi) provides sustainable drainage and minimises surface run-off.

Supporting text

10.34. Good-quality hard and soft landscaping is encouraged. The council considers green and brown roofs to contribute towards the successful landscape quality of schemes. ~~See also policy Q10—Trees.~~ See also Local Plan policies Q10 and EN1 in relation to trees, green infrastructure and biodiversity; and London Plan policy G5 on urban greening.

- 10.35. All planning applications ~~for residential development, including those that form part of a mixed-use scheme,~~ should be supported by a landscape design scheme, and a management/maintenance programme will need to be submitted before work on site commences. Compliance will be secured through planning obligations.
- 10.36. Consideration should be given to the appropriate use of plant species that provide food for human consumption such as fruit trees. If included as part of a proposal, allotment gardens and communal food-growing gardens will be supported where they are accompanied by a suitable management plan.
- 10.37. When developing planting schemes, consideration should be given to creating opportunities for composting as well as the creation of a range of planting types which might mitigate against poor air quality; and support habitats for insects and animals such as hedgehogs.

Policy Q10 Trees

- a) Proposals for new development will be required to take particular account of existing trees on the site and on adjoining land.
- b) Development will not be permitted that would result in the loss of trees of significant amenity, historic or ecological/habitat conservation value (including veteran trees), or give rise to a threat, immediate or long term, to the continued wellbeing of such trees.
- c) Where trees are located within a development site, the proposal will be supported only where it has been demonstrated that:
 - i) trees of significant amenity, historic or ecological/habitat conservation value have been retained as part of the site layout;
 - ii) the retained trees can be satisfactorily protected from construction impacts and site works during the development stage; and
 - iii) the retained trees have been positively integrated, on a sustainable basis, as part of the site layout.
- d) The council will continue to protect trees in new development by making tree preservation orders and/or by the use of appropriate planning conditions.
- e) The council will continue to protect trees, by the use of tree preservation orders, that contribute to the amenity of an area or that are under threat from inappropriate pruning works or removal.
- f) Wherever appropriate, the planting of additional trees should be included in new developments in a coordinated way to maximise the green infrastructure network.
- g) Where it is imperative to remove trees, adequate replacement planting will be secured. The amount and nature of the replacement planting will be based on the existing value of the benefits of the trees removed, calculated using cost/benefit tools such as i-tree or CAVAT as set out in London Plan policy G7 C.

Supporting text

- 10.38. New development should be designed positively to integrate existing trees. Where trees are located within a development site, the appropriate arboricultural information should be obtained and applied to demonstrate that

layouts have been informed by the use of such survey and tree constraints mapping information. See also London Plan policy G5 Urban greening

- 10.39. Tree planting should be recognised from the outset as an integral part of any development scheme and should be purposefully designed to complement the proposed features of the development, and those existing features intended for retention. On sites that have no trees whatsoever, it is important to plan for the planting of trees as part of the development.
- 10.40. Tree planting schemes should be appropriate for the intended use of the development and will be expected to contribute to the establishment of a well-constructed framework of diverse ages, sizes and species with potential to be managed constructively over the forthcoming years and decades. To ensure planting becomes established, the council will use planning conditions requiring weeding, watering and mulching (where appropriate) over the first five years of the planting.
- 10.41. Particular attention should be given to the use of tree planting in enhancing public areas within developments and views into sites from surrounding viewpoints, taking into account the need to ensure that clear sightlines and open outlook are maintained as necessary to ensure community safety is not adversely affected.
- 10.42. Where development would have an impact on street trees, the presumption is in favour of their retention. Where retention is shown not to be possible, replacement planting on or near the same location will be secured. Parts (a), (b) and (c) of this policy will apply in these instances.
- 10.43. In Air Quality Focus Areas there will be a presumption in favour of retaining canopy cover and new development will be required to deliver additional trees of a suitable resilient type.
- 10.44. Q10 (f) planting should be in a co-ordinated way that maximises the green infrastructure network, wherever possible. Such an approach aligns with London Plan policies G1 – Green Infrastructure and G5 – Urban Greening. The Urban Greening Factor model will be used to deliver planting in a considered and structured way.

Policy Q11 Building alterations and extensions

- a) The council is supportive in principle of building alterations and extensions where they have potential to deliver play a key part in delivering enlarged and additional residential units to meet Lambeth's housing need. When considering proposals for the alteration or extensions of buildings the council will generally expect proposals:
- i) to have a design which positively responds to the original architecture, roof form, detailing, fenestration (including design, materials and means of opening) of the host building and other locally distinct forms (such as group characteristics); such features should be respected, retained and where necessary on heritage assets authentically reproduced;
 - ii) to ensure, wherever possible, that new or replacement plant or equipment (for example: meter boxes, pipes, cables, antenna, air conditioning units) are fully integrated into the building, are not placed on publically-visible elevations and, where integration is not an option, are adequately and robustly screened;
 - iii) to, wherever possible, include energy efficiency improvements such as more efficient plant, improvements to thermal performance and renewable energy generation; and climate change adaptation measures such as improved shading on southern elevations and natural ventilation.

Extensions

- b) Subordination will ~~generally~~ be a key consideration when ~~considering~~ assessing proposals for extensions. Development which unacceptably dominates or ~~overwhelms~~ the host building will not be ~~supported~~ permitted. Subordination, in all its forms, is particularly important in relation to heritage assets. To protect outdoor amenity space, as a general rule, no extension should reduce the private rear amenity space to less than 30m² for dwelling houses or 10m² for flats.
- c) Closet extensions are characteristic of many early- to mid-19th century buildings and should generally be retained. Where considered appropriate new closet extensions should generally reflect the following locally distinct patterns, especially on heritage assets:
- i) come off a stairwell;
 - ii) have floor levels aligned with the stairwell half-landings;

- iii) be a similar width to the stairwell;
 - iv) not obstruct the outlook from adjoining windows; and
 - v) terminate at least half a storey below eaves level.
- d) Rear returns (also known as outriggers) are characteristic of many mid- late 19th century buildings in Lambeth and should generally be retained. New rear returns will normally be acceptable where they are characteristic of the building type and immediate locality.
- e) Infill extensions (infilling the space along-side existing closet extensions or rear returns) should generally:
- i) be single storey on heritage assets;
 - ii) ~~generally~~ have a glazed, light-weight ~~or contrasting character~~ appearance to differentiate them from ~~those of the rear return on heritage assets~~; and
 - iii) be set back from the ~~corner end~~ end of the main return on ~~heritage assets~~ buildings and not project beyond the end wall of the return above ground floor level elsewhere.
- f) Full-width ~~two-storey~~ rear extensions will normally be ~~resisted where they fail to~~ supported where they meet criteria (a) (i) and (b).
- g) Front extensions are not considered appropriate where they would unacceptably break the established building line or be at odds with the prevailing architectural character of the host building or its group.
- h) Side extensions should:
- i) retain sufficient side space above ground floor level to maintain gaps between buildings and prevent visual terracing. In suburban locations a A minimum of 1m side space should generally be retained between the extended building and the property boundary. In some instances, for example on corner sites or in development affecting heritage assets, the retention of established spatial standards may deem all side extensions unacceptable.
 - ii) not unacceptably imbalance semi-detached pairs; and

- iii) ~~normally~~ generally be set back from the corners of the building and with lower roofs than the main roof.
- i) ~~In normal circumstances the excavation of basements beneath existing properties is acceptable. However, basement extensions are not considered acceptable if they:~~
 - i) ~~entail the roofing over or inappropriate enclosure/alteration of existing basement areas;~~
 - ii) ~~result in the loss of front gardens or entail excessive excavation which would harm the character of the locality or which would undermine the appearance of the host building (especially on heritage assets);~~
 - iii) ~~result in development below gardens which would severely compromise the ability of trees and soft landscaping to thrive without irrigation.~~
- j) ~~New basement lightwell excavations should:~~
 - i) ~~minimise the size of any excavated area at the front or side;~~
 - ii) ~~be in keeping with the style and design integrity of host building and wider locality;~~
 - iii) ~~minimise the visual impact through good design (in many cases, especially heritage assets, this is likely to mean pavement grilles rather than balustrades); and~~
 - iv) ~~not reduce existing parking bays to below the minimum standard (where this occurs the council will seek the removal of the parking bay).~~
- k) New dormers should:
 - i) be avoided on front roof pitches (unless similar buildings in the immediate context already exhibit appropriate front dormers);
 - ii) be subordinate (below the ridge and set in from the eaves and flanks) so that the roof remains the dominant element in the composition;
 - iii) be of design, materials and detailing appropriate to the host building; and
 - iv) have windows (solid, windowless dormers are generally not acceptable).
 - v) On sensitive buildings (including heritage assets), where dormers are considered appropriate in principle, they should also be modest in size,

aligned with the openings below. Box dormers are considered unacceptable in sensitive heritage contexts.

- l) Where rooflights fall under planning control they should generally be modest in size and be placed and aligned sensitively to respect the character of the host building. On ~~locally distinct building types (including heritage assets)~~ they will normally be resisted on ~~prominent~~ street facing roof pitches; where considered appropriate they should be small in size and aligned with the windows on the elevation below.
- m) Roof additions and mansards will not be ~~supported~~ permitted where they would harm the architectural integrity (building form and design integrity) of the original building or its group. Where considered appropriate on locally distinct buildings, mansards should:
 - i) replicate locally distinct forms, materials and detailing;
 - ii) preserve, extend or reinstate original features such as chimneystacks and pots, parapets and party wall upstands.
- n) Other types of additional accommodation on roofs will normally only be acceptable on non-standard roof types ~~stand-alone buildings~~ where they comply with (a) (i) and (b).
- o) ~~Roof terraces, roof level and balconies, and other similar development will normally be resisted on locally distinct building types where they are not characteristic of the host building/group~~ will be assessed against Local Plan policy Q2 (Amenity). ~~Living roofs will generally be supported (subject to detailing etc) but are unlikely to be considered appropriate on heritage assets where they would lead to the loss of locally distinctive roof forms. Where their loss is proposed as part of a roof extension, the re-provision of that amenity space will be required to meet the minimum requirements of Local Plan policy H5.~~
- p) Living (green) roofs will be strongly encouraged for flat roofs which are not used as amenity space.

Supporting text

- 10.45. Residential conversions and residential extensions (upward, rear and side) present important opportunities to deliver additional homes across Lambeth. See also policies Local Plan policies H6, Q2 and Q14 and the council's Design Code SPD. The council is committed to ensuring that all building alterations and extensions deliver good design and respond to climate change

through mitigation and adaptation measures. The vast majority of Lambeth's buildings are built to established local patterns and forms. Design unity, repetitive detailing and compositional harmony are essential characteristics of local distinctiveness and should be respected when alterations and extensions are being undertaken.

- 10.46. Climate change will result in more extreme weather events and urban heating. Every opportunity should be taken through building alterations and extensions to adapt to these challenges. For example, simple measures such as the use of brises soleil and external blinds on south facing elevations to lessen overheating; or upgrading insulation when undertaking internal refurbishment. Designers should be mindful of the risk of maladaptation, for example designing buildings to maximise solar gain in winter without thinking through the implications for overheating in summer.
- 10.47. A key element of Lambeth's local distinctiveness is its rich historic roofscape which includes slated pitched, hipped and 'London' type roofs. On traditional buildings the council will expect the detailing of dormers fully to accord with established locally distinct patterns as set out in English Heritage's listed building guidance leaflet 'Dormer Windows' (1991) which is available on the council's website.
- 10.48. On traditional buildings the council will expect the detailing of traditional mansards fully to accord with established locally distinct patterns as set out in English Heritage's listed building guidance leaflet 'Mansard Roofs' (1989) which is available on the council's website.
- 10.49. Rear gardens are the area of land to the rear of the back elevation of the main body of the host building, excluding any returns of extensions to the host building but including any outbuildings, hard standings, ponds, garages or other structures. Where a plot is unconventionally shaped, for example when there is no rear garden and a side or front garden function as the main private amenity space, the garden that provides the private amenity space will be treated as a rear garden for policy purposes. Otherwise, front and side gardens should be excluded from the calculation.
- 10.50. ~~The council will update its Supplementary Planning Document on Alterations and Extensions.~~ See also Local Plan policy Q7 which will be applied to significant alteration schemes such as estate renewal projects; and policy Q14 in relation to development in gardens and the Design Code SPD ~~and on backland sites.~~

Policy Q12 Refuse and / recycling storage

- a) ~~Adequate refuse and recycling storage should be provided for all development. In order to protect visual and residential amenity and public health the council will expect all refuse and recycling storage~~ The council will expect all refuse and recycling storage to:
- i) fully integrate into the wider design from the outset;
 - ii) be attractively designed and screened and conveniently located for users and within the stipulated distances for collection;
 - iii) have attractive heavy-duty, robustly detailed structures and detailing;
 - iv) be fully ventilated and ~~easy to clean/maintain;~~
 - v) be large enough to accommodate the easy manoeuvring of refuse/recycling containers and have sufficient space to accommodate any increased storage requirements; and
 - vi) be secure and safe.
- b) ~~In new build schemes refuse storage areas should:~~
- i) ~~be fully integrated into the building and placed close to the main entrance for ease of use; or be separate – located well away from residential accommodation to avoid harm to amenity and outlook;~~
 - ii) ~~have a water supply to allow for wash down;~~
 - iii) ~~be naturally ventilated; preferably with robust metal framed /louvered doors. Where necessary, especially where the storage is integrated within the building, mechanical extraction should be provided in order to effectively deal with odour.~~
- b) Additionally communal, commercial or large scale refuse stores should be:
- i) located away from residential accommodation to avoid harm to amenity and outlook;
 - ii) mechanically ventilated where necessary; and
 - iii) have a water supply and drain to allow for wash down.

- c) ~~On estates and on spacious developments in-ground refuse storage and free-standing refuse storage have been used successfully. However, they will not be acceptable on the public highway unless an agreement is in place to ensure they are managed and maintained as part of the wider development.~~

Supporting text

- 10.51. ~~The storage of refuse is a very important matter on which the council places great importance as poorly designed and located, refuse storage facilities create unacceptable environments (attracting vermin and causing visual blight) and poor living conditions for residents.~~
- 10.52. The council has a strategic objective to move the management of municipal waste higher up the waste hierarchy. This requires all development to have refuse and recycling provision that maximises the amount of waste that is recycled and composted and minimises residual waste. By reducing overall waste and moving waste up the hierarchy the objective is to reduce the environmental impacts of waste and recycling. This includes reducing the associated greenhouse gas emissions which is a key ambition of the council's response to the climate emergency.
- 10.53. The storage and management of refuse and recycling is a priority on which the council places great importance. Poorly designed and located, refuse and recycling storage facilities that do not cater for all, result in unacceptable environments and poor living conditions for residents. In meeting the policy requirements designers should also be mindful of the needs of people with disabilities, children and older people. Innovative approaches to optimise recycling and minimise cross-contamination will be strongly encouraged.
- 10.54. Ideally in housing schemes each property with its own front door should have its own ~~refuse container~~ recycling and waste storage located in an unobtrusive location within its curtilage such as a side or rear garden. Where there is only front garden provision, simple screened ~~wheelie bin~~ enclosures built in brick are considered appropriate.
- 10.55. ~~Lambeth would welcome and support proposals to bring forward underground waste disposal networks. These systems raise efficiency of waste collection and recycling, and reduce CO₂ emissions from waste collection vehicles. Underground systems are only likely to be viable in areas with major redevelopment programmes such as Vauxhall, but have successfully been introduced in Wembley and elsewhere in Europe.~~

- 10.56. As the majority of household waste is generated in the kitchen, designers are encouraged to ensure adequate storage provision within the kitchen for Lambeth's three main waste streams: i) co-mingled recycling, ii) food waste and (iii) general waste that cannot be recycled.
- 10.57. See also Local Plan ~~policy~~ policies EN7 and H6 – Residential conversions, the council's Refuse and Recycling Storage Design Guide and Waste and Recycling Storage and Collection Requirements – Technical Specification for Architects and Developers.

Policy Q13 Cycle storage

- a) Cycle storage in all development (including conversions) should be:
- i) fully integrated into proposals from the initial design stage;
 - ii) directly and conveniently accessed from outside the building;
 - iii) ~~inclusive~~, accessible, attractive, secure and safe to use;
 - iv) either in individual lockers ~~cupboards~~, or ~~if necessary~~, in ~~cycle~~ stores shared by ~~small~~ groups of immediate neighbours; ~~and~~
 - v) covered, fully ventilated, robustly constructed and easy to maintain; and
 - vi) inclusive, allowing for different user needs and different types of cycles.
- b) When considering small-scale flat conversions and intensification of use the council will:
- i) assess whether there is scope to provide adequate cycle storage provision when assessing unit numbers/site layouts (and may seek a reduction in unit numbers in order to accommodate suitable cycle storage provision);
 - ii) ~~encourage storage in unobtrusive but accessible locations down the side of properties or at the rear;~~
 - iii) ~~not accept~~ support cycle storage in front gardens/forecourts that only where it does not ~~compromises the visual amenity or access of front gardens/forecourts;~~
 - iv) ~~only support storage within flats if it can be proved that there is no viable alternative;~~ where there is a dedicated storage place, fire safety is not compromised, accessibility is convenient and it does not result in cycles being stored externally such as on a balcony or roof; and
 - v) consider the loss of an on-street parking bay in favour of an on-road cycle store to be shared between residents where it can be ~~show~~ shown that there is no other viable alternative. The cost, including the opportunity cost of kerbside space, is to be borne by the development.

- c) Be fully compliant with the minimum standards set out in the London Plan and exceed these where a high demand for cycling is expected. When considering proposals for commercial development, appropriate levels of visitor cycle parking will be expected.

Supporting text

10.58. In order to encourage the increased use of cycling for sustainable transport, health and wellbeing (see Local Plan policy T3), the council will require all development to provide safe, covered and secure cycle storage of the highest quality that is accessible to all users preferably in the form of individual bike lockers. Vertical wall mounted storage is discouraged as it requires the bike to be lifted up which is not easy for all cyclists. It will only be allowed where it can be demonstrated that there is no other alternative. Within the cycle storage a minimum of 25 per cent of provision in the form of single-height horizontal stands ('Sheffield' type stands) is required in all developments. A minimum of 40 per cent of these stands (10 per cent of overall provision) should be spaced sufficiently far apart to accommodate adapted or cargo cycles. For the remaining provision, less accessible solutions, such as two tiered racks and 'walk in' vertical wall mounted storage should only be considered where it can be demonstrated that available space requires this. Vertical storage where the cycle must be lifted off the floor will not be accepted. Only options where it is possible to lock the frame and wheel of the cycle to the stand are acceptable. Communal bike stores should provide charging facilities for e-bikes. The council sets a premium on the quality of parking provided and, where space is limited, will consider a flexible approach allowing for the introduction of more space efficient options after first occupation. All cycle parking should be provided in accordance with contemporary cycle parking standards as contained within the London Plan, with reference to the London Cycle Design Standards.

10.59. In new-build schemes each house (or flat with its own front door and residential curtilage) should have its own dedicated cycle locker store preferably with the residential curtilage of the property. In small front gardens cycle storage should generally be the low type – bike boxes and bike hangers – rather than taller walk-in structures which, because of their height and bulk, are likely to harm visual amenity. Particular care is required in relation to heritage assets.

10.60. The quality of cycle storage of cycles is a matter on which the council places great importance as poorly designed and located cycle storage facilities are often abandoned by residents, discouraging cycle use or forcing residents to store their cycles in communal stairwells (causing obstruction) or on their

balconies (causing inconvenience, damage to interior finishes and visual harm). ~~In all communal storage facilities it must be possible to lock the frame of any bike not stored in a locker to a secure stand.~~ Where cycle parking is provided in basement car parks the council expects cycle access to be separate or segregated from other vehicular access. When provided in accessed by lifts, the lifts must have sufficient capacity to cope with maximum demand and not be shared with pedestrian or refuse uses ~~be large enough for cycles to be horizontal.~~ Ramps should have a shallow gradient. Cycle parking which relies on access via stairs is not acceptable.

10.61. ~~In conversion schemes with small numbers of flats and adequate circulation space, cycle storage in a communal entrance hall may be considered acceptable but it must be accessible by all and not obstruct circulation.~~ In new-build schemes, communal cycle storage areas should ~~ideally~~ be fully integrated into the building and placed close to the main entrance for ease of use. Users should not be expected to take their ~~bicycles~~ cycles through more than ~~one~~ two doorways doors (including the exterior door) ~~and for that reason direct access from outside is preferred should be sought.~~ Large communal cycle storage areas are discouraged. Cycle storage areas should be broken down into a number of small secure facilities preferably shared by immediate neighbours to foster neighbourliness and improve security. Ideally cycle lockers should be provided for each flat and numbered accordingly in order to ensure cycles are safe from theft and damage. Communal facilities should be well lit, feel secure and welcoming, and be naturally ventilated with adequate space for manoeuvring. Doors, frames and lockers should be wide and of robust ~~metal~~ construction.

10.62. On estates and on spacious developments free-standing cycle storage structures may be acceptable. These should be purpose built permanent structures with roofs. Lightweight enclosures in timber are not considered adequately robust. The design approach should be the same as that for integrated cycle storage facilities, with the provision of bike lockers. Good lighting is essential. External cycle parking should be planned and integrated into the design of the public realm at an early stage.

10.63. ~~As communal cycle storage is by definition shared, each bike space must have the ability to lock a bike securely to an immovable and solid object. In residential developments the council will seek a majority of single-height horizontal storage solutions because vertical or semi-vertical racks and double height stacking racks present difficulties for users in manoeuvring their cycles.~~

- 10.64. In exceptional ~~some~~ cases visitor cycle parking for developments may be provided on street subject to agreement of the council and approval of statutory process.
- 10.65. ~~The council will prepare detailed guidance on cycle storage which will include standard minimum dimensions and examples of good practice.~~

Policy Q14 Development in gardens and on backland sites amenity spaces

- a) ~~The council does not consider gardens to be potential development sites and will resist proposals which would result in the loss of biodiversity, soft landscaping/permeable drainage or openness, subject to the criteria in section (c) below.~~
- b) ~~Front gardens and prominent corner/side gardens are not considered appropriate for development. Where planning permission is required, car parking in front gardens will not be permitted, other than in exceptional circumstances. In such cases, the proposal should demonstrate that:~~
- ~~(i) — there would be no harm to the visual amenity value;~~
 - ~~(ii) — there would be no harm to residential outlook;~~
 - ~~(iii) — an adequate boundary treatment can be maintained across the street frontage (without the need for outward opening gates);~~
 - ~~(iv) — perimeter shrub planting is provided to act as a screen;~~
 - ~~(v) — as much soft landscaping as possible is retained and the parking area surface is permeable;~~
 - ~~(vi) — vehicular and pedestrian access and egress is safe and in accordance with current inclusive mobility guidance;~~
 - ~~(vii) — the creation of a crossover would not result in the unacceptable loss of on-street parking spaces, result in more than one crossover at the property, be at odds with local distinctiveness or harm the character or appearance of a conservation area; and~~
 - ~~(viii) — the parking space meets the minimum dimensions standards.~~
- c) ~~Development in rear gardens has the potential to erode the amenity value and habitat value of rear gardens generally. For these reasons new buildings will only be supported where:~~
- ~~(i) — a significant proportion (no less than 70 per cent) of the existing garden is retained with the host building;~~
 - ~~(ii) — it is single storey and subordinate in form;~~

- ~~(iii) — it is set back at least 1m from all site boundaries (to allow for access for the maintenance of boundary enclosures, the maintenance of the garden structure and to provide gaps between buildings);~~
 - ~~(iv) — it is well designed with visually attractive materials (including its roof when viewed from adjoining properties); and~~
 - ~~(v) — there would be no adverse impact when considered cumulatively with other garden structures in the same block of gardens.~~
- d) ~~Development on return frontages (rear gardens that front a side road) has the potential to affect the visual amenity and spatial quality of a locality. For these reasons new buildings will only be supported where:~~
 - ~~(i) — a significant proportion (no less than 70 per cent) of the existing garden is retained with the host building;~~
 - ~~(ii) — the spatial character, gaps and views to the rear are maintained;~~
 - ~~(iii) — established building lines are respected; and~~
 - ~~(iv) — the built form is subordinate to its context.~~
- e) ~~The redevelopment of previously developed backland sites (outbuildings, garage blocks etc.) has the potential to improve the appearance of what are often unkempt sites but can be problematic in terms of amenity. New buildings will only be supported where:~~
 - ~~(i) — the replacement buildings are sited to maintain or improve upon existing neighbour relationships;~~
 - ~~(ii) — any increases in height (in relation to existing development on the site) will not have any adverse impact;~~
 - ~~(iii) — forms and heights remains subordinate to its built context;~~
 - ~~(iv) — existing accesses are maintained and adequately provides pedestrian access, vehicle turning and access for fire appliances;~~
 - ~~(v) — access arrangements will cause no nuisance.~~

- a) Development in gardens (or on land most recently used as gardens) should not result in loss of biodiversity, loss of trees of value, or poor drainage and accord with the requirements set out in parts (b), (c), (d) and (e) below.
- b) Front gardens and prominent corner/side gardens are not considered appropriate for development. Car parking in these locations will only be permitted for Blue Badge holders where a Blue Badge parking space cannot be accommodated on-street within an acceptable distance. In such cases, the proposal should demonstrate that:
 - i) there would be no harm to the visual amenity or biodiversity value;
 - ii) there would be no harm to residential outlook;
 - iii) an adequate boundary treatment can be maintained across the street frontage (without the need for outward opening gates);
 - iv) perimeter shrub planting is provided to act as a screen;
 - v) as much soft landscaping as possible is retained and the parking area surface is permeable to water;
 - vi) access arrangements meet relevant standards (including inclusive mobility guidance), are safe and direct;
 - vii) the creation or widening of a crossover would not result in the unacceptable loss of on-street parking spaces, result in more than one crossover at the property, be at odds with local distinctiveness or harm the character or appearance of a conservation area; and
 - viii) parking spaces meet the minimum standard dimensions.
- c) New development in rear gardens (or on land last used as rear gardens) will be supported where:
 - i) outside of conservation areas, the total area of ground covered by buildings within the curtilage does not exceed 50 per cent of the total area of the curtilage excluding the ground area of the original dwelling; and
 - ii) Local Plan policy H5 requirements for external amenity space for both new and existing residential properties on the site are achieved, plus an additional 10m² amenity space for every bedroom above three in the host building; and

- iii) it is subordinate in height and scale to the host building; and
 - iv) access arrangements meet relevant standards (including inclusive mobility guidance), are safe and direct; and
 - v) there would be no unacceptable impacts on amenity.
- d) Domestic curtilage structures such as garden sheds, garages and summer houses should not exceed one storey and should be set back at least 1m from all site boundaries (to allow access for the maintenance and to provide gaps between buildings) unless site circumstances dictate otherwise.
- e) In addition to the requirements in (c) and (d) above, development on return frontages (rear gardens that front a side road) will only be supported where:
- i) sufficient gaps between buildings, and views to the rear are retained maintained; and
 - ii) established building lines are respected.

Supporting text

10.66. ~~Collectively, gardens have great visual amenity value, contribute to wellbeing, are of significant biodiversity value and are invaluable for sustainable drainage. They are therefore a very important amenity to Lambeth residents and in defining the borough's spatial character. Front gardens provide a landscaped setting to buildings and an important defensible semi-public space. The gaps in built frontages created by side spaces/side gardens (and rear gardens on side streets) provide openness and glimpse views between buildings and across rear gardens. Rear gardens provide much-needed quiet, private amenity space and are collectively important biodiversity resources. Communal landscaped areas within housing estates are also considered to be of great value.~~

10.67. ~~The introduction of home offices, garages, outbuildings and new dwellings/premises can have a significant impact on the collective value of gardens. This is especially the case in urban areas where rear gardens are often small, residential densities are high and where there is sometimes an open space deficiency. In these circumstances, even modest development may be considered to have an adverse cumulative impact.~~

- 10.68. ~~The council's standards for vehicular access must be met for all proposals. For example, in relation to visibility splays, turning area, parking bay size etc.~~
- 10.69. ~~An excess of hardstanding is damaging to visual amenity and local character; it also causes excess surface water run-off which overloads drains. By comparison, front gardens which are predominantly soft landscaped enhance their setting and provide sustainable drainage.~~
- 10.70. ~~In all circumstances where planning permission is required, the council will expect proposals to retain as much soft landscaping as possible (especially around the perimeter) and incorporate permeable surfaces. There are many permeable (or porous) surfacing materials. However, loose gravel is discouraged as it tends to attract weeds, settle in drifts – to poor visual effect – and can spill out onto the footway causing a trip hazard to pedestrians. Further advice on different approaches to constructing driveways or other paved areas using permeable surfaces is provided within the Department for Communities and Local Government document, 'Guidance on the Permeable Surfacing of Front Gardens' (May 2009).~~
- 10.71. ~~On all classified roads and local distributor roads planning permission is required for the creation of a vehicle crossover to gain access over a pavement or verge in order to use front gardens for car parking. Visibility splays and pedestrian visibility splays must meet current national guidance, a turning area is required if on a classified road, and council standards for length and width of the parking bay must also be met. A minimum one metre wide footpath must be provided from the main pedestrian entrance to the property from the public highway. This will be required in addition to safety considerations; other planning considerations, including amenity and the impact on the street scene, can therefore be taken into account.~~
- 10.72. ~~The use of front gardens as the only private amenity space for new development will be resisted. This is because the open, semi-public nature of front gardens is incompatible with the privacy and quietude required by residents. High boundaries, retrofitted screening and other privacy measures, garden sheds, permanent play equipment and similar structures will not generally be supported in front garden locations.~~
- 10.73. ~~The existence of existing development in back gardens should not be seen as justification for further development as the cumulative effect of such development is likely to be adverse. See also policy Q11 in relation to building alterations and extensions.~~
- 10.74. Front gardens provide a landscaped setting to buildings and an important defensible semi-public space. The gaps in built frontages created by side

spaces/side gardens (and rear gardens on side streets) often provide spatial openness and attractive glimpse views between buildings to rear gardens. Rear gardens especially have visual amenity value, contribute to wellbeing, are of biodiversity value and are important for sustainable drainage. Collectively, gardens are an important amenity to Lambeth residents and in defining the borough's spatial character.

- 10.75. Parking in front gardens will only be permitted where the applicant is a Blue Badge holder, and a Blue Badge parking space cannot be accommodate on-street within a reasonable distance (normally 50m). On all classified roads and local distributor roads planning permission is required for the creation of a vehicle crossover to gain access over the footway/ verge onto the site. Visibility splays (vehicular and pedestrian), turning areas (required if on a classified road), parking bay dimensions (length and width) must meet current national guidance and local standards. Furthermore, a minimum one-metre wide footpath must be provided from the public footpath to main pedestrian entrance of the property.
- 10.76. Advice on different approaches to constructing driveways or other paved areas using permeable surfaces is provided within the Department for Communities and Local Government document, 'Guidance on the Permeable Surfacing of Front Gardens' (May 2009). The use of loose gravel as permeable paving is discouraged as it tends to attract weeds, settles in drifts and can spill out onto the footway causing a trip hazard to pedestrians.
- 10.77. The council will expect paved areas in gardens to be kept to the minimum necessary and be permeable / porous as an excess of hard-standing harms visual amenity and can cause excess surface water run-off which overloads drains. Proposals should retain / incorporate as much soft landscaping (including trees) as possible for visual amenity and biodiversity. Landscape design should optimise the opportunities to improve air quality and support wildlife habitats for birds, insects, reptiles and mammals such as hedgehogs. See Local Plan policy Q9.
- 10.78. Rear gardens are the area of land to the rear of the host building, excluding any extensions to the host building but including any outbuildings, hard standings, ponds, garages or other structures. Land most recently used as garden is former garden land which does not benefit from an implemented change of use planning approval or a certificate of lawful Development confirming another lawful use.
- 10.79. The introduction of new dwellings in gardens requires careful consideration to avoid harmful impacts on the amenity and diversity. This is especially the case in locations where rear gardens are small, residential densities are high

and where there is an open space deficiency. It is essential that existing and proposed dwellings have access to adequate private amenity space. The overlooked, semi-public nature of front gardens means they cannot provide the necessary levels of privacy and quietude required by residents. Furthermore, a reliance on front gardens for private amenity often necessitates the erection of higher front boundaries, retrofitted screening, garden sheds and similar structures which harm the visual amenity value of front gardens. The use of front gardens as the primary private amenity space for residential properties will therefore be resisted.

- 10.80. The council recognises the need for London's character to evolve to accommodate additional housing. However, regard will still need to be given to the prevailing spatial characteristics when building in rear gardens. For example, high density mews-type developments will not generally be considered appropriate in spacious suburban locations where detached and semi-detached properties prevail. Given the statutory obligation to preserve or enhance conservation areas, it is not anticipated that development in rear gardens will be appropriate within most conservation areas. See Local Plan policy Q22 and the relevant conservation area character appraisal.
- 10.81. Where a proposal involves the demolition of a residential property and the redevelopment of the whole site, the proposal will be considered against Local Plan policies H1, H3, H5, Q2, Q5, Q6, Q7 and Q8 (and any other relevant policies), rather than policy Q14.
- 10.82. The council has produced a Design Code SPD to help designers deliver high quality outcomes in gardens.

Policy Q15 Boundary treatments

- a) The council will seek to retain boundary treatments that are characteristic of the immediate locality, are historically unique or contribute to local distinctiveness.
- b) Where replacement is considered appropriate, and in new development, the council will expect:
 - i) replication of positive locally distinct boundary treatments and a sympathetic response to its context in terms of height, design and appearance;
 - ii) front boundaries in residential areas and those between front gardens not to exceed 1.2 metre in height ~~in residential areas~~ (unless specifically justified by the character of the locality or specialist function of the development);
 - iii) front boundaries in non-residential areas not to exceed 2 metres fronting the street (unless specifically justified by the character of the locality or specialist function of the development) and to be open in character rather than solid; ~~and~~
 - iv) rear boundaries between ~~rear~~ gardens and ~~yards~~ sites not to exceed 2 metres; and
 - v) boundaries flanking a vehicle crossover to not exceed 900mm in height (to maintain sight lines).
- c) The raising in height of existing boundaries will only be supported where it is undertaken in a well designed and carefully detailed manner which is consistent with local character and not discordant.

Supporting text

10.83. Historically many of the early- to mid-19th century urban properties in Lambeth had front boundary railings in the region of 1.1m in height. Suburban properties up until the First World War tended to have timber boundary treatments of similar height or cast iron railings on dwarf walls. Dwarf walls and low fences are common to inter-war properties. War-time removal of railings for scrap iron and the passage of time have removed many historic boundary treatments which could be authentically reinstated. Many post-war developments are characterised by an absence of boundary enclosures. One

example of historically unique boundary treatments is the railings on some housing estates which were made from metal stretchers after the Second World War. Authentic reinstatement of locally distinct boundary treatments is encouraged; so too are high-quality innovative new designs inspired by locally distinct examples.

10.84. This policy relates to man-made means of enclosure and not to hedges or screen planting. ~~Authentic reinstatement of locally distinct boundary treatments is encouraged; so too are high-quality innovative new designs inspired by locally distinct examples.~~

10.85. Boundary design should optimise the opportunities for wildlife, such as hedgehogs, to move freely between properties.

10.86. With non-residential sites, especially large ones such as schools, great care will be required to ensure new boundary treatments and associated landscaping do not harm residential amenity.

Policy Q16 Shop fronts

- a) On existing premises the council will seek the retention of historic shop fronts or those of architectural quality or any features of interest that survive on premises (including historic shop signage). These should be retained, refurbished and sympathetically incorporated into new work even when changes of use are proposed.
- b) Designs should:
 - i) integrate well into the host building, respecting the scale, style and general building forms;
 - ii) use robust, carefully detailed (for aesthetics and weathering) materials – timber framing normally being required for heritage assets;
 - iii) reinstate lost features which are characteristic on similar adjoining premises;
 - iv) be carefully considered with large, generous shop windows, adequate entrance doors, good proportions, careful detailing;
 - v) maintain/include independent access to upper floor accommodation from the street frontage as part of an integrated design;
 - vi) have level entrances where possible; where ramps are required they should be internal except in exceptional circumstances. Materials and finishes should be appropriate and of high quality;
 - vii) permanently display the property numbers of the shop and any accommodation at the entrances;
 - viii) provide a dedicated place for a signage fascia above the shop front (not encroach above ground floor level), defined by permanent, integrated architectural detailing - on new-build development a projecting band or cornice should be built into the façade to clearly demark a line between fascia and the floor above;
 - ix) fully incorporate security measures in an integrated design (internally where possible) in order to avoid the need for external retrofitting; and
 - x) not have solid or perforated roller shutters or exposed, externally-mounted shutter housings.

- c) The council seeks to protect the open, uncluttered character of commercial forecourts. Boundary treatments, enclosures, screening shelters etc will be resisted where their impact is considered harmful.

Supporting text

10.87. Lambeth has many examples of historic shop fronts and surviving fragments. They date mostly from the 19th and 20th century and often follow a set of general rules which contribute to local distinctiveness. Unsympathetic alterations can have a very damaging effect.

10.88. Unfortunately a great many replacement shop fronts are of poor quality – badly detailed with overly dominant signage and oppressive retrofitted external security shutters. These give many retail areas a poor appearance and harm visual amenity generally and contribute to unattractive night-time environments which imbue a fear of crime. Wherever possible the council will seek that new proposals reverse this unacceptable situation. Lambeth is committed to improving upon the current poor quality of many of its shop fronts (including bank façades and pub fronts).

10.89. Access ramps require particular attention. They must be carefully considered from the outset and carefully designed. They must not cause obstruction or affect safety. They will only be permitted on the public highway in exceptional circumstances.

Policy Q17 Advertisements and signage

- a) No advertisement shall harm amenity or highway/public safety. The council will support proposals for advertisement panels ~~and~~ (hoardings) where they:
 - i) are individually or collectively well integrated into their context, the design of new or existing buildings or landscaping schemes;
 - ii) deliver design excellence in terms of access structures, framing, lighting/illumination;
 - iii) contribute positively to the local scene;
 - iv) do not add unacceptable street/visual clutter; and
 - v) do not diminish the setting or significance of heritage assets.
- b) In order to enhance the environment, proposals for the renewal of advertisement consents for existing large panel advertisements will generally be resisted.
- c) Shop signage should:
 - i) be accommodated solely within a defined fascia above the façade (on historic buildings the height will be dictated by the pilaster/console detailing and on new premises it should not exceed one-fifth of the ground floor height);
 - ii) be restricted to one fascia above the shop window and one projecting/hanging sign (not exceeding 600mm x 600mm x 80mm) per elevation and 2.4m above the footway;
 - iii) the fascia sign height shall be dictated by any prevailing original pilaster detailing or not noticeably exceed 1/5 of the height of the ground floor accommodation;
 - iv) be illuminated (if required) in a discreet and subdued manner – without overly dominant fittings, clutter or cables - lighting should be limited to the advertisement element (logos and words) and not the full width of the fascia; and
 - v) not be excessive, visually discordant, overly large, project excessively forward or rise up the façade above the ground floor level.

Supporting text

- 10.90. The council is committed to enhancing the environment. Unfortunately the majority of large panel advertisements ~~and hoardings~~ within Lambeth do not contribute positively to Lambeth's character. Indeed, a great many advertisement hoardings are considered to harm amenity because of their ad hoc appearance and discordant forms.
- 10.91. In theory, design excellence has the potential to address many of the council's concerns over the adverse impact of advertisements. However, rarely do proposals come forward where the display of large, panel advertisement ~~hoardings~~ is fully integrated into the design of a new building or in the landscaping or layout of a site. All too often they have been ~~hoardings are~~ placed with little thought for visual amenity of integration with their surroundings. Groups of mismatched panel advertisements ~~hoardings~~ (long, tall and of various panel sizes) can be particularly visually discordant. Many ~~hoardings~~ exist as a hangover from when some neighbourhoods were neglected and run-down; yet whilst these localities have been significantly improved or enhanced over the years the hoardings remain as discordant features.
- 10.92. Conservation area appraisals and assessments relating to the area regeneration schemes have identified panel advertisements ~~advertisements~~ ~~hoardings~~ as being harmful to the character of these areas and contributory in no small part to the perception of poor environmental quality/visual amenity. The same can be said for the setting and approaches within Lambeth to the Westminster World Heritage Site. Such perceptions can be a barrier to inward investment and therefore the removal of discordant advertisements ~~and hoardings~~ in these circumstances is considered a priority.
- 10.93. Temporary shroud advertisements at high level on scaffolding are generally only considered appropriate in town centre locations. Applicants will be required to provide a full schedule of the building works being undertaken and a timescale for those works so that any consent granted can be time limited.
- 10.94. The intensity of digital illumination (individually and cumulatively) can have a significant impact on amenity and animations or moving images can be distracting to road users. Proposals will be resisted where unacceptable impacts result. Image transition times need to be carefully considered to lessen the element of distraction. There are also risks of the malfunction in digital displays, erroneous flickering or flashing. Where digital signage is supported the council will seek to ensure that a black or dark blue default screen is programmed.

- 10.95. Details of luminance levels appropriate for Lambeth are set out in Lambeth's Advertisement and Signage Guidance 2016.
- 10.96. On-street advertisements will be assessed against Local Plan policies Q1, Q6 and T2.

Policy Q18 Historic environment strategy

In order to ensure that heritage assets continue to play a key role in the quality of Lambeth's environment, the council will prepare an Historic Environment Strategy, which will assist developers and other interested parties in understanding the justifications behind its approach to development management policies Q19, Q20, Q21, Q22, Q23, Q24, Q25 and Q26 and the wider local issues relating to the historic environment.

Supporting text

10.97. Through the Lambeth Historic Environment Strategy (HES) and through its decision making prior to preparation of the HES, the council will:

- i) use its planning powers (including enforcement powers) to ensure that special regard is paid to sustaining and enhancing the historic environment;
- ii) support the principle of climate change mitigation alterations and adaption responses within the historic built environment in accordance with established conservation best practice;
- iii) use, where appropriate, statutory powers (including non-planning legislation) to sustain or enhance the historic environment; especially where they might address issues preventing heritage at risk from being brought back to viable use/good repair;
- iv) support initiatives to sustain or enhance the historic environment and bring heritage at risk back to viable use/good repair (such as the national 'heritage at risk' initiative);
- v) continue the identification of local heritage (undesigned) assets with the input of local people, groups and national amenity societies to ensure that Lambeth's historic environment gains the recognition it deserves;
- vi) prepare appraisals, guidance documents and SPDs, securing the input and support of local people, local groups and other parties, and use these in decision making to help guide development in a positive manner;
- vii) request that copies of significant heritage statements, desk based assessments and record documents are submitted to the London Historic Environment Record (HER);

- viii) appoint an historic environment champion to raise the profile of built heritage within the council and across Lambeth;
- ix) use established best-practice guidance from Historic England, national amenity societies and other organisations, the British Standard publication BS7912:2013 'Guide to the Principles of the Conservation of Historic Buildings' and locally prepared SPD documents to deliver best practice in relation to management and alteration of heritage assets; and
- x) encourage, contribute to and facilitate research and publication on Lambeth's historic environment – particularly where there are gaps in knowledge/understanding.
- xi) ~~the council will~~ work in partnership with Historic England, neighbouring boroughs and other relevant groups on heritage issues.
- xii) promote access to and enjoyment of the historic built environment.

10.98. The historic environment is an irreplaceable resource which contributes significantly to Lambeth's local distinctiveness, economy and quality of life. Lambeth, in turn, as an inner London borough, makes a significant contribution to the distinctiveness of central London. The historic environment is key to delivering sustainable development and is the main component of Lambeth's distinctiveness and is of interest to residents and visitors alike.

10.99. The borough's most historic areas are also its most desirable and thus it pays financially to maintain assets in good condition. Generally Lambeth's historic environment is well maintained and in a viable use as a result of the care and attention of asset owners and managers. Other than development pressure, the greatest threats to heritage assets are generally incremental change, poorly considered alterations and poor workmanship. The council will prepare a Heritage Strategy document to define, and keep under review, the priorities for sustaining the historic environment of the borough.

10.100. West Norwood Cemetery is one area where a better understanding of the significance of the tombs and memorials ~~funereal monuments~~ would be of value to parties involved in the management and conservation of the site.

10.101. In 2019, the vast majority of Lambeth's Heritage At Risk is concentrated at West Norwood Cemetery where statutory listed tombs and memorials are subject to decay and structural instability. An ongoing programme of works within the cemetery agreed between the council and the Friends of West Norwood Cemetery (FOWNC) proposes to address this over time. A strategy

has been agreed, with financial support from the HLF, for the whole cemetery which includes repairs and stabilisation to 14 memorials.

- 10.102. The work of Lambeth Council's in-house architects (1960 – 1990) is another area where greater understanding would benefit/inform the borough's estate renewal programme and ensure the best examples are preserved.

Policy Q19 Westminster World Heritage Site

- a) Development affecting the setting and approaches of the Westminster World Heritage Site will be required to demonstrate that it:
- i) preserves or enhances the Outstanding Universal Value, authenticity and integrity of the World Heritage Site (as set out in the official statement of Outstanding Universal Value and its setting;
 - ii) preserves or enhances the environmental quality of the public realm approaches/vantage points; and
 - iii) provides the opportunity to better understand, ~~reveal and~~ appreciate and reveal the Outstanding Universal Value, authenticity and integrity of the site.
- b) Where existing development is identified (through area appraisals, characterisations or similar studies) as negative elements in the setting of approaches to the Westminster World Heritage Site the council will support proposals which address the adverse impact through demolition/removal, height reduction or re-cladding.

Supporting text

- 10.103. Westminster Abbey, the Palace of Westminster and St Margaret's Church were together inscribed as a world heritage site in 1987 ('Westminster World Heritage Site'). World heritage sites are recognised as internationally important and their inscription by UNESCO highlights their Outstanding Universal Value which is a key consideration to take into account when determining planning applications. See Annex 7 for further information.
- 10.104. The World Heritage Site's location on the bank of the River Thames makes it highly visible from within Lambeth. Indeed the most impressive views of the Houses of Parliament's striking silhouette and some of the most attractive approaches/views (by river, by road, by air from the London Eye, and on foot) are from within the 'immediate setting' in Lambeth. Equally important is Lambeth's role ~~as a~~ in the 'wider setting' or 'backdrop' to the World Heritage Site in views from within the City of Westminster (in terms of clear sky) and in views from the Thames bridges (in terms of urban context).
- 10.105. The presence of Lambeth Palace immediately across the river from the Houses of Parliament, and what this represents in terms of the separation of

Church and State, adds a further layer of significance which requires careful management.

- 10.106. An uncluttered, well-ordered and attractive urban environment, including public realm, is key to maintaining a suitable setting and approaches to for the World Heritage Site. New development ~~Development~~ within this context should be well mannered and subordinate in terms of form, materiality and treatment in order to ensure that the Palace of Westminster retains its pre-eminence within the cityscape.
- 10.107. The adopted World Heritage Site Management Plan (~~May 2007~~) will be a material consideration when considering proposals. The council has prepared setting studies and mapped the approaches and immediate setting to inform that work and will continue to work in partnership with all relevant ~~authorities stakeholders~~ in the ongoing work of maintaining, updating and preparing the management plan and any associated documents such as a setting studies study. The council sees no conflict between this aspiration and the continued role of the South Bank's public realm in providing a rich and varied temporary arts, culture and leisure offer.
- 10.108. The potential adverse impact of tall building development within Lambeth on the wider setting of the World Heritage Site has been / is a matter of concern for UNESCO. This concern necessitated the 2017 ~~2014~~ ICOMOS Monitoring Mission. Applicants will be expected to demonstrate that full account has been taken of the impact of their proposals on the World Heritage Site, its attributes and its setting and provide a full impact assessment to support their proposal using the methodology set out in the Mayor of London's World Heritage Sites Guidance on Settings Supplementary Planning Guidance (2012) and ICOMOS's Heritage Impact Assessments for Cultural World Heritage Properties (2010). See also London Plan policy HC2.

Policy Q20 Statutory listed buildings

Development affecting listed buildings will be supported where it ~~would~~:

- i) would conserve and not harm the significance/special interest;
- ii) would not harm the significance/setting (including views to and from);
and
- iii) would not diminish its ability to remain viable in use in the long term; and
- iv) is justified and supported by a robust Heritage Statement.

Supporting text

10.109. Statutory listed buildings are ‘designated heritage assets’. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance of the building and the impact of the proposals on that significance. In line with NPPF any proposed harm to significance will require a clear and convincing justification.

10.110. Lambeth’s statutory listed buildings stock is rich and varied. However, the vast majority of listed buildings in Lambeth are residential terraces, semi-detached houses and villas from the early- to mid-19th century. These are representative of relatively common (for their time) London building types and are listed because of their intact/little altered state. Their significance lies largely in the survival of their historic characteristics which include group value, repetitive/common built forms and floor plans, compartmented/rectangular room layouts (reflecting a hierarchy of original uses), refined, traditional joinery and iron detailing, the use of brick, natural timber and natural slate; and of regionally significant building forms such as semi-basements and London roofs. Surviving interior features such as windows, glass staircases, doors, joinery, chimney breasts and chimney pieces, lath and plaster/decorative plasterwork, floor boards, wine cellar shelving, partitions, glass, stone sinks and built-in cupboards all contribute to significance and should be retained.

10.111. The council will support only the minimum amount of alteration necessary to secure the optimum viable use of a listed building. Where a building is already in its optimum viable use, alterations which diminish significance will be resisted.

- 10.112. New work should preserve significance, reinforce appropriate local characteristics and, where possible, secure enhancement of the listed building. High-quality craftsmanship will be required to ensure that authentic detailing is achieved using original materials. Authenticity is essential in this respect. Inferior modern materials and inferior modern detailing are not considered acceptable for the replacement or reinstatement of historic fabric ~~of~~ or features. With window replacements all glazing should be single glazed with a putty finish in the traditional manner.
- 10.113. Demolition of listed buildings ~~is not normally acceptable~~ should be exceptional or wholly exceptional. Features protected by the listing and contributing to the significance of the building can include boundary treatments, steps, paving, outside toilets and outbuildings; their demolition will also normally be resisted.
- 10.114. The conversion of a listed building to new uses can result in a significant impact on historic fabric and plan form in order to meet the necessary building regulations. Change-of-use proposals should be accompanied by full information on the impacts relating to any such issues including fire spread, floor loading, sound attenuation and servicing. Changes of use will not be ~~supported~~ permitted unless interventions of this nature can be sympathetically accommodated. Any resulting harm should be fully justified as necessary for delivering the optimum viable use for the building. In this respect it should be proved that other, less harmful uses are not viable.
- 10.115. Consideration will be given to the cumulative impact of development when considering changes affecting the setting of statutory listed buildings. Listed buildings need to maintain the ability to adapt and evolve. In this respect it is important that they retain adequate space around them to provide an adequate setting and sustain future uses. Similarly, the development of curtilage land around a listed building will be resisted where it is considered that the listed building would not retain sufficient land to remain viable in the longer term. ~~Whilst in the right circumstances 'enabling' development will be supported, development that restricts the ability of the building to continue in viable long-term use will be resisted.~~
- 10.116. ~~Proposals that will have a harmful impact will be required to meet the relevant tests set out in the NPPF.~~
- 10.117. Applications for works to statutory listed buildings should be accompanied by a Heritage Statement (proportionate to the extent and nature of the works proposed) which covers the significance of the asset, describes the proposal, explains the need/justification for the proposal; and assesses the impact of the proposed changes on the significance of the listed asset.

Policy Q21 Registered parks and gardens

Development proposals affecting parks and gardens on the national register will be supported where they:

- i) ~~sustain~~Sustain and enhance the significance of landscape and its features of interest (including structures);
- ii) take opportunities to restore original features or do not compromise future restoration opportunities;
- iii) promote greater accessibility; ~~and~~
- iv) ~~protect~~ preserve the setting (including views in and out); ~~and~~
- v) are justified and supported by robust Heritage Statements.

Supporting text

10.118. Landscapes on the register are ‘designated heritage assets’. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance of the landscape or its features, describes the proposal, explains the need/justification for the proposal; and assesses the impact of the proposals on that significance. Proposals that will have a harmful impact will be required to meet the relevant tests set out in ~~paragraphs 131–134~~ of the NPFF.

10.119. Lambeth’s designated historic landscapes largely date from the 19th century. The majority are public parks and include some of the largest and most attractive parks in the borough. West Norwood Cemetery is also publicly accessible. However, some designated landscapes are private property and do not have public access. The special interest of all the designated landscapes lies in their layout, landscape and structures and they often contain heritage assets. The character of their settings can also be important. Proposals involving tall buildings in the settings of registered parks and gardens will also be considered against the criteria in Local Plan policy Q26.

Policy Q22 Conservation areas

- a) Development proposals affecting conservation areas will be permitted where they preserve or enhance the character or appearance of conservation areas by:
 - i) respecting and reinforcing the established, positive characteristics of the area in terms of the building line, siting, design, height, forms, materials joinery, window detailing etc;
 - ii) protecting the setting (including views in and out of the area).
- b) Façade retention with the demolition of the remaining building is generally not considered appropriate in conservation areas as it results in the loss of historic structures. Development involving demolition in a conservation area will only be supported if:
 - i) the structure proposed for demolition does not make a positive contribution to the character or appearance of the area;
 - ii) a suitable replacement has been granted planning permission; and
 - iii) a planning condition and/or section 106 agreement has been made that the building shall not be demolished until a contract for the replacement building has been made.

Supporting text

10.120. Conservation areas and elements that contribute positively to their significance (character and appearance) are ‘designated heritage assets’. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance (character and appearance) of the ~~asset~~ conservation area affected by the proposals and the impact of the proposals on that significance. Proposals that will have a harmful impact will be required to meet the relevant tests set out in ~~paragraph 131-134 of the~~ NPPF.

10.121. Lambeth’s conservation area designations cover the most architecturally and historically significant places in the borough or are designated as the best examples of relatively common types of residential development. They are listed in Annex 7. Conservation areas generally contain high concentrations of statutory listed buildings and ~~other~~ local heritage assets and are key contributors to local distinctiveness.

- 10.122. The council's ongoing preparation of conservation area statements, with valuable input from local people, local groups and other bodies is giving a better understanding of the significance of each area and the issues they face. Themes across conservation areas such as inappropriate boundary treatments and poor window replacements are being identified. In this respect the council will pay particular regard to ensuring that poor examples of alterations within conservation areas do not set precedents for future proposals and that any subsequent new works raise standards in terms of its design, detailing, materials and appearance.

Policy Q23 ~~Undesignated~~ Non-designated heritage assets: local heritage list

- a) The council will maintain a list of ~~undesignated~~ non-designated heritage assets which it considers to be of local (or greater) significance. It will be known as the 'local heritage list'. It will include:
- i) archaeology (archaeological priority areas);
 - ii) buildings and structures (local list); and
 - iii) designed spaces and landscapes (local landscape register).
- b) The objectives of maintaining the local heritage list are to:
- i) raise awareness of these assets and foster a greater appreciation of them;
 - ii) sustain or enhance their significance; and
 - iii) protect them and their settings.
- c) The council will:
- i) resist the destruction of assets on the local heritage list (or harm to their settings) and expect applicants to retain, preserve, protect, safeguard and, where desirable, enhance them when developing proposals that affect them;
 - ii) require proper investigation and recording of archaeological remains and publication and archiving of results to advance understanding-; and
 - iii) apply London Plan policy HC1D.

Supporting text

10.123. Assets on the local heritage list are '~~undesignated~~ non-designated heritage assets'. Applicants will be required to provide a heritage statement/ archaeological assessment/site evaluation for their proposals. Proposals that will have a harmful impact will be required to meet the relevant tests set out in ~~paragraphs 131–134~~ of the NPPF.

- 10.124. The council will seek to keep the local heritage list up to date with input from local people, groups and national amenity societies. However, through the delivery of normal planning duties the council may also identify ~~undesigned~~ non-designated heritage assets that may not be on the local heritage list. Where applications are received for such assets this policy will apply.
- 10.125. Where appropriate the council will seek statutory designation (designated heritage asset status) to secure the protection of undesigned heritage assets.
- 10.126. The local heritage list should be considered a work in progress as it will be subject to change over time as more assets are identified. It can be viewed on the council website. Proposals affecting buildings and structures will be permitted where their architectural interest, historic interest, townscape value and rarity are sustained or enhanced in accordance with established conservation best practice.
- 10.127. Proposals affecting designations associated with a close historical association will be permitted where they maintain those aspects of the building/structure which were present during the period of the recognised historical significance.
- 10.128. ~~Archaeological priority areas are identified on the council's website. In accordance with London Plan Policy HC1, the~~ The council will require applicants for proposals which involve excavation or ground works on sites of archaeological potential to:
- submit an archaeological assessment and evaluation of the site, including the impact of the proposed development
 - preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and seek a public display and interpretation where appropriate
 - undertake proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.
- 10.129. Local historic spaces and designed landscapes also contribute significantly to Lambeth's local distinctiveness and are included on the local heritage list. ~~The following are proposed for inclusion on the local landscape register:~~

- i) ~~Albert Square*~~
- ii) ~~Becondale Road*~~
- iii) ~~St Matthew's Churchyard, Brixton Hill~~
- iv) ~~Cleaver Square*~~
- v) ~~Crescent Grove*~~
- vi) ~~Durand Gardens*~~
- vii) ~~Grafton Square*~~
- viii) ~~Hanover Gardens*~~
- ix) ~~Holmewood Gardens*~~
- x) ~~St Mark's Churchyard, Kennington Road~~
- xi) ~~Former burial ground, Lambeth High Street~~
- xii) ~~Archbishop's Park, Lambeth Palace Road~~
- xiii) ~~St Mary's Churchyard, Lambeth Palace Road~~
- xiv) ~~Lansdowne Gardens~~
- xv) ~~St Luke's Churchyard, Norwood Road~~
- xvi) ~~St Paul's Churchyard, Rectory Grove~~
- xvii) ~~St Mary's Square~~
- xviii) ~~Stockwell War Memorial Garden*~~
- xix) ~~Trinity Gardens*~~
- xx) ~~Vauxhall Park~~
- xxi) ~~Walcot Square*~~
- xxii) ~~St John's Churchyard, Waterloo Road~~

10.130. Some of these spaces ~~also~~ benefit from protection under other legislation such as the Rush Common Act (1806) or The *~~above identifies that the space is subject to the provisions of the London Squares Preservation Act (1931).~~ For a full list of the sites affected by this Act see Appendix 7.

10.131. Proposals affecting local spaces and landscapes will be permitted where their settings, openness, design integrity and features of interest are preserved or enhanced. The authentic reinstatement or modern reinterpretation of lost historic boundary enclosures and landscaping schemes is strongly encouraged.

10.132. The council will maintain a local 'heritage at risk register' with a view to raising the profile of undesignated heritage assets at risk and securing their conservation, restoration or enhancement.

Policy Q24 River Thames

- a) When making proposals along fronting the River Thames, or visible from the river or its bridges, applicants should be able to show that their proposals:
- i) enhance the character of the river frontage, views from the river and from the opposite bank;
 - ii) preserve the setting and approaches of the Thames bridges;
 - iii) maintain and create publicly accessible spaces / routes along the river for a continuous riverside walkway;
 - iv) are contextual - reinforcing the distinctiveness of the wider city river front;
 - v) respect the unique character of the Albert Embankment as a piece of historic engineering;
 - vi) protect, restore and enhance the draw dock, slipways, steps, stairs, paving and other historic features associated with the river;
 - vii) reinforce connections from the city to the river; ~~and~~
 - viii) ~~maintain access to the foreshore at Lack's Dock~~ existing access / egress points to and from the river;
 - ix) recognise the value of the river's 'blue infrastructure' and its connection with adjoining green infrastructure and green corridors; ~~and~~
 - x) provide appropriate riparian lifesaving equipment (grab chains, access ladders, life buoys) where the proposal has a river frontage.
- b) Unless directly related to River transport, development on/in the river itself will be resisted. Proposals for permanent moorings on the River Thames:
- i) will only be permitted for uses which require such a location and which support those providing river functions or public access and enjoyment of the river;
 - ii) should not adversely affect the open aspect, historic setting or security of the river frontage, archaeology of the foreshore and historic embankment retaining walls, steps, locks or slipways;

- iii) should not impede views across the river from the river, the riverside and the bridges, particularly of landmark buildings, especially between the Westminster World Heritage Site and Lambeth Palace, and should be in scale with the river scene;
 - iv) should not have a detrimental impact on navigation, river regime or environment;
 - v) should have adequate access and arrangements for visitors, drainage, waste disposal and servicing, but not require excessive on-shore areas for servicing; and
 - vi) should be of outstanding architectural or historical importance, or have some special maritime interest.
- c) The council will seek retention of all existing river bridges and is supportive in principle of new pedestrian and cycle bridge proposals in appropriate locations, including the Wandsworth to Pimlico pedestrian / cycle bridge. ~~to provide additional pedestrian connections between the north and south banks of the Thames.~~
- d) Development fronting the river should provide riparian life-saving equipment where necessary and appropriate.

Supporting text

10.133. A ~~special~~ Exceptional quality is required of new buildings and the spaces between them buildings to ensure that the setting of the Westminster World Heritage Site and other heritage assets, and make an important contribution to London's image and status as a world city are preserved ~~and as an important tourist destination.~~

10.134. The River Thames frontage is Lambeth's window to the city and presents an opportunity to ensure that new development harnesses the positive characteristics of central London as a whole – contributing to the city's unique character.

10.135. ~~The creation of a homogeneous waterfront of 'anywhere' architecture, development~~ Development that blocks sunlight and daylight to the riverside and which presents incompatible uses (such as parking/servicing and private space) to the river side are considered unacceptable.

- 10.136. New piers ~~Piers~~, if acceptable, should not lead to the obstruction of the footway either through structures or queuing. The council will continue to support initiatives which deliver a safe and attractive river environment including suicide prevention measures (CCTV, signage, and information) and lighting initiatives such as the Illuminated River project. The provision of riparian life-saving equipment such as grab chains, access ladders and life buoys will be considered on a case by case basis taking account of the type of development, its location and any potential risks.
- 10.137. The Marine Management Organisation (MMO) is responsible for issuing marine licences under the Marine and Coastal Access Act 2009. A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence and early consultation with the MMO is advised. Applicants should also refer to the Marine Policy Statement for guidance on any planning activity that includes a section of tidal river.

Policy Q25 Views

- a) The council will resist harm to the significance of strategic views (Panoramas, Linear Views, River Prospects and Townscape Views defined in the LVMF and listed in Annex 7) and secure improvements within them in accordance with London Plan policy HC4.
- b) ~~The council will maintain a list of~~ council's views of local interest are set out in part's c and d below. In assessing proposals the council will ~~and~~ seek to protect their general composition and character from harm. Particular regard has been paid to the identification of views of the Westminster World Heritage Site. The following views are considered to be of local interest:

Panoramas

- c) The objective in identifying these views is to ensure that no foreground or ~~mid~~ middle- ground development is intrusive, unsightly or prominent in relation to ~~harms an appreciation of the panoramic view and~~ as a whole, or landmark buildings within:
- i) Views NNW from Brockwell Park ~~of to Brixton landmarks – (a) Lambeth Town Hall's tower and (b) St Matthew's Church tower;~~ and (c) views N and NNE to the city;
 - ii) View NNE from Norwood Park (across LB Southwark) to the city;
 - iii) View N from Gipsy Hill (across LB Southwark) to the city;
 - iv) View N from Knights Hill (across LB Southwark) to the city;
 - v) Views W and SW from Streatham Common to Colliers Wood, Morden, Rose Hill and Pollards Hill;
 - vi) Views S and SW from The Rookery to St Helier, Epsom Downs, Pollards Hill, Croydon and the North Downs;
 - vii) View W from Members' Terrace of County Hall to the North Bank of the Thames (including Houses of Parliament);
 - viii) View N and E from Royal National Theatre terraces to the North Bank of the Thames including St Paul's Cathedral;

- ix) View NW from Queen Elizabeth Hall roof garden to the North Bank of the Thames including the Houses of Parliament;
- x) View W from the level 4 terrace of the Royal Festival Hall to the North Bank of the Thames including the ~~Houses of Parliament~~ Westminster World Heritage Site.

Landmark Silhouettes

- d) The objective in identifying these views is to ensure that no ~~foreground~~ development obscures or is intrusive, unsightly, visually dominates or competes with an appreciation of, and no background development harms, the silhouette of the assets in:
 - i) Views SE and SSE from Westminster Bridge Road of Lincoln Tower on corner of Kennington Road/Westminster Bridge Road;
 - ii) View N along Knights Hill of St Luke's Church tower;
 - iii) View S along Norwood Road of St Luke's Church tower;
 - iv) View N from Chapel Road along Weaver Walk of St Luke's Church tower;
 - v) Views (a) NW and (b) SE of Christ Church along Christchurch Road;
 - vi) View E along Dasset Road to Sydenham Hill and the Crystal Palace television transmitter;
 - vii) View W along Lorn Road to St Michael's Church tower, Stockwell Park Road;
 - viii) View NW from Lambeth Palace terrace to Houses of Parliament (including Victoria Tower);
 - ix) View W from Lambeth Palace's garden to the Houses of Parliament (Victoria Tower) as viewed through the gap between St Thomas Hospital building and the Guy's and St Thomas' Medical School building;
 - x) View NNW from Kennington Lane along Courtenay Street to Houses of Parliament (Elizabeth Tower);

- xi) View W from St Thomas' Hospital garden to ~~Houses of Parliament~~ (including Westminster World Heritage Site and Westminster Bridge);
- xii) ~~View N from Brockwell Park to the Victoria Tower of the Houses of Parliament~~
- xiii) View SW from St George Wharf Pier to Battersea Power Station;
- xiv) ~~View N from Wandsworth Road Station platform/footbridge of Battersea Power Station;~~
- xv) (a) View E from Victoria Tower Gardens and (b) SE from Member's Terraces of Houses of Parliament to the Lambeth Palace complex (including St Mary's Church tower);
- xvi) View ESE from Millbank to 8 Albert Embankment;
- xvii) View SE from Millbank to Vauxhall Cross Building (M16);
- xviii) View NE from the Queen's Walk to St Paul's Cathedral between Waterloo Bridge and borough boundary with Southwark.

Roofscape Views

- e) The objective in identifying this view is to acknowledge the important role roofscape plays in the viewer's appreciation of the wider cityscape. The objectives will be to ensure that new roofs and roof alterations (including plant enclosures) are well designed and visually attractive in order to sustain or enhance:
 - i) Views of Waterloo and north Lambeth from the London Eye.

Enhancing Views

- f) Where existing buildings are identified (through CA appraisals, characterisations and other similar studies) as negative elements in strategic or local views the council will encourage and support proposals which lessen the adverse impact though redevelopment, height reduction or re-cladding.

Supporting text

10.138. The relatively long north-south section of the River Thames and the proximity of the Westminster World Heritage Site and the wider city means that many strategic and local views are concentrated in the northern part of the borough looking up and down the river and out of Lambeth. Lambeth is

also the focus of views from across the river: either of heritage assets on the South Bank and Albert Embankment, or as the backdrop of views of the Westminster World Heritage site. The contribution of these views to the significance of the wider city is major.

- 10.139. Lambeth's topography plays an important role in dictating local views. The elevated land of the Norwood Ridge to the south of the borough and the relatively flat topography to the north means that most distant views are northerly; a number looking out across low-lying Southwark to the city beyond.
- 10.140. The nature of local views designations in Lambeth and adjoining boroughs means that many views cross borough boundaries. This means that co-operation between boroughs is particularly important if views are to be managed effectively. The local views identified as significant by adjoining authorities in their policies and SPD documents will be a material consideration when considering planning proposals. These include ~~the City of Westminster's Metropolitan Views draft SPD and the City of London's St Paul's Heights policy.~~
- 10.141. Applicants should provide ~~detailed~~ accurate digital model based assessments of the impact of their proposals on designated views; including, where necessary, verified renders of the proposal within the view. Digital models, where submitted, should be VUCity compatible. The Mayor's London Views Management Framework SPG (LVMF) will be used when considering proposals that affect strategic views. See Annex 7 for a list of the strategic views identified in the LVMF. ~~English Heritage's 'Seeing History in the View'~~ Historic England's 'Setting of Heritage Assets' guidance will also be used to inform the assessment of proposals where a heritage asset are affected. The council will produce a Lambeth Local View Management SPD to assist with the management of development within local views, wherever possible, in a positive manner.

Policy Q26 Tall and large buildings

~~a) Proposals for tall buildings will be supported where:~~

- ~~i) they are not located within areas identified as inappropriate for tall buildings in Annex 11;~~
- ~~ii) there is no adverse impact on the significance of strategic or local views or heritage assets including their settings;~~
- ~~iii) design excellence is achieved (in terms of form, silhouette, materials, detailing etc.);~~
- ~~iv) the proposal makes a positive contribution to the townscape and skyline either individually to form a distinctive landmark or as a contribution to a group;~~
- ~~v) they are of the highest standards of architecture and materials; and~~
- ~~vi) it does not have an unacceptably harmful impact on its surroundings including microclimate, wind turbulence, noise, reflected glare, aviation, navigation and telecommunication or broadcast interference.~~

~~b) Where tall buildings are identified (through area appraisals, characterisations or other similar studies) as negative elements in strategic or locally significant views or in relation to the setting of heritage assets the council will support proposals which reduce the adverse impact through demolition, height reduction or re-cladding.~~

a) Having particular regard to the international obligation to preserve the OUV of the Westminster World Heritage Site and taking into account the desirability of preserving the settings of heritage assets, proposals for tall buildings will be supported where they are in locations identified as appropriate for tall buildings in Annex 11 and where:

- i) will not adversely impact on strategic or local views;
- ii) design excellence is achieved (form, proportion, silhouette, detailing and materials etc.);
- iii) the proposal makes a positive contribution to public realm and townscape including at street level, whether individually or as part of a group;

- iv) where proposed near existing tall building groups, proposals should follow the established principles of group composition such as noticeable stepping down in height around cluster edges;
 - v) the proposal adequately addresses the criteria in London Plan policy D9C in terms of acceptable visual, environmental and functional impacts including microclimate, wind turbulence, noise, daylight and sunlight, reflective glare, aviation (including the safeguarded zones around Heathrow Airport, London City Airport, Battersea Heliport and the helipad at Kings' College Hospital), navigation and electronic communication or broadcast interference; and
 - vi) it can be shown that the site can accommodate the uses and quantum of development proposed in terms of meeting acceptable standards of amenity, access, accessibility and servicing.
- b) Outside the Annex 11 locations there is no presumption in favour of tall building development. Should tall buildings be proposed outside the locations identified in Annex 11, the applicant will be required to provide a clear and convincing justification and demonstrate the appropriateness of the site for a tall building having regard to the impact on heritage assets, the form, proportion, composition, scale and character of the immediate buildings and the character of the local area (including urban grain and public realm / landscape features etc.) and ensure points (a) (i) - (vi) are met. In addition:
- i) proposals for tall buildings will only be considered acceptable in established low rise residential neighbourhoods where they are part of a comprehensive scheme which integrates well with the locality.
- c) Where existing tall buildings are identified (through CA appraisals, characterisations and other similar studies) as negative elements in strategic or local views, heritage setting or townscape terms etc., the council will encourage and support proposals which lessen the adverse impact through redevelopment, height reduction or re-cladding.

Supporting text

10.142. ~~Parts of the Vauxhall, Albert Embankment and Waterloo are opportunity areas considered by the Mayor to offer potential locations for tall buildings. The Lambeth and Brixton tall buildings studies have looked at Waterloo, Vauxhall and Brixton in detail. Place and site specific policies are provided in the Places and Neighbourhoods policies and relevant site allocations in Section 11.~~

- 10.143. ~~The Mayor's Vauxhall Nine Elms and Battersea OAPF and Waterloo OAPF provide detailed guidance on tall buildings within these areas. Lambeth has prepared supplementary planning documents for Waterloo, Vauxhall and Brixton, which are identified as offering potential for tall building. Annex 11 provides maps of these areas indicating places sensitive to and inappropriate for tall buildings.~~
- 10.144. ~~Tall and large buildings are those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor. Tall or large buildings are not considered appropriate around the borough's commons and historic parks and gardens as much of their character is derived from the relatively low-rise development in their locality.~~
- 10.145. ~~Development which results in unacceptable canyon-like environments, with residential towers or large blocks in uncomfortably close proximity, will not be supported on design and amenity grounds.~~
- 10.146. ~~All proposals for tall or large buildings should be accompanied by a detailed urban design assessment including accurate information on the townscape impact of the proposal on its immediate locality, on local and strategic views and on any affected heritage assets. Important views from within adjoining boroughs should also be included in any assessment. CABE/English Heritage 'Guidance on Tall Buildings' (2007) should also be used to inform the development and assessment of tall and large building proposals.~~
- 10.147. Tall buildings are those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor. In accordance with London Plan policy D9A and to inform the application of this policy the following definitions of building heights are defined for Lambeth:

	<u>Low rise</u>	<u>Mid rise</u>	<u>Tall</u>
<u>South Lambeth (south of the South Circular Road)</u>	<u>Up to 9m</u>	<u>Between 9m and 25m</u>	<u>Above 25m</u>
<u>Middle and north Lambeth (north of the South Circular Road)</u>	<u>Up to 15m</u>	<u>Between 15m and 45m</u>	<u>Above 45m</u>

- 10.148. In the right locations tall buildings can make important contributions towards delivering new homes, economic growth and regeneration. The locations

identified as appropriate for tall buildings in Annex 11 are situated in those parts of Vauxhall and Waterloo that are Opportunity Areas and in Brixton town centre. Place specific policies for these locations are provided in Section 11: Places and Neighbourhoods, along with a small number of retained policies. The council is also preparing a Site Allocations DPD which may identify sites suitable for tall building development.

- 10.149. High level visual impact analysis, taking into account heritage asset settings, views and, where relevant, existing guidance on cluster formation and rudimentary 3D modelling, has been used to identify the general heights shown on the Annex 11 maps. See Topic Paper 8 Tall Buildings and the supporting evidence base documents listed in Annex 1. Applicants should use this information to inform their proposals. Given the high level nature of the analysis that informed them, these heights should be considered indicative as careful siting and massing informed by detailed site specific analysis may show greater heights can be achieved without harm. Where it is proposed to exceed the Annex 11 heights the council will expect the verified technical evidence supporting that approach and the proposed massing to be subject to review from Lambeth's independent Design Review Panel (DRP) at master-planning stage and again when a detailed proposal has been developed. Applicants should also seek pre-application advice from Historic England.
- 10.150. From time to time windfall sites may provide the opportunity for tall building development in locations that have not been anticipated through the plan-led process. Part (b) of this policy is intended to deal with these situations. It should be recognised that outside the Annex 11 locations there is not a presumption in support of tall development and therefore, in these instances, the onus will be upon the applicant to fully meet all of the policy tests. Where it is proposed to bring forward proposals under part (b) the verified technical evidence supporting that approach and the proposal should be independently reviewed by the DRP at master-planning stage and again at detailed design stage during the pre-application process. The Design Code SPD provides further guidance on heritage impact assessments. Applicants will also be required to seek Historic England's pre-application advice.
- 10.151. All proposals for tall buildings should be accompanied by a detailed urban design assessment including accurate information on the townscape impact assessment. This should include a map showing the Zone of Theoretical Visibility (ZTV) of the proposal, verified digital modelling showing the impact on its immediate locality, on local and strategic views; and on any affected heritage asset settings. Any digital models submitted for assessment should be in a VUCity compatible format. Important views from within adjoining

boroughs should also be included in any assessment. Historic England Advice Note 4 -Tall Buildings (2015) should also be used to inform the development and assessment of tall building proposals.

- 10.152. The safeguarded area around the Battersea Heliport is in place to ensure its operation is not inhibited by development. The safeguarded area is marked on the Local Plan policies map. In accordance with ODPM Circular 01/2003 (as updated), certain applications within that area will be subject to consultation with the Civil Aviation Authority and the Heliport operator. Restrictions may affect building height and design, or for development that might create a bird hazard (impacting on helicopter safety).
- 10.153. Development which results in canyon-like environments due to tall buildings being in uncomfortably close proximity, will not be permitted on design and amenity grounds. Given the hilly character of some parts of South Lambeth the influence of the topography on the visual and environmental impact of the proposal will be a consideration in assessing schemes.
- 10.154. Low rise and mid rise proposals will be assessed against Local Plan policies Q6 and Q7. See also Local Plan policies Q19 and Q25 in relation to the Westminster World Heritage Site and views.

Policy Q27 Basement development

- a) The council will support basement and associated development (light wells, basement area excavation, access ramps etc.) where applicants can demonstrate that no unacceptable impacts will result to:
- i) subterranean ground water flow (ground water);
 - ii) slope stability (land stability);
 - iii) surface flow and flooding (see also Local Plan policy EN5 and Annex 5);
 - iv) the ability of trees and soft landscaping (existing and proposed) to thrive without irrigation;
 - v) cumulative effects of basement development in locality;
 - vi) waste to land fill and carbon emissions; and
 - vii) designated and non-designated heritage assets.
- b) Proposed basement accommodation will generally be expected to:
- i) have external features and details that respond appropriately to the character and materials of the host building and cause no harm to the visual amenity of the wider context;
 - ii) include a positive pumped device (or equivalent) to mitigate against the risk of sewer flooding;
 - iii) fully integrate plant and machinery in order to minimise visual and noise impacts;
 - iv) incorporate sustainable urban drainage measures or any other mitigation measures where required; and
 - v) where possible be naturally ventilated.
- c) Beneath existing residential buildings and in new-build residential schemes basement level accommodation should:
- i) not result in any more than one storey of basement accommodation below ground level;

- ii) not create basement accommodation beneath existing basements or semi-basements; and
 - iii) meet the necessary standards for habitable accommodation in relation to room size, outlook, daylight and sunlight etc..
- d) Full (as opposed to semi) basement extensions beyond the ground floor footprint of a building, and any associated basement level outdoor space and steps, will be supported where the proposal:
- i) is limited to the rear;
 - ii) has a roof treatment level with ground level which allows it to continue to provide amenity space for the host building;
 - iii) has a floor area that does not exceed that of the ground floor footprint of the host building (as originally built); and
 - iv) generally retains no less than 70 per cent of the rear garden area free of basement development and at its original ground level.
- e) In front and side gardens basement lightwell/basement area excavations (on existing buildings or with new build) should:
- i) only be provided where required to for outlook and daylight for the accommodation they serve;
 - ii) not entail the inappropriate alteration of existing basement areas and enclosures;
 - iii) not result in the excavation or loss of front or side garden space which would harm the integrity of the host building or the character of the locality (especially on heritage assets);
 - iv) minimise the visual impact through good design (in many cases, especially conservation areas, this is likely to mean lightwells with pavement grilles rather than open basement areas enclosed with balustrades); and
 - v) ensure existing parking bays are not shortened to below the minimum standard (where this occurs the council will seek the removal of the parking bay);

- f) For major new-build schemes it may be possible to have a non-residential basement greater than one storey in height if it can be robustly demonstrated that no unacceptable impacts will result.
- g) Applicants for basement proposals will generally be required to submit a Stage 1 (Screening) Basement Impact Assessment, undertaken by a qualified professional, which captures all issues relevant to the proposal including:
 - i) subterranean ground water flow (ground water);
 - ii) slope stability (land stability);
 - iii) surface flow and flooding (see also Local Plan policy EN5 and Annex 5);
 - iv) cumulative effects of basement development in area;
 - v) waste to land fill and carbon emissions; and
 - vi) designated and non-designated heritage assets.
- h) The council may, upon review of the Stage 1 (Screening) require further, more detailed Basement Impact Assessment (stages 2 – 4). Applicants will be expected to carry the cost of any independent assessment on the council's behalf of this further work.

Supporting text

- 10.155. Basement excavation can affect ground conditions, biodiversity, heritage assets, local character and garden settings. Excavation in a dense urban environment is more complex than standard residential extensions and if it is poorly constructed, or has not properly considered geology and hydrology, has the potential to cause structural damage to existing and neighbouring properties and infrastructure and irreversibly alter ground conditions.
- 10.156. Basements can also be vulnerable to flooding from a number of different sources such as overflowing sewers or watercourses, groundwater flooding and surface water flooding. Although unlikely to change the groundwater regime, where basements are located close together their cumulative effect could alter groundwater levels. Limiting the extent and depth of basement development can help reduce both the risks and mitigate any negative environmental and amenity impacts.
- 10.157. Given the complexities it is essential that assessment, where required, is carried out by appropriately qualified professionals. The qualification

required to prepare a BIA is Chartered Engineer, Member of MICE, C.WEM, CGeol. Structural methodology statements should be prepared and certified by a Chartered Civil Engineer (MICE) or Structural Engineer (MI Struct.E), and geo-hydrologist where appropriate. In the case of listed buildings, the engineer should be CARE accredited. It should be noted that the council does not have in-house expertise in these specialist areas and therefore applicants will be required to pay for the independent assessment of any BIA submissions beyond Stage 1.

- 10.158. In some circumstances where basement accommodation is proposed under gardens and external spaces, where trees will be planted in confined locations, or where particularly large new trees are proposed, soil depths of up to 1.5m (plus drainage layer) may be required. In cases where the removal of trees is permitted, the council will usually require their replacement within the curtilage of the property.
- 10.159. Where natural ventilation cannot be achieved and mechanical ventilation is necessary, systems should include heat recovery.
- 10.160. Extensions to semi-basement accommodation will also be considered against Local Plan policy Q11.
- 10.161. Applicants will be required to demonstrate reasonable consideration has been given to potential impact of construction on the amenity of neighbours.
- 10.162. See also Local Plan policies Q2, Q14, Q20, Q21, Q23, EN5 and Annex 5; and the Design Code SPD.

Section 11: Places and Neighbourhoods

[This section of the Lambeth Local Plan 2015 is deleted and proposed to be replaced by the text that follows.]

- 11.1. This section sets out policies for places and neighbourhoods in Lambeth (PN policies). These policies reflect the aspirations and approach for eleven different parts of the borough, within the strategic framework set by the borough-wide policies.
- 11.2. These policies should be read and applied alongside the borough-wide policies in sections 4 to 10 of the Local Plan. Some parts of the PN policies are strategic and some are local: this is set out in Annex 12. The policy for Waterloo should be applied in association with the policies in the South Bank and Waterloo Neighbourhood Plan (2019), which has equal status to the Local Plan as part of the development plan for Lambeth.
- 11.3. The policies for places are in some cases supplemented by guidance. This includes for example the London Plan Opportunity Area Planning Frameworks for Waterloo and Vauxhall; and existing or emerging area supplementary planning documents (SPDs) for Vauxhall, Brixton Central and Norwood High Street.
- 11.4. Each policy is preceded by a summary of the characteristics and challenges for the area in question, referring where relevant to locally-specific studies and masterplans that have informed the approach, as well as input from neighbourhood planning forums and groups. These summaries give an indication of the potential for housing and commercial growth in each area and include reference to Air Quality Focus Areas, open space deficiency areas and London Plan strategic areas for regeneration. The council's regeneration objectives for these areas are referred to where relevant and include socio-economic regeneration, not just physical improvements.
- 11.5. A small number of site allocation policies are retained unchanged in this section. These may be carried forward into and/or updated in the forthcoming Site Allocation Development Plan Document.

Waterloo and South Bank

Context and character

- 11.1. Waterloo and South Bank plays a key role in central London and is home to international cultural landmarks, health and educational institutions and a diverse community of residents, workers, visitors and students. Waterloo station is the UK's busiest railway terminus and is a strategic transport hub and interchange for London and the south east sub-region. The area is within the Central Activities Zone and is identified as an Opportunity Area in the London Plan. In 2007 an Opportunity Area Planning Framework was jointly prepared by the Greater London Authority and the council and, as a result, the area has emerged as one of Lambeth's key economic growth areas. Waterloo is home to a resident population of approximately 10,000 people and the London Plan identifies remaining potential for an additional 1,500 homes and 6000 jobs between 2019 and 2041.
- 11.2. Waterloo has a significant concentration of heritage assets and much of the area sits within the immediate and wider setting of, and approaches to, the Westminster World Heritage Site.

Community

- 11.3. The South Bank and Waterloo neighbourhood plan has been prepared by the South Bank and Waterloo Neighbours neighbourhood forum. It was made in December 2019.
- 11.4. There are a number of key stakeholders and a large number of active local business and community groups in the area, including South Bank and Waterloo Neighbours, South Bank Employers' Group (SBEG), South Bank Business Improvement District and 'We are Waterloo' Business Improvement District, the Waterloo Community Development Group, the Jubilee Gardens Trust and Coin Street Community Builders. The South Bank Manifesto 2018, produced by the South Bank Partnership, reflects the shared ambitions and key priorities of major landowners and organisations in the area.
- 11.5. Waterloo and South Bank is home to significant health and education uses, including St Thomas' Hospital, King's College London and Morley College. New leisure facilities are expected to be provided as part of the Doon Street development and the council is exploring opportunities for the location of a new Waterloo library.

- 11.6. St Thomas' Hospital covers a large riverside site at the southern end of Waterloo and has an ambitious programme for development and improvements to the range and quality of health services it provides. There are aspirations for St Thomas' Hospital and the wider Westminster Bridge campus to deliver a MedTech, healthcare and life sciences cluster in partnership with King's College and Guy's and St Thomas' Charity. There is also a requirement for a new primary care centre in Waterloo.

Housing

- 11.7. The London Plan identifies the CAZ retail cluster and the South Bank as having incremental residential growth potential. In the wider Waterloo and South Bank area, larger sites that will or are expected to deliver new housing include the final phase of the Southbank Place development, Arches at 176-177 and 202 Lambeth Road and land bounded by Doon Street and Upper Ground. The eastern area of Waterloo offers development opportunities for appropriate uses including housing that can make a long-term contribution to the vision and objectives for the area. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment of existing housing stock, as well as new build residential and mixed-use development. There is limited scope for additional development within residential curtilages due to the dense urban nature of this area. Affordable housing is a priority in Waterloo, as in all parts of Lambeth.

Economy and Culture

- 11.8. Due to its strategic location and transport links, Waterloo is increasingly becoming a leading business district with emerging specialisms in the creative services and ICT/digital sectors. Public administration, education and health are also important drivers of the area's economy. There are 43,000 jobs and 1,300 businesses in the area and more than 5,400 jobs have been created since 2011. The London Plan identifies the Waterloo CAZ retail cluster and the South Bank as having medium commercial growth potential. There is potential growth in the health, MedTech and life sciences and cultural, leisure and visitor economy. This growth needs a broad range of commercial space including affordable and flexible SME workspace.
- 11.9. The London Plan has identified an extended Waterloo Central Activities Zone retail cluster to recognise the growing level of town centre uses coming forward in the area to meet the needs of residents, commuters, visitors and workers. This includes retail and leisure uses coming forward at Waterloo Station (former Waterloo International Terminal) and Leake Street Arches.

To complement the CAZ retail cluster, Lower Marsh/The Cut/Leake Street has been designated as a Special Policy Area to acknowledge and protect the area's specialist character and role as a long-standing and unique cluster of smaller, independent retailers and food and drink uses.

- 11.10. Waterloo and South Bank is one of the capital's most successful tourist areas attracting around 30 million visitors a year and is an international centre for culture and the arts (part of the London Plan South Bank/Bankside Strategic Cultural Area). Key assets include the South Bank Centre, National Theatre, London Eye, Jubilee Gardens, BFI South Bank, the Old Vic, the Young Vic and the Vaults Theatre. A priority for the neighbourhood plan is promoting cultural uses in Leake Street and under Waterloo Station and the area forms part of the Lower Marsh/The Cut/Leake Street Special Policy Area. The South Bank is also identified as having a night-time economy of international or national significance in the London Plan. The council will seek to work with partners to manage and mitigate the impact of an increasing number of visitor numbers whilst also enhancing the visitor experience.

Transport and Public Realm

- 11.11. The area has important road, cycling and walking connections across the river into Westminster, along the river westwards towards Vauxhall and Nine Elms and eastwards to Bankside and London Bridge. Although car ownership is relatively low, Waterloo is forecast to see an overall increase in car trips due to projected growth in the area. Measures are therefore required to address this, including traffic management measures to reduce traffic and increase walking and cycling, working towards the objective of 'car free Waterloo'.
- 11.12. There will be further increases in the number of pedestrian movements and additional highway/public realm capacity will be required to accommodate this alongside improvements to the quality, permeability, accessibility and safety of public spaces. The Waterloo and South Bank Public Realm Framework 2019 provides guidance on this. Interventions to improve air quality and provide increased security measures for public places will also be necessary. There is high potential for cycling to, through and within the area and improvements to conditions for cycling will be required to realise this. A number of key interventions are required including schemes at Victory Arch Square and the Waterloo roundabout as well as measures to improve riverside walking and cycling routes such as along and across the 'spine route' on Belvedere Road and Upper Ground. Leake Street provides another important pedestrian route.

- 11.13. Accommodating servicing needs is a priority for the area and innovative approaches are required to avoid conflicts with other trips, particularly pedestrian and cyclist movements. The off-site consolidation and/or retiming of deliveries is likely to be required in order to alleviate pressures on the highway network. Waterloo's proximity to the River Thames provides significant potential to increase the movement of freight along the river, including construction related movements. Emphasis will also be placed on the need to carefully plan and co-ordinate vehicle movements associated with construction activities in order to reduce disruption and mitigate safety and environmental impacts.
- 11.14. The conversion of the former international terminal adds capacity at Waterloo station, helping to accommodate additional rail trips. Improvements are required to provide step-free access to and between rail and underground services. The implementation of Crossrail 2 is expected to provide significant capacity relief at the station.

Environment

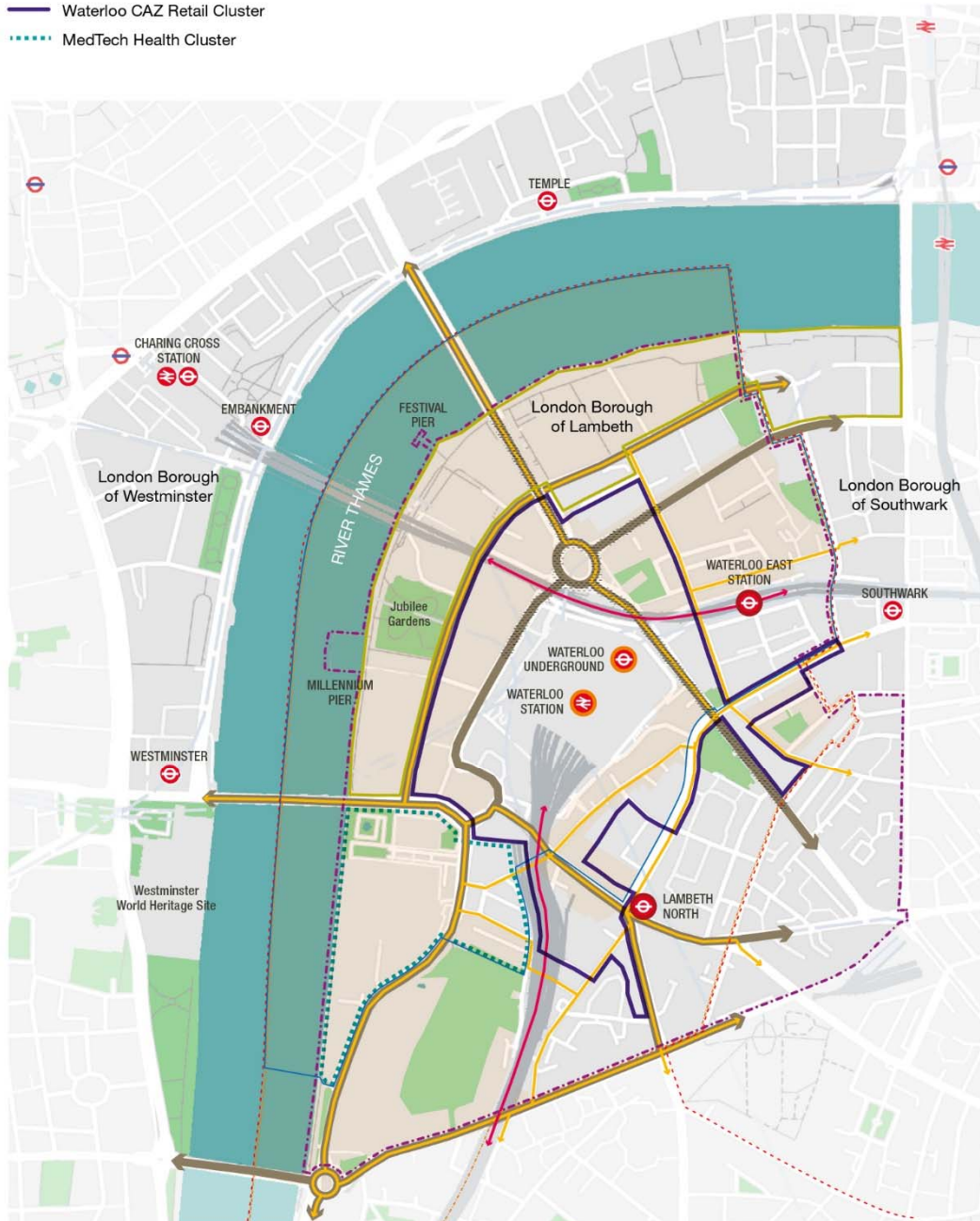
- 11.15. Annex 11 identifies locations appropriate for tall buildings in Waterloo, subject to addressing the requirements of Local Plan policies Q19 and Q26. Great care is required to ensure that new development, especially tall buildings, is responsive to this highly sensitive context, with regard to the Outstanding Universal Value of the Westminster World Heritage Site in particular.
- 11.16. The area has a number of green and open spaces, including Archbishop's Park, Waterloo Millennium Green, Queens Walk, Bernie Spain Gardens, Hatfield Green, Jubilee Gardens and Ufford Street recreation ground. However, parts of the area are deficient in access to some categories of open space. Jubilee Gardens and two thirds of the adjoining Hungerford car park are designated as Metropolitan Open Land (MOL). It has been a long-standing council and GLA objective to secure the use of two thirds of Hungerford car park as an extension to Jubilee Gardens. The remainder of the site can be used for arts and cultural facilities to support the South Bank's role as a cultural quarter. Jubilee Gardens (including its future extension) are maintained by the Jubilee Gardens Trust. Given the extensive and growing use of this and other open spaces in Waterloo, their effective management and maintenance is a priority.
- 11.17. In Waterloo there are emerging proposals for development of a South Bank decentralised energy network. The whole of the area is within a flood risk zone; the requirements of Local Plan policy EN5 will apply to all development proposals. Waterloo Road is designated as an air quality focus

area due to its high levels of both air pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Improving air quality in the area is a priority for both the council and the neighbourhood plan. New developments in the area will be expected to contribute to actively reducing air pollution and increase green infrastructure. The neighbourhood plan identifies a network of 'Greenways' which provide low pollution walking and cycling routes through the area. In the Opportunity Area the council will apply the air quality positive approach in accordance with London Plan policy SI1.

PN1 Waterloo

Key

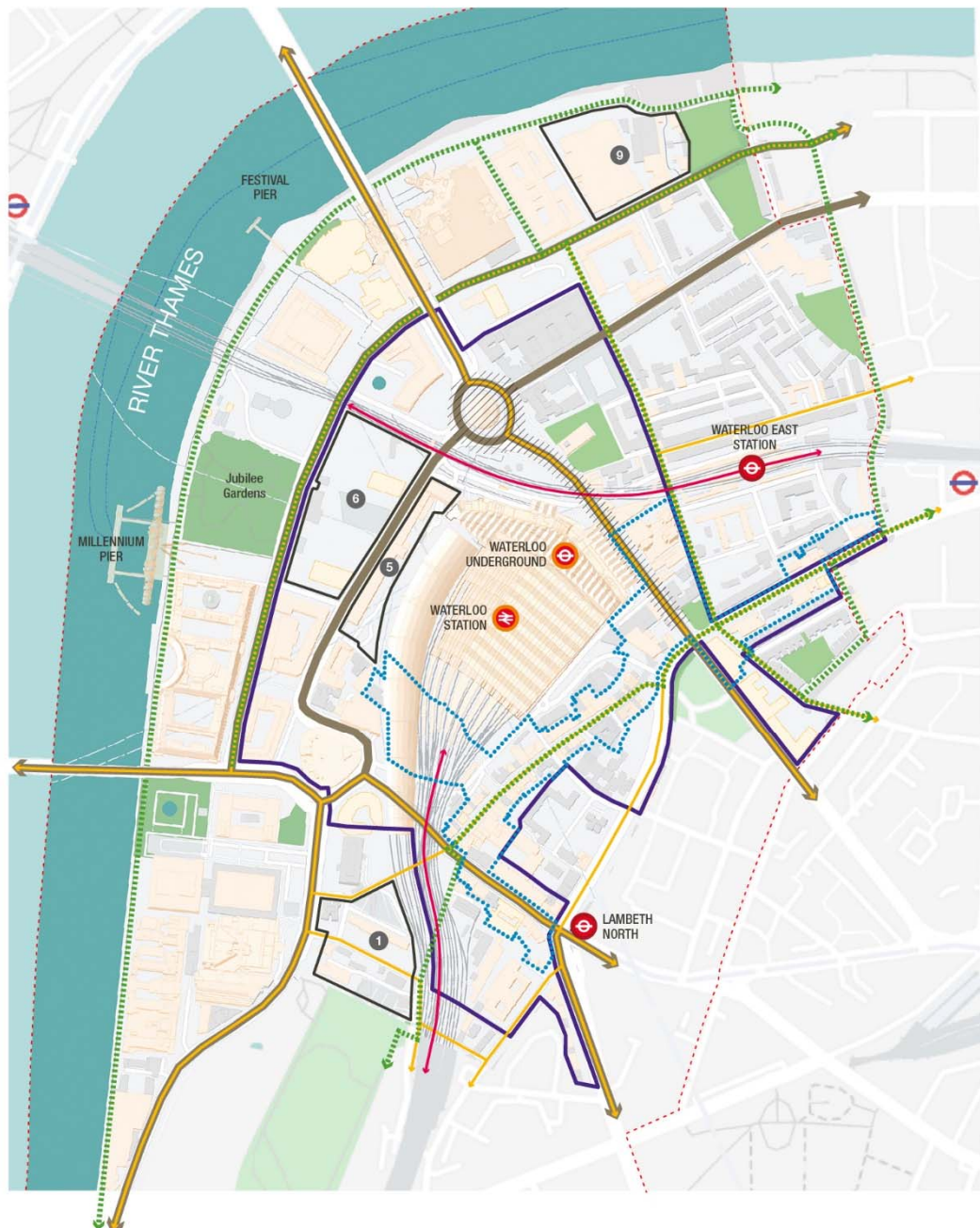
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|---|------------------------|------------------|
| --- Borough boundary | Conservation Areas | → Key Roads |
| --- Central Activities Zone | Open Space | → Healthy Routes |
| --- Waterloo Opportunity Area | Air Quality Focus Area | → Low Line |
| --- South Bank and Waterloo Neighbourhood Planning Area | Station accessibility | |
| --- South Bank/Bankside Strategic Cultural Area | ⊖ Poor | ⊕ Moderate |
| --- Waterloo CAZ Retail Cluster | | |
| --- MedTech Health Cluster | | |



PN1 Waterloo

Key

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> --- Borough boundary --- Waterloo CAZ Retail Cluster --- Lower Marsh/The Cut/Leake Street Special Policy Area Site Allocations <ul style="list-style-type: none"> Site 1 - 10 Royal Street Site 5 - Elizabeth House Site 6 - Shell Centre Site 9 - ITV Centre and Gabriel's Wharf | <ul style="list-style-type: none"> Open Space Waterloo City Hub <p>Station accessibility</p> <ul style="list-style-type: none"> Poor Moderate | <ul style="list-style-type: none"> Key Roads Healthy Routes Greenways Low Line |
|---|---|--|



Policy PN1 Waterloo and South Bank

By 2035 Waterloo and South Bank will continue to be a thriving and competitive area playing a key role in the central London and Lambeth economy. The council will secure this by supporting and enhancing Waterloo and South Bank's various roles as:

- i) a Central Activities Zone retail cluster;
- ii) a location for specialist and independent retail as part of the Lower Marsh/ The Cut/ Leake Street Special Policy Area;
- iii) an international centre for culture and arts as part of the London Plan South Bank/Bankside Strategic Cultural Area;
- iv) a pre-eminent international, domestic and local tourist, leisure, retail and entertainment area;
- v) a major location for offices, creative and digital industries, healthcare, MedTech and life sciences businesses and higher education;
- vi) a mixed residential area with appropriate supporting community, service and shopping facilities;
- vii) having a valued historic character; and
- viii) one of London's most important transport hubs.

This vision for Waterloo and South Bank will be achieved by:

- a) supporting sustainable development for jobs and homes in line with London Plan targets, securing maximum benefits for Lambeth residents and businesses through the application of affordable housing policy, affordable workspace policy and planning obligations for local training and employment.
- b) supporting development that contributes to long term place-shaping objectives.
- c) optimising the area's potential for the full range of central London and town centre activities consistent with its Central Activities Zone retail cluster status to enable it to compete effectively, securing significant inward investment for the benefit of the local community and more widely for the borough, including safeguarding and promoting the role of Lower Marsh/The Cut/Leake Street

Special Policy Area as a centre for local needs and specialist independent retailing. This will be done by:

- i) requiring at least 50 per cent of original ground floor units in the Lower Marsh/The Cut/Leake Street Special Policy Area to be in A1 retail use;
 - ii) requiring at least 30 per cent of original ground floor units in Lower Marsh to be in A3 use;
 - iii) not permitting in the Lower Marsh/The Cut/Leake Street Special Policy Area the conversion of two or more retail units into larger retail units;
 - iv) supporting improvements to Lower Marsh street market; and
 - v) not permitting proposals for additional betting shops in the Central Activities Zone retail cluster.
- d) promoting the growth of the area's role as a business district by supporting office development and affordable workspace that provides a range of unit sizes, can be subdivided to encourage flexible use and co-working and workspace suitable for small and medium enterprises and creative and digital industries.
- e) promoting and supporting development and uses of an appropriate height (in accordance with Local Plan policy Q26 and Annex 11), scale and form to reinforce Waterloo and South Bank's distinct identity, respecting strategic and local views and local contextual considerations, preserving the setting of heritage assets and the Outstanding Universal Value of Westminster World Heritage Site (Local Plan policy Q19), and ensuring that design quality is worthy of a world city.
- f) promoting expansion of creative, arts and cultural activities throughout Waterloo and enhancing the South Bank in its role as an international cultural and leisure centre and a London tourist destination through supporting the development of arts and cultural facilities, associated and supporting uses.
- g) promoting a high quality, permeable, safe and accessible public realm that is durable, well designed and maintained to reinforce Waterloo's status as a world class place. The combination of the riverfront, streetscapes, piazzas, squares and green spaces contribute to the broader public realm and are places for people to meet, socialise, activate and dwell as well as move through. Development and uses should recognise and add value to this important asset through the inclusion of flexible places for people and events, and actively contribute to the enhancement of the collective public realm and increase the

amount of green infrastructure in the area. See guidance in the Waterloo and South Bank Public Realm Framework.

- h) to supplement the public realm, green spaces will be protected and expanded, including Jubilee Gardens. Two thirds of Hungerford car park is protected as Metropolitan Open Land (MOL). Development at Hungerford car park can take place on the remaining one third if this promotes the expansion of the arts and cultural activities of Waterloo and allows for the extension of Jubilee Gardens on the protected two thirds. An element of enabling development on the one third may be acceptable, to support the delivery of the main arts and cultural uses. As with all development, any harmful impacts must be mitigated in accordance with the statutory tests for planning obligations.

Development on one third of Hungerford car park should be designed to optimise the relationship with the adjacent MOL and have regard to the following urban design objectives:

- i) Respect the open character and accessibility of Jubilee Gardens.
- ii) Include urban greening measures as part of the development.
- iii) Carefully integrate with Jubilee Gardens and its extension, including with existing and new hard and soft landscape features and materials, resulting in a unified design, and where possible include an active interface between the development and Jubilee Gardens.
- iv) Maintain connection between Belvedere Road and Queen's Walk, optimising the Belvedere Road spine route and taking account of the new pedestrian routes from York Road to Belvedere Road through the Southbank Place development.
- v) Respect the character of the river frontage and surrounding views.
- vi) Respect views from the Royal Festival Hall towards Jubilee Gardens, the London Eye and the Westminster World Heritage Site and from the Belvedere Road viaduct arch towards Jubilee Gardens.
- vii) Respect the setting of heritage assets such as Royal Festival Hall and County Hall.
- viii) Preserve or enhance the South Bank conservation area.

Any change to the boundary of the MOL shown on the Policies Map should take place through the development plan process. Development proposals that propose a different configuration of MOL at Hungerford car park to that shown on the Policies Map will need to demonstrate the benefits of the alternative approach, having regard to the urban design objectives above. In all cases, MOL on Hungerford car park must be contiguous with Jubilee Gardens and should cover no less than two thirds of the area of the car park.

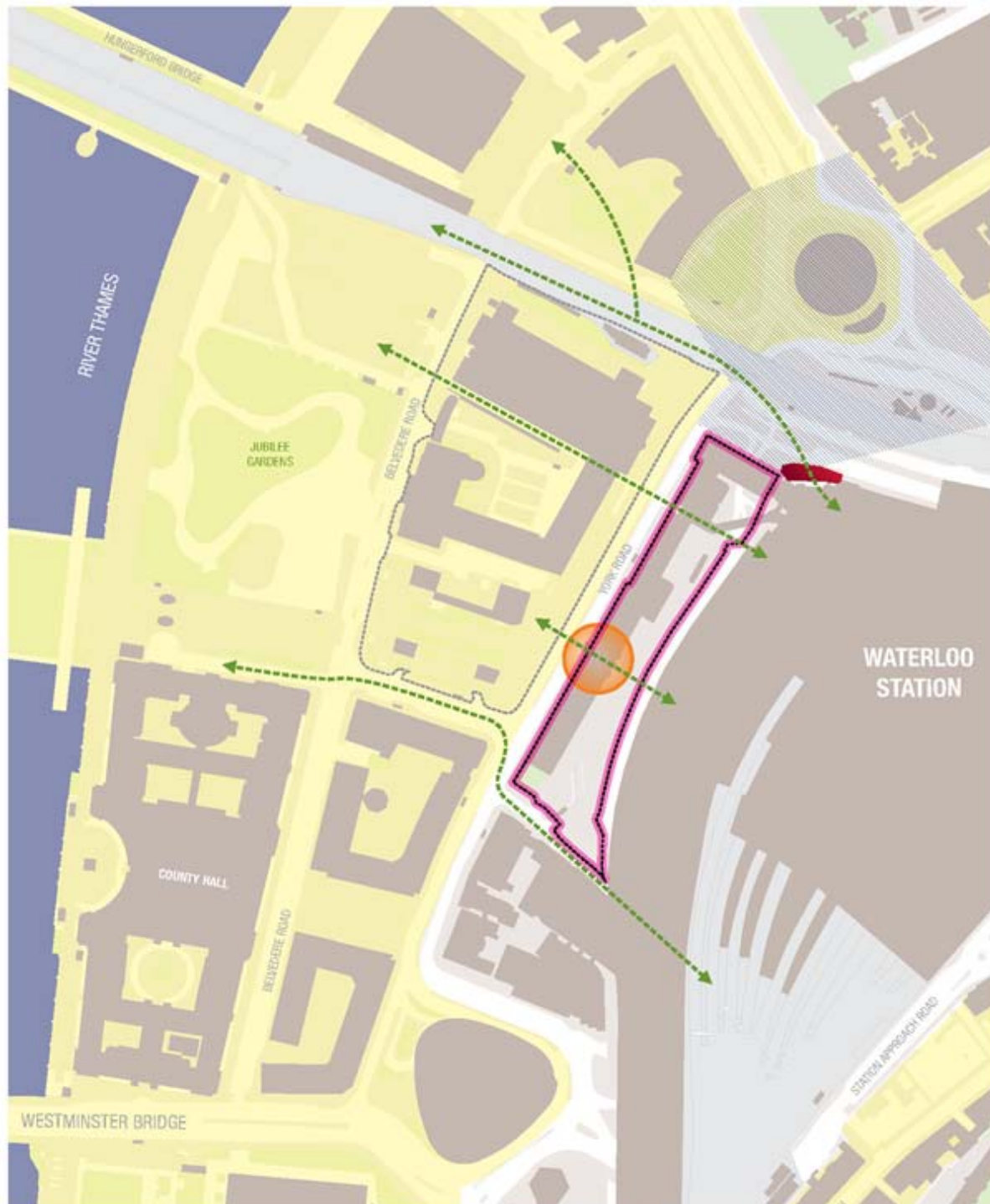
The landscaping of the remaining two thirds of Hungerford car park to provide an extension to Jubilee Gardens should reflect the quality and design of the existing gardens and be predominantly soft landscape. It should be accessible to all and cater for a range of activity appropriate to the character of the Gardens, including quiet areas. Connections to the Belvedere Road spine route should be optimised. Maintenance requirements should be planned and designed from the outset. Servicing arrangements should not harm the openness of the MOL. There should continue to be provision of public toilets in Jubilee Gardens.

- i) reducing traffic and supporting better conditions for walking and cycling, throughout Waterloo alongside improvements in capacity, accessibility and interchange quality at Waterloo Station; this includes the implementation of the Healthy Route Network across the area and proposals to increase permeability by providing better linkages to Lower Marsh and other parts of Waterloo, while respecting the heritage context of the station and adjoining areas. Traffic management measures to deter unnecessary car trips and innovative measures to reduce the impact of freight and construction traffic will be promoted, including increased use of the River Thames and existing piers for transporting people and freight. Promotion of low and zero emissions vehicles will be a particular focus across the area.
- j) working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.
- k) supporting the reconfiguration of the Waterloo roundabout and its potential for development of Central Activities Zone uses appropriate to its location.
- l) supporting measures to improve air quality, including the creation of ‘greenways’ which are located away from heavy traffic, air pollution and noise. Measures to promote and enable zero emissions vehicles across the area will be supported, including the taxi fleet serving Waterloo Station.
- m) supporting the development of a MedTech health cluster by supporting the strategies of St Thomas’ Hospital, Guy’s and St Thomas’ Charity and King’s College London at Royal Street in accordance with an agreed high-level masterplan for the estates to achieve new health facilities; replacement housing,

open space and community facilities; capacity for Combined Heat and Power; new commercial development including workspace for small and medium enterprises; and related and supporting facilities such as accommodation for staff. Creation of a new primary care centre in the wider Waterloo area will be supported.

- n) the creation of through routes and activation of the arches within the railway viaduct known as the 'Low Line' with a mix of uses to connect Waterloo Station and Vauxhall.

Site 5 – Elizabeth House, York Road SE1



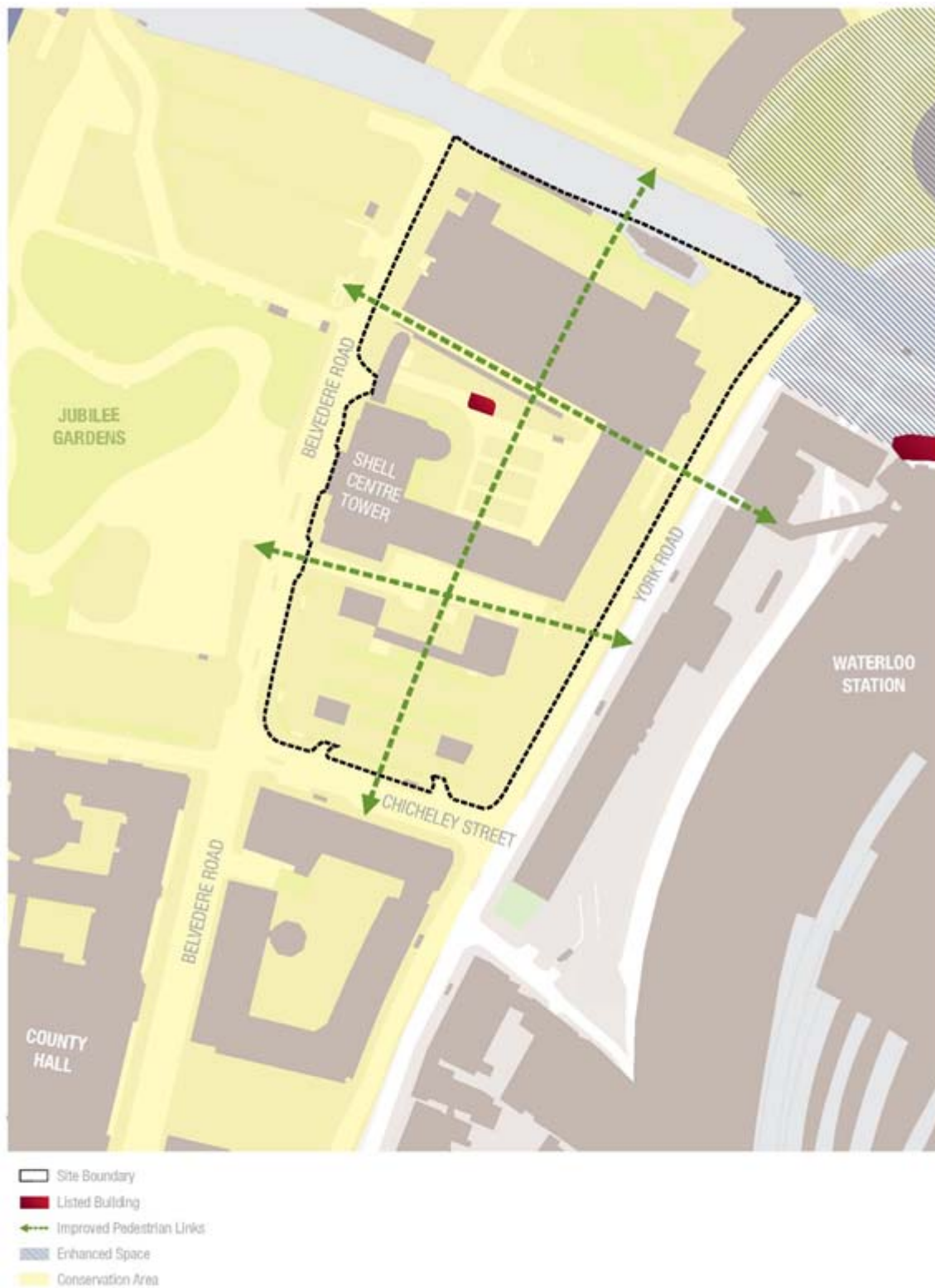
- Site Boundary
- Shell Centre
- Listed Building
- Indicative Location for New Area of Public Open Space
- Enhanced Space
- Improved Pedestrian Links
- Active Frontage
- Conservation Area

Site 5 – Elizabeth House, York Road SE1

Site area	0.89 ha
Ward	Bishops
Ownership	Private
Current use	Offices and retail
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the Strategic Flood Risk Assessment
Heritage	<p>Including:</p> <p>South Bank conservation area and others in wider vicinity both in Lambeth and City of Westminster</p> <p>Grade II listed Victory Arch of Waterloo Station adjoins to the north of the site.</p> <p>Grade I Royal Festival Hall</p> <p>Grade II* County Hall</p> <p>Grade II* National Theatre</p> <p>Grade II* St John's Church, Waterloo Road</p> <p>Locally-listed Shell Centre (including sculptures), County Hall north and south blocks and Whitehouse Apartments</p> <p>Westminster World Heritage Site</p> <p>Strategic views and local views (Lambeth and City of Westminster)</p>
How the site was identified and relevant planning history	<p>Waterloo Area SPD April 2013</p> <p>The site was identified as a potential housing site in the SHLAA 2009. Planning application 07/02628/FUL was dismissed on appeal 08/10/2009.</p> <p>Planning application 12/01327/FUL was approved by Lambeth's Planning Application Committee in December 2014.</p>
Preferred use	Office-led development with a mix of central London activities including ground-floor active-frontage uses and residential, with a new city square onto York Road.
Design principles and key development considerations	<p>The site provides an opportunity to replace a bland 1960s building and enhance the area adjacent to Waterloo Station.</p> <p>The council will support development that:</p> <ul style="list-style-type: none"> i) creates a varied footprint and skyline with development broken up to avoid replicating the wall- like separation of York Road from Waterloo Station; ii) increases the ground level permeability of the site with access to Waterloo Station; iii) provides active frontages along primary routes with secondary frontages facing Waterloo Station and secondary routes between towers; iv) creates a new area of public open space onto York Road; v) provides enhanced east–west pedestrian links to the station forecourt and new entrances into Waterloo Station in the façade facing the development;

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| | <ul style="list-style-type: none">vi) improved pedestrian links to connect the station and riverside walk and to Lower Marsh with the enhancement of Leake Street;vii) improves/treats the exposed flank wall of Victory Arch;viii) provides streetscape improvements to primary and secondary routes;ix) demonstrates that a coherent design is in place to provide a new street-level pedestrian route to replace the upper-level walkway from the station ;x) creates secondary/residential streets adjacent to Waterloo Station and between tower blocks;xi) allows for the potential to connect to a future district-wide combined heat and power network. |
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Site 6 – Shell Centre, York Road SE1

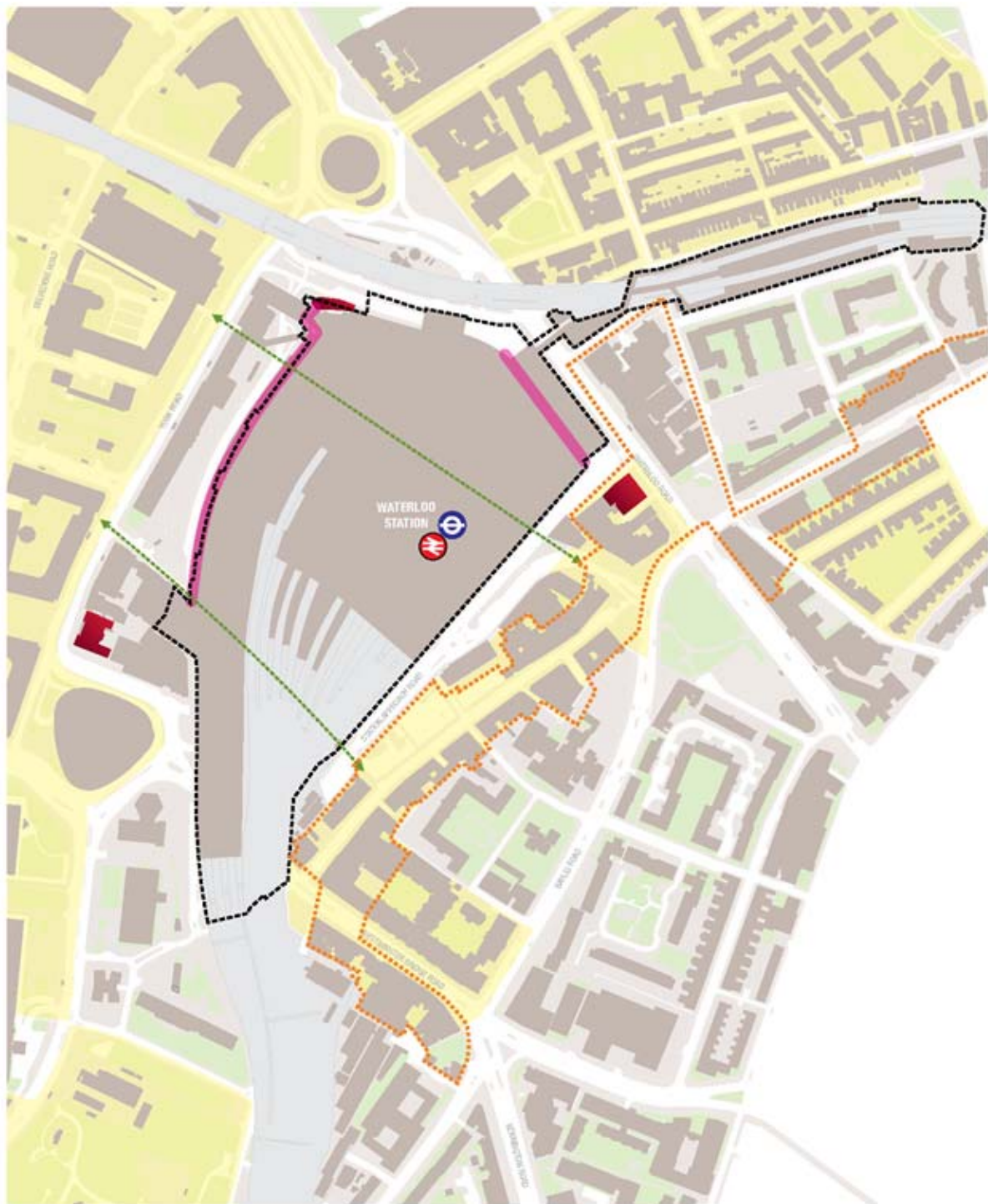


Site 6 – Shell Centre, York Road SE1

Site area	2.56 ha
Ward	Bishops
Ownership	Private
Current use	Office-headquarters building and Metropolitan Police community office
Transport	Public Transport Accessibility Level: 6b (Exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the Strategic Flood Risk Assessment.
Heritage	<p>Including:</p> <p>South Bank conservation area and others in wider vicinity both in Lambeth and City of Westminster</p> <p>Grade I Royal Festival Hall</p> <p>Grade II listed Victory Arch adjacent to Waterloo Station</p> <p>Grade II listed fountain in the courtyard of the Shell Centre</p> <p>Grade II* County Hall</p> <p>Grade II* National Theatre</p> <p>Grade II* Waterloo Bridge</p> <p>Shell Centre is locally-listed (including sculptures)</p> <p>Nearby locally-listed County Hall north and south blocks, Whitehouse Apartments and Hayward Gallery / QEH complex</p> <p>Within an archaeological priority area</p> <p>Westminster World Heritage Site</p> <p>Strategic views and local views (Lambeth and City of Westminster)</p>
How the site was identified and relevant planning history	<p>Waterloo Area SPD April 2013</p> <p>The site was identified as a potential housing site in the SHLAA 2009. Planning permission 01/02543/FUL granted on appeal 08/04/2004 APP/N5660/A/03/1111998</p> <p>09/02868/LDCE certifying the permission had been implemented. Planning application 12/04708/FUL was approved by the Secretary of State in July 2014</p>
Preferred use	Mixed-use employment-led development: B1 office, residential, active ground-floor frontage uses to include retail, cultural, sport, leisure, community facilities including the replacement of the police facility.
Design principles and key development considerations	<p>This site has potential to improve the public realm and create linkages between the riverside and Waterloo Station, with development opportunities to make best use of the site. Subject to impact on views and residential amenity, taller buildings towards the north end of the site may be acceptable.</p> <p>The council will support development that:</p> <ul style="list-style-type: none"> i) retains the Shell Centre tower as a London landmark; ii) frames, steps down towards and enhances the setting of Jubilee Gardens; iii) addresses the perceived canyon-like character to York Road;

	<ul style="list-style-type: none"> iv) demonstrates that a coherent design is in place to provide a new street-level pedestrian route and crossing to replace the upper-level walkway from the station; v) improves pedestrian permeability and legibility throughout the site, both west-east and north-south; vi) retains underground access to Waterloo station; vii) rationalises and improves the public realm at the north-east corner of the site where Concert Hall Approach meets the approach to Waterloo Station and makes improvements to Belvedere Road, York Road and Chicheley Street; viii) encourages the use of the roadways of Chicheley Street and Belvedere Road as shared spaces with pedestrian/cycle priority; ix) allows for the potential to connect to a future district-wide combined heat and power network. x) provides open space in its own right or improves spaces in wider area xi) provides connections between Waterloo Station and Hungerford Bridge and Waterloo Station and London Eye.
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Site 7 – Waterloo Station, Waterloo Road SE1



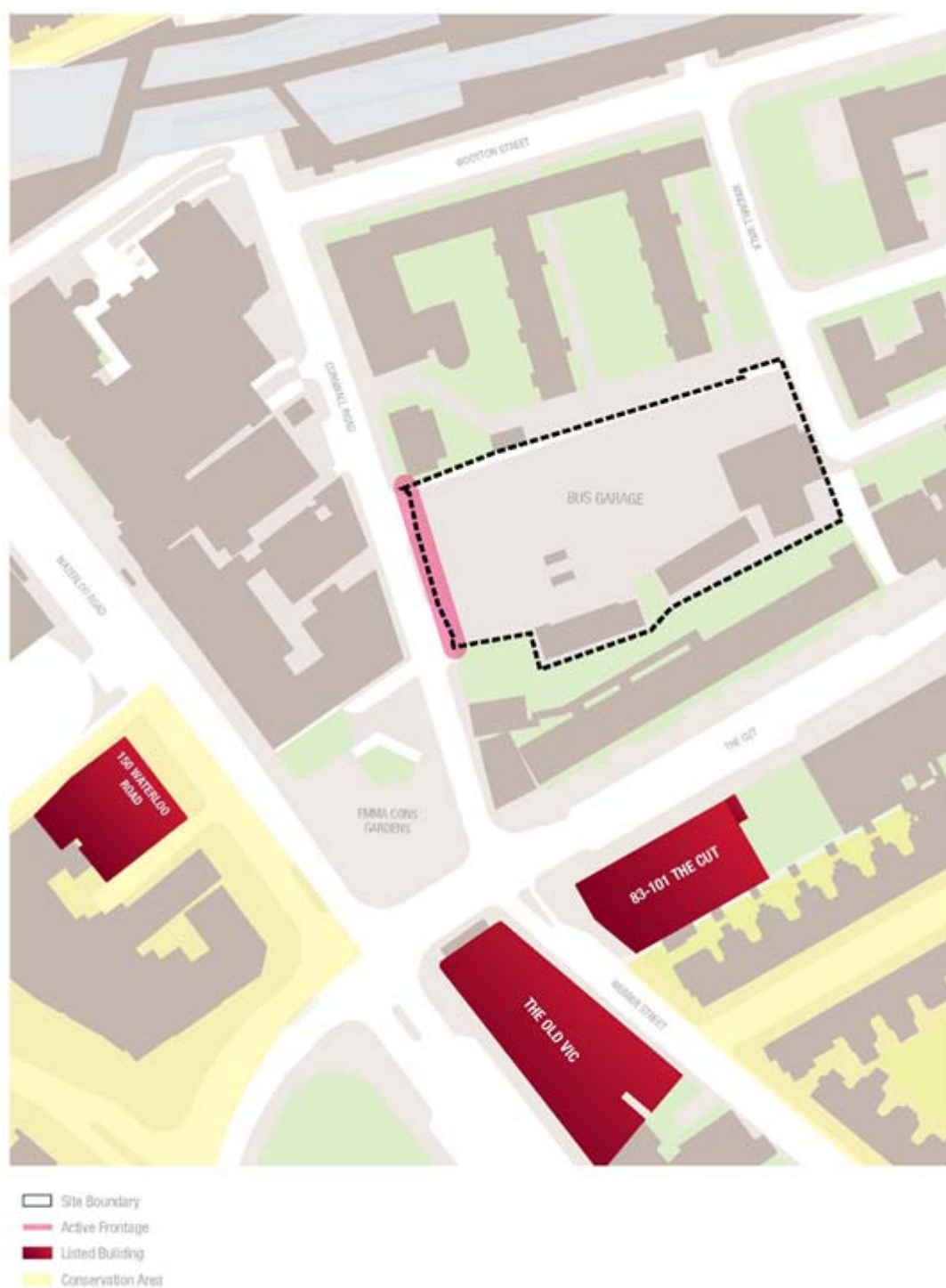
- Site Boundary
- Listed Building
- Active Frontage
- Improved Pedestrian Links
- Rail Station
- London Underground Station
- Lower Marsh / The Cut CAZ Frontage
- Conservation Area

Site 7—Waterloo Station, Waterloo Road SE1

Site-area	9.25 ha
Ward	Bishops
Ownership	Network Rail and BRBR
Current use	Operational railway station with ancillary uses
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Waterloo conservation area to the north South Bank conservation area to the west of the site Lower Marsh conservation area to the south Roupeil Street conservation area to the north of Waterloo East Station Grade II listed Victory Arch of Waterloo Station within the site Grade II former Lying-in Hospital (York Road) to the west of the site Grade II listed 150 Waterloo Road (former fire station) Strategic views Westminster World Heritage Site
How the site was identified and relevant planning history	Waterloo Area SPD April 2013 The site was identified as a potential housing site in the SHLAA 2009. There is no relevant planning history.
Preferred use	Railway terminal and transport interchange, ground-floor active uses, retail and office (B1) with a new station concourse at street level.
Design principles and key development considerations	The council will support development that: <ul style="list-style-type: none"> i) incorporates the buildings, train shed, garage and significant interiors of the existing terminal building; ii) increases the capacity of the mainline station; iii) uses the railway arches below platforms for commercial development including retail, circulation space and pedestrian through-routes; iv) progressively delivers a new street-level concourse and pedestrian route between York Road and Lower Marsh; v) opens out the frontages of the station at street level with new entrances and active frontage uses; vi) provides town-centre and cultural uses that integrate and embrace the cultural importance of the surrounding area; vii) enlivens railway arches including through the reuse of the railway arches within Waterloo Station for commercial use, including retail; viii) considers the impact on views and heritage assets on the provision of any tall buildings over the station; ix) sympathetically retains the listed Victory Arch with careful integration into the new scheme; x) sets back and steps away from Lower Marsh to address the setting of the conservation area and the listed fire station; xi) allows for penetration of natural light down to concourse level for any development above the station; xii) provides an active frontage addressing Waterloo Road and facing

	<p>Elizabeth House;</p> <p>xiii) improves interchange facilities and connections at both Waterloo and Waterloo East stations;</p> <p>xiv) improves interchange with other modes — bus, coach, taxi, underground and bicycle; existing capacity for servicing the station by taxis should be retained or replaced, but improved provision will be encouraged, particularly where this helps to reduce conflicting pedestrian and vehicle movements;</p> <p>xv) improves pedestrian movement within the station;</p> <p>xvi) improves pedestrian access with new street-level entrances and routes from the station to the surrounding area, to Hungerford and Waterloo Bridges, to Westminster Bridge Road, through the IMAX roundabout and to Lower Marsh;</p> <p>xvii) provides streetscape improvements to Waterloo Road, Mephram Street, Baylis Road and station approaches;</p> <p>xviii) — includes improvements to Leake Street to link York Road and Lower Marsh, including active frontages;</p> <p>xix) provides a pedestrian link to Windmill Walk;</p> <p>xx) demonstrates that a coherent design is in place to provide a new street-level pedestrian route to replace the upper-level walkway from the station;</p> <p>xxi) provides significantly improved cycle parking and cycle hire provision including a 'cycle hub';</p> <p>xxii) provides a comprehensive servicing strategy that minimises impact on the surrounding streets; and</p> <p>xxiii) allows for the potential to connect to a future district-wide combined heat and power network.</p>
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Site 8 – Cornwall Road Bus Garage, Cornwall Road SE1



Site 8 – Cornwall Road Bus Garage, Cornwall Road SE1

Site area	0.37 ha
Ward	Bishops
Ownership	The Go Ahead Group Plc
Current use	Operational bus garage
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment.
Heritage	The site is close to Grade II listed 83 – 101 The Cut and 150 Waterloo Road, and to the Grade II* listed Old Vic.
How the site was identified and relevant planning history	Waterloo Area SPD April 2013 The site was identified as a potential housing site in the SHLAA 2009. There is no relevant planning history.
Preferred use	Mix of central London activities including residential and commercial with ground-floor active frontages uses where appropriate. Replacement bus garage or re-provision on an alternative site to be agreed with Transport for London.
Design principles and key development considerations	Although there is a requirement to replace the existing bus garage, this site is considered to be more suitable for housing with ground-floor active uses. It therefore provides a design opportunity to provide a new bus garage on this or an alternative site. The council will support development that: <ul style="list-style-type: none"> i) allows for the provision of a replacement bus station on the existing site or in an alternative location; ii) provides an active frontage along Cornwall Road with retail, community and business uses at ground-floor level; iii) establishes a frontage onto Emma Cons Gardens; iv) where new development is of a similar height to the surrounding residential development, protects the amenity of existing residential properties; v) integrates any new development with Emma Cons Gardens and The Cut; vi) includes improvements to Cornwall Road for cyclists and pedestrians; vii) provides residential development to the rear and on the upper floors; viii) allows for the potential to connect to a future district-wide combined heat and power network

Site 9 – ITV Centre and Gabriel’s Wharf, Upper Ground SE1



Site 9 – ITV Centre and Gabriel’s Wharf, Upper Ground SE1

Site area	1.78ha
Ward	Bishops
Ownership	ITV Plc and Coin Street Community Builders
Current use	Offices, television studios, retail and restaurant uses
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Within the South Bank conservation area Adjacent IBM building is locally-listed Within an archaeological priority area Within protected views from Richmond to St Paul’s Cathedral and Westminster Pier to St Paul’s Cathedral Westminster World Heritage Site
How the site was identified and relevant planning history	The site was identified as a potential housing site in the SHLAA 2009 There is no relevant planning history
Preferred use	Mixed-use including B1 offices, residential and active-frontage uses at ground-floor level.
Design principles and key development considerations	<p>Any proposal for tall buildings on the site will need to be sensitive to the surrounding context and seek to improve the current arrangement/design to improve both the quality of the built form and public realm.</p> <p>Any redevelopment of the site would need to provide a full heritage and design statement to justify any proposed loss of important heritage assets such as 58 Upper Ground.</p> <p>The council will support development that:</p> <ul style="list-style-type: none"> i) ensures that the highest part of any development is situated closest to Upper Ground, stepping down towards the river, subject to detailed design; ii) retains the existing building line to Queen’s Walk; iii) improves pedestrian linkages between Upper Ground and Queen’s Walk; iv) includes designs and layouts which reinforce the historic wharf character, with a mix of unit sizes and uses to encourage diversity; v) reflects the transitional role of Gabriel’s Wharf between Bernie Spain Gardens and the river and avoids significant overshadowing of Bernie Spain Gardens; vi) includes active-frontage uses to Upper Ground, Queen’s Walk and Bernie Spain Gardens; vii) replaces and improves the piazza environment at Gabriel’s Wharf with high quality areas of public realm; viii) facilitates and responds positively to the proposed Garden Bridge; ix) includes a new riverside playground either within or in the vicinity of the site; x) allows for the potential to connect to a future district-wide combined heat and power network.

Vauxhall

Context and character

11.18. Vauxhall forms part of the Mayor's Vauxhall, Nine Elms and Battersea (VNEB) Opportunity Area Planning Framework (OAPF), adopted in March 2012. This area is now referred to as Nine Elms Vauxhall (NEV) and is partly in the London Borough of Wandsworth. The OAPF promotes the 'optimum level of development for the area', which includes:

- growth poles in the form of new Central Activity Zone (CAZ) retail clusters at Battersea Power Station and Vauxhall;
- a new mixed-use residential neighbourhood and linear park in the heart of Nine Elms;
- a transformational step-change in public transport provision including the Northern Line Extension from Kennington to Battersea Power Station with a Lambeth station at Nine Elms to be open by 2020, supported by a comprehensive package of rail, bus, cycling, pedestrian and highway improvements around the Vauxhall transport interchange expected to be delivered by 2022;
- the provision of new open space including a linear park, a new public square fronting the mainline station entrance, enlarged and enhanced public realm next to the railway viaducts, improved riverside walk and high quality public realm; and
- the creation of a sustainable place with new social infrastructure, a district heat network, utilities infrastructure and strategic flood mitigation measures.

11.19. The London Plan identifies remaining potential for 18,500 new homes and 18,500 jobs in the Nine Elms Vauxhall area as a whole. The London Plan identifies Vauxhall as an emerging CAZ retail cluster.

11.20. Vauxhall sits within the setting of and approaches to the Westminster World Heritage Site. Riverside views to the Thames and Houses of Parliament are some of the most 'special' in London. In recognition of this, two background consultation areas protect strategic views to the Palace of Westminster. Albert Embankment contains some important and sensitive buildings, some of which are listed. It is designated as a conservation area.

Community

- 11.21. The Kennington, Oval and Vauxhall Neighbourhood Forum was designated in July 2015 and is currently preparing a neighbourhood plan for the wider Kennington, Oval and Vauxhall neighbourhood area. Key priorities for the emerging neighbourhood plan include increasing green infrastructure and improving air quality.
- 11.22. The Vauxhall One Business Improvement District is working to make Vauxhall safer, cleaner and greener for the benefit of businesses, residents, workers and visitors.
- 11.23. The increased numbers of residents, workers and visitors in Vauxhall will bring significant economic and social benefits to both the immediate area and the rest of the borough. However, it is very important that Vauxhall's unique identity and character is both retained and enhanced and that its existing communities have access to those benefits. The area is an active hub for the Portuguese community as well as being home to a number of voluntary sector organisations.
- 11.24. Vauxhall's increase in residents will require investment in its social and green infrastructure as parts of Vauxhall are deficient in access to multiple types of open space. The council will continue to work in close partnership with developers to ensure the necessary infrastructure is delivered. This includes the two-form expansion of Wyvil Primary School, to be opened in early 2021 and a new cinema as part of the Vauxhall Square development. Public realm improvements will be delivered through the completion of the 'Missing Link Phase 3' and Vauxhall Park will be improved during 2019. This will help realise the council's clear ambition for Vauxhall becoming a strong, diverse and sustainable community, complementing the residential communities in Kennington, Oval and Stockwell.

Housing

- 11.25. The London Plan identifies the emerging CAZ retail cluster as having high residential growth potential. Larger sites in this town centre with potential to deliver new housing include the Bondway Commercial site and Vauxhall Square. In the wider Vauxhall area larger sites that will deliver new housing include Sainsbury's at 62 Wandsworth Road, 10 Pascal Street, 12-20 Wyvil Road, Keybridge House, 8 Albert Embankment and the Texaco Garage site at 38-46 Albert Embankment. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment of existing housing stock as well as new build residential and mixed-use

development. There is limited scope for additional development within residential curtilages due to the dense urban nature of this area.

Economy and Culture

- 11.26. Vauxhall has a small but growing town centre in the form of the CAZ retail cluster. Vauxhall has a range of cultural and creative activities, including the Newport Street Gallery, as well as a small number of successful independent retail and food outlets. The London Plan identifies the potential CAZ retail cluster as having a night-time economy of regional or sub-regional significance and Vauxhall's various lesbian, gay, bisexual and transgender (LGBTQ+) venues such as the Royal Vauxhall Tavern and the Above the Stag theatre and other venues make a very significant contribution to the character of the area. Vauxhall Pleasure Gardens also has a unique historical and cultural importance.
- 11.27. The London Plan identifies the emerging CAZ retail cluster as having high commercial growth potential. The Creative and Digital Industries study 2017 identifies that new office developments in Vauxhall have capacity to provide space that could accommodate major new creative and digital industries.

Transport and Public Realm

- 11.28. Vauxhall Cross is a major strategic interchange providing access to rail, underground and bus services. Given its location on strategic routes into central London, and having the inner London ring road pass through along Vauxhall Bridge and Kennington Lane, the area experiences high traffic levels. Congestion on main roads can result in traffic diverting onto local streets which impacts on residential neighbourhoods. Traffic management requires particular consideration, including the impacts of construction traffic.
- 11.29. The River Thames also contributes to transport accessibility in Vauxhall. Lambeth Pier and St George Wharf Pier provide access to Thames Riverboat passenger services and measures should be taken to bring greater awareness of this service to the existing and future users of rail, underground and bus networks. The river should also be prioritised for more for transportation of freight and waste during the construction of major developments in the area.
- 11.30. Vauxhall's proximity to central London results in a high level of cycle movements through the area, particularly on the Cycleway 5 which links Oval to Victoria. Transport for London's Cycle Demand Analysis shows significant future demand for cycling to and through the area. Provision for

people who cycle needs to be carefully balanced with the needs of pedestrians at the busiest locations.

- 11.31. The creation of a thriving and sustainable retail cluster within the Central Activities Zone will be supported through the radical transformation of Vauxhall's transport infrastructure and public realm to safely accommodate the significant increase in pedestrians and cyclists that is expected; reduce vehicular traffic dominance; and improve connectivity across the area, particularly from areas east of the railway viaduct to the River Thames. Lambeth and Transport for London (TfL) are working in partnership to deliver the replacement of the existing one-way road system to make it two-way, redesigning the transport interchange to include a new, modern bus station and canopy and the creation of a new public square outside the mainline station entrance. The Vauxhall Island site and the consented bus station will play a key role in delivering this strategically important transport infrastructure and associated public realm. Planning permission for the new bus station was obtained in 2018 and it is anticipated the new interchange will be delivered by 2022. These initiatives, along with the opening of the Northern Line extension in 2020, will help unlock a range of opportunities for the borough's residents and businesses that would not otherwise come forward.
- 11.32. The council will work in partnership with local stakeholders to develop public realm improvements in north Vauxhall.

Environment

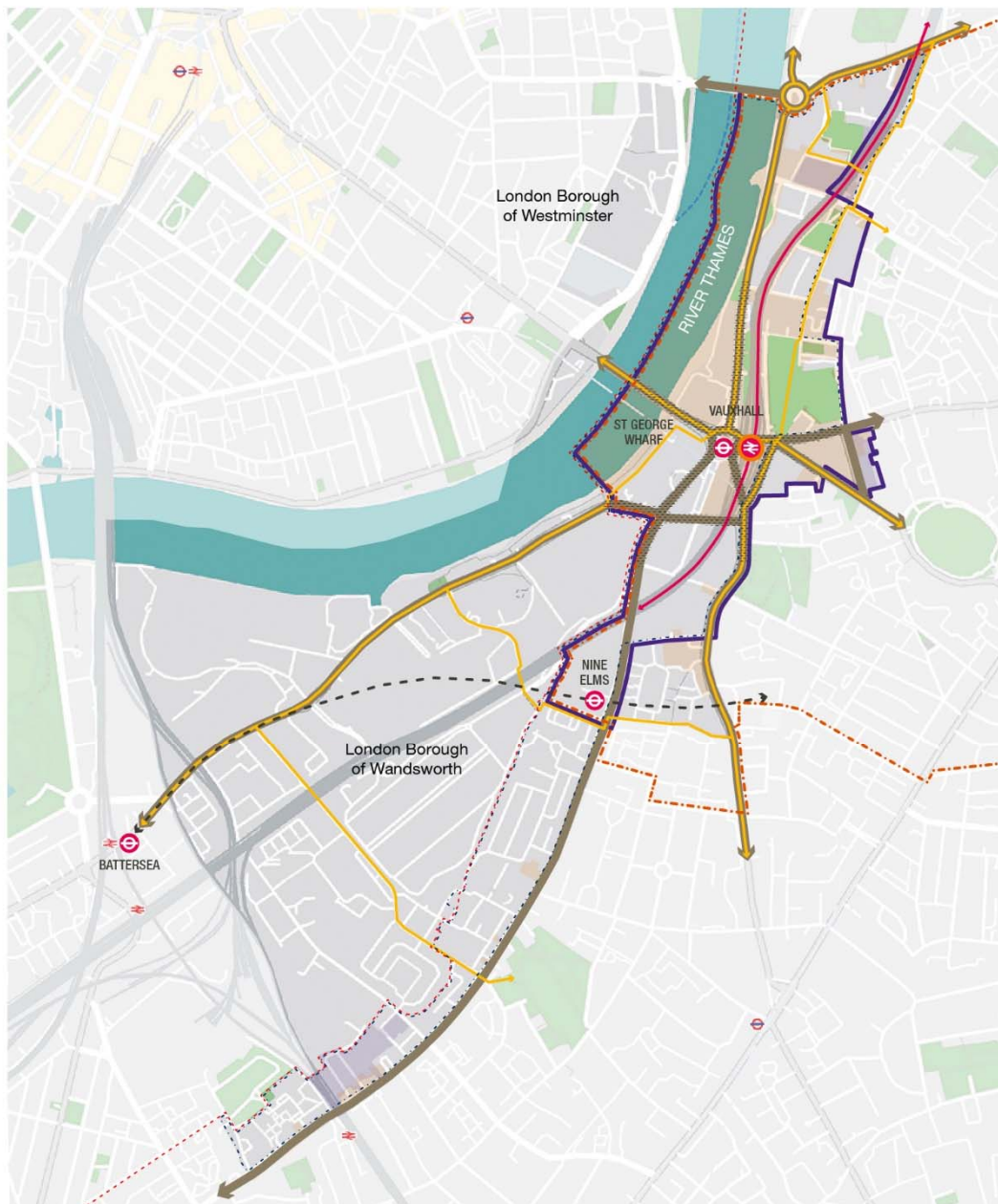
- 11.33. Vauxhall is designated as one of Lambeth's air quality focus areas due to its high levels of both pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Improving air quality in the area is a priority of both the council and the emerging neighbourhood plan. The council will support TfL to identify Vauxhall as a Low Emissions Neighbourhood and to be included as part of an Ultra-Low Emissions Zone. New developments in the area will be expected to contribute to actively reducing air pollution.
- 11.34. Measures to increase green infrastructure, including tree planting and other beneficial works, across the area will be supported. An energy masterplan for the Opportunity Area was published in 2012. The whole of the Vauxhall area is within a flood risk zone; the requirements of policy EN5 will apply to all development proposals.

- 11.35. The council has prepared detailed development guidance for the Lambeth part of the Opportunity Area in the form of a supplementary planning document (SPD) for Vauxhall (adopted January 2013). Character Appraisals are also available for the Albert Embankment, Vauxhall and Lambeth Palace Conservation Areas. Annex 11 identifies locations appropriate for tall buildings.

PN2 Vauxhall

Key

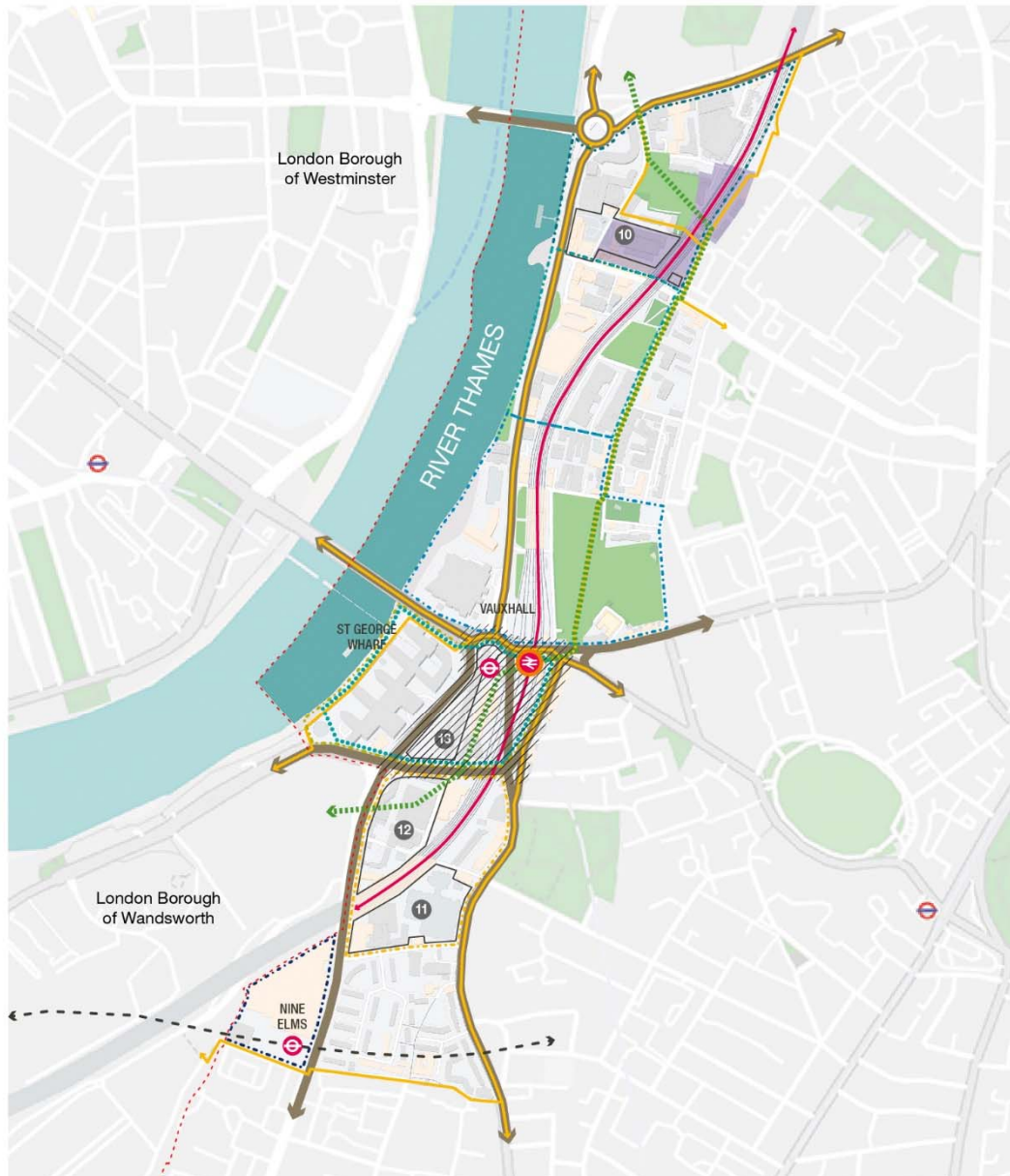
- | | | |
|--|-------------------------------------|-------------------------------|
| --- Borough boundary | ■ Key Industrial and Business Areas | ➔ Major Roads |
| — Central Activities Zone | ■ Conservation Areas | - - ➔ Northern Line Extension |
| --- Vauxhall, Nine Elms and Battersea Opportunity Area | ■ Open Space | ➔ Healthy Routes |
| --- Kennington, Oval and Vauxhall Neighbourhood Area | ■ Air Quality Focus Area | ➔ Low Line |
| Station accessibility | | |
| ⊖ Poor ⊕ Moderate | | |



PN2 Vauxhall

Key

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> --- Borough boundary ---- CAZ retail cluster Site Allocations Site 10 - Albert Embankment Site 11 - Keybridge House Site 12 - Land bounded by Wandsworth Road Site 13 - Plot bounded by 7-93 Wandsworth Road (Vauxhall Island site) | <ul style="list-style-type: none"> Character Areas --- Lambeth Gateway --- Central Embankment --- Glasshouse Walk --- Vauxhall Cross --- Miles Street --- Pascal Place Key Industrial and Business Areas --- Vauxhall Cross Open Space | <ul style="list-style-type: none"> --- Key Roads --- Northern Line Extension --- Healthy Routes --- Low Line --- Green Spine/Linear Park |
|--|--|--|
- Station accessibility
- ⊖ Poor ⊕ Moderate



Policy PN2 Vauxhall

A retail cluster will be created at Vauxhall, known as Vauxhall Cross. Mixed-use development will be supported that contributes to the creation of this centre including town-centre uses such as retail, employment, housing, leisure, entertainment and other creative, cultural and community uses in line with its Central Activity Zone (CAZ) designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area (now known as Nine Elms Vauxhall).

This will be achieved by:

- a) Creating a sustainable mix of high density development contributing to the delivery of the remaining potential for new homes and jobs, including construction jobs, in the Nine Elms Vauxhall area as a whole;
- b) Promoting the new retail cluster, Vauxhall Cross, which will increase the vitality of the area and form a growth pole in keeping with the CAZ designation; creating opportunities for affordable retail; and focusing active-frontage uses to support the retail cluster and underpin its viability, ensuring that the diverse evening economy offer is appropriately managed. At least 25 per cent of ground floor units within the retail cluster should be in A1 retail use to meet the needs of local residents and workers;
- c) Reinforcing neighbourhood destinations at Black Prince Road, Old Paradise Street and Vauxhall Pleasure Gardens with new mixed-use development, including consolidation and expansion of the cultural and evening economy as part of a network of activities between places of interest;
- d) Encouraging and facilitating the use of the railway arches as an active spine, a focus for employment and business, as well as a mix of uses which could include cultural, artistic and community uses in appropriate locations, along with routes for pedestrians and cyclists as part of the Low Line project;
- e) Reconnecting Vauxhall to the river with new pedestrian links through the transformation of Vauxhall's transport infrastructure and public realm, improving the riverside walk and enlivening the waterfront with activities;
- f) The creation of a series of streets, spaces and places, revitalising Vauxhall with new active street frontages and a new public square fronting the main line station entrance as a focus for the new retail cluster;
- g) Connecting and improving the existing green spaces, especially the Linear Park, Vauxhall Pleasure Gardens, Vauxhall Park, Lambeth High Street Recreational

Ground, Archbishops Park and Larkhall Park, and creating enlarged and new open spaces where possible;

- h) Improving the transport experience throughout the area by reducing the dominance of road traffic, increasing the capacity of public transport infrastructure and maximising opportunities to walk and cycle safely and comfortably throughout the whole area. This will include the replacement of the existing one-way road system to make it two-way and the building of a new modern bus station and canopy supported by an improved, accessible public realm and connectivity with surrounding areas. Simplified road junctions and crossings will concentrate movements along natural desire lines throughout the whole area;
- i) Working with TfL to investigate whether the one-way system at Kennington Lane/Durham Street/Harleyford Road can be replaced with a two-way system and to promote walking, cycling and public realm improvements on Albert Embankment and along the viaduct linking Vauxhall to Waterloo as part of the Low Line project. The council, supported by TfL, will also consider the introduction of traffic management measures to reduce through traffic on local streets. Developments must be at least traffic neutral to support the objective creating a new transport interchange. Increased use of the River Thames for transporting people and freight will also be promoted;
- j) Implementing the council's Healthy Route Network, including improvements for walking and cycling on Albert Embankment to provide a high quality link between Vauxhall and Waterloo;
- k) Working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, particularly for vulnerable road users, and reduce environmental impacts;
- l) Supporting development that is appropriate to the different characteristics and roles of distinct character areas of Vauxhall. This includes:
 - 1. Lambeth Gateway
 - 2. Central Embankment
 - 3. Glasshouse Walk
 - 4. Vauxhall Cross
 - 5. Miles Street
 - 6. Pascal Place

1 and 2. In the Lambeth Gateway and Central Embankment this means enhancing the appearance and character of Albert Embankment, with active ground-floor frontages and an expanded range of employment and residential

uses. The area needs to become highly accessible and well connected to the surrounding area, maintaining and improving safe access to the River Thames.

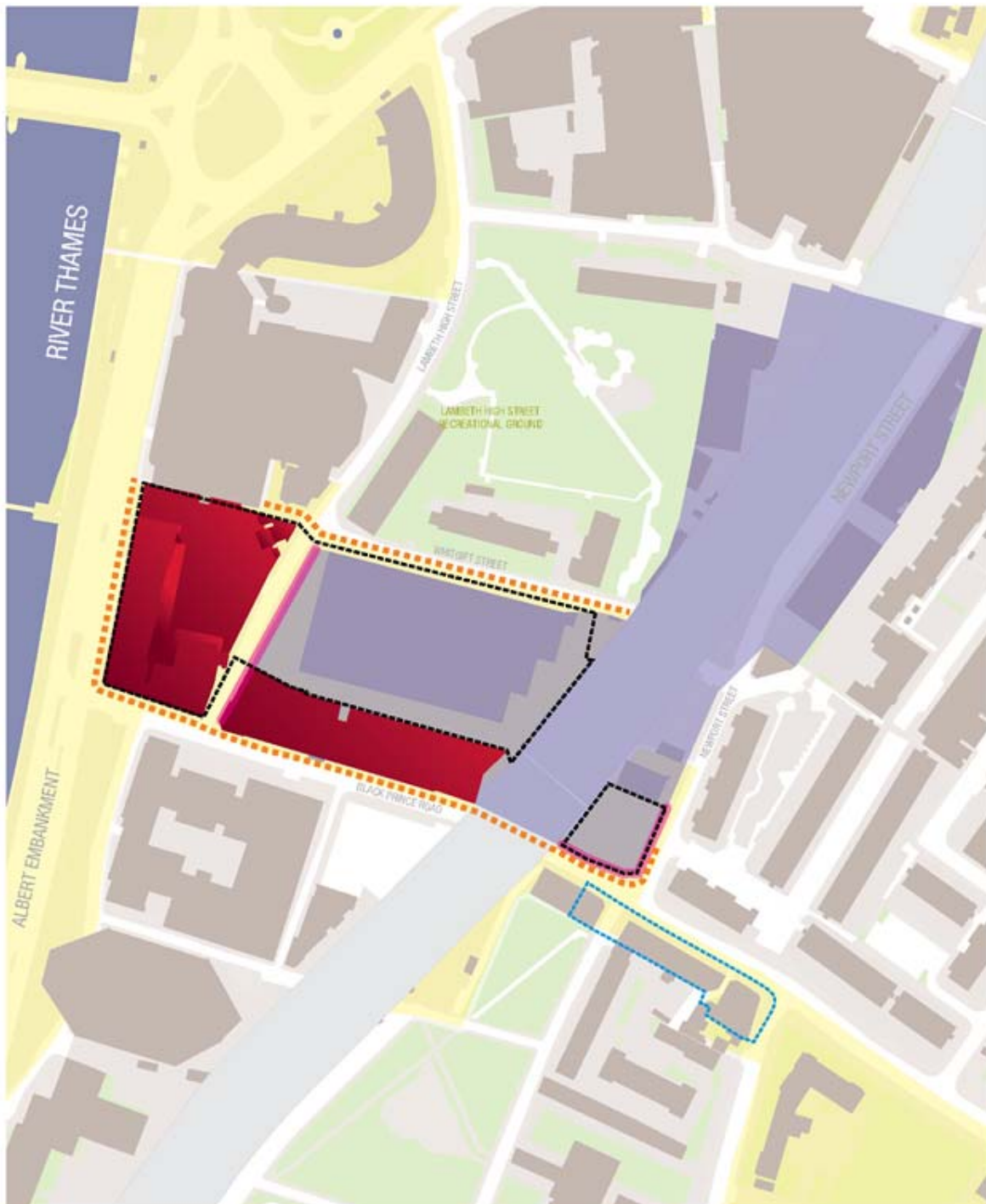
3. At Glasshouse Walk, to reinforce the character of this area, lower density development than elsewhere in the Vauxhall area will be supported: developing a creative mixed-use quarter centred on Vauxhall Walk; maximising opportunities for the use of the railway arches for commercial, leisure and night-time uses; promoting creative uses around Vauxhall Walk; improving existing public spaces including Pedlar's Park; and regenerating Vauxhall Pleasure Gardens to create a high quality public green space that serves a community focal point which is highly connected, accessible, active and safe.

4, 5 and 6. At Vauxhall Cross, Miles Street and Pascal Place, town-centre-led development, enhancing connectivity between Vauxhall Cross, the riverside and Nine Elms/Battersea to the south. This is consistent with the development underway.

In addition:

- m) The council supports the highest standards of sustainable design and construction and measures to improve air quality. The implementation of, and connection to, district heating networks and other effective forms of CO2 reduction and climate change adaptation, including innovative approaches, will be required in line with Local Plan and London Plan policies and to support the implementation of VNEB (NEV) energy masterplan;
- n) Remaining locations appropriate for tall buildings are identified in Annex 11. For greater detail on the composition of the cluster, see the Vauxhall Area SPD. The appropriateness of tall building development will be subject to acceptable impacts on the settings of heritage assets (especially the Westminster World Heritage Site). See Local Plan policies Q19 and Q26;
- o) Social infrastructure, the public realm environment and green spaces will be further strengthened by Lambeth's ongoing partnership working with organisations that are already operating in the locality including the business improvement district, Vauxhall One, Network Rail, Kennington, Oval and Vauxhall neighbourhood forum, TfL and landowners; and
- p) Development and uses should link with the adjoining areas of the London Plan Opportunity Area in the neighbouring borough of Wandsworth and support the overall approach to development described in the OAPF. Development proposals should take account of the potential to redevelop adjoining or surrounding sites.

Site 10 – 8 Albert Embankment and land to the near bounded by Lambeth High Street, Whitgift Street, the railway viaduct and Southbank House SE11



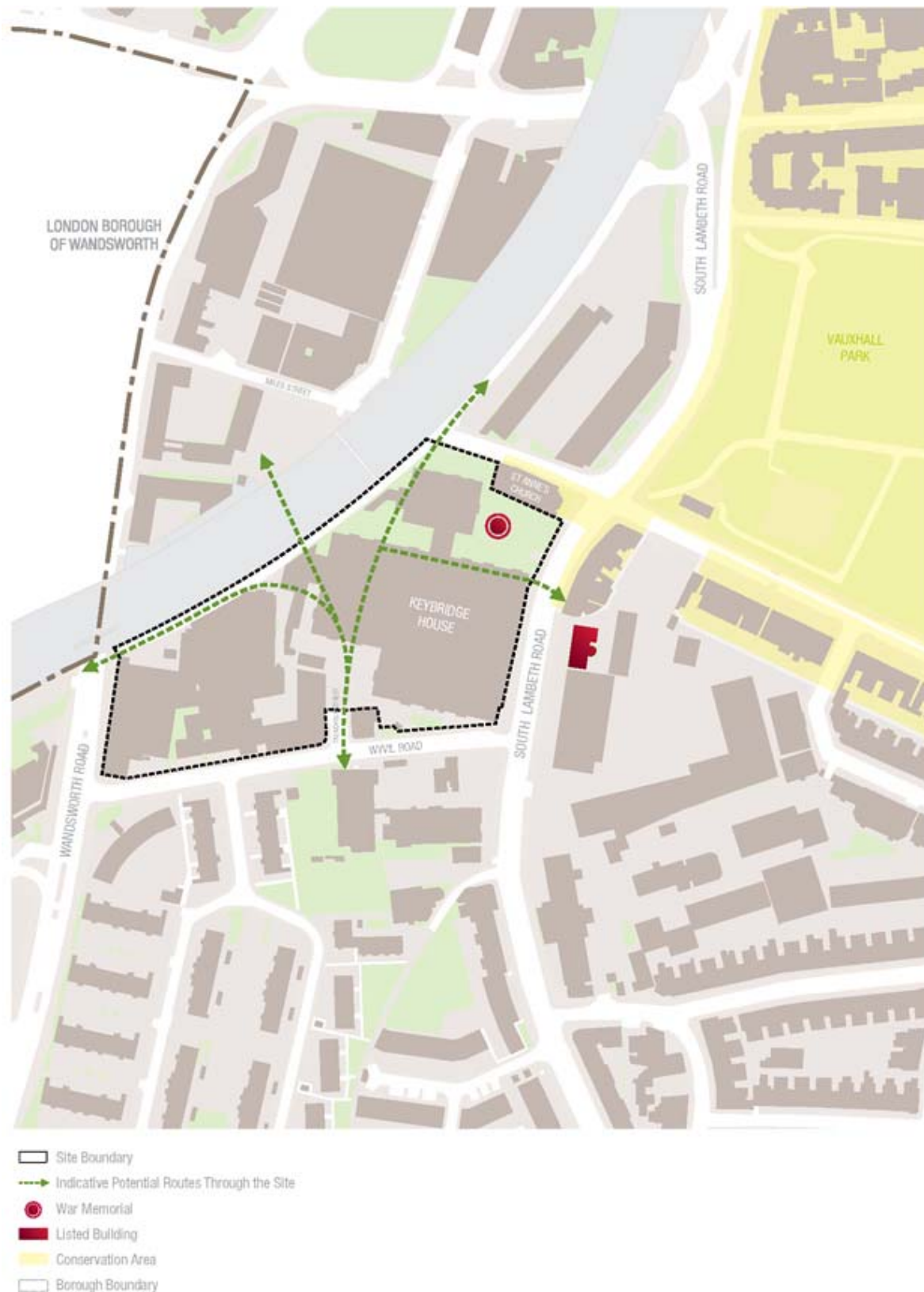
- Site Boundary
- Active Frontage
- Public Realm Improvements
- Local Centre
- Listed Building
- Key Industrial Building Area
- Conservation Area

Site 10 – 8 Albert Embankment and land to the rear bounded by Lambeth High Street, Whitgift Street, the railway viaduct and Southbank House SE11

Site area	The site comprises 8 Albert Embankment (0.52 ha) and the vacant workshop fronting Lambeth High Street (0.68 ha). Total site area 1.2 ha.
Ward	Princes
Ownership	The London Fire and Emergency Planning Authority (LFEPA)
Current use	Part operational fire station, part vacant former head- quarters building, officer accommodation and vacant vehicle workshop and storage. The workshop building fronting Lambeth High Street is within the Southbank House/Newport Street Key Industrial and Business Area (KIBA).
Transport	Public transport accessibility level 6a (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Grade II listed building and Grade II listed drill tower and obelisk within the curtilage of the site Within Albert Embankment conservation area Local view (see Policy Q25 (b)(2)(xvi)) Grade II listed Southbank House, Black Prince Road adjoins the site Within an archaeological priority area Within the 'background areas' of strategic views from Primrose Hill to the Palace of Westminster and from Parliament Hill to the Palace of Westminster
How the site was identified and relevant planning history	Identified in the Vauxhall Area SPD 2013 and the London Plan Vauxhall Nine Elms Battersea Opportunity Area Planning Framework. Identified in the GLA SHLAA 2009 list of large sites. 10/00318/FUL (withdrawn) 10/04473/FUL 10/04427/LB 10/04476/CON (refused February 2012) Appeals against the above refusals dismissed in May 2013
Preferred use	Retention/provision of an operational fire station. Mix of uses including residential and employment. Exceptionally, configuration of the site to include some residential within the KIBA boundary may be considered, if it can be demonstrated that this is necessary to achieve an acceptable scheme in all other respects. The amount of replacement employment should be maximised and should include space for small and medium enterprises.
Design principles and key development considerations	The site provides an opportunity to bring back into use these under-used and vacant premises. The council will support development on this site that: (i) provides a sympathetic reuse of the listed buildings without radical alteration or extension; (ii) respects the silhouette of the head-quarters building as viewed from across the river; (iii) retains the ventilation obelisk on site; (iv) relates in height and bulk to the adjacent townscape taking into account the height, massing and scale of neighbouring

	<p>buildings and the historic built form of the area; the heritage sensitivity of the site makes it inappropriate for tall building development;</p> <p>(v) ensures that 8 Albert Embankment continues to make a positive contribution to the townscape;</p> <p>(vi) makes sure both existing and new residential amenity is protected;</p> <p>(vii) focuses employment uses in and around the viaduct and Lambeth High Street;</p> <p>(viii) provides active frontages opposite the local centre on Black Prince Road and along Lambeth High Street;</p> <p>(ix) does not provide ground-floor residential uses on any part of the site;</p> <p>(x) provides public realm improvements to Albert Embankment, Lambeth High Street, Black Prince Road and Whitgift Street, to reduce traffic dominance and promote walking and cycling;</p> <p>(xi) maximises the amount of replacement employment and includes space for small and medium enterprises;</p> <p>(xii) provides a mixed and balanced community with an acceptable mix, tenure split/distribution of residential accommodation;</p> <p>(xiii) allows for the potential to connect to a future district-wide combined heat and power network.</p>
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Site 11 – Keybridge House, 80 South Lambeth Road, 10-22 Wyvil Road (even) and 143-161 Wandsworth Road (odd) SW8 1RG



Site 11 – Keybridge House, 80 South Lambeth Road, 10-22 Wyvill Road (even) and 143-161 Wandsworth Road (odd) SW8 1RG

Site area	1.99 ha
Ward	Oval
Ownership	Mixed private ownership
Current use	Part vacant site (143 – 161 Wandsworth Road), telecommunications centre and employment uses
Transport	Public transport accessibility level 6a (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Vauxhall conservation area to the north east of the site St Anne's Church makes a positive contribution to the conservation area Grade II listed 57 – 59 South Lambeth Road to the east of the site Brand & Co war memorial within the site
How the site was identified and relevant planning history	Included in the SHLAA 2009 as three potential housing sites Vauxhall Nine Elms Battersea Opportunity Area Vauxhall Area SPD January 2013 Identified need by the council and NEV for a primary school Planning permission 09/04322/FUL for part of the site 143-161 Wandsworth Road: 239 residential units in a building with maximum height of 36 storeys
Preferred use	Mixed-use development with active frontages at ground-floor levels, employment with residential on the upper levels and potential location for a new primary school.
Design principles and key development considerations	This site provides an opportunity to provide a mixed-use development with the potential to incorporate a primary school within the development. The council will support development on this site that: <ul style="list-style-type: none"> i) protects of the setting of the adjoining conservation area and St Anne's Church adjacent to the site; ii) publically redisplay the Brand & Co war memorial and incorporates it within the design of new buildings and spaces; iii) ensures that the amenity of new residential development is protected from the noise, pollution and vibration of the railway viaduct; iv) avoids single-aspect dwellings close to the railway line; v) protects the amenity of existing residential development; vi) explores the potential for linkages through the viaduct to a new urban square and the potential to reintroduce Trenchold Street as a north-south route; vii) maintains the access route along the viaduct and facilitates new mixed uses within the viaduct, providing an active arch spine with compatible town- centre uses and a focus on employment and cultural uses with high quality public realm, public art and permeability for pedestrians and cyclists;

	<ul style="list-style-type: none">viii) provides perimeter block development designed around new open spaces;ix) offers the opportunity to provide a new primary school;x) provides active frontages along South Lambeth Road and Miles Street;xi) retains the existing public house;xii) ensures that building heights reflect the transitional location of the site, mediating between the taller buildings in Vauxhall Cross and the low rise residential development to the south;xiii) avoids unacceptable canyon-like development to the railway viaduct and allows views between buildings to provide views to the south;xiv) minimises impact on Wyvil Primary School, particularly with regard to vehicular access: access to be sited so that traffic movements to and from Wyvil Road are minimised through the use of alternative locations on Miles Street;xv) finds appropriate uses for the existing basement car parks and minimises provision of parking for a new development;xvi) allows for the potential to connect to a future district-wide combined heat and power network.
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Site 12 – Land bounded by Wandsworth Road to the west, Parry Street to the north, Bondway and the railway viaduct to the east SW8



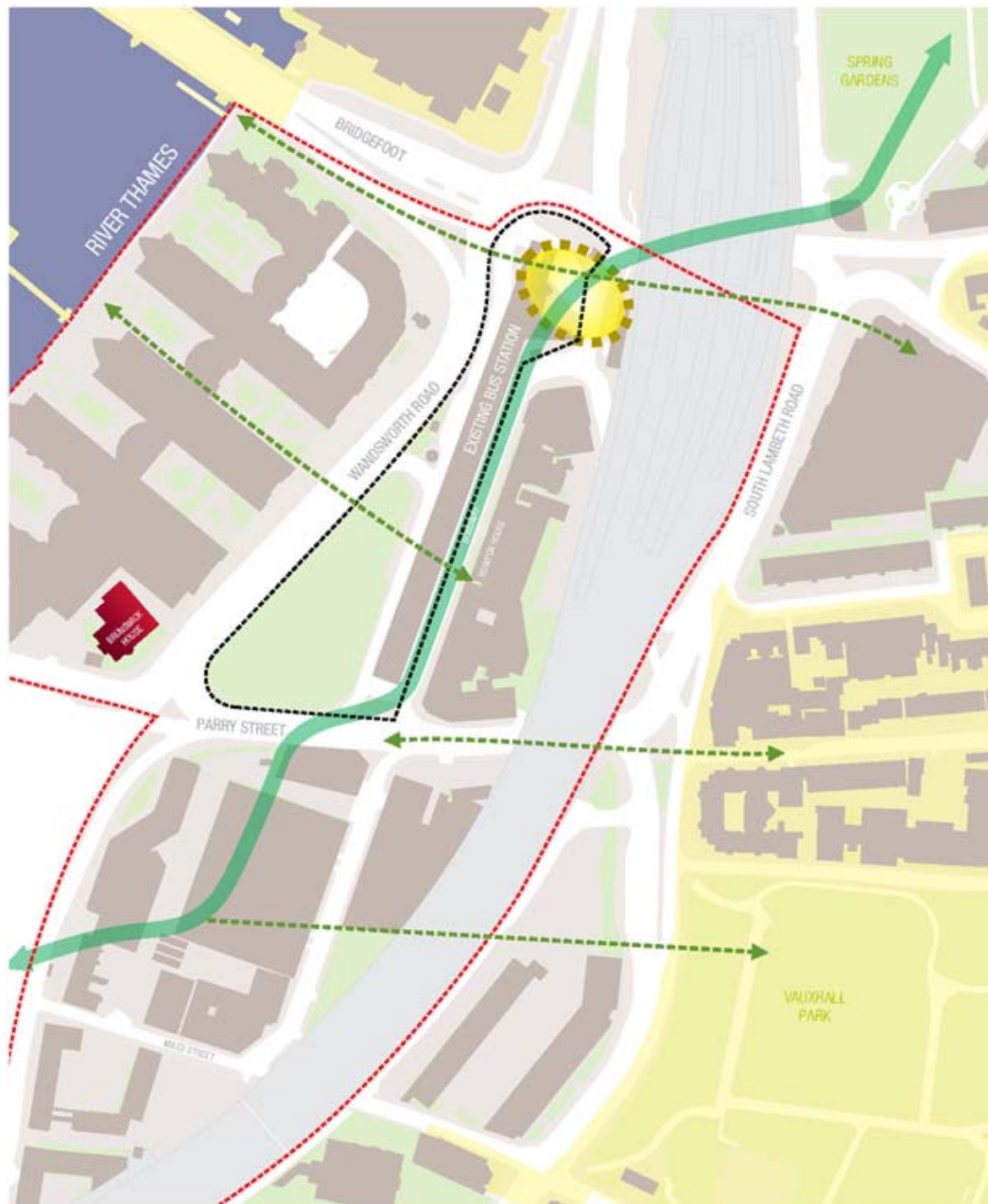
- | | |
|---|-------------------|
| Site Boundary | Active Arch Spine |
| New District Centre | Listed Building |
| Vauxhall Cross Interchange | Conservation Area |
| Indicative Location of New Urban Square | Borough Boundary |
| Green Spine / Linear Park | |
| Pedestrian Linkage / Improvements | |
| Active Frontage with Retail Focus | |
| Active Frontage non Retail Focus | |

Site 12 – Land bounded by Wandsworth Road to the west, Parry Street to the north, Bondway and the railway viaduct to the east SW8

Site area	1.85 ha
Ward	Oval
Ownership	Private
Current use	Warehouse, office uses, depot and residential
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Within an archaeological priority area Grade II listed 101-109 (odd) Wandsworth Road adjoins to the south west of the site Grade II* listed Brunswick House to the north west of the site
How the site was identified and relevant planning history	Included in the SHLAA 2009 as a potential housing site Identified in the Vauxhall Area SPD 2013 and VNEB Opportunity Area Planning Framework 11/04428/FUL – approved July 2013 (part of the site)
Preferred use	Town-centre-led mixed-use development with employment, community uses and residential on the upper floors. A new urban square with a linear park connecting through the site and the re-provision of a hostel.
Design principles and key development considerations	This development of this site is pivotal in the provision of the new Vauxhall district centre. The council will support development that: <ul style="list-style-type: none"> (i) has regard to the re-provision of Graham House hostel to a suitable location within the site as part of any comprehensive development; (ii) retains the listed buildings fronting Wandsworth Road; (iii) includes active frontages with a retail focus onto Parry Street, corner of Bondway and Wandsworth Road and a new urban square; (iv) provides non-retail active frontages onto Miles Street; (v) provides a range of unit sizes for retail and community uses; (vi) ensures that the amenity of new residential development is protected from the noise, pollution and vibration of the railway viaduct; (vii) avoids single-aspect dwellings close to the railway line; (viii) sets out buildings to define the streets and spaces to be built to the back edge of pavements; (ix) in partnership with Network Rail, who own the railway arches, provides an active arch spine with compatible town-centre uses with a focus on employment and cultural uses, high-quality public realm, public art and permeability for pedestrians and cyclists;

	<ul style="list-style-type: none">(x) includes building heights in the region of 150 metres;(xi) links the new urban square, linear park and Vauxhall Park through a safe and protected pedestrian route;(xii) provides a link through the site from the linear park to the Vauxhall Cross interchange;(xiii) includes improvements to Wandsworth Road and Miles Street as part of a key route to the river from the existing residential area through the new district centre;(xiv) allows the option to provide simplified road junctions as part of any development now or in the future;(xv) provides opportunities for public art;(xvi) avoids unacceptable canyon-like development to the railway viaduct and allows views between buildings to provide views to the south;(xvii) allows for the potential to connect to a future district-wide combined heat and power network.
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Site 13: Plot bounded by 7-93 Wandsworth Road, Parry Street, Bondway including the bus station SW8 (Vauxhall Island Site)



- Site Boundary
- New District Centre
- Vauxhall Cross Interchange
- Proposed Public Open Space
- Green Spine / Linear Park
- Pedestrian Linkage / Improvements
- Listed Building
- Conservation Area

Site 13 – Plot bounded by Parry Street, Bondway and 7-93 Wandsworth Road SW8 (Vauxhall Island Site)

Site area	1.09 ha
Ward	Oval
Ownership	Private ownership and Transport for London
Current use	Temporary open space, operational bus station and transport interchange
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Within an archaeological priority area Grade II* listed Brunswick House to the west of the site Locally-listed Vauxhall railway station, Rowton House, Bondway, 2 South Lambeth Place and 1-3 Wandsworth Road to the north east of the site
How the site was identified and relevant planning history	Included in the SHLAA 2009 as a potential housing site Identified in the Vauxhall area SPD 2013 and the VNEB Opportunity Area Planning Framework 10/02060/FUL allowed on appeal August 2012
Preferred use	Town-centre-led mixed-use development centred on Bondway and the existing bus station. Retail and other town-centre uses on the ground floor and above to form a new high street onto Bondway, with active non-retail uses on the Wandsworth Road frontage and residential on the upper floors.
Design principles and key development considerations	This site is key to the development of a new Vauxhall town centre focused on Bondway and incorporating the existing bus station. The council will support development that: <ul style="list-style-type: none"> (i) promotes a new town centre focused on Bondway; (ii) enables Bondway to become a two-sided street shared between pedestrians and vehicles, linking Albert Embankment to the north and the proposed linear park to the south; (iii) promotes public realm to be the primary focus on Bondway to ensure pedestrians have a greater priority over vehicles; (iv) promotes a safe and effective cycle route; (v) restricts building heights to a maximum of 150m; (vi) provides a mix of town-centre uses with a range of unit sizes for retail and community uses; (vii) sets out buildings to define the streets and spaces to be built up to the back edge of pavements; (viii) establishes a sense of place with a distinct identity; (ix) provides a new pedestrian crossing across Wandsworth Road to connect the new high street to St George Wharf and the river, with linkages to the residential area east of the viaduct; (x) ensures an effective transport interchange is maintained, with

	<p>improvements to bus routes and a return to two-way working of the gyratory with bus stops located on key routes;</p> <p>(xi) provides a new public square to the north of the site;</p> <p>(xii) includes linkages to new open spaces and, to the east of the viaducts, to Vauxhall Park;</p> <p>(xiii) allows for the potential to connect to a future district-wide combined heat and power network.</p>
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Brixton

Context and character

- 11.36. As one of Lambeth's two major town centres, Brixton has developed an international reputation based on its markets, cultural and creative energy and diversity. It has a varied and vibrant retail, entertainment and leisure offer which is strongly connected to the economic and social life of the local community and attracts both local people and visitors from across London and beyond. The variety and cultural significance of these uses has created an increasingly popular evening and night-time economy. Brixton is also a major administrative and employment centre which currently supports jobs created by the public, retail and entertainment service sectors.
- 11.37. Brixton has a rich architectural heritage and its built environment includes careful massing, fine detailing and respectful buildings that create a townscape of variety and a strong sense of place. The majority of the town centre is designated as a conservation area and contains numerous statutory and locally listed buildings. It is characterised by mostly 19th and early 20th Century commercial and public buildings, the covered and street markets and the elevated railway line viaducts. The residential hinterland is characterised by terraced housing and large housing estates.
- 11.38. While Brixton possesses many of the characteristics of a successful town centre, it faces a number of challenges related to its local economy and resilience, environment and intensity of use, socio-economic and demographic changes and development pressure. The economic and physical make-up of Brixton creates opportunities to support and diversify the local economy as well as increase its residential population. Investment and growth in Brixton will require careful management to protect the town centre's existing retail and employment offer, whilst securing the redevelopment of land and buildings for uses which diversify the local economy, improve its social, economic and environmental resilience and deliver economic growth and housing.
- 11.39. Large parts of Brixton, including the majority of the town centre, are identified in the London Plan as a Strategic Area for Regeneration. To ensure investment and growth delivers sustainable regeneration of the area, the key objectives in Brixton are:
- to diversify the local economy by promoting a significant increase in the amount and variety of employment floorspace, including a focus on the

creative and digital industries in the Creative Enterprise Zone and protecting existing floorspace;

- to promote and protect the diverse retail and leisure sectors, including the celebrated contribution made by the indoor and street markets and the town centre's diverse food offer;
- to manage growth in the evening and night-time economy in a way that broadens the town centre offer and mitigates its impacts;
- to deliver high quality residential development on appropriate sites that meets local housing need;
- to achieve the highest standards of design in the development of new buildings, structures and public realm, and preserve and enhance the historic built environment;
- to improve public transport use and interchange, including refurbishment of the mainline train station and a new cycle parking hub;
- to reduce traffic domination, improve air quality and improve walking and cycling by reallocating road space, providing new cycle infrastructure, creating new pedestrian routes, and designing pedestrian friendly streets and spaces; and
- to ensure social and community infrastructure is provided to improve community well-being and cohesion.

Community

11.40. The Brixton Business Improvement District (BID) aims to strengthen business partnerships, better market the area and to improve the local environment. Over a number of years Brixton's range of community groups have been involved in plans and strategies for its future development. This continued engagement will be important to the success of future programmes.

11.41. There is a need to improve and enhance leisure and community facilities in the centre of Brixton, including the need to improve access for all communities. The historical and cultural importance of the existing Brixton Recreation Centre (Grade II listed building) to the community is recognised.

Housing

- 11.42. The London Plan identifies the major town centre as having medium residential growth potential. Within the town centre, larger sites with potential to deliver new housing include Site 15 and Site 16. Sites that will deliver new housing include 86 – 88 Gresham Road. In the wider Brixton area, larger sites include Olive Morris House, land bounded by Somerleyton Road and Coldharbour Lane, and Thrayle House on Benedict Road. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential and mixed-use development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.43. Brixton is home to approximately 11,300 jobs and 1,500 businesses, with the majority of jobs in sectors such as retail, leisure, food and drink and public sector activities. It also has a growing cluster of creative and digital industries and has been designated by the Mayor of London as a Creative Enterprise Zone. The London Plan identifies Brixton town centre as having medium commercial growth potential. There is a need and opportunity to diversify and improve the resilience of the local economy by protecting existing business space and increasing the supply of employment floorspace and the range of workspaces available through the redevelopment of key sites. This will need to include affordable, low-cost and flexible workspaces catering for small businesses. The railway arches stretching from Pope's Road to Gresham Road play an important role in providing a range of uses that support the functioning of the town centre including retail and storage units and low-cost studios, workshops and maker spaces and contribute towards the role of the Creative Enterprise Zone.
- 11.44. The Brixton Economic Action Plan (2017) identifies an under-supply of workspace compared to similar town centres in London and that this is affecting Brixton's ability to facilitate growth, diversify its economy and realise its full potential as a hub for innovation and experimentation. The Creative and Digital Industries Study (2017) also identifies a lack of suitable premises for creative and digital businesses and recommends the development of medium-sized managed and serviced offices, flexible incubator, accelerator and co-working spaces, creative studios, workshops and maker spaces suitable for small and medium businesses. An Article 4 Direction removing permitted development rights for change of use from B1 (a) Office to C3 Residential has been implemented in the town centre to enable the protection of the existing stock of office space.

- 11.45. Brixton's retail offer includes a balance of specialist independent and high street multiple retailers and covered and outdoor markets that provide a wide range of convenience and comparison goods. The three covered markets are listed buildings and are of historical and cultural importance. There are approximately 280 retail and service units in the town centre, excluding the indoor markets. However, given competition from other centres and changing consumer trends and demand (for example, internet shopping), there is a need to diversify and improve provision across the high street, indoor markets and street markets to secure and maintain local, commuter and visitor spend. Development providing retail will need to improve the variety of convenience and comparison goods available in the area.
- 11.46. Brixton's retail offer is supplemented by a growing food and beverage sector. There are approximately 100 food and drink units in the town centre, excluding the indoor markets. The London Plan identifies Brixton's night-time economy as an area of regional or sub-regional significance. Together with the existing music venues, cinema and future theatre, the town centre supports a vibrant and culturally diverse night-time economy which has been enhanced by the night tube. While growth in the evening and night-time economy can deliver significant local economic benefits, the environmental, safety and amenity impacts require responsible and careful management, with particular concerns about the number of bars on Coldharbour Lane, Acre Lane and Atlantic Road. The council wishes to support Brixton's growing food and beverage sector, particularly its restaurants, but will use its enforcement powers to manage any restaurants operating as bars without planning permission. Working with local residents and stakeholders, the Brixton BID, Metropolitan Police and TfL, the council will produce an Evening and Night Time Economy Strategy that will identify proposals for managing the growth of this sector.
- 11.47. The Brixton Street Market Strategy (2018) emphasises the contribution made by the street markets to Brixton's economic, social and cultural well-being. Electric Avenue has benefited from significant improvements to the layout, function, appearance and cleanliness of the market to encourage higher stall occupancy and increased visitors. The strategy proposes further investment in the Brixton Station Road and Pope's Road street markets which will be funded and delivered through the Good Growth Fund programme and planning obligations in appropriate circumstances. Particular consideration will need to be given to improving storage, waste management, hard and soft landscaping, delivery and servicing arrangements and electricity and water infrastructure.

- 11.48. Delivery and servicing spaces and waste management and storage will need to be provided in locations in or accessible from the town centre.

Transport and Public Realm

- 11.49. Brixton is a significant transport interchange, with the underground station in particular attracting trips from a wide catchment area and several thousand people accessing the town centre by bus on a daily basis. This movement of people contributes to significant footfall, particularly at peak times, and represents a challenge in terms of space available for pedestrians and the quality of the pedestrian experience. Brixton Road is a strategic traffic route with 25,000 daily vehicle movements. It is also a major bus corridor providing an important link both to the north of the borough and to Streatham in the south. The council will develop an area freight management plan with TfL.
- 11.50. To encourage greater use of Brixton mainline station and improve accessibility and interchange, an opportunity exists to replace the poorly overlooked, inadequately lit and narrow underpass and physically constrained staircases. There is potential to explore over-station development, the relocation of the entrance and exit to Pope's Road and incorporation step-free access. An improved station would better reflect Brixton's role as a major centre as well as assisting in managing rush-hour capacity issues. Improved access to east to west rail services, such as the Overground, is also desirable and the council is keen to explore longer term options to deliver this as part of TfL's 'metroisation' proposals.
- 11.51. Many cycle trips that originate both within and outside the borough pass through Brixton. The Mayor's Transport Strategy identifies Brixton as a key node in London's Strategic Cycle Network and this is reflected in the council's planned Healthy Route Network which identifies a number of key routes serving the area. Cycling potential is currently suppressed by the lack of high quality infrastructure and the hostile traffic environment. Opportunities exist to develop cycle routes, increase cycle parking and deliver a town centre cycle hub on land between Atlantic Road and Electric Lane. Working with the Mayor of London and TfL, the council will support measures that reduce traffic and mitigate its impact on the town centre, including its proposed designation as a Low Emission Neighbourhood.
- 11.52. Atlantic Road, Coldharbour Lane, Brixton Station Road and Pope's Road will be the focus of public realm improvements to reduce traffic dominance, improve air quality, improve servicing, support market functions, increase pedestrian comfort, promote cycling and facilitate interchange between the mainline and underground stations. The redevelopment of key sites also provides an opportunity to address the severance caused by railway

viaducts and improve pedestrian permeability and wayfinding. These objectives are supported by the Brixton Liveable Neighbourhood project which seeks to improve conditions for walking and cycling in the town centre and surrounding neighbourhoods, primarily through measures to reduce and remove general traffic on local roads.

Environment

- 11.53. Brixton's open spaces include Max Roach Park, Windrush Square and Rush Common, with the area also in close proximity to Brockwell Park. Parts of Brixton are deficient in access to open space and opportunities to improve this, as well as increasing green infrastructure, will be sought. As a result of heavy traffic in the town centre, Brixton experiences poor air quality. The A23 from Brixton to Streatham is designated as an air quality focus area due to its high levels of both pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. The council will support measures that seek to improve air quality.

PN3 Brixton

Key

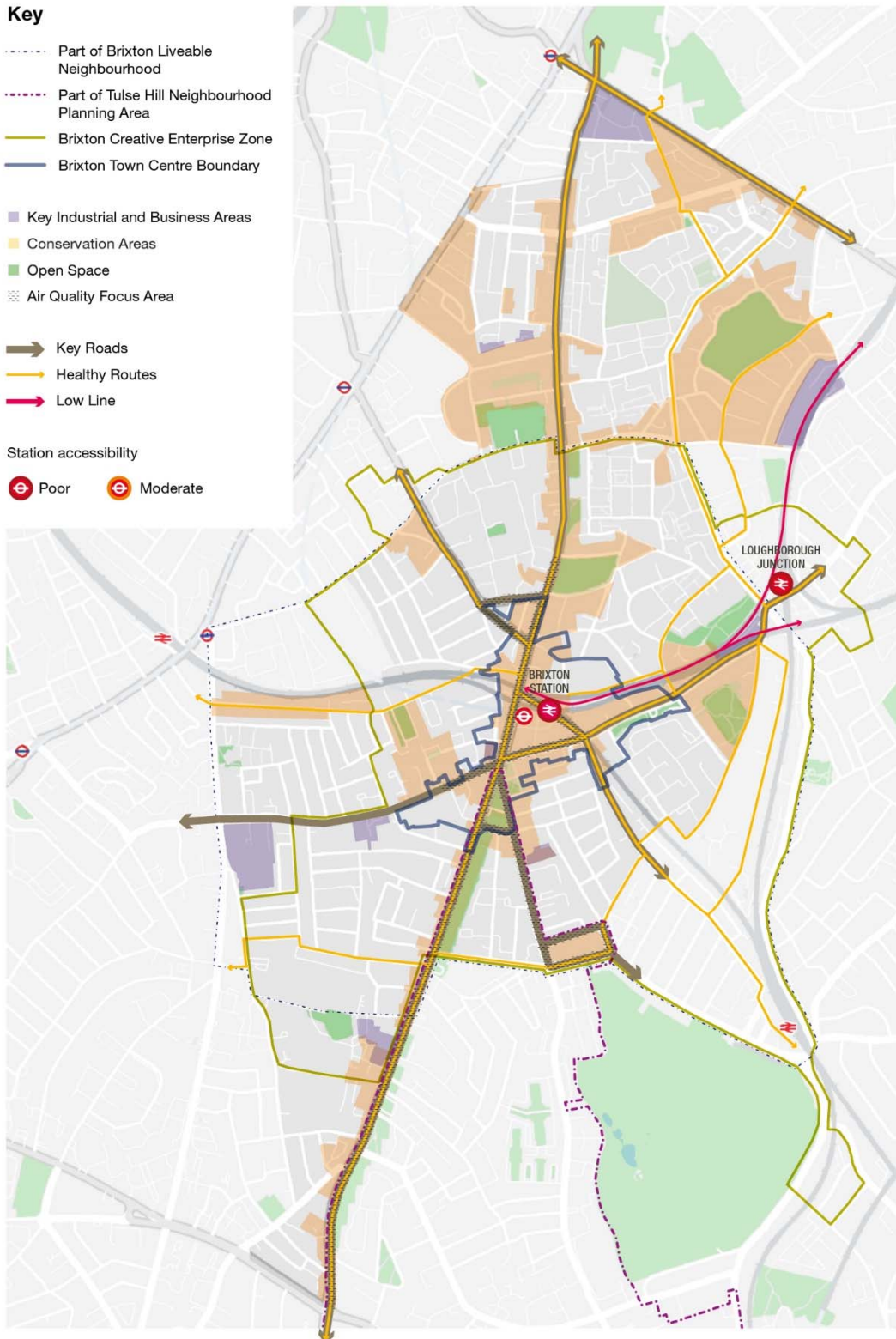
- Part of Brixton Liveable Neighbourhood
- Part of Tulse Hill Neighbourhood Planning Area
- Brixton Creative Enterprise Zone
- Brixton Town Centre Boundary

- Key Industrial and Business Areas
- Conservation Areas
- Open Space
- Air Quality Focus Area

- Key Roads
- Healthy Routes
- Low Line

Station accessibility

- ⊖ Poor
- ⊕ Moderate



PN3 Brixton

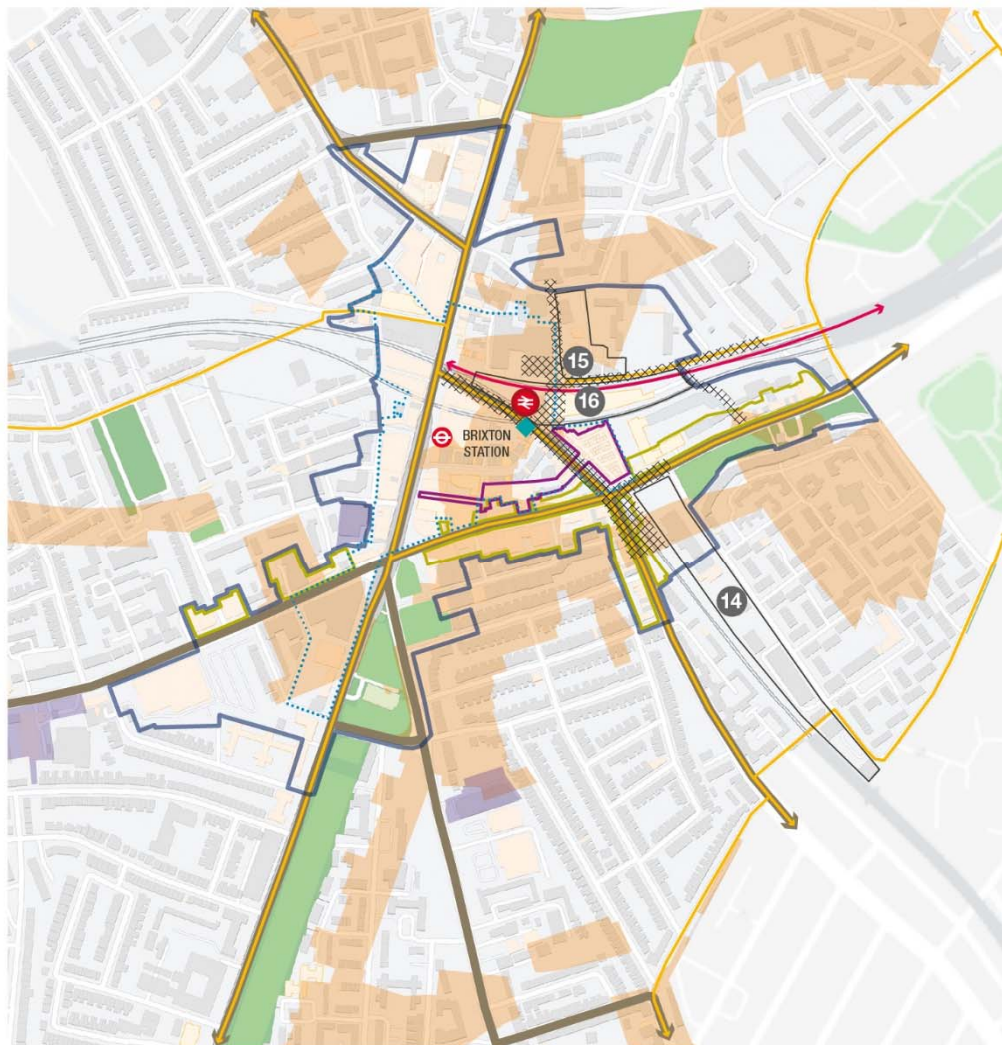
Key

- Brixton Town Centre Boundary
- ... Primary Shopping Area
- Brixton indoor Markets
- Evening Economy Management Zone
- Site Allocations
 - Site 14 - Somerleyton Road
 - Site 15 - Popes Road
 - Site 16 - Brixton Central

- ◆ Refurbishment of mainline station/entrance on Electric Lane
- ⊗ Public Realm Improvements
- Key Industrial and Business Areas
- Open Space

- Key Roads
- Healthy Routes
- Low Line

- Station accessibility
- ⊖ Poor
 - ⊕ Moderate



PN3 Brixton

Brixton's role as a distinctive, multicultural and diverse major town centre will be safeguarded and promoted through careful and sensitive regeneration, recognising its local distinctiveness and historic built environment, and supporting economic, social and environmental sustainable development. A key objective of the Brixton Economic Action Plan is to develop a broader and more resilient local economy.

This will be achieved by:

- a) requiring, in the primary shopping area, that the proportion of retail (A1) units does not fall below 60 per cent and that the proportion of food and drink uses (A3/4/5) does not exceed 25 per cent, taking account of unimplemented planning permissions for change of use. In addition, no more than 2 in 5 consecutive ground floor units in the primary shopping area should be in food and drink use (A3/4/5) at one time. No more betting shops or payday loan shops will be supported within the centre as a whole.
- b) requiring, in the indoor markets (as shown on the Policies Map), that no less than 50 per cent of floorspace should be in A1 use and no more than 50 per cent floorspace should be in A3 use within each indoor market (Brixton Village, Market Row, Reliance Arcade), subject to a management plan being in place that is agreed between the council and the managers of the indoor markets. The thresholds for A1 and A3 floorspace for each indoor market relate to ground floor units and connected upper floors that share the same access for each indoor market. A4 uses in the indoor markets will not be permitted on both the ground floor and upper floors. All independently accessed upper floorspace in each indoor market currently in D1 or B1 use will be protected.
- c) implementing an evening economy management zone which will seek to support the growth and diversification of the evening and night-time economy whilst managing its impact on local residents and the local environment. In the evening economy management zone, the proportion of units in evening and night-time economy uses (A3/A4/A5 and nightclubs) should not exceed 40 per cent, taking account of unimplemented planning permissions for change of use. No more than 10 per cent of ground floor units in the evening economy management zone should be in A4 use. In addition, no more than 3 in 5 consecutive ground floor units should be in evening and night-time economy uses (A3/A4/A5 and nightclubs), taking account of unimplemented planning permissions for change of use. There will be a presumption against the use of rooftops and terraces for evening and night-time economy uses (A3/A4/A5 and nightclubs) in the evening economy management zone unless it can be robustly demonstrated there will be no harmful impact as a result of these uses.

- d) outside of the primary shopping area, indoor markets (as shown on the Policies Map) and evening economy management zone, ground floor uses should be in A, D or B use. The proportion of units in A4 and nightclub use should not exceed 5 per cent and no more than 2 in 5 consecutive ground floor units should be in A4 or nightclub use. This should take account of unimplemented planning permissions for change of use.
- e) supporting the Creative Enterprise Zone (CEZ) through the promotion and growth of the existing cluster of creative and digital industries active in Brixton and complementing the wider aspirations for Brixton's economy. Applications within the CEZ for development including B1 floorspace will be supported where they:
 - i. maximise the amount of market, flexible, low-cost and affordable workspace suitable for creative and digital industries in accordance with Local Plan policies ED1 and ED2;
 - ii. provide a mix of workspace typologies for different types and sizes of businesses with a focus on start-up, incubator and grow-on space for creative and digital industries that diversify and strengthen the sector; and
 - iii. provide space, such as meeting rooms and exhibition spaces, which promotes networking and information sharing between businesses and sectors within the creative and digital industries and that can be accessed by local community groups.
- f) securing traffic reduction and initiatives to reduce harmful emissions and improve air quality; the creation of new high-quality, safe, accessible and animated public spaces with increased green infrastructure; improvements in provision for pedestrian movement and cyclists; improved linkages within the town centre and connections with adjoining areas; and communal use of public spaces and public art.
- g) improving the quality of public transport provision and interchange; seeking further improvements in the quality and connectivity of public transport such as a fully accessible refurbished mainline train station; working with TfL to open the rear entrance to Brixton Underground Station on Electric Lane; delivering a cycle parking hub near the tube station; and exploring opportunities to improve access to east to west rail links.
- h) supporting a new mainline rail station building that improves arrival to and departure from the station and town centre, and incorporates inclusive access to north and south bound platforms. The new station building and access arrangements will be expected to reduce platform congestion, promote better interchange and improve the passenger experience. Development proposals in

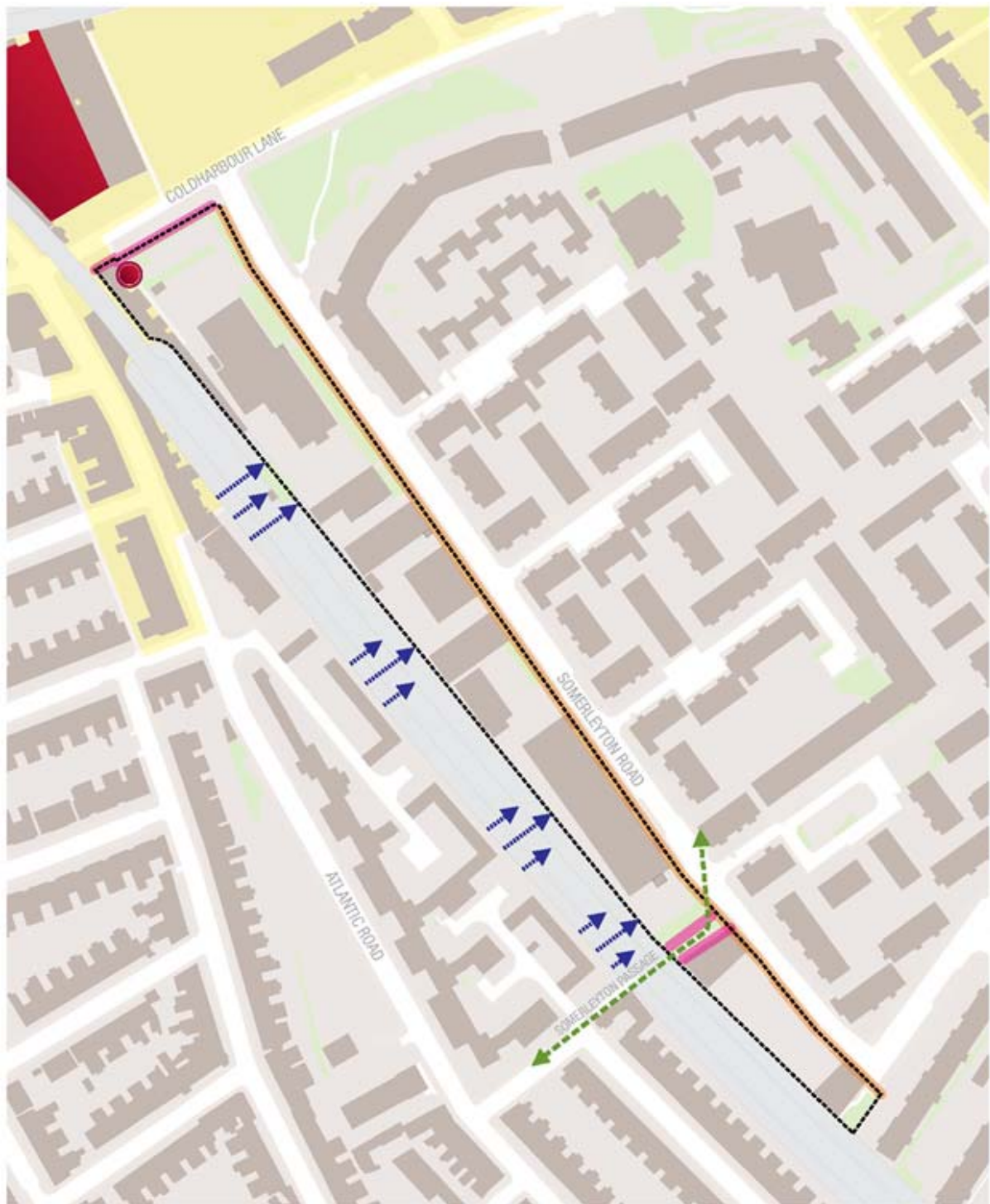
the vicinity of the station and that will directly benefit from these improvements will be expected to contribute towards their delivery.

- i) implementing town-centre energy and waste management strategies involving a wide range of sustainable elements and innovation and supporting this delivery through planning obligations. This could include provision of sustainable waste management and recycling facilities or district heating networks, and permanently moving the town centre waste compactors from their temporary location on Brixton Station Road.
- j) Somerleyton Road area – in accordance with site allocation 14, promoting options for mixed-use development: improving the residential mix and housing layouts and street patterns; providing employment space including affordable and flexible workspace, cultural and community industries, green industries, community facilities, educational facilities, Ovalhouse theatre / arts facilities; improved green and play space; active / overlooking street frontages; and improved public realm and linkages with adjoining areas.
- k) supporting development on sites 15 and 16 in accordance with the site allocation policies for those sites and the guidance and principles set out in the Brixton Central Supplementary Planning Document. The ground floor mix of uses should contribute directly to the future viability and vitality of the town centre in accordance with PN3a), PN3d) and PN3e). The design of the development proposals should complement and enhance the permeability and quality of public spaces and improve pedestrian and cycle movements through this part of the town centre. Development proposals will also be expected to contribute towards wider public realm improvements in this part of the town centre to facilitate a comprehensive and unified approach.
- l) requiring changes of use in the railway arches in Brixton Central to address the requirements of Local Plan policy ED6 and the guidance provided in the Brixton Central Supplementary Planning Document.
- m) supporting and delivering public realm improvements to the section of Brixton Station Road between Pope's Road and Brixton Road and the section of Pope's Road between Atlantic Road and Brixton Station Road, that provide an improved trading environment for the outdoor market and shops by enhancing the street market's infrastructure, seating, lighting, landscaping, wayfinding and servicing. Development proposals in this part of the town centre will be expected to contribute to this objective in their design and through appropriate planning obligations.
- n) supporting and delivering public realm improvements to the section of Brixton Station Road between Pope's Road and Valentia Place that provide an improved

setting for new development and redeveloped railway arches by creating a pedestrian and cycle-friendly street that incorporates tree planting and meets the servicing needs of new development. Development proposals in this part of the town centre will be expected to contribute to this objective in their design and through appropriate planning obligations.

- o) Atlantic Road – encourage major investment in the public realm to prioritise pedestrians, cyclists and buses, supporting the Brixton Liveable Neighbourhood project; safeguard adequate provision for servicing for businesses on Atlantic Road, Electric Avenue and the indoor markets; and provide better pedestrian connections between Brixton Village and Market Row indoor markets, Electric Avenue and Pope’s Road street markets and the mainline train and London Underground stations.
- p) Electric Lane – encourage public realm improvements to the street, including around the entrances to Reliance Arcade and Market Row indoor markets; work with TfL to re-open the rear entrance to the London Underground Station; opportunity for an off-street cycling parking hub as part of creating an improved transport interchange on land off Electric Lane; opportunity for relocating the town centre waste compactors on land off Electric Lane.
- q) Coldharbour Lane – opportunities for mixed-use activities at street level and public realm improvements between Brixton Village and Somerleyton Road redevelopment.
- r) Brixton Road – Brixton’s ‘high street’ has seen significant highway improvements: further improvements include the delivery of the Streatham to Oval cycle way through the town centre including safety improvements to key junctions, traffic management and air quality improvement measures, improved connections to surrounding areas; the creation of a strong visual marker at the junction of Brixton Road and Stockwell Road; preserving and enhancing the conservation area; improving the range and quality of shopping; promoting active uses on upper floors; public realm improvements; new pocket parks; and mixed-use development of key sites.
- s) Acre Lane – the Tesco site provides a potential opportunity for mixed-used redevelopment. Public realm improvements along Acre Lane will be supported.

Site 14 – Somerleyton Road SW9



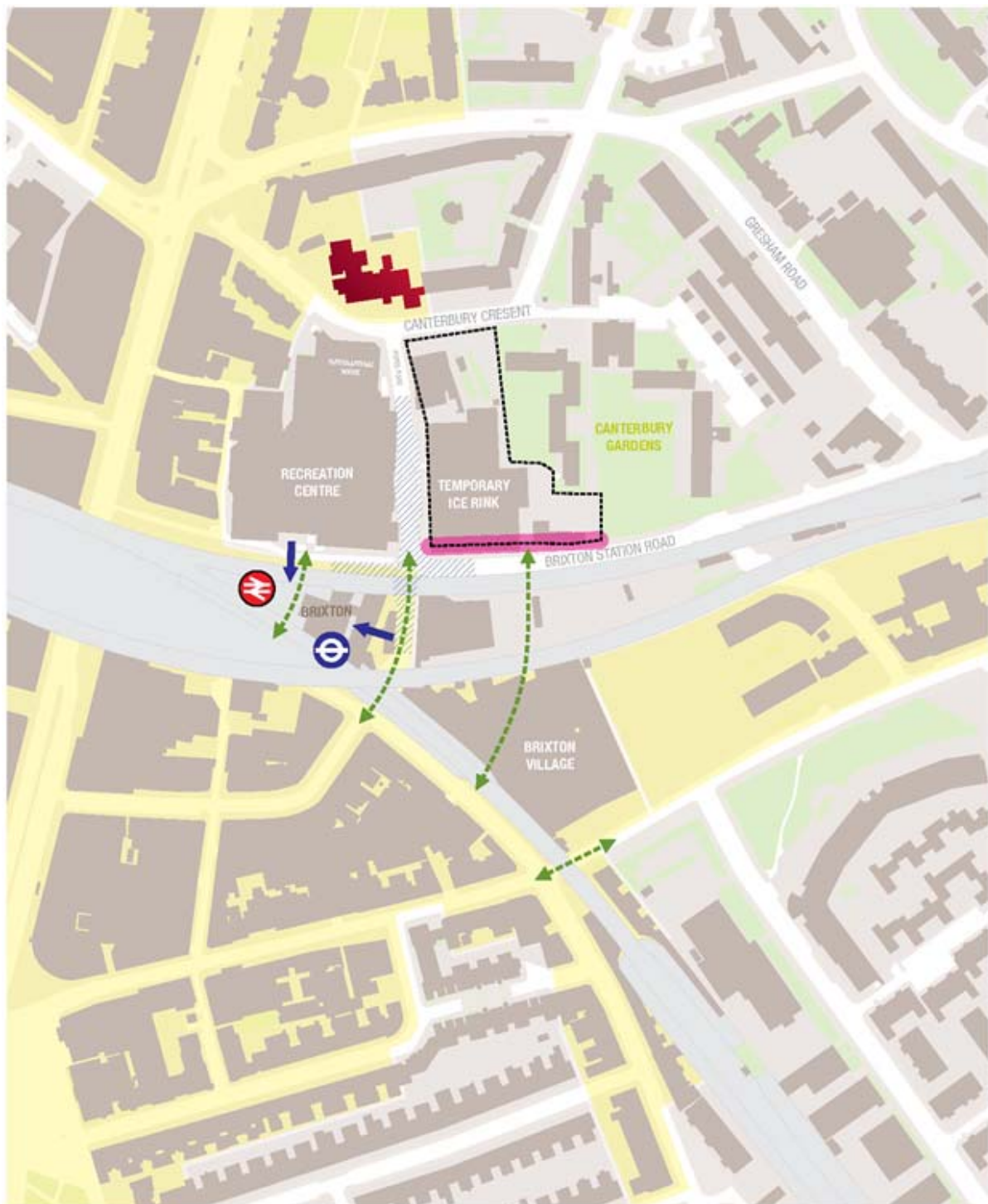
- Site Boundary
- Listed Building
- Nuclear Dawn Memorial
- Views Across Site (locations indicative)
- Pedestrian Linkage / Improvements
- Active Frontage
- Street Frontage and Protected Plane Trees
- Conservation Area

Site 14 – Somerleyton Road SW9

Site area	1.6ha
Ward	Coldharbour
Ownership	London Borough of Lambeth, Transport for London, Network Rail and private ownership
Current use	Residential, temporary education use, vehicle maintenance depot, employment uses, substation
Transport	Public transport accessibility level 3 (moderate) to 6a (exceptional)
Flood zone	Flood zone 1 - a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Carlton Mansions (including 'Nuclear Dawn' mural) on Coldharbour Lane locally-listed North west corner of the site within the Brixton conservation area Grade II listed Granville Arcade (Brixton Village) and locally-listed Walton Lodge Laundry opposite the site on Coldharbour Lane
How the site was identified and relevant planning history	Part of the site included in the SHLAA 2009 as a potential housing site Included in the Brixton Masterplan June 2009 and Brixton area SPD June 2013 Partly within Brixton town centre 2 Somerleyton Road has a temporary planning permission for education use 08/00610/RG4. 10 Somerleyton Road has temporary permission as a minibus depot 11/03759/RG4. Angela Davis industrial estate has permission for the continued use as a council vehicle maintenance depot 11/03577/RG4. The Loughborough Park Estate adjoining the south east of the site has outline planning permission for the redevelopment of the estate 10/03653/OUT.
Preferred use	Mixed-use development of residential, employment, cultural and community facilities, social enterprise and business start up spaces, and provision of open space. Education site required until 2015, potential for housing decant on part of the site. Depot provision to be retained or reprovided elsewhere in the borough.
Design principles and key development considerations	Opportunity to provide a mixed-use development on this narrow site and create a street frontage onto Somerleyton Road. The council will support development that: (i) retains the heritage value of Carlton Mansions and allows continued public appreciation of the 'Nuclear Dawn' mural; (ii) retains the depot provision or reprovides it elsewhere in the borough; (iii) retains and takes account of the London Underground infrastructure on the site; (iv) has an appearance from the railway line with significant gaps between buildings to give views across the site; (v) includes buildings with a variation in height that respond sympathetically to the character of the adjoining estate; (vi) avoids monotony along this long frontage, creating a varied but

	<p>defensible building line onto Somerleyton Road;</p> <p>(vii) provides an active and animated use adjoining Somerleyton Passage and improves this east-west link under the railway embankment to provide overlooking and increased security;</p> <p>(viii) protects the amenity of existing residential developments;</p> <p>(ix) ensures new dwellings are dual-aspect and avoids single-aspect dwellings close to the railway line;</p> <p>(x) protects the line of plane trees along Somerleyton Road;</p> <p>(xi) includes living roofs where possible;</p> <p>(xii) allows for the potential to connect to a future district-wide combined heat and power network.</p>
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Site 15 – Popes Road SW9



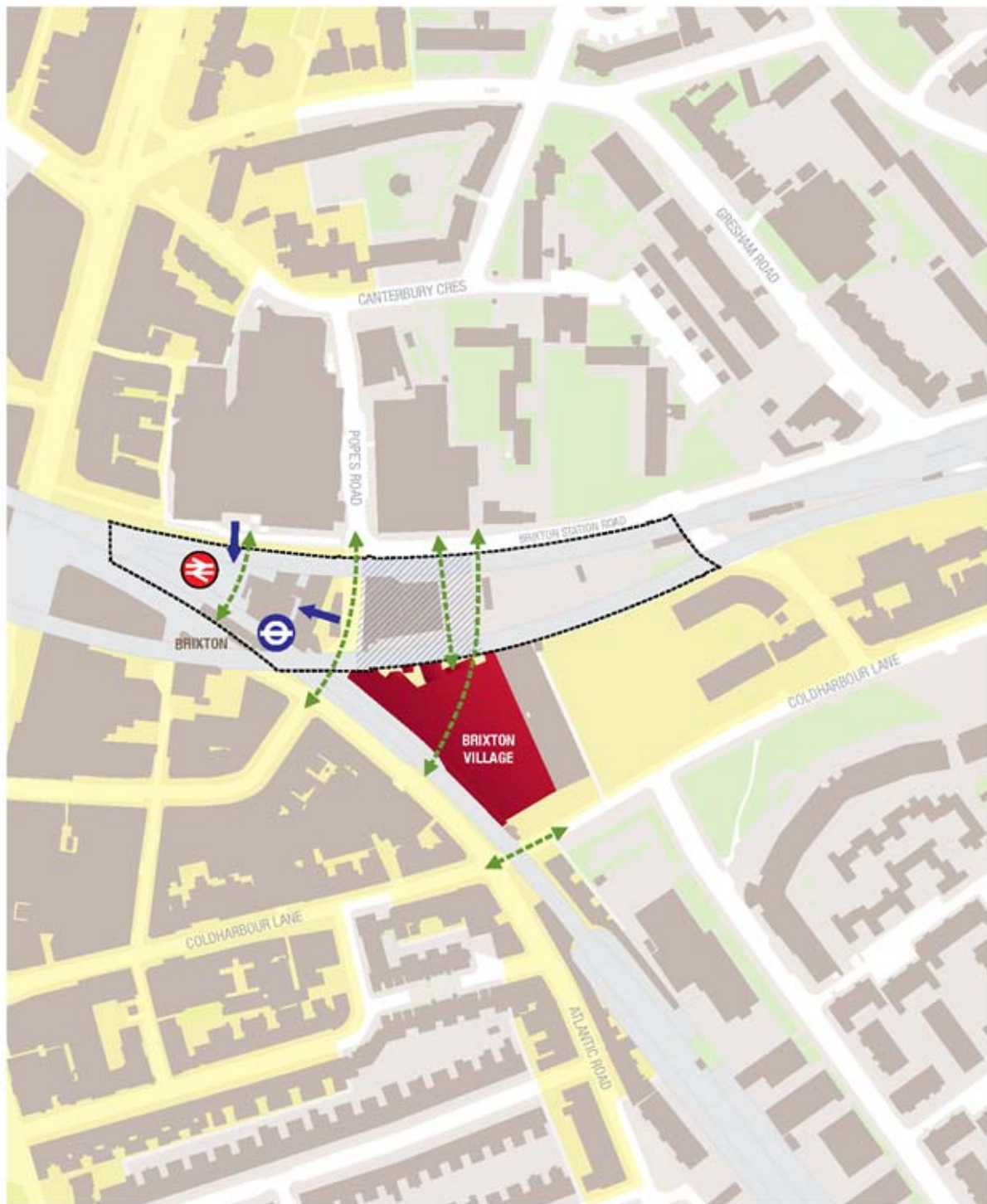
- Site Boundary
- Listed Building
- Active / Improved Frontage
- ↔ Opportunities to Open Up Arches
- Extending Commercial Activity
- ← Opportunity to Reinstate Station Entrance
- ⊕ London Underground Station
- ⊕ Rail Station
- Conservation Area

Site 15 – Popes Road SW9

Site area	0.36 ha
Ward	Coldharbour
Ownership	London Borough of Lambeth and private ownership
Current use	Temporary use of the site for POP Brixton until 2019, with re-purposed shipping containers providing studios, live/work spaces, workspaces, retail units, workshops, bar/café, performance space and green spaces.
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 1 - a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Adjoins Brixton conservation area to the north and west Former Grade II listed St John's School to the north
How the site was identified and relevant planning history	<p>Included in the SHLAA 2009 as a potential housing site Identified in the Brixton Masterplan June 2009 and Brixton area SPD June 2013</p> <p>Planning permission granted on 4 March 2011 for use as a temporary ice rink for a period of three years from the date of implementation, with ancillary facilities and car parking.</p> <p>Planning permission was granted in September 2014 for the temporary use of the site for POP Brixton until 2019.</p>
Preferred use	Mixed-use development with retail, commercial, community, leisure, residential and town-centre car and cycle parking.
Design principles and key development considerations	<p>This site provides a major opportunity for a wider range of town centre uses, improving the frontage along Brixton Station Road, public realm improvements and integration with development on Site 16 - Brixton Central (between the viaducts).</p> <p>The council will support development that:</p> <ul style="list-style-type: none"> (i) provides higher-density development with adequate public space, so long as this does not create an unacceptably cramped relationship with International House; (ii) locates any tall buildings on the Brixton Station Road frontage; (iii) re-provides adequate market facilities; (iv) provides town-centre car and cycle parking to meet identified needs; (v) includes ground-floor active frontages; (vi) provides dual-aspect residential units fronting onto Brixton Station Road; (vii) protects the residential amenity of the adjoining Canterbury Gardens estate; (viii) protects the character of the adjoining conservation area and setting of the listed former St John's School opposite; (ix) provides public realm improvements to the area around the site including Popes Road and Canterbury Crescent and in particular

	linkages from Brixton Station Road, integrating the adjoining Site 14 Brixton Central (between the viaducts).
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Site 16: Brixton Central (between the viaducts) SW9

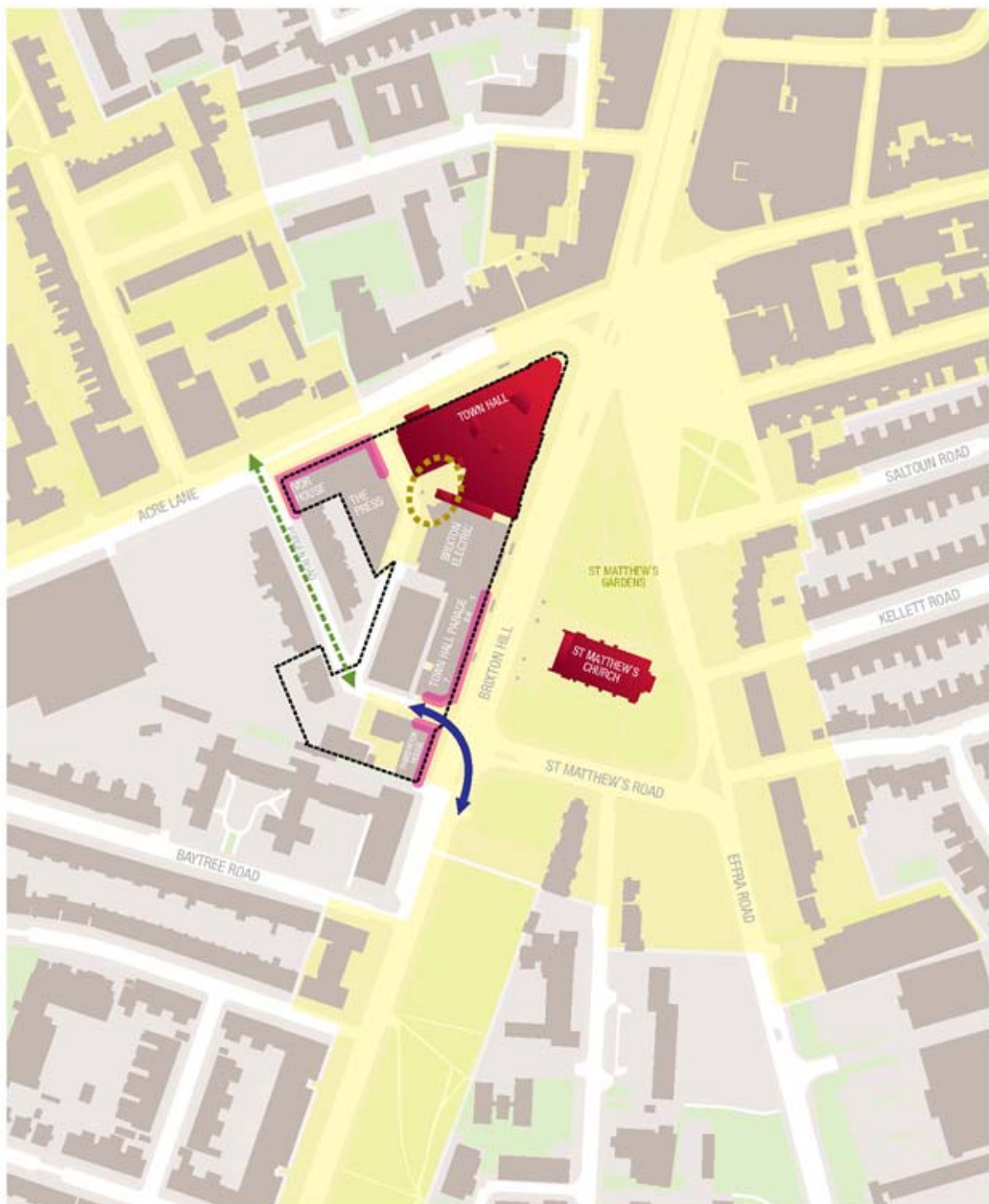


- Site Boundary
- Listed Building
- Opportunities to Open Up Arches / Pedestrian Linkage Improvement
- Extending Commercial Activity
- Opportunity to Reinststate Station Entrance
- London Underground Station
- Rail Station
- Conservation Area

Site 16 – Brixton Central (between the viaducts) SW9

Site area	1.13 ha
Ward	Coldharbour
Ownership	Network Rail and private
Current use	Bounded by two railway viaducts the site comprises Brixton overground station, railway track and arches (in use as retail, office and storage), retail, part of Brixton Market and disused car park.
Transport	Public transport accessibility level 6a (exceptional)
Flood zone	Flood zone 1 - a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Brixton Station is within the Brixton conservation area. Grade II listed Brixton Village (Granville Arcade) and locally-listed Walton Lodge Laundry are to the south of the southern railway viaduct.
How the site was identified and relevant planning history	Included in the SHLAA 2009 as a potential housing site Identified in the Brixton Masterplan June 2009 and Brixton area SPD June 2013
Preferred use	Improvements to Brixton Station to include a new station entrance and pedestrian links. Mixed-use development including retail, new workspace, food and drink, community, educational, leisure and recreation uses, possible market extension and associated uses. Development to include revitalised railway arches with options to provide links through to improve north-south routes.
Design principles and key development considerations	<p>Large site bounded by railway viaducts with considerable development potential subject to improving access and permeability through the site.</p> <p>The council will support development on the site that:</p> <ul style="list-style-type: none"> (i) provides opportunities to improve the station entrance and station facilities generally, including lift access and cycle parking; (ii) provides public realm improvements to Brixton Station Road to include links to both the mainline and underground stations, the opening up of arches to provide links to north-south routes east of Popes Road and potential links to Brixton Village; (iii) enhances the arches to provide active uses and routes through; (iv) opens up Popes Road to provide a wider public space with the potential to provide improved and/or additional market spaces; (v) includes market facilities; (vi) includes environmental improvements to the viaduct arches serving the Orpington Line; (vii) integrates and complements development on the Popes Road site (Site 15); (viii) includes the re-provision of the redundant 1950s building; (ix) avoids creating a canyon on either side of the railway viaducts; (x) proposes low buildings to protect the amenity of new residential development on Coldharbour Lane adjoining the site.

Site 17: 'Your New Town Hall', SW2



- Site Boundary
- Listed Building
- Active frontage
- Improved Porden Road Environment and Access
- Maintaining the Pedestrian and Cycling Links from Porden Road to Brixton Hill
- Improvement to Open Space
- Conservation Area

Site 17 – ‘Your New Town Hall’, SW2

Site area	0.85 ha
Ward	Brixton Hill
Ownership	London Borough of Lambeth and mixed private use
Current use	Civic and council administrative uses located in the Town Hall and four other buildings (Ivor House, Hambrook House, The Press and 2-7 Town Hall Parade). Vacant land to the rear of Town Hall Parade and site of the former Hambrook House West used for car parking. Music venue (Brixton Electric). Bar at 1 Town Hall Parade.
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 1 – a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Town Hall listed Grade II Ivor House and Electric Brixton locally listed Within an archaeological priority area Most of the site is within the Brixton conservation area The site adjoins two other conservation areas and there are important listed buildings nearby, including Grade II* St Matthew’s Church.
How the site was identified and relevant planning history	The site is included in the Future Brixton Masterplan June 2009 and the Brixton area SPD June 2013. The site was identified in the office accommodation strategy approved by Cabinet in March 2012. Informal planning guidance was prepared in June 2012. Part of the site was identified in the SHLAA 2009 as a potential housing site. There have been no major planning applications for the site in the recent past.
Preferred use	Civic, community and public service uses. Redevelopment of the under-used sites to provide additional community facilities, retail, residential and additional employment floorspace. New active frontages along Brixton Hill and Acre Lane. Improvements to the surrounding public realm.
Design principles and key development considerations	This site provides an opportunity to deliver the council’s office accommodation requirements and to achieve town centre regeneration objectives. The council will support development for the whole site that takes into account the potential opportunities and design constraints set out below and includes the refurbishment of key landmark buildings and leisure uses. Town Hall – it is essential that this heritage asset is carefully considered and fully integrated into any proposal. Development proposals should preserve or preferably enhance the setting of the listed building. Brixton Electric (formerly the Fridge) – for historical reasons the building is considered to make a positive contribution to the Brixton

	<p>conservation area. Its 1955 façade is not considered to be of interest. A new frontage to Brixton Hill could potentially reinvent the original dome in a contemporary manner. Servicing arrangements should be addressed from Buckner Road with integration into public realm improvements to Buckner Road.</p> <p>No. 1 Town Hall Parade (Fridge Bar) – there is an opportunity to open up the building at the rear. For example, the existing use could spill onto a new paved area adjoining a civic space to the rear of the Town Hall.</p> <p>Nos. 2-6 Town Hall Parade – the façades are considered to make a positive contribution to the conservation area and this block should be treated as a heritage asset. Development proposals seeking substantial or complete demolition of these buildings would require conservation area consent. Supporting information would be required to provide a robust justification for demolition works in the context of the relevant statutory tests and guidance.</p> <p>No. 7 Town Hall Parade – the external envelope of the building is considered to make a positive contribution to the conservation area and should be treated as a heritage asset. Town Hall Parade has the potential to provide a significant new build element within the site. Vacant land at the rear of this block (2–7 Town Hall Parade) affords a substantial opportunity to extend and redevelop this site. Substantial increases in height are unlikely to be acceptable given the existing townscape and nearby heritage assets. The status and setting of the adjoining historic buildings and spaces should not be challenged by new development.</p> <p>Hambrook House – redevelopment or remodelling of this prominent building is encouraged. Redevelopment should respect the amenity of adjoining residential occupants and the setting of St Matthew’s Church, as well as the impact on the townscape, street scene and conservation area. Any increase in building height would require careful consideration against these planning considerations.</p> <p>Ivor House (Nos. 1-5 Acre Lane) □ – this building is locally listed and makes a positive contribution to the conservation area: it should be treated as a heritage asset. While refurbishment is appropriate, external alterations will need to be clearly justified. Any proposals would need to respect the setting of the Town Hall and immediate built context of Acre Lane and Porden Road.</p> <p>‘The Press’ (Buckner Road) adjoining Ivor House could be substantially redeveloped, possibly retaining the arched entrance as a feature in any replacement building. The massing of any new building must respect the amenity of adjoining properties.</p> <p>Vacant site (previously Hambrook House West)</p>
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	<p>Redevelopment of this site is welcomed. Any new development should respect the amenity of adjoining residential occupants and the setting of adjoining heritage assets.</p> <p>The objectives in the informal planning guidance include public realm improvements:</p> <ul style="list-style-type: none">(i) — creation of a precinct of public sector facilities with the potential to improve the surrounding public realm;(ii) — provision of improved and safe pedestrian and cycle routes between Brixton Hill and Acre Lane with streetscape improvements to Buckner Road and Porden Road;(iii) — maintenance and improvement of existing servicing and vehicular access whilst prioritising pedestrians and cyclists.
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Streatham

Context and character

- 11.54. Streatham is one of Lambeth's two major town centres and enjoys a strategic position in South London. It has a significant residential hinterland with a wide variety of housing types and, with its conservation areas and green spaces and connections to Central London, Streatham is a popular place to live. The town centre has a number of outstanding architectural features. To the south west of the town centre, Streatham Vale/Greyhound Lane is an important local centre. To the east of the town centre, Streatham Wells is a residential area which contains a wide range of housing.
- 11.55. Once the shopping and leisure centre of South London, like many other town centres, Streatham's retail offer is having to adjust to changing habits and shopping practices to develop a more diverse town centre economy with an increased office and leisure provision. Parts of Streatham, including the area around the southern part of the town centre, are identified in the London Plan as being a Strategic Area for Regeneration.

Community

- 11.56. Streatham's people and diverse culture are seen as strengths and its large Polish and Somali communities help to bring more footfall into the area through cultural and food festivals. Streatham has a number of different neighbourhoods, based around local schools and open spaces. The area is home to a number of active community groups, many of which collaborate to host the annual Streatham Festival. The Business Improvement District hosts the annual Streatham Food Festival.

Housing

- 11.57. The London Plan identifies the major town centre as having medium residential growth potential. In the town centre, housing may come forward in the vicinity of Streatham Hill station and on sites around Streatham station. In the wider Streatham area, sites with the potential to deliver new housing include St Margaret's Church Hall Barcombe Avenue. There is further scope of further residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.58. Streatham has a good mix of multiple and independent retailers and retail vacancy rates have decreased since 2012. There are approximately 320 retail and service units. However, the town centre has a smaller offer of comparison shopping compared to other centres and the Business Improvement District, 'In Streatham', is working to expand this retail offer, particularly anchor retailers.
- 11.59. Streatham's food and drink offer and its evening economy have experienced growth, with an increase in the number of restaurants, cafes and bars. There are approximately 120 food and drink units. This is an asset and a distinctive characteristic of the centre, with the London Plan identifying Streatham as having a night-time economy with regional or sub-regional significance. The renowned Hideaway Jazz Club is a particular draw and regularly attracts customers from outside London. There are also a range of other cultural and leisure facilities including the Odeon, Streatham leisure centre and ice rink and Streatham Space Project.
- 11.60. The consolidation of the Streatham Hill Primary Shopping Area provides an opportunity to diversify this part of the town centre and promote further growth in non-retail uses and the early-evening economy in this part of the High Street, with a particular focus on restaurants and cultural and creative uses. There is also an opportunity to increase the amount of office floorspace and workspaces for creative and digital industries.
- 11.61. Streatham has low levels of office stock in comparison with other centres, particularly along the High Road. The town centre has experienced high levels of loss of office space through permitted development rights and this lack of offices and a comparative shortage of suitable SME workspace presents a challenge for growth in Streatham's employment offer. However, Streatham's economy has grown over recent years. Employment has increased by 19 per cent since 2011 and the number of businesses has increased by 43 per cent since 2012. There are now 2,000 businesses in the area employing approximately 11,000 people. Both average rents and vacancy rates for offices in Streatham are lower than the London average. The London Plan identifies the major centre as having low commercial growth potential. However, the Streatham Investment and Growth Strategy identifies an opportunity to promote Streatham as a location to start and grow businesses based on its relatively low rents, connections to Central London and access to local services.

- 11.62. A range of small and medium enterprises, such as artist studios and furniture restorers, are located in Gleneldon Mews, providing an important cluster of light industrial uses in the area.
- 11.63. Streatham has experienced significant physical regeneration along parts of the High Road. In the south, the Streatham Hub development delivered a sports and leisure complex, homes, retail, bus interchange and public realm improvements. At the northern end of the High Road, the redevelopment of the Caesar's/Megabowl site for residential-led development has provided new retail opportunities together with a new cultural asset through the provision of a theatre. The former Streatham Hill theatre is Grade II listed and provides a transformative opportunity to provide a major leisure and entertainment venue with the potential for workspace for creative, digital and cultural industries.

Transport and Public Realm

- 11.64. Streatham High Road is a major arterial route that dominates Streatham and forms part of the wider A23 corridor through South London. The layout of the road allows for very limited public spaces set back from the traffic. However, the High Road has benefitted from several stages of improvement works, including the removal of central reservations, their replacement with trees and decorative lighting and an improvement in links across the High Road. Further interventions are planned including the removal of the reservation and the introduction of cycle tracks northward from Streatham Hill to the South Circular.
- 11.65. Public transport provision in the form of buses north and south along the High Road is excellent but elsewhere there is a need for improved connections, particularly for east-west routes. Rail services provide important links to Central London termini but improvements to service frequency and quality are required. As a result, many passengers choose to take a bus to Brixton for interchange with the Underground. Southern Rail has invested in improvements at Streatham Hill and Streatham Common stations, but further improvements are needed to upgrade the stations to improve the sense of arrival and deliver step-free access at Streatham station in particular. The rail network in the Streatham area would particularly benefit from better integration and investment to deliver metro style 'turn up and go' services.
- 11.66. Further measures to improve cycle and pedestrian safety along the High Road are needed. The A23 corridor has been identified by TfL as one of the top 25 cycle demand corridors in London and significant improvements are planned to create a new, high quality cycle route along the corridor between Streatham and Oval. Significant improvements to cycling facilities on the A23

will release suppressed demand for cycling in the area. The A23 will form a central part of Lambeth's Healthy Route network and Streatham will be served by links to Herne Hill and Croydon in addition to the existing cycleway to Waterloo. Much of Streatham suffers from high levels of parking stress and the council will introduce parking controls in areas not currently covered by Controlled Parking Zones, based on demand.

Environment

- 11.67. The A23 from Brixton to Streatham is designated as an air quality focus area due to its high levels of both pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Measures to improve air quality will be sought.
- 11.68. Streatham's open spaces have received recent investment and in general, Streatham is not deficient in access to open spaces, though there are areas that lack access to smaller parks. The Common and the Rookery provide a large area of public open space in the south of the area and include the Streatham Common Community Garden which hosts a number of community events. Unigate Wood, Valley Road playing field and Streatham Vale Park provide important local amenity spaces. Measures to increase green infrastructure and to improve access to open space will be sought.
- 11.69. St Leonard's Church and a number of Grade II listed monuments in the church yard are on the Heritage at Risk Register.

PN4 Streatham

Key

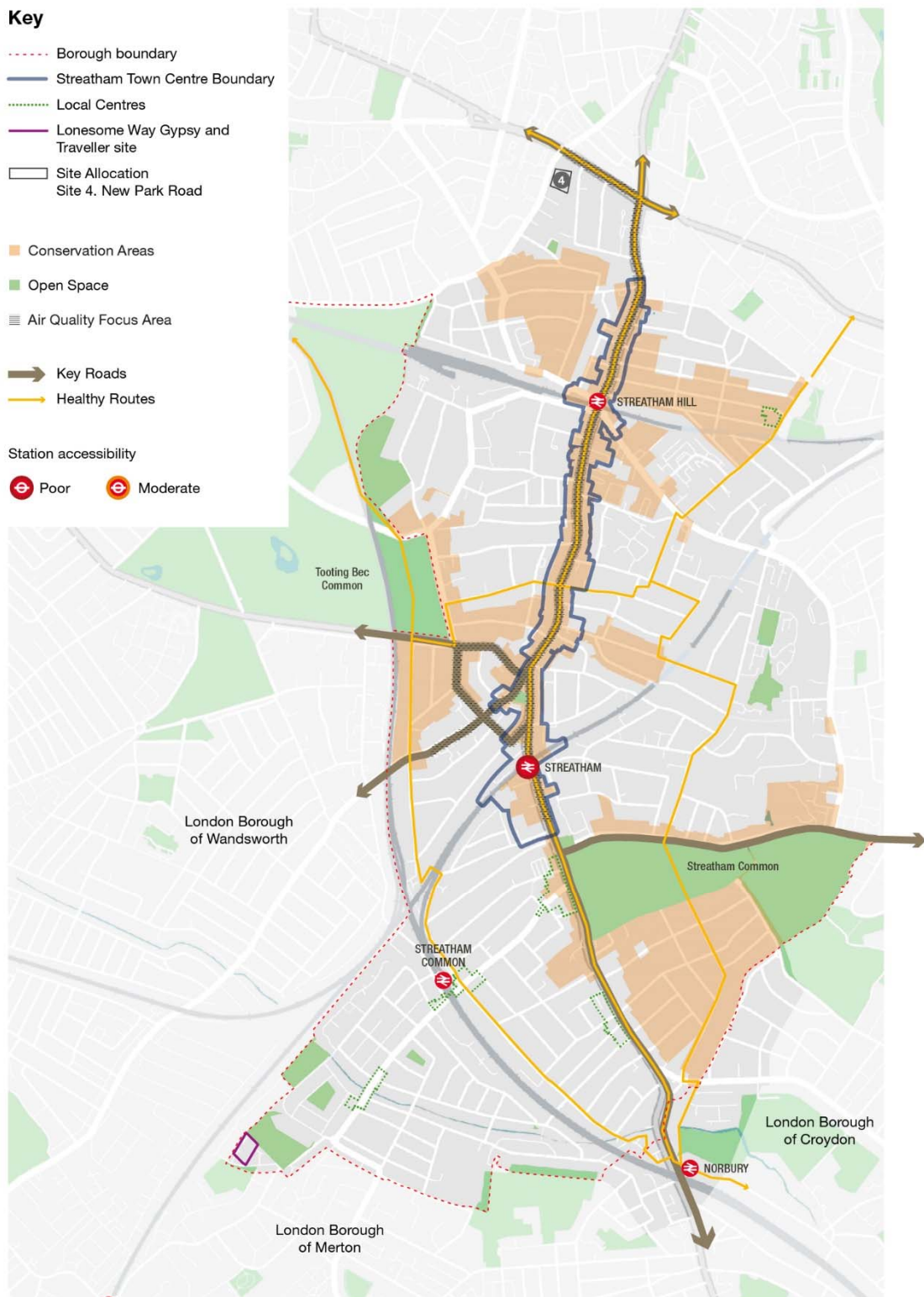
- Borough boundary
- Streatham Town Centre Boundary
- Local Centres
- Lonesome Way Gypsy and Traveller site
- Site Allocation
Site 4, New Park Road

- Conservation Areas
- Open Space
- Air Quality Focus Area

- Key Roads
- Healthy Routes

Station accessibility

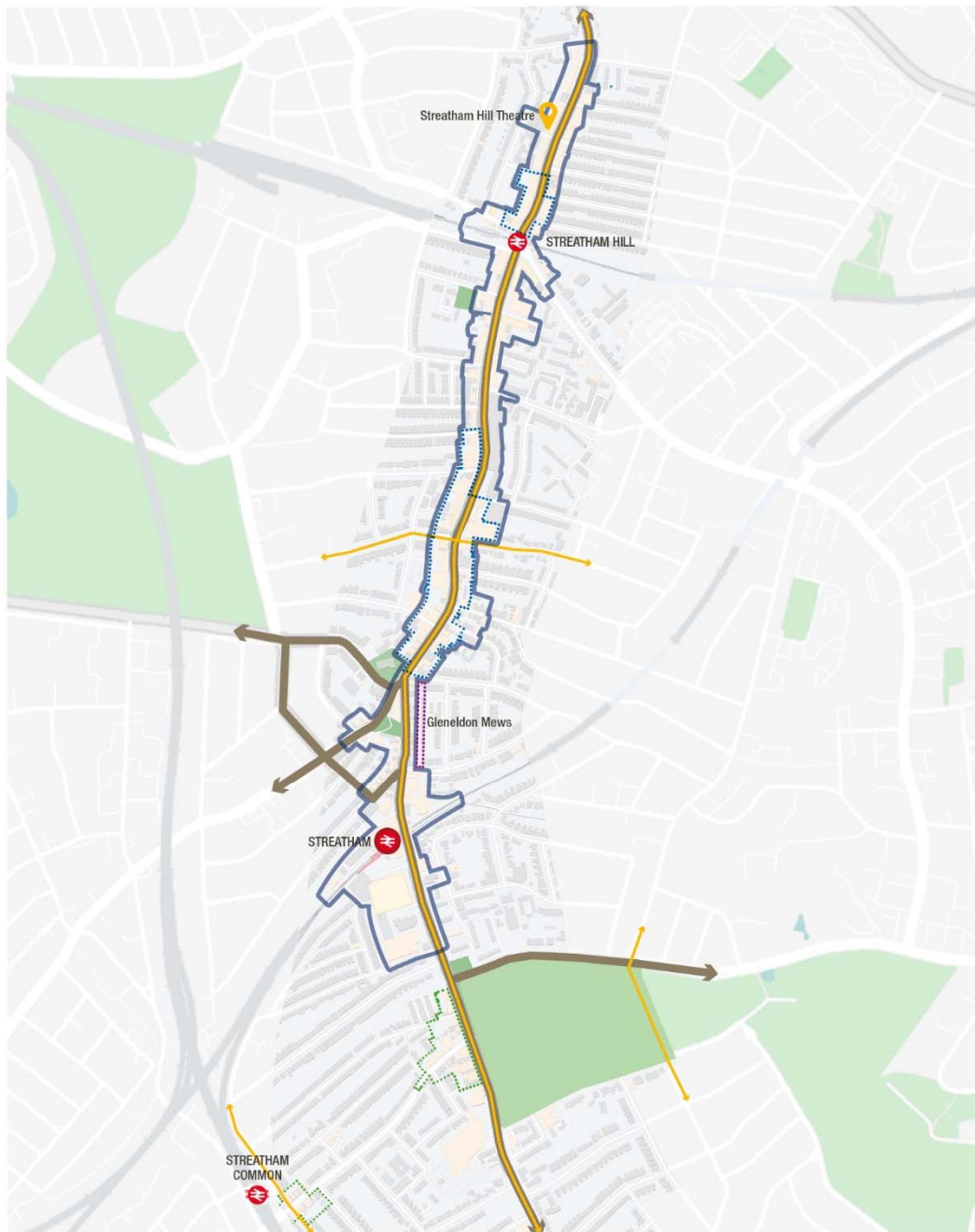
- ⊖ Poor
- ⊕ Moderate



PN4 Streatham

Key

- | | | |
|----------------------------------|--------------------|----------------|
| --- Borough boundary | Conservation Areas | Key Roads |
| — Streatham Town Centre Boundary | Open Space | Healthy Routes |
| ... Primary Shopping Area | | |
| ... Local Centres | | |
- Station accessibility
- Poor Moderate



Policy PN4 Streatham

Streatham's role as a major town centre in South London will be supported and enhanced to create a vibrant and viable town centre with a diverse economy including retail, leisure, offices, hotels and housing. Investment in public realm, green infrastructure and public transport will ensure it is an attractive place to live, work and visit and is well connected to neighbouring centres and to Central London.

The vision for Streatham will be delivered by:

- a) supporting development which enhances the vitality and viability of the town centre by bringing forward new housing, retail, leisure, offices and workspace for creative and digital industries, whilst being sensitive to the centre's conservation area status and valued heritage assets.
- b) safeguarding retail uses in the two primary shopping areas (Streatham Hill and Streatham Central) and supporting appropriate new retail uses. Within the major centre as a whole, no fewer than 60 per cent of ground floor units in each of the two primary shopping areas (Streatham Hill and Streatham Central) are to be in A1 use and within each area no more than 25 per cent food and drink use (A3/A4/A5) and no more than 2 in 5 consecutive food and drink uses. Outside of the two primary areas ground floor uses should be A, D or B1 use class. No more betting shops or payday loan shops will be supported across the centre as a whole.
- c) safeguarding Gleneldon Mews as an important source location for light industrial uses and small businesses.
- d) supporting sustainable travel, the accessibility and use of public transport including buses and rail services, walking and cycling through improvements to the safety and accessibility of public realm and public transport facilities and through measures to reduce the impact and dominance of road traffic and to improve air quality. Development should have regard to parking stress across much of the area and in particular on streets around the town centre and the stations including Norbury station situated just outside the borough.
- e) improving Streatham's sense of place and visitor experience through investment in Streatham's Heritage at Risk assets, existing public spaces, the creation of new, safe and accessible public realm and increasing green infrastructure.
- f) encouraging property owners to work in partnership with others to remove assets from the Heritage at Risk Register.

g) facilitating development and regeneration opportunities in the following key areas:

- i. Streatham Hill – its role as a gateway to the town centre from the north will be improved. Development should be of a scale and form appropriate to its location and relationship with the conservation area, and provide increased accessibility to the station and surrounding area. The council will support the regeneration of the former Streatham Hill theatre to become a major leisure and entertainment venue alongside workspace for creative and cultural industries.
- ii. Streatham Central – the potential of the area surrounding Streatham station will be realised and the council will encourage landowners to work together to bring forward appropriate redevelopment over both the short-term and long-term. Mixed-use development including residential, office and ground-floor active frontages will be supported. A mix of ground-floor unit sizes should be provided to support a diverse offer and to enhance the vitality of the town centre. The high accessibility of this location means that density should be optimised.

Clapham

Context and character

- 11.70. Clapham is one of Lambeth's district centres, predominantly located along Clapham High Street. The town centre is characterised by late 18th Century residential buildings and 19th Century commercial buildings. The area is home to Clapham Common, which is one of the prime open spaces in south London, and much of the area is designated as conservation areas. Clapham's residential hinterland is characterised by large houses fronting Clapham Common, terraced housing and housing estates including Clapham Park Estate. Clapham's historic significance is focussed on Clapham Old Town, around which there are a concentration of heritage assets. Though Clapham is not considered to be deprived as a whole, there are areas of Clapham identified in the London Plan as Strategic Areas for Regeneration.

Community

- 11.71. The 'This is Clapham' Business Improvement District (BID) is working to improve Clapham as a place to work, live, visit and do business. The BID has ambitions to introduce public art into the area, to help position Clapham as a cultural destination, and is working with Studio Voltaire and other stakeholders to deliver this ambition.
- 11.72. The Old Clapham Library building is now the Omnibus Theatre and in community use. Other important facilities include Clapham Leisure Centre, Clapham Library and Studio Voltaire.

Housing

- 11.73. The London Plan identifies the district town centre as having medium residential growth potential. In the wider Clapham area, sites with the potential to deliver new housing include the redevelopment of the Clapham Park Estate, 363 -369 Clapham Road, 44 Clapham Common South Side, Fenwick Estate and Westbury Estate. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential and mixed-use development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.74. The district town centre is well served by food and convenience shopping with a large food-store, various other smaller supermarket chain stores and a weekly street market on Venn Street. The centre has approximately 140 retail and service units and 95 food and drink units. There is a lower level of comparison shopping.
- 11.75. Leisure and hospitality play an important role in Clapham's economy, supporting many jobs and businesses. The London Plan identifies Clapham's night-time economy as an area of regional or sub-regional significance, which is concentrated along Clapham High Street and in Clapham Old Town, with a cinema, many restaurants, bars and takeaways and a number of LGBTQ+ venues. The council will investigate the impact of the night tube on the number of people choosing to visit Clapham rather than central London and the impact of nearby alternative destinations, such as Brixton. The level of noise, litter and anti-social behaviour associated with this night-time activity can have significant impacts on the amenity of adjoining residential areas. There is a need to manage these impacts effectively, to redress the balance between the evening economy and day-time town centre functions, and to promote more choice in sit-down eating as opposed to drinking-only establishments or takeaways. Initial evidence suggests that the range of sit-down restaurants in Clapham is starting to increase and this will be monitored. The approach to managing town-centre uses set out in this policy is consistent with the council's 'licensing cumulative impact zone' in Clapham.
- 11.76. The London Plan identifies the district centre as having low commercial growth potential. In the wider area, Clapham has a number of Key Industrial Business Areas, with the largest being Timber Mill Way. Most of the workspaces in Clapham are studios and maker spaces, although the area also accommodates some flexible co-working and managed workspaces. There are aspirations to provide additional space for creative and digital enterprises. An Article 4 Direction, removing permitted development rights for change of use from B1 (a) Office to C3 Residential, has been implemented in Clapham on a site specific basis in order to protect small business in the area.

Transport and Public Realm

- 11.77. Clapham was one of the first parts of south London to be serviced by the London Underground, and this was critical to its development. Today the tube's popularity results in passenger demand exceeding capacity at busy

times. The Northern Line between Clapham Common and Stockwell is one of the busiest sections of the underground network, leading to serious overcrowding. Both Clapham High Street and Wandsworth Road overland stations are increasingly serving more residents and businesses and are important in connecting Clapham to the wider area.

- 11.78. The long term plan to reduce this overcrowding is for Crossrail 2 to provide additional capacity for journeys originating in south west London. The council supports Crossrail 2 and TfL's vision to improve south London's overland rail network by providing metro-style turn-up-and-go frequencies at stations throughout the borough. Within the context of supporting the delivery of this metroisation of rail services, the council will explore the possibility of and promote a rail link from Clapham High Street to Victoria and platform lengthening to accommodate longer trains at Wandsworth Road and Clapham High Street stations. It is not feasible to provide step-free access at the Underground stations in Clapham which means priority should be given to alternative forms of transport in the area, such as buses and access improvements at the Overground stations.
- 11.79. Clapham High Street suffers from a very poor road safety record with a very high number of collisions, particularly affecting people who cycle. The council wishes to see safety improvements, including improvements to the quality and safety of Cycleway 7 that runs along the High Street. Transport for London's Strategic Cycling Analysis also identifies the need to improve cycle links from Clapham to Battersea, Nine Elms and Brixton.
- 11.80. Cycleways 7 and 5 (Norbury to Waterloo) form part of the Healthy Route Network, with the latter providing a quiet route through the area including a section that crosses Clapham Common. The Network also includes an east west link to Brixton and related to this, the council has committed funding to improve the public realm around Voltaire Road. This will facilitate interchanges between Clapham North Underground station and Clapham High Street Overground station and cycle movements across the High Street.
- 11.81. The council has been working in partnership with community and business representatives and TfL to implement a programme of improvements to the public realm, including landscaping, around Clapham Old Town to improve the area for local people, businesses and visitors. This includes projects identified through 'Your Clapham – a vision for the high street' including improvements to Voltaire Road, Clapham High Street, Clapham Park Road, Clapham Manor Street and Nelsons Row. Wandsworth Road is increasingly serving more residents and businesses and is important in connecting

Clapham to the wider area. Improvements to road safety on Wandsworth Road may be required.

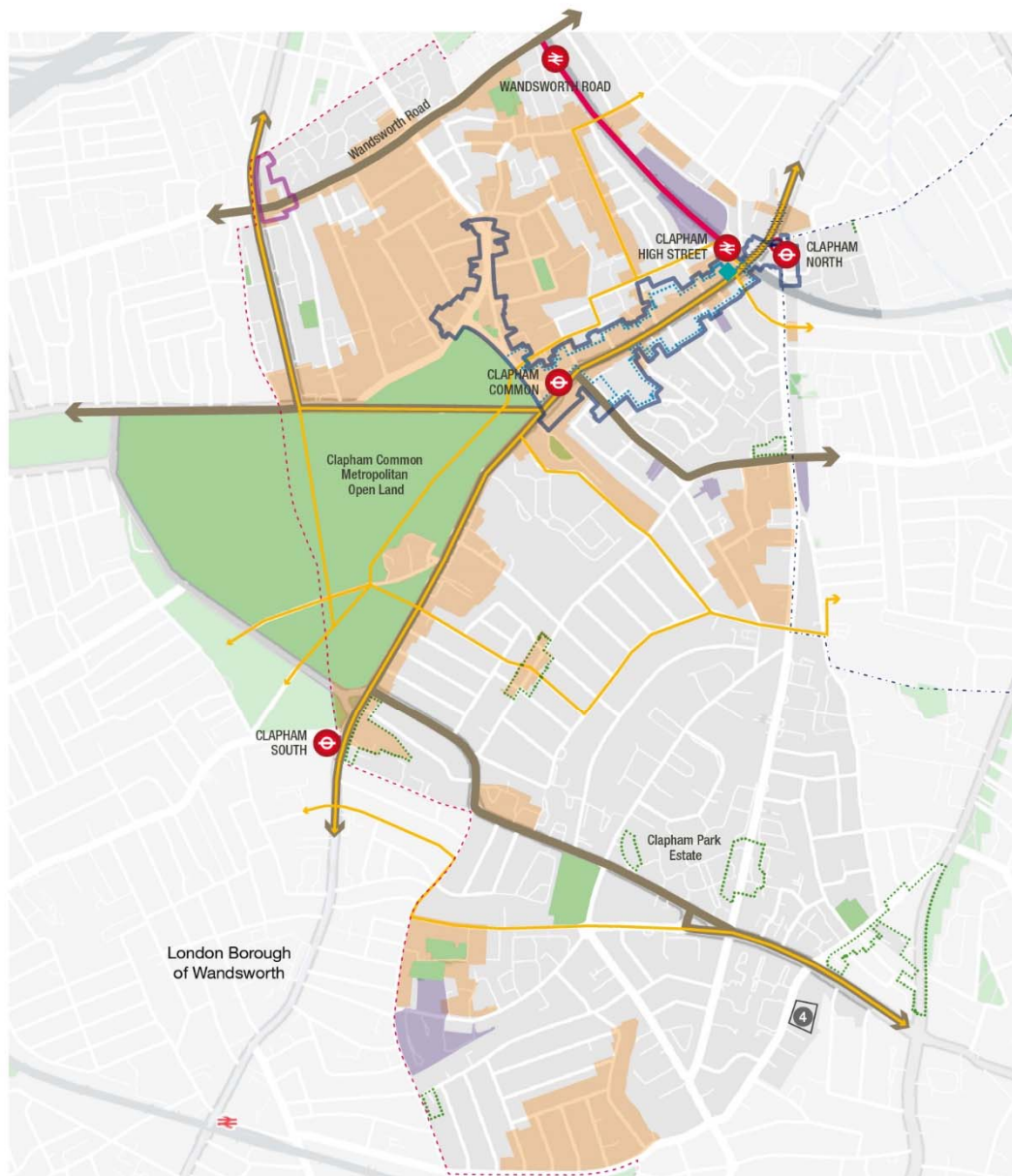
Environment

- 11.82. Clapham Common is designated Metropolitan Open Land and part of the Common is cross-border with the London Borough of Wandsworth. It was awarded a Green Flag Award in 2018. Together with the High Street, it lies within a conservation area. It is an extremely popular community space and venue for formal and informal leisure and recreational activities. The Common's sports facilities include football, rugby and lacrosse/hockey pitches, tennis and basketball courts and a bowling green, all of which are used for local sports participation. It also hosts festivals and music events, some of which draw up to twenty thousand participants and spectators, with people coming from across the capital and beyond. The Clapham Common Management Advisory Committee has developed a masterplan and a Management Plan for improvements to Clapham Common – many of which have already been carried out – with due regard to the heritage importance of the Common, working jointly with the neighbouring borough of Wandsworth. Though generally Clapham is considered to have good access to all forms of open spaces, parts of the area is deficient in access to smaller parks.

PN5 Clapham

Key

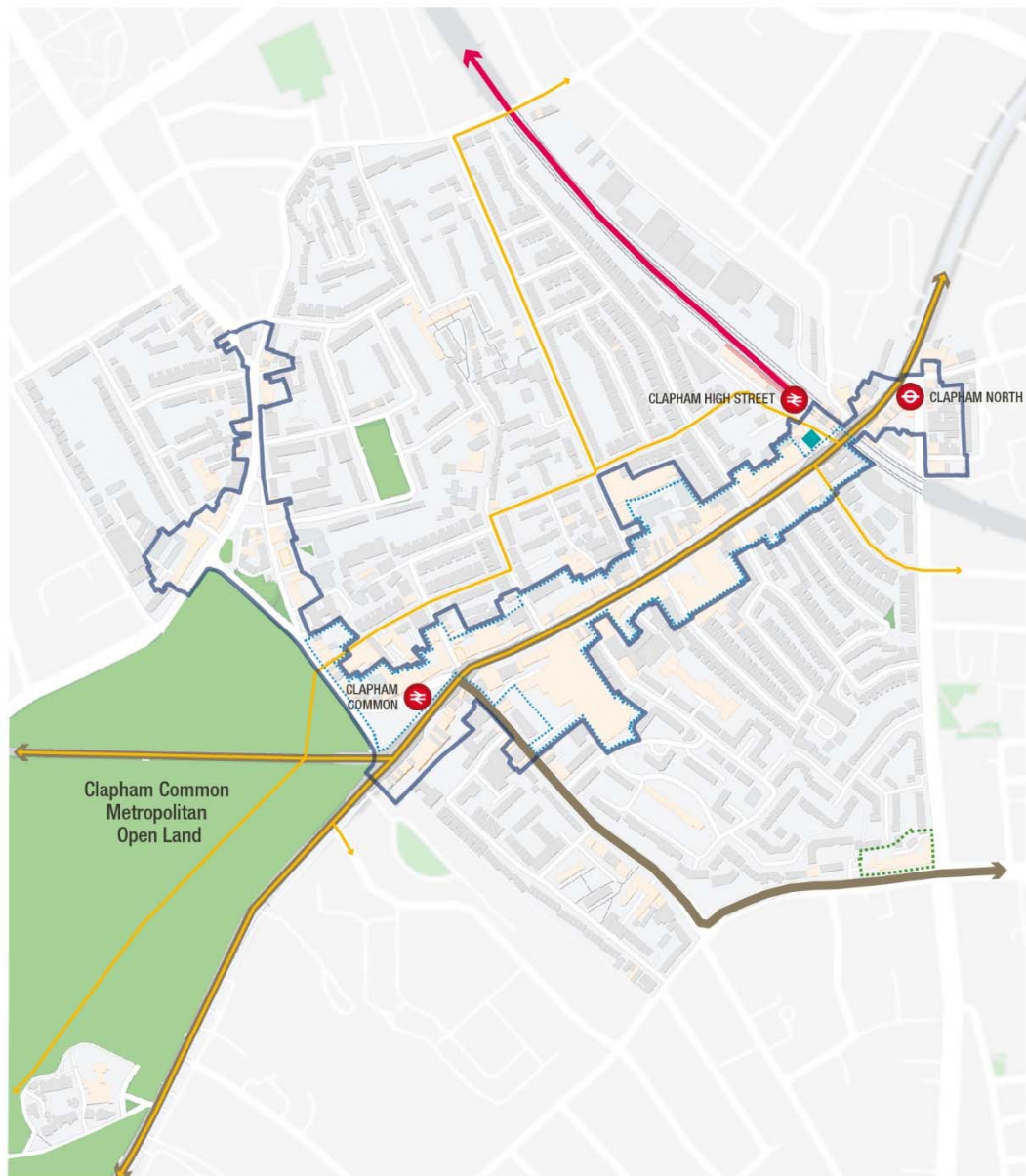
- | | | |
|---|-----------------------------------|--|
| Borough boundary | Key Industrial and Business Areas | Key Roads |
| Brixton Liveable Neighbourhood | Conservation Areas | Healthy Routes |
| Clapham District Centre Boundary | Open Space | Rail link between Clapham High Street and Victoria |
| Lavender Hill / Queenstown Road District Centre | Air Quality Focus Area | |
| Primary Shopping Area | | |
| Local Centres | | |
| Site Allocations
Site 4 - New Park Road | | |
| | | Station accessibility |
| | | Poor |
| | | Moderate |



PN5 Clapham

Key

- | | | |
|--|---|---|
| --- Borough boundary | ◆ Public Realm Improvements | → Key Roads |
| — Clapham District Centre Boundary | ■ Open Space | → Healthy Routes |
| ⋯ Primary Shopping Area | | → Rail link between Clapham High Street and Victoria |
| ⋯ Local Centres | | |
-
- Station accessibility
- | | |
|---|--|
| ⊖ Poor | ⊖ Moderate |
|---|--|



Policy PN5 Clapham

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

The council will seek to address this by:

- a) supporting appropriate opportunities to deliver additional housing within the district centre and the nearby neighbourhoods;
- b) requiring no less than 50 per cent of original ground-floor units in the primary shopping area to be in A1 retail use;
- c) requiring no more than 25 per cent of original ground-floor units in food and drink use (A3/4/5) across the centre as a whole; and no more than 2 in 5 consecutive units in food and drink use;
- d) permitting no additional A4 (pubs and bars) and A5 (hot food takeaway) uses;
- e) supporting measures to improve air quality;
- f) requiring enhancements to the public realm of the town centre to increase green infrastructure and to improve the safety, accessibility and environment for pedestrians and cyclists and to improve linkages through the town centre, across the High Street and between the town centre and the Metropolitan Open Land at Clapham Common, including projects identified through 'Your Clapham – a vision for the high street' and the Healthy Route Network;
- g) conserving, managing and improving Clapham Common through the implementation of the Clapham Common Masterplan;
- h) working with TfL to increase public transport provision, including bus services, in the town centre; to promote a rail service from Clapham High Street to Victoria; to lengthen the platforms at Wandsworth Road and Clapham High Street; to reduce road danger on Clapham High Street and Wandsworth Road; and to improve the quality and safety of Cycleway 7;

- i) working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.
- j) recognising the significance of Wandsworth Road in connecting Clapham with surrounding neighbourhoods.

Stockwell

Context and character

- 11.83. Stockwell is one of Lambeth's district centres, and alongside Brixton, is the most densely populated town centre in Lambeth, with a diverse population including a large community from Portugal and the Horn of Africa. The neighbourhood is overwhelmingly residential in use, with a high proportion of social housing on estates and smaller pockets of Victorian villas and terraced housing designated as conservation areas. Stockwell is one of the most accessible locations in the borough and lies equidistant between Brixton and Vauxhall. Vauxhall is undergoing significant growth and investment as part of the Nine Elms Vauxhall Opportunity Area.

Community

- 11.84. Regeneration has taken place over a number of years in accordance with community-led plans for Stockwell, led by the Stockwell Partnership. This includes the recently completed Stockwell Square project which has created a safe public space on Binwell Road.
- 11.85. The council has a Co-operative Local Investment Plan (CLIP), covering the wards of Stockwell, Vassal and Larkhall, which sets out the priorities for future investment and improvements in the area. The council will support projects that deliver the aspirations of the CLIP and any other community-led initiatives.

Housing

- 11.86. The London Plan identifies the district centre as having incremental residential growth potential. In the wider Stockwell area, sites with potential to deliver new housing include 363 – 369 Clapham Road and South Lambeth Estate. The council will seek to work in partnership with local landowners, including TfL and registered providers of affordable housing, to identify sites for housing and opportunities for land assembly. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.87. Stockwell has a relatively small district centre. Units are occupied by a higher than average proportion of convenience shops and local services, with comparatively low proportions of comparison retail, restaurants, takeaways and cafes. Stockwell has a particular concentration of Portuguese-owned businesses, reflecting the local population. Opportunities to improve the local retail offer, particularly with regard to comparison shopping, will be sought.
- 11.88. The London Plan identifies the district centre as having low commercial growth potential. Most residents travel out of the area for employment. The principal local employment opportunities in Stockwell are in shops, education, healthcare and the voluntary sector and the council will be supportive of proposals that seek to increase and diversify the local employment offer.

Transport and Public Realm

- 11.89. Stockwell is very well served by public transport, with a tube station at its heart, giving access to the Victoria and Northern lines. Together with the various bus routes, this provides a popular transport interchange at Stockwell Cross. Stockwell bus garage is a Grade II listed building. However, Clapham Road (A3) creates a severance within the town centre to the detriment of its accessibility and attractiveness for cyclists and pedestrians.
- 11.90. In addition to bus and underground services, Stockwell's neighbourhoods are well served by cycle routes with Cycleway 7 running through the centre to the City of London and a further Cycleway serving Waterloo. These routes form part of the borough's Healthy Route Network as do Stockwell Road and South Lambeth Road which provide links to Brixton and Vauxhall. TfL's analysis also suggests the area could support a cycle hub providing interchange with the underground. This direct and easy access to the city makes Stockwell one of the borough's most desirable areas to live.

Environment

- 11.91. The area alongside Clapham Road (A3), encompassing the entire town centre, has been designated as an air quality focus area as it is a location that has high levels of pollution and human exposure. The area is also identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy S11, incorporate design solutions that prevent or minimise exposure to existing air pollution and

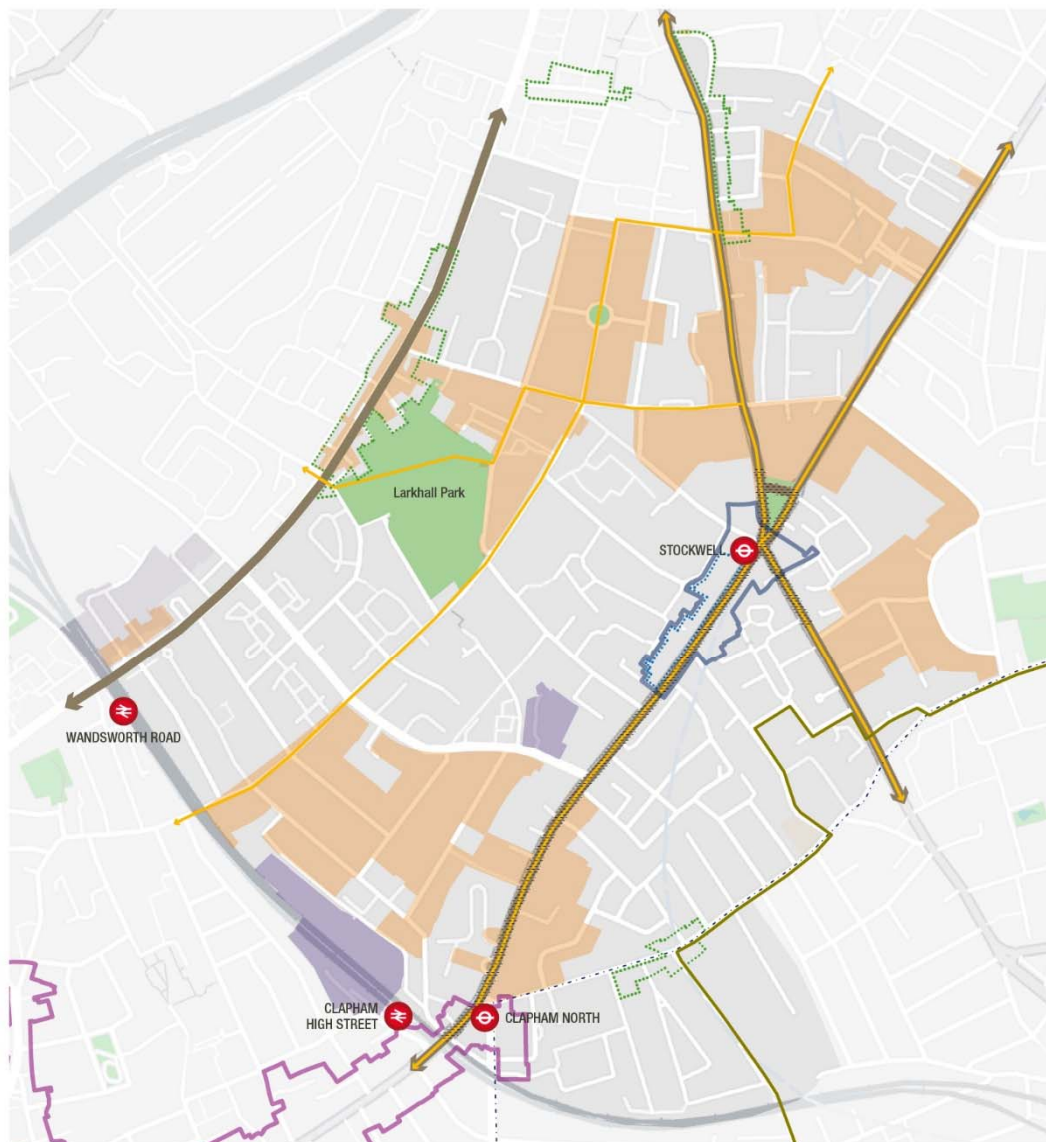
make provisions to address local air pollution. The council will support measures that seek to improve air quality and/or limit the exposure of poor air quality in Stockwell.

- 11.92. Access to open space is generally considered to be good, with Larkhall Park in particular playing a key role in meeting local communities' leisure and recreation needs. However, there are areas of Stockwell which are deficient in access to local and/or regional parks.

PN6 Stockwell

Key

- | | | |
|------------------------------------|-----------------------------------|-----------------------|
| Brixton Liveable Neighbourhood | Key Industrial and Business Areas | Key Roads |
| Brixton Creative Enterprise Zone | Conservation Areas | Healthy Routes |
| Stockwell District Centre Boundary | Open Space | Station accessibility |
| Clapham District Centre Boundary | Air Quality Focus Area | Poor |
| Primary Shopping Area | | Moderate |
| Local Centres | | |



Policy PN6 Stockwell

The council will support the role of Stockwell as a district centre with a clear and distinguishable community focus and heart and a clear physical sense of place supported by its heritage assets. The council will support initiatives and strategies that will help Stockwell's residents and businesses fully realise the benefits and opportunities that the adjacent NEV Opportunity Area is delivering, particularly as parts of the area are identified as Strategic Areas for Regeneration in the London Plan.

This will be achieved through:

- a) safeguarding and encouraging retail uses: within the primary shopping area, no fewer than 50 per cent of original ground-floor units should be in A1 retail use;
- b) supporting appropriate opportunities to deliver additional housing within the district centre and the nearby neighbourhoods;
- c) enhancing its historic environment;
- d) encouraging commercial, civic and other employment uses, particularly small business space suitable for creative and digital industries;
- e) developing and enhancing its sense of place by introducing measures that will reduce the severance caused by Clapham Road, particularly in the town centre, reduce road danger and improve environmental and accessibility conditions for pedestrians and cyclists;
- f) working with TfL to implement the council's Healthy Route Network in the area, including upgrading Cycleway 7 to make it attractive and accessible to the whole community;
- g) creating public open spaces and linkages throughout the area, including improvements to housing estates and connections to and within housing estates; and
- h) supporting measures to improve air quality and increase green infrastructure.

West Norwood/Tulse Hill

Context and character

- 11.93. West Norwood/Tulse Hill sits in a bowl defined by hillsides on three sides. Its access routes are characterised by distant views that include glimpses of the City, Crystal Palace, Dulwich and the ridge at Leigham Court Road. The hillsides provide challenges for older people, parents and toddlers, and people with reduced mobility. West Norwood and Tulse Hill are historic suburbs, with relatively lower density housing and a strong community focus. There is a wide range of housing in the area, from large Victorian villas to smaller flats and maisonettes. As a result, the area has a distinctive character and offers a mixture of shopping, entertainment, cultural and leisure facilities.
- 11.94. There are a number of conservation areas in the area, including Lancaster Avenue, Rosendale Road and West Norwood. The area around St Luke's Church and West Norwood station is evolving as a cultural and heritage hub with a number of sites and buildings of interest, including West Norwood Cemetery, Portico Gallery, South London Theatre, West Norwood Health and Leisure Centre and the new cinema and library complex.
- 11.95. Parts of West Norwood/Tulse Hill are identified in the London Plan as being a Strategic Area for Regeneration.

Community

- 11.96. In January 2016, the council designated Tulse Hill Neighbourhood Forum to bring forward a neighbourhood plan for the Tulse Hill neighbourhood area. In July 2017, the council designated Norwood Planning Assembly as a neighbourhood forum to bring forward a neighbourhood plan for the Norwood Planning Assembly neighbourhood area. The Norwood Planning Assembly have aspirations for West Norwood to be the greenest town in London.
- 11.97. The Station to Station Business Improvement District covers the town centre, the Park Hall Road Trading Estate and the West Norwood Commercial Area, focussing on growing existing business and supporting public realm improvements. The Norwood Action Group is an active community group.
- 11.98. The West Norwood Masterplan 2009 set out detailed regeneration proposals for the area, together with a delivery framework and implementation strategy. As many of the projects within the masterplan were being completed, an

update of the masterplan was undertaken in 2017. The resulting West Norwood and Tulse Hill: A Manual for Delivery 2017 provides a vision and guidance for how the local economy could evolve.

- 11.99. The council has a Co-operative Local Investment Plan (CLIP) covering the wards of Gipsy Hill, Knight's Hill and Thurlow Park, which sets out the priorities for future investment and improvements in the area. The council will support projects that deliver the aspirations of the CLIP and any other community-led initiatives.

Housing

- 11.100. The London Plan identifies West Norwood/Tulse Hill district centre as having high residential growth potential. In the town centre, larger sites with potential to deliver new housing include Site 18. Large sites in the wider West Norwood/Tulse Hill area include West Norwood Lawn Tennis Club and land on the corner of Avenue Park Road. New housing may also come forward as part of mixed-use developments in the West Norwood Creative Business Cluster. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment and conversion of existing housing stock as well as new build residential and mixed-use development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.101. West Norwood/Tulse Hill has a linear district town centre, stretching along Norwood Road from Tulse Hill in the north and including the northern ends of Knight's Hill and Norwood High Street in the south. It has a good selection of independent retailers providing for a range of shopping goods and services but a limited number of multiple comparison retailers. The community-led Norwood Feast market takes place monthly. The northern end of the centre at Tulse Hill is performing less well and would benefit from investment through development of key sites.
- 11.102. The southern part of Norwood High Street to the south of the railway line is currently performing comparatively weakly in contrast to the rest of the town centre, with many ground floor units vacant or being converted to non-town centre uses. Its proximity to the West Norwood Commercial Area and transport links including from West Norwood station offers an opportunity to redefine its role. It has been removed from the town centre boundary and has instead been designated as the West Norwood Creative Business Cluster. The removal of the southern part of Norwood High Street to the south of the railway line from the town centre boundary will help to

concentrate new retail development within the remainder of the town centre, particularly at Site 18.

- 11.103. The London Plan identifies the district centre as having low commercial growth potential. However, Site 18 (286-362 Norwood Road) provides a significant opportunity for town centre improvement through a higher density mixed-use development that includes housing with retail uses on the Norwood Road frontage. The council has recently acquired the freehold of the existing DIY operator and associated car parking. The successful development of this site will be a vital catalyst in promoting confidence and investment in the wider area.
- 11.104. The main employment sectors in West Norwood are health, education, retail and small-scale manufacturing. There has been recent growth in professional services activities, ICT and creative and digital industries and an increasing concentration of artists and artists' studios. It is home to the largest concentration of land in employment use in Lambeth in the West Norwood Commercial Area Key Industrial and Business Area (KIBA). A broad range of uses operate in the KIBA, including manufacturing, food manufacturing, construction, motor trade activities, wholesale activities and waste management. It is also home to West Norwood bus garage. A number of sites within this KIBA provide an opportunity to densify and intensify workspace provision in accordance with London Plan policy on industrial land and to increase the range, size and quality of business space and jobs in the area. There is also an opportunity to improve public realm and connectivity with the wider area.
- 11.105. The Park Hall Road Trading Estate is another KIBA accommodating over 100 businesses, which is becoming an established centre for creative industries, drawn by proximity to Brixton and the lower rents than in neighbouring areas. Parade Mews is a smaller cluster of studios in Tulse Hill providing much valued space for artists and makers, including pottery and glass blowing. Knolly's Yard is in use by businesses supporting the construction sector and has further potential as designated industrial land.

Transport and Public Realm

- 11.106. The area is served by West Norwood and Tulse Hill rail stations at either end of the town centre, plus nine bus routes and two night buses providing good radial public transport links into central London and connecting with the Underground network at Brixton. Neither rail station provides full step-free access and both would benefit from significant improvement as well as service improvements to provide 'turn up and go' metro style services. Opportunities for contributions to improvement of the stations will be

explored through development proposals in appropriate cases. East-west public transport links are much weaker with limited bus routes. The A215 runs through the town centre and carries significant volumes of traffic resulting in congestion at busy times. A one-way traffic system operates at the southern end of the town centre and the traffic dominated Tulse Hill gyratory system dominates to the north. There is a strong community aspiration to seek the removal of the Tulse Hill gyratory, which would provide opportunities for significant improvements to this part of the centre.

- 11.107. A programme of improvements has been delivered on the Norwood Road corridor with more space for pedestrians and significant improvements to the public realm in the town centre. Norwood Road forms part of Lambeth's designated Healthy Route Network for walking and cycling which also includes an east – west route via Palace Road towards Clapham. Significant improvements are required in relation to provision for cycling. Electric bicycles may be particularly appropriate given the hilly nature of the area.

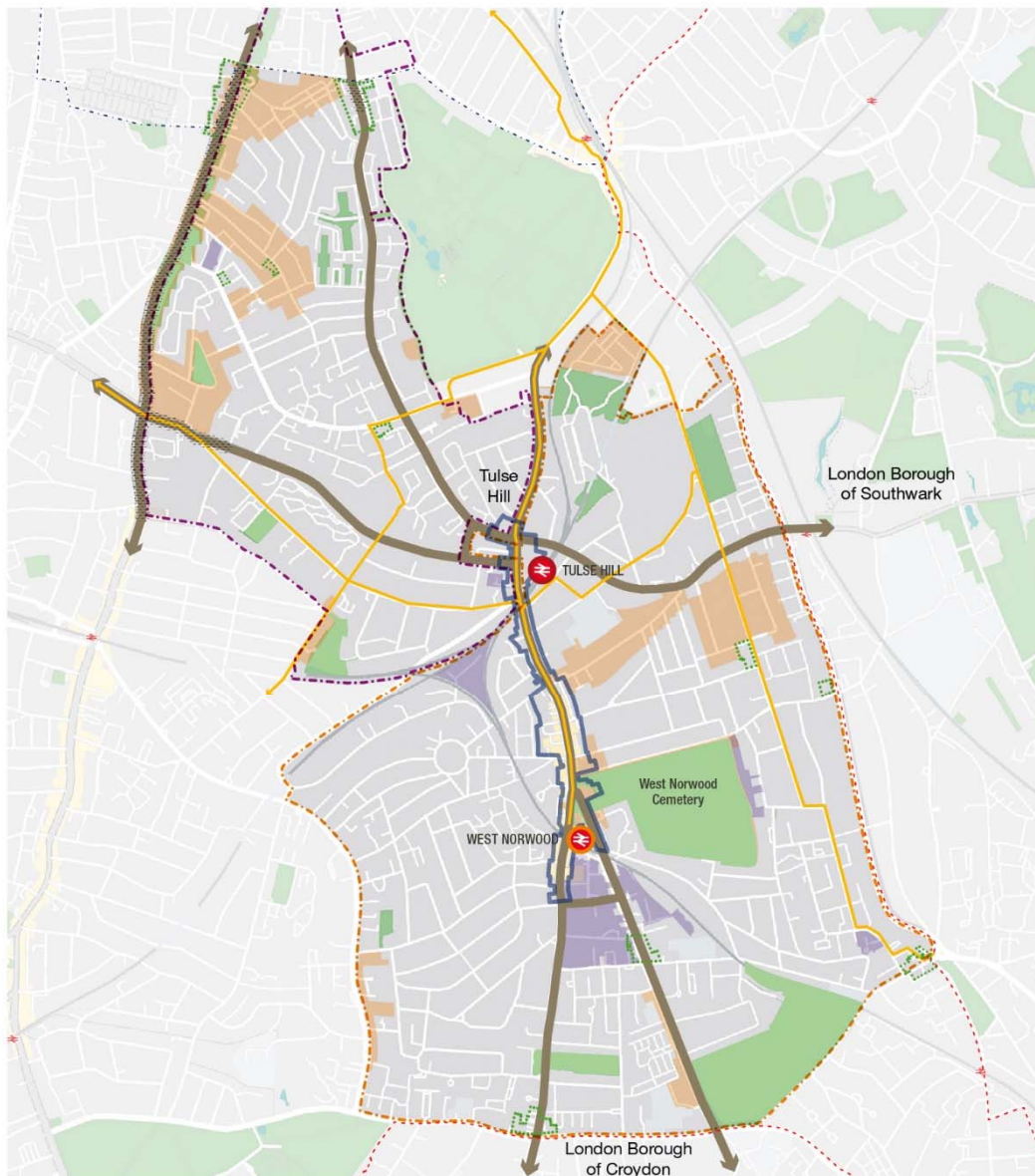
Environment

- 11.108. The area has a number of parks and open spaces, including West Norwood cemetery, Tivoli Park, Knight's Hill Wood Norwood Park and Hillside Gardens. Despite this, the majority of the area is deficient in access to multiple types of open space and opportunities to improve this will be sought. Measures to improve air quality in the area will also be sought.
- 11.109. West Norwood Cemetery dates from 1837 and is the finest necropolis in south London and one of the most important cemeteries in England. It is an historic Registered Park and Garden and a designated conservation area, with more listed monuments than any other cemetery in Britain. Many of the listed monuments are on the Heritage at Risk Register due to their poor structural condition. Heritage Lottery Fund investment has been secured to enable a number of enhancements, including improving access and the delivery of a visitor centre and the repair of monuments currently on the Heritage at Risk Register.

PN7 West Norwood/Tulse Hill

Key

- | | | |
|---|-------------------------------------|-----------------------|
| --- Borough boundary | ■ Key Industrial and Business Areas | ➔ Key Roads |
| --- Part of Brixton Liveable Neighbourhood | ■ Conservation Areas | ➔ Healthy Routes |
| --- Part of Tulse Hill Neighbourhood Planning Area | ■ Open Space | Station accessibility |
| --- Norwood Planning Assembly and Neighbourhood Planning Area | ■ Air Quality Focus Area | ⊖ Poor ⊕ Moderate |
| --- West Norwood/Tulse Hill District Centre Boundary | | |
| --- Local Centres | | |



PN7 West Norwood/Tulse Hill

Key

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> --- Borough boundary — West Norwood/Tulse Hill District Centre Boundary Primary Shopping Area Local Centres West Norwood Creative Business Cluster □ Site allocation
Site 18 - 286-362 Norwood Road | <ul style="list-style-type: none"> /// Removal of Tulse Hill Gyratory ■ West Norwood Cultural and Heritage Area ■ Key Industrial and Business Areas ■ Conservation Areas ■ Open Space | <ul style="list-style-type: none"> ➔ Key Roads ➔ Healthy Routes Station accessibility ⊖ Poor ⊕ Moderate |
|--|--|--|



Policy PN7 West Norwood/Tulse Hill

- a) The council will promote the role of West Norwood/Tulse Hill as a vibrant district centre through the development of key sites, to improve the quality and variety of retail floorspace and to increase workspace, education uses, community facilities, cultural uses and housing. Development in the area will need to be of a scale and form related and appropriate to its context with particular regard to local views and heritage assets. Housing densities should be optimised, particularly on highly accessible sites and where there is a broader need to realise a range of public benefits through major regeneration opportunities, such as Site 18. The role and contribution of West Norwood cemetery as a major historic asset and visitor attraction will be promoted.
- b) The council will promote the district centre as a hub of community life and retail, commercial and cultural activity and will ensure that development enhances the viability and vitality of the centre. Shopping uses will be safeguarded and encouraged; within the primary shopping area, all ground floor units should be in active-frontage uses and no fewer than 50 per cent of ground floor units are to be in A1 use. Throughout the centre as a whole, there should be no more than 15 per cent and no more than 2 in 5 consecutive A5 uses. No more betting shops will be permitted in the town centre.
- c) The council will work with stakeholders to promote improvements to public transport services to the area, including accessibility improvements to the rail stations and the wider objective to improve the reliability and frequency of rail services across the area. The council will work with TfL to reduce traffic dominance caused by Tulse Hill gyratory, seeking to introduce two-way working, creating better, safer connections for walking and cycling and an improved environment.
- d) The council will bring forward improvements to conditions for walking and cycling through the Healthy Route Network.
- e) The council will support measures to increase green infrastructure, improve access to open space and improve air quality.
- f) Development and investment will be directed towards five focal areas: West Norwood Central Retail Area, West Norwood Commercial Area, Norwood High Street, West Norwood Cultural and Heritage Area and Tulse Hill. This will be delivered by:
 - i) West Norwood Central Retail Area (Site 18) – promoting mixed-use development including housing; a new street frontage pulled back to widen

the shopping parade for the town centre, an improved east-west permeability route through the site, preferably aligned with Chatsworth Way. In order to incentivise land assembly and comprehensive redevelopment opportunities the density of new development should be optimised, provided that the architectural quality and detailing is of a high standard to enhance the appearance of the town centre and does not harm locally important views. New commercial floorspace must provide flexible workspace to provide opportunities for creative and digital industries. Any redevelopment must improve the vitality and viability of the town centre as a whole, as well as creating a new sense of place and attracting back shoppers who currently go elsewhere.

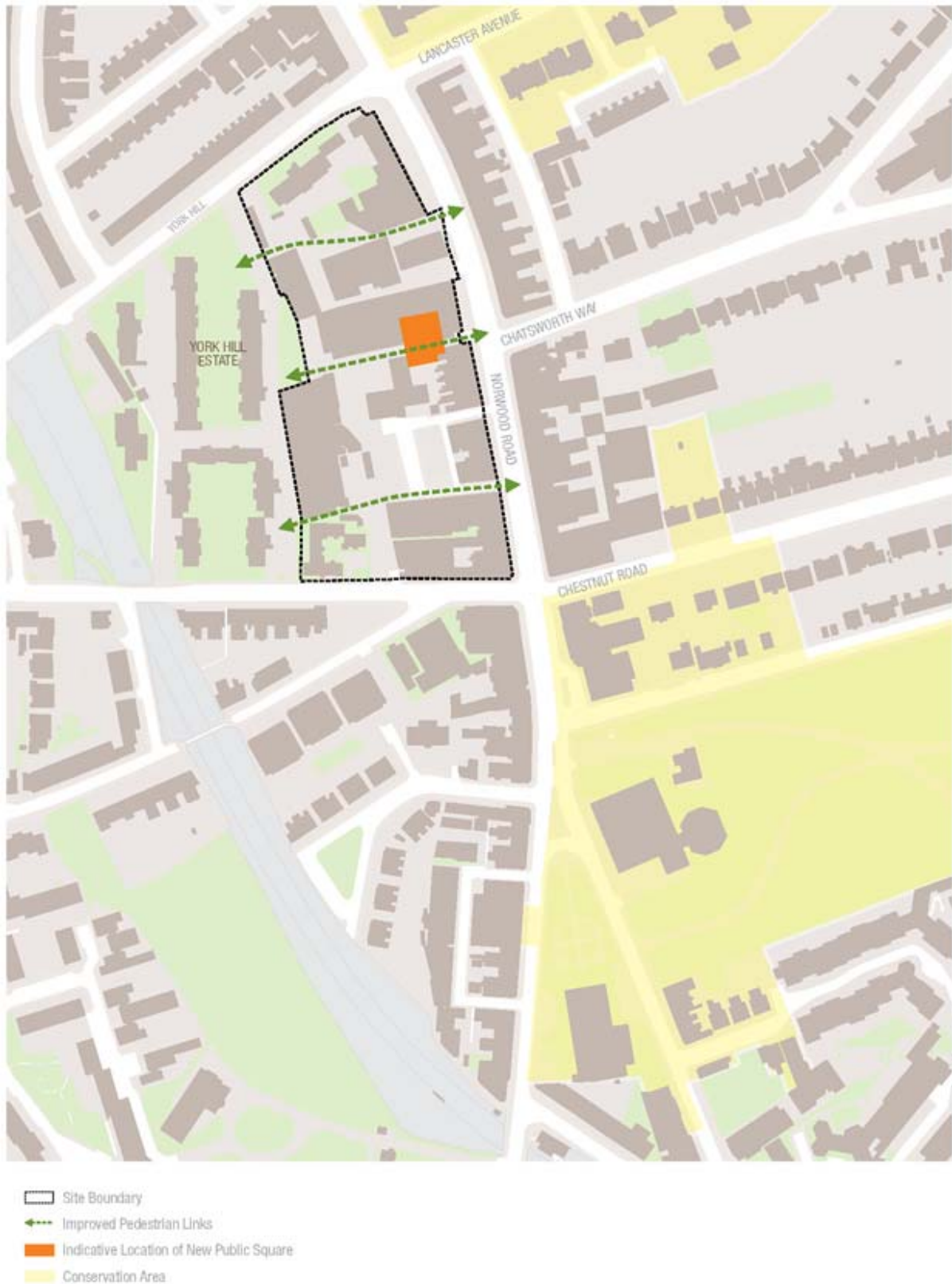
- ii) West Norwood Commercial Area – protecting Lambeth’s largest industrial area whilst supporting opportunities for the evolution of West Norwood Commercial Area as a hub of creative enterprise, innovation and industry. Development should provide an increase in the amount, range, quality and flexibility of business premises and a variety of industrial uses in accordance with London Plan policy. The council will proactively seek opportunities to acquire land and work in partnership with existing landowners to increase the amount of industrial floorspace capacity and to diversify the employment offer.
- iii) Norwood High Street – designating the section of Norwood High Street to the south of the railway line a Creative Business Cluster to redefine and revitalise its role for creative and digital industries, building on the proximity to the Commercial Area, West Norwood station and the heritage and cultural area in the town centre. The council will support the development and renewal of spaces appropriate for creative and digital enterprises to encourage a range of businesses such as makers, artists and designers to locate in the Business Cluster. The council will promote the function of the Business Cluster by supporting:
 - i) mixed-use or enabling development, which may include residential on upper floors so long as it would not negatively affect the function of the Business Cluster or adjacent KIBA and would deliver ground floor workspace for makers and creative and digital industries;
 - ii) proposals that maximise the delivery of workspace appropriate for creative and digital industries and include a range of unit sizes and workspace typologies; and

- iii) proposals which support and complement the creative and digital industries, such as the inclusion of ancillary sales/display space or meeting spaces.

The council will produce a Supplementary Planning Document for this section of Norwood High Street.

- iv) West Norwood Cultural and Heritage Area - protecting and strengthening the role of existing cultural, community and heritage assets; supporting new community and cultural uses; preserving and enhancing the historic and heritage significance of West Norwood cemetery including measures to remove assets from the 'at risk' register and supporting public realm enhancements. A priority is to enhance the arrival of pedestrians through significant improvements to West Norwood station and safe and accessible walking and cycling connections to the wider area and local attractions, particularly to the leisure centre and Norwood Park. Development in this area will need to be particularly sensitive in terms of appropriate scale and form in view of the heritage importance of the adjoining cemetery and its many listed buildings.
- v) Tulse Hill – improving its role as a gateway to the wider West Norwood area. Given the area's high accessibility, the density of new development should be optimised, provided the architectural quality and detailing is of a high standard to enhance the appearance of the town centre and ensure it does not harm locally important views or the setting of heritage assets. Specific objectives include refurbishment of the railway station, with improved access and intensification of uses around the station interchange; supporting higher density residential-led growth with mixed-use retail and food and drink uses; encouraging improved active frontages along either side of the railway line; improved links from Tulse Hill Station to the area to its east; supporting improvements to the public realm to improve safety, accessibility and connectivity; and removal of the gyratory system which causes significant severance to the area, carrying high volumes of traffic on the South Circular and resulting in a hostile environment for walking and cycling.

Site 18 – 286-362 Norwood Road SE27



Site 18 – 286-362 Norwood Road SE27

Site area	1.90ha
Ward	Knights Hill
Ownership	London Borough of Lambeth and other mixed private ownership
Current use	Mix of independent retail units, a DIY store, residential, car park and laundry
Transport	Public transport accessibility level 5 (very good)
Flood zone	Flood zone 1: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	There are no heritage assets on or close to the site.
How the site was identified and relevant planning history	<p>The site is identified in the SHLAA 2009 as a potential housing site. West Norwood Masterplan (March 2009)</p> <p>There have been applications for alterations and improvements to various buildings on this site. However, there have been no recent relevant planning applications.</p>
Preferred use	Retail-led mixed-use development to include housing, new public space and improved connections through the area, smaller retail units fronting Norwood Road and car parking.
Design principles and key development considerations	<p>The regeneration of all or part of this site provides the opportunity to provide a heart for West Norwood. The council will support development on all or part of this site that:</p> <ul style="list-style-type: none"> (i) is of an appropriate scale and form that respects the rich conservation value and heritage of the town centre, taking account of factors such as building heights and the setting of adjacent development and locally-important views; (ii) provides a finer grain development rather than a single block; (iii) addresses the opportunity to provide landmark buildings associated with this key town-centre site; (iv) ensures heights on the Norwood Road frontage reflect the heights of the existing buildings on the eastern side of Norwood Road, avoiding a canyon effect; (v) provides development on the western edge of the site appropriate to reduce impact on the York Hill estate; (vi) improves permeability and linkages through the site including a pedestrian link through the site to improve access to the York Hill Estate; (vii) provides a new access to Norwood Road ensuring pedestrian priority and minimising the impact on the public realm; (viii) allows for improvements to Norwood Road for the widening of pavements; (ix) includes a public space that is preferably aligned with Chatsworth Way opposite the site to provide a focal point to the town centre with sufficient space for town- centre users; (x) replaces the smaller retail units on the Norwood Road frontage; (xi) explores the potential for a local energy network within the development.

Kennington/Oval

Context and character

- 11.110. The Kennington/Oval area sits between the railway viaduct in the west and Kennington Park Road in the east and stretches from Oval tube station in the south towards Lambeth Road in the north. The area sits between the Vauxhall Nine Elms, Waterloo and Elephant and Castle Opportunity Areas which are undergoing significant regeneration and transformation. The area and its communities are therefore well placed to benefit from opportunities that this growth will bring particularly as there are areas of deprivation in Kennington/Oval that are identified as Strategic Areas for Regeneration in the London Plan.
- 11.111. There is a diverse mix of building types in the area, including Victorian terraces and public housing estates. Many of the properties in Kennington have good architectural and structural quality, typically three storeys or higher fronting the main roads and squares. Accommodation in the area is overwhelmingly flats and home ownership is considerably lower than in the borough overall.
- 11.112. Kennington/Oval has a number of conservation areas and the area surrounding Oval station has a very clearly defined and distinctive sense of place and contains St Mark's Church, a Grade II* listed building; Kennington Park, a historic Registered Park and Garden; the nearby world famous Oval cricket stadium; and the well-known Oval gasometers. The area around the park and the church and the area around Kennington Cross are conservation areas.
- 11.113. The priority issues for the area are how to:
- i) benefit from the significant investment opportunities that are coming forward as part of the Nine Elms Vauxhall, Waterloo and Elephant and Castle Opportunity Areas;
 - ii) secure investment in the area's public realm, green spaces and built environment (particularly within and around the local centres) to achieve equivalent quality to that in the neighbouring Opportunity Areas;
 - iii) maximise the potential of council owned assets in the area;

- iv) achieve the successful regeneration of the Oval gasworks site and the neighbouring Tesco site, deriving maximum community benefit including affordable housing and new employment opportunities;
- v) enable successful intensification of the remaining Montford Place Key Industrial and Business Area;
- vi) protect and enhance the stock of small business premises provided at the Kennington Business Park Key Industrial and Business Area;
- vii) derive more benefit economically and for the community from the use and events at the Oval stadium, which includes many conferences, whilst managing the impacts of large numbers of visitors;
- viii) improve air quality;
- ix) improve the quality and accessibility of the environment and public realm, access to open space and green infrastructure, and facilities and links to public transport for residents and visitors to a level appropriate for an international sporting venue;
- x) realise the added potential contribution of St Mark's churchyard to the public realm;
- xi) support improvements to Kennington Park including its heritage attributes; and
- xii) make more effective use of premises and sites within the area and the opportunities they provide – including that arising from the Oval House Theatre's intention to relocate to Brixton - in order to build on and contribute to the area's qualities.

Community

- 11.114. The Kennington, Oval and Vauxhall Neighbourhood Forum was designated in July 2015 and is currently preparing a neighbourhood plan for the wider Kennington, Oval and Vauxhall neighbourhood area. Key aspirations of the neighbourhood forum include increasing green infrastructure and improving air quality in the neighbourhood area.

Housing

- 11.115. Larger sites that are expected to deliver new housing in the Kennington/Oval area include the Knight's Walk estate, Tesco at 263-275 Kennington Lane and the Oval gasworks. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.116. Kennington/Oval includes the local town centres at Kennington Park Road/Kennington Road, Kennington Lane, Kennington Cross, Oval (Clapham Road), Oval (Brixton Road) and Vauxhall Street/Jonathan Street. Policy ED11 Local Centres applies to the local centres in Kennington/Oval.
- 11.117. The area has a number of Key Industrial Business Areas including Kennington Business Park, Durham Street/Oval Way, Montford Place and Stannary Street. The Kennington Business Park KIBA, managed by Workspace, is a hub for small businesses including creative and digital industries. An Article 4 Direction, removing permitted development rights for change of use from B1(a) Office to C3 Residential, has been implemented in the KIBA to protect the small business space.
- 11.118. The Oval gasworks and other land in the vicinity are to be transformed into a vibrant mixed-use area. There is potential for industrial intensification and co-location with residential on the TfL owned land in the KIBA at Montford Place.

Transport and public realm

- 11.119. The area is served by three tube stations (Vauxhall, Kennington and Oval) and has numerous bus services to other parts of Lambeth and Central London. Car ownership is low compared to the rest of the borough and use of public transport to work is high. In 2020 the Northern Line extension spur from Kennington will open and will give direct access to the emerging CAZ retail cluster at Battersea. The area is served by various Cycleways forming part of the council's Healthy Route Network. The Oval cricket ground is a significant visitor attraction resulting in high levels of pedestrian activity at certain times.
- 11.120. The area is bisected north-south and east-west by strategic roads carrying significant amounts of through traffic. Kennington Lane forms the boundary of the Congestion Charging Zone. Due to the concentration of traffic in the area, local streets are affected by higher than expected volumes of through traffic in

some cases. Through traffic and development activity in the area results in high volumes of HGVs accessing construction sites.

Environment

- 11.121. Part of the Kennington/Oval area lies in Flood Zone 3 and is at risk of flooding; the requirements of policy EN5 will apply to all development proposals. Kennington Oval/Camberwell New Road (A202)/Kennington Park Road (A3) is designated as one of Lambeth's air quality focus areas due to its high levels of both pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Improving air quality in the area is a priority of both the council and the emerging neighbourhood plan and measures to improve air quality will be supported.
- 11.122. Open space is provided by Kennington Park and the area surrounding St Mark's church. Despite this, much of Kennington/Oval is deficient in multiple types of open space and opportunities to increase green infrastructure in the area will be sought.

PN8 Kennington/Oval

Key

- | | | |
|---|-------------------------------------|-----------------------|
| --- Borough boundary | ■ Key Industrial and Business Areas | → Key Roads |
| --- Elephant and Castle Opportunity Area | ■ Conservation Areas | → Healthy Routes |
| --- Vauxhall Nine Elms and Battersea Opportunity Area | ■ Open Space | |
| --- Kennington, Oval and Vauxhall Neighbourhood Planning Area | ⊗ Air Quality Focus Area | Station accessibility |
| --- Local Centres | | ⊖ Poor ⊕ Moderate |



Policy PN8 Kennington/Oval

The council will support growth in Kennington/Oval as an important residential and employment area while enhancing the quality of its existing well-defined character and sense of place and seeking maximum community benefit from development proposals.

This will be sought through:

- a) an area-wide approach to investment and growth to ensure integration with neighbouring Opportunity Areas.
- b) supporting high quality regeneration for mixed use of the Oval gasworks and adjacent Tesco sites.
- c) protecting and encouraging intensification of industrial floorspace capacity within the area's Key Industrial and Business Areas in accordance with London Plan policy.
- d) supporting development at the Oval stadium to extend the range and quality of facilities including those to serve the local community; improved public realm around the Oval to provide an enhanced experience for visitors, more appropriate for an international sporting venue; better links between local facilities and public transport; and improving the relationship of the stadium with the adjoining area. In particular, improvements will be sought to the quality of the linkages with the local centre along Clapham Road, by improving the attractiveness of the public realm, the creation of appropriate public spaces and interesting features and promoting active frontage uses along the route. Development proposals will be expected to mitigate any harmful impacts of large numbers of visitors on the surrounding area.
- e) seeking to improve the quality and extent of shopping and other appropriate town centre uses within the area and local centres, including appropriate re-use of the Oval House Theatre, as well as sites in the wider area, to improve the range and quality of employment and housing.
- f) supporting and enhancing the heritage quality and attributes of the conservation area, Kennington Park, St Mark's Church and the use of its churchyard for community and town centre uses.
- g) seeking the improvement of traffic, air quality and environmental conditions for school and cyclists, the quality and accessibility of the public realm and linkages

between Kennington Park and other spaces and the shopping frontages in Clapham Road and Brixton Road.

- h) seeking improvements to green infrastructure and access to open space throughout the area.
- i) implementing the council's Healthy Route Network in the area, including improvements to Cycleway 7 on the A3 corridor, Cycleway 5 on quieter streets and the direct link to Waterloo via Kennington Lane. The council will support TfL in the delivery of planned routes on the A23 linking to Brixton and the A202 linking to Camberwell.
- j) working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.

Herne Hill

Context and character

- 11.123. Herne Hill is a small district centre well supported by a mixed community and is located close to Brockwell Park. The majority of buildings in the town centre are commercial on the ground floor with storage or residential on the upper floors. The wider area is predominantly residential in character. The district centre is cross border with the London Borough of Southwark and there is a conservation area across the borough boundary.

Community

- 11.124. A neighbourhood planning area covering parts of Lambeth and Southwark was designated in December 2017. A neighbourhood plan for the area can be produced once a neighbourhood forum has been designated.

Housing

- 11.125. The London Plan identifies the district centre as having medium residential growth potential, although parts of this area is in Southwark. Outside the town centre, there is scope for residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock, as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.126. In the town centre as a whole, there are approximately 130 retail and service units. These serve an important local shopping role with a number of convenience shops, independent retailers, important local services and a good range of restaurants, cafes, takeaways, pubs and bars. There is a thriving weekly street market on Sundays in the new town square.
- 11.127. The London Plan identifies the district centre as having medium commercial growth potential. Herne Hill is part of the Brixton Creative Enterprise Zone and opportunities to support the growth of the creative and digital industries will be sought. The area's creative and digital industries include 198 Contemporary Arts and Learning, Ongean Studios and South London Makerspace in Southwark.

Transport and Public Realm

- 11.128. Herne Hill has a busy railway station and is at the convergence of a number of important roads and bus routes, providing a convenient opportunity for interchange. The centre is split by a railway bridge and busy roads which intersect it, and in the past has been dominated by the presence of traffic.
- 11.129. Significant improvements have been made in recent years to create a better sense of place through: junction improvements at the entrance to Brockwell Park enabling the re-routing of buses; creation of a town square outside of the station; and improvements to connectivity and the public realm to provide a safe and high quality environment for pedestrians and cyclists. The area has a high demand for cycling, with Railton Road providing a key link to Brixton. Opportunities for further improvements to the station will be supported.

Environment

- 11.130. Herne Hill adjoins Brockwell Park, which is one of south London's largest open spaces and is both designated Metropolitan Open Land and an historic Registered Park and Garden. Brockwell Park is heavily used for a wide range of recreational and leisure activities, including the annual Lambeth Country show and has been the subject of a major programme of investment to improve its facilities and restore its historic features. The proximity of the park and associated leisure facilities (such as the Lido) helps both the environmental quality and general attractiveness of Herne Hill. Despite this, Herne Hill is deficient in access to multiple types of open space and measures to increase green infrastructure and improve access to open space will be sought.

PN9 Herne Hill

Key

- | | | |
|--|--|---|
|  Borough boundary |  Conservation Areas |  Key Roads |
|  Part of Brixton Liveable Neighbourhood |  Open Space |  Healthy Routes |
|  Herne Hill Neighbourhood Planning Area | |  Low Line |
|  Part of Brixton Creative Enterprise Zone | | |
|  Herne Hill District Centre Boundary | | |
|  Primary Shopping Area | | |
|  Local Centres | | |



Policy PN9 Herne Hill

The council will support the role of Herne Hill as a small community-focused district centre by:

- a) safeguarding and encouraging retail uses and other appropriate town-centre activities, including housing: within the primary shopping area, all ground-floor units should be in active-frontage use with no less than 50 per cent of original ground-floor units in A1 retail use and no more than 25 per cent in A3/4/5 food and drink use; and outside of the primary shopping area, no more than 2 in 5 consecutive original ground-floor units should be in A3/4/5 food and drink use;
- b) supporting opportunities to deliver new residential and commercial uses whilst enhancing its sense of place including its historic character;
- c) supporting residential development on small sites both within and outside of the town centre in accordance with Local Plan policies;
- d) supporting further improvements to the quality, safety and accessibility of the public realm, convenient linkage between the station and adjoining areas, and opportunities for improvements to the station;
- e) supporting proposals to increase green infrastructure, access to open space and to improve air quality;
- f) improving walking and cycling links to and from the area, particularly to Brixton and West Norwood as part of Lambeth's Healthy Route Network and supporting Brixton Liveable Neighbourhood;
- g) supporting the growth of creative and digital industries in the Brixton Creative Enterprise Zone (CEZ); and
- h) working closely with the London Borough of Southwark to ensure a co-ordinated approach to the management of the centre.

Loughborough Junction

Context and character

- 11.131. Loughborough Junction, a local centre, is defined by its high-level railway lines, railway arches and the many railway bridges which intersect it. The convergence of these railway viaducts forms a natural centre at Loughborough Junction which is situated between Brixton, Camberwell and Herne Hill. After years of under-investment, local groups are working to transform the area into a lively, attractive mixed-use neighbourhood, with retail, leisure, residential and industrial uses. Parts of Loughborough Junction are identified in the London Plan as Strategic Areas for Regeneration.
- 11.132. The area has a number of large estates of social housing and to the east and south of the station there are streets of Victorian and Edwardian terrace houses, many of which are now divided into flats. The oldest houses, dating from the 1840s, are in the Loughborough Park Conservation Area. The Milkwood Estate is a housing association owned estate of small Victorian terrace houses south of the station.

Community

- 11.133. In recent years local community groups have formed and come together with the purpose of regenerating their area and to consider how the area can respond to change. The Loughborough Junction Action Group (LJAG) is one of a number of a local resident-led groups of volunteers whose stated purpose is to improve the environment and lives of people living in Loughborough Junction. Other local groups include the Loughborough Junction Neighbourhood Forum and the LJ Works Steering Group. In 2013, LJAG worked with the council to produce the Loughborough Junction Plan.
- 11.134. Bringing the community together via art is important in Loughborough Junction as the area as a high proportion of artists working in artists' studios and railway arches. LJAG has already initiated the 7 Bridges Project, with improvements to the bridges at Cambria Road and Loughborough Road already delivered. The project aims to improve the railway bridges which define the area with colour, light and art in order to engender a sense of identity for Loughborough Junction as a separate and distinct neighbourhood and to showcase local artists. Projects such as urban farming at Loughborough Farm and activities at the Marcus Lipton Youth Centre and the area's places of worship have also proven successful.

- 11.135. Assets designated as Assets of Community Value include the Green Man Skills Zone, Sunshine International Arts, Ebony Horse Club, The Platform, the Cambria public house and Grove Adventure Playground. The Marcus Lipton Youth Centre and the Grove Adventure Playground are particularly important to the Loughborough Junction area by providing supervised facilities and activities for children and young people. The adjacent Elam Open Space also provides essential local play facilities and requires enhancement as an open space for the local community.

Housing

- 11.136. In the wider Loughborough Junction area, sites with potential to deliver new housing include the Higgs Industrial Estate. Sites that are delivering new housing include the Loughborough Park Estate. There is scope for further residential growth through the mixed-use redevelopment of non-designated industrial estates. On small sites, this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.137. The local town centre's retail offer has lost significant trade over the last thirty years and although that decline appears to be in reverse, there remain vacant units. The retail offer serves the day to day needs of the local community and opportunities to improve and diversify the retail offer will be sought. The council has extended the boundary of the town centre to ensure it is cohesive, to realise opportunities for growth and to increase the proportion of active frontages in the town centre.
- 11.138. Policy ED11 Local Centres applies to the mix of uses within the Loughborough Junction local centre.
- 11.139. Loughborough Junction remains an industrial area and within the wider Loughborough Junction area there are six Key Industrial Business Areas, providing an important source of the borough's light industrial and creative employment space. Industrial and employment uses in the area include waste management uses, a number of motor repair workshops, artists' studios, recycling centres and an electricity sub-station. Light industrial units are particularly prominent and are located within a number of yards with distinct characteristics. The creation of additional employment opportunities, particularly for young people, is key to the regeneration of the area. This requires space for local businesses to start up and grow, good transport connections and programmes to support people to find work.

- 11.140. Some yards, such as Belinda Yard, are located between railway viaducts which have allowed for a separation between the residential and noisier light industrial uses, a characteristic that the council will seek to protect. The area has an active and growing creative and digital industries sector, including those housed in railway arches, the Remakery, the Shakespeare Biz Centre and other spaces brought forward as part of the LJ:Works project. Shakespeare Biz Centre is mainly occupied by creative industries in small business units. Given its current and future potential role to support creative industries, Loughborough Junction is included within the Brixton Creative Enterprise Zone (CEZ). LJ: Works is a council supported and GLA funded project to provide affordable workspace, a shared kitchen and textile workshops and bring back into use dilapidated railway arches. It will also provide a permanent home for the Loughborough Farm and will provide green infrastructure.
- 11.141. There is an opportunity to comprehensively refurbish and convert the Rathgar Road railway arches for a mix of uses alongside improvements to the public realm.

Transport and Public Realm

- 11.142. The area is served by a number of bus routes and Loughborough Junction station. The station does not provide step-free access and generally requires refurbishment. Rail services are crowded at peak times and passenger numbers at the station have declined. The council will promote access and environmental improvements at the station and longer term options to improve rail services as part of TfL's 'metroisation' proposals.
- 11.143. Loughborough Junction has one of the lowest levels of car ownership in the country. Many residents walk and cycle to get around the area and use public transport to access other areas. The council's Healthy Route Network responds to this and identifies the need for improved walking and cycling links to adjacent areas. There is also an aspiration to open up additional routes through and around the railway viaducts to improve the permeability and accessibility of the area as part of an extension to the Low Line project.

Environment

- 11.144. As an area with a high concentration of flats and few private gardens, high quality public open space and parks with well-connected and safe access routes are particularly important for health and wellbeing and to improve air quality in the area.

- 11.145. Ruskin Park to the south and Myatts Fields to the north are the two major parks and the council and Friends of Ruskin Park are producing a masterplan for improvements to Ruskin Park. Smaller parks include Milkwood Community Park, Loughborough Park, Wyck Gardens and Elam Street Open Space. Loughborough Park contains a children's play area, a basketball court, a community building and a food growing area. Wyck Gardens has recently received investment, with a new entrance and orchard, and has a number of facilities including the Ebony Horse Club stables, volleyball courts, a children's play area and the Loughborough Farm community café. There is potential to improve the relationship between the Ridgway Road arches and Wyck Gardens, including the quality of the walking and cycling environment. Community engagement has expressed a strong aspiration to group the existing car repair businesses towards the western end of the Ridgway Road arches; this would help to improve this relationship. Elam Street Open Space has a wetland area and is important for local biodiversity. There are well-tended communal gardens on the Loughborough estate. Despite these assets, much of Loughborough Junction is categorised as being deficient in access to multiple types of open space and opportunities to improve access will be sought.

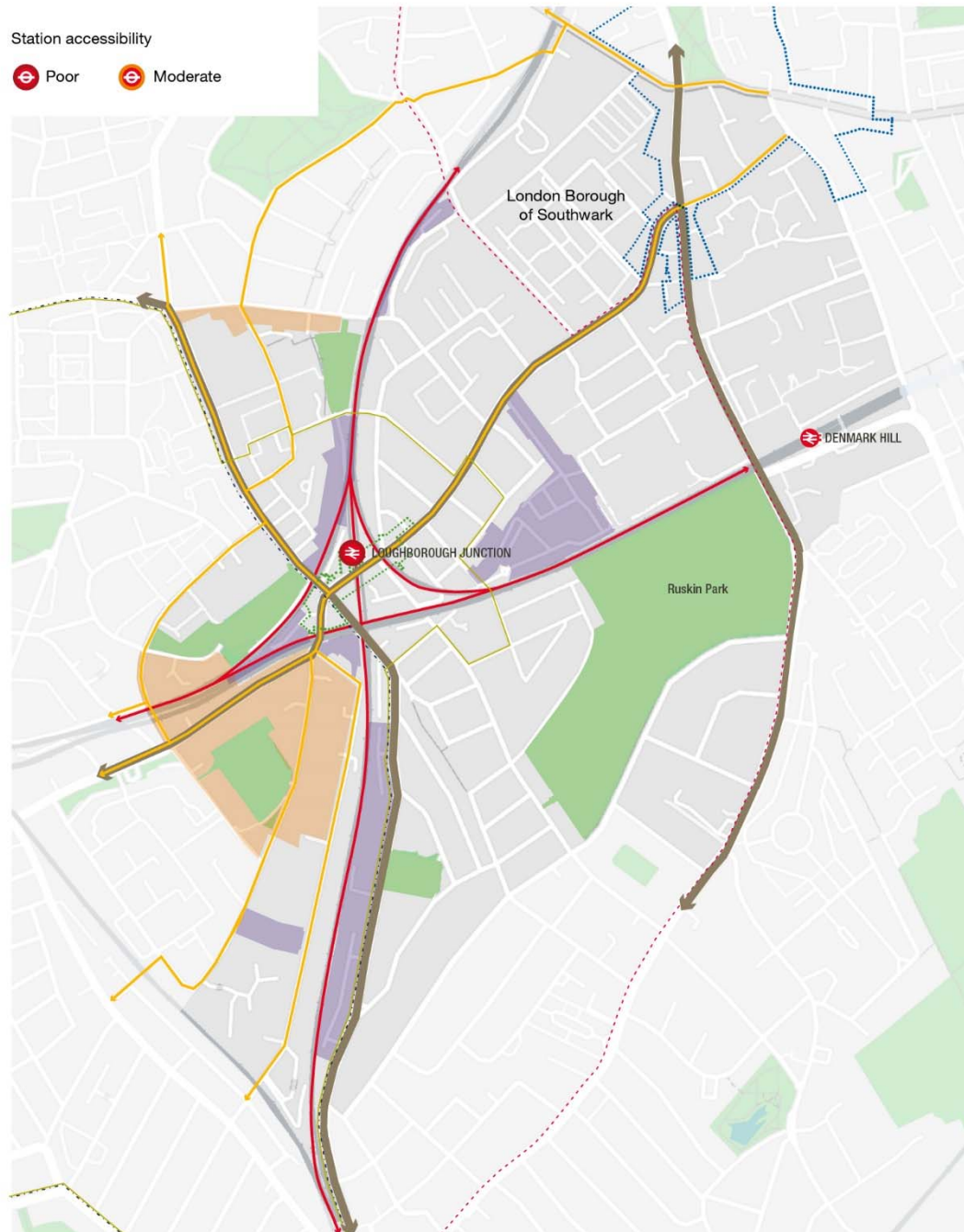
PN10 Loughborough Junction

Key

- | | | |
|--|-------------------------------------|------------------|
| --- Borough Boundaries | ■ Key Industrial and Business Areas | → Key Roads |
| --- Brixton Liveable Neighbourhood | ■ Conservation Areas | → Healthy Routes |
| --- Brixton Creative Enterprise Zone | ■ Open Space | → Low Line |
| --- Camberwell District Centre | | |
| --- Loughborough Junction Local Centre | | |

Station accessibility

- ⊖ Poor
 ⊖ Moderate



PN10 Loughborough Junction

Key

..... Loughborough Junction
Local Centre

◆ Improvements to the Public Realm

■ Key Industrial and Business Areas

■ Open Space

➔ Key Roads

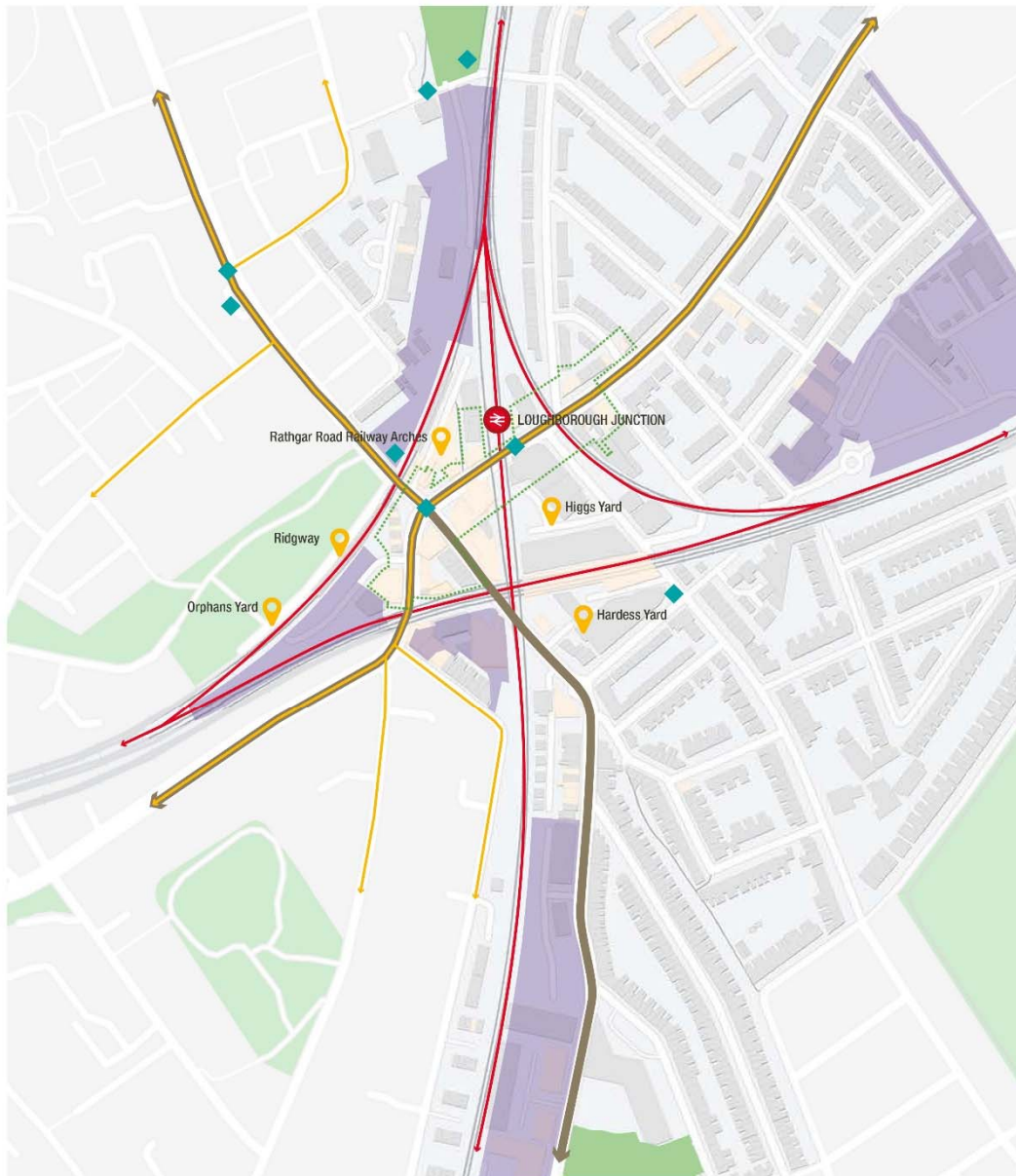
➔ Healthy Routes

➔ Low Line

Station accessibility

⊖ Poor

⊕ Moderate



PN10 Loughborough Junction

- a) The council will work with local stakeholders to support the role of Loughborough Junction as a local centre with a clear identity and sense of place. This will be done by using the railway bridges as a catalyst for change, making greater use of under-used spaces and places and bringing forward new housing where appropriate. The council will:
- i) support sensitive new development which makes better use of under-used spaces and places to increase public safety and the appearance of the area;
 - ii) support improvements to the local centre's retail and leisure offer so residents can access essential services within walking or cycling distance of their homes;
 - iii) encourage new employment uses in the area, particularly development that brings vacant and/or dilapidated railway arches back into use;
 - iv) support development that enhances the character of the area's various yards and maintains a mix of uses;
 - v) support proposals that enhance the growth of creative and digital industries in the Brixton Creative Enterprise Zone (CEZ);
 - vi) support proposals that increase the permeability, accessibility, navigability and safety of the area through improvements to existing walking and cycling routes and the creation of new, safe and accessible routes and opening up of key routes to previously inaccessible sites. Proposals to open up routes alongside railway arches and to contribute to the Low Line project will be supported. Proposals that harm accessibility in the town centre will be resisted;
 - vii) support measures to improve local air quality;
 - viii) protect existing open space and support measures that improve access to open space and increase green infrastructure, including the creation of green chains that link together the area's open spaces; and
 - ix) require development proposals to contribute to improvements to the quality, accessibility and safety of the public realm in the vicinity of the site.

- b) The council will ensure an adequate supply of community facilities in the area to meet the need of local users, including supervised facilities for children and young people.
- c) The council will work with local groups to improve transport infrastructure to respond to growing demand. This will prioritise walking, cycling and the use of public transport over car use and seek improvements to the station, including step-free access. The council will plan for and promote a reduction in the number of people driving through the Loughborough Junction area, particularly for journeys under two miles, including through the provision of Cycleways and green routes. The Healthy Route Network identifies a number of priority links for walking and cycling to provide connections to Brixton, Camberwell, Herne Hill and Oval. Brixton Liveable Neighbourhood includes the provision of enhanced walking and cycling links to Brixton town centre.
- d) New and existing walking and cycling routes should be enhanced to reduce crime and of fear of crime through improved lighting, particularly under bridges, through arches, and along viaducts, and frontages should be activated to create surveillance. Bike-hire stations, and car club/hire facilities, and electric vehicle charging points should be provided throughout the area.
- e) The council will work with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.
- f) An opportunity exists to comprehensively refurbish and convert the Rathgar Road railway arches and associated public realm to achieve a mix of space for small businesses, that include B1 workspace and maker space; community facilities; and cafes and restaurants that complement the nearby local town centre and are supported by environmental and accessibility improvements. The council will support proposals that achieve these objectives as part of a comprehensive approach, subject to the following requirements:
 - i) no fewer than six railway arches are for B/D class use and no more than six railway arches are for A class uses;
 - ii) it is demonstrated to the satisfaction of the council that proposed A class uses in the arches would complement the existing local centre and they could not be provided within existing vacant premises in the local centre;

- iii) it is demonstrated to the satisfaction of the council that appropriate engagement with and support for existing tenants would be provided, including consideration of alternative locations;
- iv) potential harm to neighbouring residential uses is assessed and appropriately mitigated; including through controls on opening hours;
- v) the proposal would deliver appropriate public realm improvements along Rathgar Road;
- vi) improve connectivity to the local centre and through railway arches where possible and support integration with and connectivity to the local centre; and
- vii) the proposal would include improvements to the back of the arches facing the LJ works site, including façade and lighting improvements.

Proposals for the Rathgar Road arches that do not achieve these objectives in a comprehensive way will be assessed against all other relevant Local Plan policies, including ED6 Railway arches.

- g) The council will support improvements to Loughborough Junction's yards, including:
 - i) Wickwood Street and Railway Arches (Loughborough Road Key Industrial Business Area) - improvements to existing workspace in the railway arches and new servicing facilities.
 - ii) Higgs Yard – pedestrian crossings to the station and traffic calming measures that improve the pedestrian and cycling environment and improved relationship with the adjacent railway arches.
 - iii) Hardess Yard – improvements to workspace and reinstatement of the route from Hinton Road to Hardess Street. Working with the freeholder of the arches and leaseholders, the council will explore the potential to create dual aspect units in the railway arches.
 - iv) Ridgway and Orphans Yard – retention of and improvements to existing arches in Ridgway Road and Orphans Yard, improving the relationship with Wyck Gardens and the pedestrian environment on Ridgway Road. Working with the freeholder of the arches and leaseholders, the council will explore the potential to group car repair

businesses to towards the western end of Ridgway Road, enabling other types of small business to occupy the eastern arches.

Upper Norwood/Crystal Palace

Context and character

- 11.146. The Upper Norwood/Crystal Palace area, in the south east corner of the borough, is shared between five London boroughs: Croydon, Bromley, Lewisham, Southwark and Lambeth. Upper Norwood is the highest point in the borough and is one of the highest points in London, offering panoramic views towards central London and has a distinctive character. The area has two conservation areas and a number of statutory listed buildings.
- 11.147. Despite the area's assets, Upper Norwood/Crystal Palace is identified in the London Plan as a Strategic Area for Regeneration and needs further investment to help the area prosper.

Community

- 11.148. There are a number of active community groups in the area. There is also an emerging neighbourhood planning group who wish to prepare a neighbourhood plan for the wider Upper Norwood/Crystal Palace area.

Housing

- 11.149. The London Plan identifies the district centre as having high residential growth potential. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

Economy and Culture

- 11.150. The shopping centre, split between the boroughs of Lambeth, Bromley and Croydon and centred around Westow Hill, Westow Street and Church Road ('the triangle'), is identified in the London Plan as a district centre. It has many independent shops and a good variety of food and drink uses resulting in a healthy evening economy. There is a weekly food market on Haynes Lane. A limited presence of comparison retail units and national multiple retailers lends it a distinctive character. The triangle is a destination in its own right, attracting trips from a wide catchment area.
- 11.151. The London Plan identifies the district centre as having low commercial growth potential. However, in addition to the established retail and entertainment offer, the area is also home to cultural, creative and leisure

uses. This includes assets such as the Upper Norwood Library, an independent but public library funded by both Lambeth and Croydon councils, and a cinema. Cooper's Yard studios is home to a range of creative and digital enterprises.

- 11.152. The London Borough of Croydon has identified the area as a location suitable for an enterprise centre for creative and cultural industries. The London Plan identifies Crystal Palace Park and Crystal Palace train and Overground station in the London Borough of Bromley as a Strategic Outer London Development Centre due to the area's existing and potential leisure, tourism, arts, cultural and sports functions.

Transport and Public Realm

- 11.153. The hilly nature of the area has historically restricted the construction of railways through the Upper Norwood area. The nearest train stations are Crystal Palace and Gipsy Hill stations, some 500 meters to the south-west and north-west of the centre, respectively. The area is served by the London Overground and this provides a model for rail services in the area. Although the area currently has a good level of public transport accessibility around the town centre, the surrounding area is relatively poorly served by public transport. Bus links to Central London to the north and Croydon to the south are not as direct, frequent or reliable as they could be, with many journeys taking two or more separate bus rides. There are four bus routes serving the area, one night bus and one express bus service.
- 11.154. The triangle, where east/west and north/south A roads intersect, suffers from the impact of high levels of through traffic which detracts from the local environment and prevents the area realising its full potential as a destination. The area is not covered by a Controlled Parking Zone. Reducing traffic and congestion will assist with improving the area's air quality.
- 11.155. A cross-borough approach to parking, traffic management and highway improvement is required as the triangle has three different highway authorities. The current one-way system was introduced to reduce congestion in the triangle but makes the area less permeable for cycling and congestion remains an issue. There is limited provision for cycling generally despite a high demand, particularly for recreational cycling, in the area. Electric bicycles may be particularly appropriate given the hilly nature of the area.

Environment

- 11.156. Upper Norwood/Crystal Palace is located close to Crystal Palace Park, which is a major regional open space asset containing the National Sports Centre,

athletics stadium and aquatics centre. It is also close to the Upper Norwood recreation ground and Westow Park in the London Borough of Croydon. Despite this, parts of Upper Norwood are deficient in access to multiple types of open space, including small or local parks.

PN11 Upper Norwood/Crystal Palace

Key

- | | | |
|---|---|---|
| - - - Borough boundary | Conservation Areas | → Key Roads |
| — Upper Norwood/Crystal Palace District Centre Boundary | Open Space | → Rail Improvements |
| - - - Primary Shopping Area | / / Traffic Reduction | → Tramlink extension |
| - - - Local Centre | | |
| | | Station accessibility |
| | | ⊖ Poor ⊖ Moderate |



Policy PN11 Upper Norwood/Crystal Palace

The council will support the role of Upper Norwood/Crystal Palace as a district centre and work with the adjoining London boroughs to safeguard and encourage retail uses and other appropriate town-centre uses, including housing. It will support opportunities for physical improvements to the centre which enhance and improve its character, increase green infrastructure, improve air quality and will seek to improve traffic, safety, accessibility and environmental conditions for pedestrians and cyclists in the area and public transport links to other parts of London. The council will support the vibrant arts and cultural scene and also encourage the growth of the creative and digital industries sector in the area. New housing in the wider Upper Norwood/Crystal Palace area will be supported.

This will be achieved by:

- a) safeguarding and encouraging retail uses: within the primary shopping area, no less than 50 per cent of original ground-floor units should be in A1 retail use; all ground-floor units should be in active-frontage use; and no more than 25 per cent in A3/A4/A5 food and drink use;
- b) supporting the extension of the Tramlink to Crystal Palace and/or improvements to rail frequencies on the Beckenham Junction corridor to provide improved access for the area; Gipsy Hill station is only fully accessible to one platform and development should seek to enable step-free access to both platforms;
- c) working with TfL on options to improve bus services towards central London and supporting planned improvements to the bus station;
- d) investigating, with TfL and other adjoining boroughs, ways in which traffic conditions in the area can be improved to ameliorate access to sustainable modes of transport, control speeds, reduce congestion and improve air quality, including the consideration of re-introducing two-way working at the triangle and a co-ordinated approach to road danger reduction, parking and servicing control and management;
- e) implementing the Healthy Route network from Crystal Palace to Herne Hill via Gipsy Hill and West Dulwich and exploring opportunities to deliver improved links southward, particularly to Croydon town centre;
- f) protecting Cooper's Yard Studios for cultural, creative and digital uses; and
- g) working closely with the adjoining boroughs to ensure a co-ordinated approach to the management of the centre.

Annex 1: Evidence Base

Annex 1: Evidence Base to the Lambeth Local Plan 2015 has been deleted.

The following evidence base reports, or links to them, are available on the council's website at <https://www.lambeth.gov.uk/planning-and-building-control/planning-policy/local-plan-review-evidence>

Topic papers

Topic papers provide an overview of the policy approach and evidence for the following topics:

- Topic Paper 1: Affordable housing on sites providing fewer than 10 residential units
- Topic Paper 2: Housing delivery on small sites
- Topic Paper 3: Workspace
- Topic Paper 4: Town centres
- Topic Paper 5: Visitor accommodation
- Topic Paper 6: Parking standards
- Topic Paper 7: Climate change
- Topic Paper 8: Tall buildings

Socio-economic data

<u>Title</u>	<u>Content</u>
<u>Future Lambeth: Our Borough Plan 2016-2021 as updated July 2019</u>	<u>Updated community strategy for Lambeth.</u>
<u>State of the Borough (SOB) Report 2016</u>	<u>Evidence base for the Borough Plan 2016. Includes a wide range of data in relation to social, economic and environmental wellbeing.</u>

<u>Title</u>	<u>Content</u>
<u>Annual Public Health (APH) Report 2018</u>	<u>Report produced by the Public Health Directorate at NHS Lambeth (formerly the Lambeth Primary Care Trust) focusing on health needs in Lambeth.</u>
<u>Lambeth's Health Profile and Joint Strategic Needs Assessment (JSNA)</u>	<u>A comprehensive assessment of the health and wellbeing needs of the borough produced jointly by the Council and NHS Lambeth in association with all partners from Lambeth First. In addition to health and social care needs, the assessment addresses the impact of environmental factors such as crime, air quality, parks and transport services on people.</u>
<u>Health and Wellbeing Strategy Refresh May 2016</u>	<u>Lambeth's Health and Wellbeing strategy is a statement about what health and well-being means and how it impacts on individuals and families in Lambeth. It was co-produced by the Health and Wellbeing Board, working with people and organisations.</u>

Housing

<u>Title</u>	<u>Content</u>
<u>Lambeth Housing Strategy 2017</u>	<u>Latest housing strategy adopted April 2017.</u>
<u>Draft Lambeth Tenancy Strategy 2019</u>	<u>Lambeth's emerging updated Tenancy Strategy, including approach to rental levels for social rented housing and approach to intermediate affordable housing.</u>
<u>The London Strategic Housing Land Availability Assessment 2017</u>	<u>Sets out estimates of London's current and future housing requirements. Estimates the number of new homes needed in London by tenure and type, as well as analysing the housing requirements of important sub-groups of the population.</u>
<u>Lambeth Strategic Housing Market Assessment (SHMA) – 2017</u>	<u>Evidence on affordable housing need and specialist housing needs in Lambeth.</u>
<u>London Strategic Housing Land Availability Study (SHLAA) 2017</u>	<u>The 2017 SHLAA informed the full review of London Plan and the new borough level housing target for Lambeth. The assessment of sites for Lambeth includes those submitted through both the Lambeth and London wide call for sites exercises.</u>
<u>Assessment of Gypsy and Traveller accommodation need in Lambeth – bringing together the evidence October 2017</u>	<u>Overview of the evidence on gypsy and traveller accommodation need and land supply in Lambeth.</u>
<u>The London Borough of Lambeth Gypsy and Traveller and Travelling Showpeople</u>	<u>Assessment of the housing needs of Gypsies and Travellers in Lambeth.</u>

<u>Title</u>	<u>Content</u>
<u>Accommodation Assessment 2014</u>	
<u>London Borough of Lambeth Gypsy and Traveller Accommodation Assessment Update 2016</u>	<u>Update of needs study previously completed in 2014.</u>
<u>Lambeth Gypsy And Traveller Land Supply Assessment Study – 2016</u>	<u>Study commissioned by Lambeth to assess the supply of land to meet gypsies and travellers needs (with appendices).</u>
<u>Draft Lambeth Local Plan 2013: Approaches to securing payments in lieu of on-site affordable housing</u>	<u>Evaluates approaches to securing payments in lieu adopted by other authorities and considers how these might be applied in Lambeth as part of the Council's review of affordable housing policy for the Draft Lambeth Local Plan 2013.</u>

Business and jobs

<u>Title</u>	<u>Content</u>
<u>London LEP 'London 2036: an agenda for jobs and growth'</u>	<u>Strategy of London's Local Economic Partnership. The study was produced by London First on behalf of the London Enterprise Panel, with detailed analysis undertaken by McKinsey & Co. It is involved stakeholders from business, London government, central government and universities.</u>
<u>London labour market projections 2016</u>	<u>Report produced by the GLA Economics outlining forecasts of employment by sector.</u>
<u>London Industrial Land Supply & Economy Study 2015</u>	<u>Report produced by the GLA which assesses the supply of industrial land in London in 2016.</u>
<u>London Industrial Land Demand 2017</u>	<u>Report to be produced by the GLA which outlines evidence on employment land demand and analyses changing market circumstances.</u>
<u>London Office Policy Review 2017</u>	<u>Study commissioned by the GLA to assess trends in demand and supply of London office space. Includes indicative figures for demand at borough level until 2036. Undertaken by Peter Brett Associates.</u>
<u>Small Offices and Mixed use in CAZ 2015</u>	<u>Study undertaken by Ramidus Consulting analyses the CAZ in terms of the supply of, and demand for, small offices and mixed use development, specifically the balance between office and residential development.</u>

<u>Title</u>	<u>Content</u>
<u>Lambeth Investment and Opportunity Strategy 2015</u>	<u>The Investment and Opportunity Strategy outlines the Council's commitment to employment and housing growth in the borough and describes benefits local residents and businesses.</u>
<u>Lambeth Business Survey 2015</u>	<u>Lambeth commissioned Ecorys to complete a survey of all of the business in the Borough in 2015</u>
<u>Lambeth Review of Key Industrial and Business Areas (KIBAs) 2019</u>	<u>Employment land review covering designated KIBAs and potential new KIBAs. KIBAs are Lambeth's locally significant industrial sites.</u>
<u>Lambeth Creative and Digital Industries Strategy 2018</u>	<u>Lambeth CDI Strategy approved by Cabinet in June 2018.</u>
<u>Lambeth Creative and Digital Industries Study 2017</u>	<u>Assessment of the creative and industrial sectors including in relation to supply and demand of premises. Includes an assessment of demand/need for affordable workspace and potential methods to deliver and manage this. Informs the Lambeth CDI Strategy, approved and published June 2018.</u>
<u>Brixton Creative Enterprise Zone Research Study 2018</u>	<u>Study that provided the context for Lambeth's successful Stage 2 application for Brixton's Creative Enterprise Zone designation.</u>
<u>London Cultural Infrastructure Plan 2019</u>	<u>A plan by the GLA that sets out the importance of cultural infrastructure for London, how it is at risk and what can be done to improve it.</u>
<u>Lambeth Cultural Infrastructure List 2020</u>	<u>A list of cultural venues in Lambeth.</u>
<u>Great Art and Culture for Everyone 2013 (2nd Edition)</u>	<u>Art Council England's strategic framework for the arts, museums and libraries.</u>
<u>Start me up: The value of workspaces for small businesses, entrepreneurs and artists in London 2016, Institute for Public Policy Research</u>	<u>A report by the Institute for Public Policy Research outlining the importance of open workspaces for small businesses in London.</u>
<u>The business rates revaluation in London: The 2017 Business Rates Revaluation and its impact on London's Micro, Small and Medium sized business community, Ramidus 2017</u>	<u>A report by Ramidus for the Federation of Small Businesses that looks at the impacts of the business rate revaluation in 2017 on SMEs in London.</u>

<u>Title</u>	<u>Content</u>
<u>Lambeth Commercial Development Pipeline Reports</u>	<u>Monitor changes to the amount of employment floorspace in Lambeth, specifically B Class uses, for each financial year.</u>

Town centre uses and hotels

<u>Title</u>	<u>Content</u>
<u>Consumer Expenditure and Comparison Goods Floorspace Need in London (Experian, October 2017)</u>	<u>Forecasts the need for comparison retail floorspace across London and within its individual centres.</u>
<u>GLA Small Shops Study 2010</u>	<u>Identifies potential measures to support small shops, including the provision of affordable small shop space.</u>
<u>GLA London Town Centre Health Check 2017</u>	<u>The 2017 London Town Centre Health Check (TCHC) provides a snapshot of the health of over 200 of London's town centres using a selection of strategic health check indicators and illustrates how these have changed over time.</u>
<u>GLA High Streets for All 2017</u>	<u>Sets out the strategic case for advocacy, intervention and investment in London's high streets.</u>
<u>Summary of Ground Floor Use Data in Lambeth's Largest Town Centres 2019</u>	<u>Information on ground floor uses in six Lambeth town centres collected by Goad annually since 2011.</u>
<u>Assessment of A2 Uses, Betting Shops and Payday Loan Shops in Lambeth 2018</u>	<u>Data on number and distribution of A2 uses across the borough; and of betting shops and pay day loan shops (now sui generis uses).</u>
<u>Public Houses in Lambeth Evidence Base</u>	<u>A list of pubs in Lambeth.</u>
<u>Promoting Healthy Eating in London – Focussing on the impact of health of hot takeaway fast food outlets 2019</u>	<u>A study by Public Health Lambeth on the evidence in relation to diet, fast food consumption, the location of hot takeaway outlets and the ensuing relationship to the health and wellbeing of children and young people in Lambeth.</u>

<u>GLA Working Paper 88 – Projections of demand and supply for visitor accommodation in London to 2050</u>	<u>Forms part of the London Plan evidence base and contains data on the demand for and supply of serviced visitor accommodation in London.</u>
<u>Lambeth Hotels and Other Visitor Accommodation Pipeline Reports</u>	<u>Pipeline of hotels and other visitor accommodation in Lambeth.</u>

Transport

<u>Title</u>	<u>Content</u>
<u>Lambeth Transport Strategy 2019</u>	<u>Lambeth’s transport strategy sets out the Council’s vision for mobility and accessibility in the borough over the next twenty years and identifies key priorities and actions to help deliver the strategic objectives it sets.</u>
<u>Lambeth 3rd Local Implementation Plan (LIP3) 2019</u>	<u>The LIP is Lambeth’s response to the Mayor’s Transport Strategy, setting out how this will be implemented locally. Includes three year implementation plan 2019/20 to 2021/22 showing how TfL grant funding will be invested in local transport improvements.</u>
<u>Lambeth Long Term Transport Strategy: Baseline Situation (Part 1) Existing and Future Baseline Reports – 2017</u>	<u>Baseline and future baseline studies informing the Transport Strategy, including consideration of transport trends over the next 25 years, likely changes to travel patterns, increased demands on the transport network, parking and traffic congestion.</u>
<u>Parking Stress Survey 2018</u>	<u>Data collected includes street by street analysis of parking pressure. Includes evidence-based data to inform the prioritisation of future CPZ expansion plans.</u>
<u>RAC (2012) Car Ownership Rates per Local Authority – 2001 and 2011 Census</u>	<u>RAC Foundation summary of car ownership levels by Local Authority</u>
<u>Transport for London - Residential Parking Provision in New Developments 2012</u>	<u>Research report on survey work carried out in order to better understand the relationship between parking, car ownership and use amongst residents of new developments in Greater London</u>
<u>Transport for London - Residential Car Parking 2017</u>	<u>Research report on parking trends prepared for the New London Plan evidence base</u>
<u>Transport for London - Travel in London Report 11 (2018)</u>	<u>Research report on travel patterns in Greater London</u>

<u>Freight Consolidation: Supporting evidence for Draft Revised Lambeth Local Plan 2019</u>	<u>This report provides evidence in support of Lambeth's proposed requirement for freight consolidation in the Draft Revised Lambeth Local Plan.</u>
<u>Parking Standards and PTAL: Proposed Lambeth Parking Standards Supplementary Information 2018</u>	<u>This report provides evidence in support of proposed Lambeth-specific parking standards in the Draft Revised Lambeth Local Plan where these differ from the New London Plan.</u>
<u>UK Digital Strategy (2017)</u>	<u>Sets out the national strategy for the provision of digital infrastructure.</u>

Environment (including air quality and waste)

<u>Title</u>	<u>Content</u>
<u>Lambeth Air Quality Action Plan 2017-2022</u>	<u>Strategy for the improvement of air quality in Lambeth during the plan period, with associated evidence base.</u>
<u>Lambeth Waste Evidence Base 2019</u>	<u>Assessment of existing waste management capacity and the additional capacity required to meet the new London Plan waste apportionment.</u>
<u>Lambeth Municipal Waste Strategy 2011 – 2031 Update November 2019</u>	<u>Provides a strategic framework for Lambeth's Waste Management Policy.</u>
<u>WRWA Waste Technical Paper January 2017</u>	<u>Joint evidence on waste capacity prepared on behalf of the Western Riverside Waste Authority waste planning authority boroughs (Lambeth, Wandsworth, Kensington & Chelsea, Hammersmith & Fulham and Old Oak and Park Royal Mayoral Development Corporation (OPDC)).</u>
<u>Lambeth Strategic Flood Risk Assessment 2013</u>	<u>The SFRA provides an overview of all sources of flooding, including fluvial, tidal, groundwater, surface water and sewers, throughout Lambeth's administrative area.</u>
<u>Lambeth Strategic Flood Risk Assessment Addendum 2018</u>	<u>Addendum to existing Lambeth SRFA to take account of updated Thames breach modelling.</u>
<u>Lambeth Surface Water Management Plan 2011</u>	<u>The SWMP identifies and assesses the areas most at risk from surface water flooding in the borough and outlines the preferred method of risk management.</u>
<u>Environment Agency's Long term flood risk information</u>	<u>This service is produced by the Environment Agency and hosted by gov.uk. It uses computer models to assess an area's long term flood risk from rivers, the sea, surface water and some groundwater. It does not include flood risk from sources such as blocked drains and burst pipes. The</u>

	<p><u>mapping is a general indicator of an area's flood risk, as such it is not suitable for identifying whether an individual property will flood.</u></p> <p><u>For more detailed modelling see Lambeth Strategic Flood Risk Assessment (SFRA) and Surface Water Management Plan (SWMP) via https://www.lambeth.gov.uk/noise-nuisance-pollution-and-anti-social-behaviour/flood-risk-assessment</u></p>
<u>Thames Water Draft Water Resources Management Plan 2019</u>	<u>Document setting out how Thames Water plans to provide a secure and sustainable supply of water over the next 80 years from 2020 to 2100.</u>
<u>Lambeth Biodiversity Action Plan 2019-24</u>	<u>Updated version of the five-year Lambeth Biodiversity Action Plan to reflect changes in priority habitats and better alignment with national and regional planning policy.</u>
<u>Review of Sites of Importance for Nature Conservation in Lambeth 2018</u>	<u>Independent review of Lambeth's Local Wildlife Sites (Sites of Importance for Nature Conservation) by the London Wildlife Trust.</u>
<u>Lambeth Green Infrastructure Strategy 2018</u>	<u>A survey of existing green infrastructure in Lambeth and assessment of areas for future improvement; strategy for implementation.</u>
<u>Lambeth Corporate Carbon Reduction Plan July 2019</u>	<u>Sets out the council's initial actions to achieve net zero carbon for council operations by 2030. To be reviewed annually.</u>
<u>London Heat Map</u>	<u>Map produced by the GLA to help identify opportunities for decentralised energy projects in London</u>
<u>Energy Masterplan for Vauxhall Nine Elms Battersea Opportunity Area 2012</u>	<u>A Masterplan produced by Parsons Brinckerhoff for Wandsworth Council the policy of a decentralised energy network in the Opportunity Area.</u>
<u>South Bank Decentralised Energy Feasibility Report February 2009</u>	<u>A report by the South Bank Employers' Group and London South Bank University to assess the feasibility of installing Combined Heat and Power across the SBEG area.</u>
<u>Emissions of carbon dioxide for Local Authority areas (Department for Business, Energy and Industrial Strategy), June 2019</u>	<u>The National Statistics publication provides the latest estimates of carbon dioxide (CO2) emissions for Local Authority areas for 2005 – 2017.</u>

Quality of the Built Environment

<u>Title</u>	<u>Content</u>
<u>Lambeth Local Distinctiveness Study, 2012</u>	<u>Analysis the built character of Lambeth and defines its key characteristics</u>
<u>Lambeth Conservation area profiles</u>	<u>Statements that explain the significance of conservation areas to aid their management.</u>
<u>Westminster World Heritage Site Setting Study 2018</u>	<u>This explains how 3D modelling has been used to identify maximum development heights in the setting of the WWHS which cause no harm to it or to other high-grade designated heritage assets in the wider Waterloo area.</u>
<u>Westminster World Heritage Site Management Plan, May 2007</u>	<u>Explains the OUV of the WHS, provides a range of management guidance including the consideration for decision development in the setting of the WWHS.</u>
<u>Report of the UNESCO/ ICOMOS Monitoring Mission to London, 2008</u>	<u>Reflects the UNESCO / ICOMOS position at that time</u>
<u>Report of the UNESCO/ ICOMOS Monitoring Mission to London, 2011</u>	<u>Reflects the UNESCO / ICOMOS position at that time.</u>
<u>Report of the UNESCO/ ICOMOS Monitoring Mission to London, 2017</u>	<u>Reflects the UNESCO / ICOMOS position at that time.</u>
<u>London's World Heritage Sites, Guidance on Settings SPG, 2012</u>	<u>Detailed guidance supporting the WHS policy in the London Plan</u>
<u>Lambeth Tall Buildings Study, 2014</u>	<u>Provides an over-view of tall building development in Lambeth and the topographical and other constraints / considerations affecting such development.</u>
<u>Brixton Building Height Study, 2018</u>	<u>Explains the analysis that informed the selection of Brixton locations appropriate for tall buildings and the</u>

<u>Vauxhall & Albert Embankment Tall Buildings Assessment, 2018</u>	<u>Analyses the development of the Vauxhall cluster to date to ascertain whether the policy approach has been adequate.</u>
<u>Waterloo Building Height Study, 2018</u>	<u>Takes a constraint-led approach as part of a sieving exercise to identify locations appropriate to tall buildings and the acceptable heights.</u>
<u>London View Management Framework SPG, 2012</u>	<u>Detailed guidance supporting the tall buildings policy in the London Plan</u>
<u>Vauxhall Nine Elms Opportunity Area Planning Framework 2012</u>	<u>Sets out the objectives of the OAPF for Vauxhall and identifies tall building areas.</u>
<u>Vauxhall Supplementary Planning Document, 2013</u>	<u>Supplements the VNEB OAPF with further guidance on tall building in Vauxhall.</u>
<u>Lambeth Residential Basement Study: Report of Findings 2016</u>	<u>Study commissioned from Arup to inform Local Plan policy on basements.</u>

Places and Neighbourhoods Area Based Documents

<u>Title</u>	<u>Content</u>
<u>OAKDA Masterplan 2016 and Addendum 2017</u>	<u>Berkeley has produced a masterplan for the Oval and Kennington Development Area (OAKDA). This covers the Oval Gas Works and surrounding land.</u>
<u>Brixton Economic Action Plan 2017</u>	<u>Economic strategy for Brixton Town centre.</u>
<u>Brixton Street Market Masterplan Action Plan 2018 – 2023</u>	<u>Provides a vision for Brixton's street market to inform and guide future management arrangements.</u>
<u>West Norwood and Tulse Hill Manual for Delivery 2017</u>	<u>Evidence base and delivery plan for the future of West Norwood and Tulse Hill.</u>
<u>Joining the Dots, Crystal Palace 2015</u>	<u>Produced by the GLA The aim of the report was to co-ordinate actions across the different areas (mainly Upper Norwood, Anerley and Penge) and to highlight opportunities for the 5 boroughs to strategically work together.</u>

<u>Your Clapham – A vision for Clapham High Street, 2016</u>	<u>Public realm projects identified jointly the council, Clapham Business Improvement District, Transport for London and the Clapham Society.</u>
<u>Waterloo and South Bank Public Realm Framework 2019</u>	<u>Provides guidance on the public realm improvements needed in Waterloo and the South Bank.</u>
<u>Streatham Investment and Growth Strategy 2019</u>	<u>Provides a vision and objectives for Streatham town centre to support a collaborative approach to securing investment, growth and prosperity.</u>

Viability

<u>Title</u>	<u>Content</u>
<u>Local Plan and Community Infrastructure Levy Viability Review December 2019 update</u>	<u>Joint viability study to support Lambeth Local Plan review and Lambeth CIL review (BNP Paribas).</u>
<u>Brixton Creative Enterprise Zone: Affordable Workspace Analysis 2018</u>	<u>Viability study to test the provision of affordable workspace in the Brixton Creative Enterprise Zone (BNP Paribas).</u>

Infrastructure

<u>Title</u>	<u>Content</u>
<u>Infrastructure Delivery Plan December 2019</u>	<u>Updated assessment of infrastructure required to support the Local Plan Review and the CIL Review.</u>

~~Annex 2: Infrastructure Programmes & Schedule~~

Annex 2: Infrastructure Programmes & Schedule to the Lambeth Local Plan 2015 has been deleted.

Annex 3: London Plan Opportunity Areas, CAZ Retail Clusters and Major, District and Local Town Centres

The London Plan defines Opportunity Areas as the capital's most significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity, each typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two ~~London's principal opportunities for accommodating large-scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.~~

London Plan Opportunity Areas in Lambeth (2)

Vauxhall (part of the wider ~~Vauxhall/Battersea/Nine Elms~~ Nine Elms Vauxhall Opportunity Area, shared with the London Borough of Wandsworth and includes the Vauxhall CAZ retail cluster)

Waterloo (which includes Waterloo CAZ retail cluster ~~Lower Marsh/The Cut as a CAZ frontage~~).

The London Plan defines major, district, and local centres and CAZ retail clusters as follows:

Major Centres are typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000m² of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions ~~important shopping and service centres and are characteristic of Inner London. Their attractiveness for retailing is derived from a mix of both comparison and convenience shopping. They usually have more than 50,000m² of retail floorspace. With sizeable local catchment areas, many of these centres have enough established cultural and entertainment facilities to keep them alive in the evenings.~~

District Centres are distributed more widely than Metropolitan and Major centres, providing convenience goods and services, and social infrastructure for more local communities and accessible by public transport, walking and cycling. Typically, they

contain 5,000–50,000m² of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions have traditionally provided convenience goods and services for local customers. They typically range in size from 10,000m² to 50,000m² and contain at least one food supermarket or superstore and non-retail services.

CAZ retail clusters significant mixed-use clusters located within the Central Activities Zone, with a predominant retail function and, in terms of scale, broadly comparable to Major or District centres.

Local Centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500m²), sub-post office, pharmacy, laundrette and other useful local services. Together with District centres they can play a key role in addressing areas deficient in local retail and other services. This includes locally-identified CAZ retail centres have traditionally provided local services for local customers.

Major Town Centres in Lambeth (2)

Brixton
Streatham

District Town Centres in Lambeth (7)

Camberwell Green*
Clapham High Street
Herne Hill*
Lavender Hill/Queenstown Road*
Stockwell
West Norwood/Tulse Hill
Upper Norwood/Crystal Palace*

CAZ Retail Clusters in Lambeth (2)

Waterloo
Vauxhall

Local Centres in Lambeth (42 41)

Abbeville Road	Ascot Parade
Acre Lane	Black Prince Road
Amesbury Avenue/Hillside Road	Brixton Hill/New Park Road

Annex 3: London Plan Opportunity Areas, CAZ Retail Clusters and Major, District and Local Town Centres

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

(* indicates a centre shared with an adjoining borough)

Annex 4: Designated Key Industrial Business Areas

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

Abbeville Mews	Loughborough Road
<u>Acre Lane</u>	Milkwood Road Estates
<u>Belinda Road</u>	Montford Place – Beefeater/Oval
Brighton House	Gasworks
Camberwell Trading Estate and adjoining sites	<u>Parade Mews</u>
Clapham North Industrial Estate	Park Hall Road Trading Estate
Clapham Park Hill	Shakespeare Road Business Centre
Coldharbour Lane Estate and Bengeworth Road Depot	Shakespeare Road Depot
Durham Street/Oval Way	Somers Place
Ellerslie Industrial Estate	Southbank House and Newport Street
Eurolink Business Centre	Stannary Street
Freemans	Timber Mill Way
Hackford Walk	Wandsworth Road
Hamilton Road Industrial Estate	Waterworks Road
Kennington Business Park	West Norwood Commercial Area
<u>Knolly's Yard</u>	Zennor Road Estate and adjoining sites
Lion Yard	

Annex 5: Flood risk zones

Further information is provided in the Lambeth Strategic Flood Risk Assessment

Flood zone	Restrictions	Sequential test	Exception test	Flood risk assessment
Flood Zone 1 (Low Probability) This zone comprises land assessed as having a less than 1 in 1000 annual probability of fluvial or tidal flooding (<0.1%).	<p>No land development restrictions, except for those areas identified to be within a Critical Drainage Area¹.</p> <p>Development in this flood zone should aim to achieve greenfield run-off rates and include SuDS measures in accordance with the London Plan and National SuDS Standards.</p> <p>Surface run-off, groundwater and sewer flooding should be considered where basements are proposed, with potential mitigation to include raising threshold above the design flood level and including storage for surface water in such developments.</p>	Not applicable except for areas which are within a critical drainage area	Not applicable	Required for: <ul style="list-style-type: none"> Residential development sites greater than 0.5 hectare or with 10 dwellings or more. Commercial development sites greater than 1 hectare or with more than 1000m² of floorspace. Development sites less than 1 hectare which has a critical drainage problem. Other development proposals where there is evidence of risk from other sources of flooding including surface run-off, groundwater and sewer flooding, as identified in the SFRA, LFRMS or where compelling evidence is identified.
Flood Zone 2 (Medium Probability) This zone comprises land assessed as having between a 1 in 100 and 1	In this zone self-contained residential units at basement level and bedrooms at basement level will not be permitted by the council without appropriate mitigation measures in line with Environment Agency guidance.	Required for all developments	Required for developments classed as 'highly vulnerable'	Required for all development proposals. The FRA must consider all sources of flooding including tidal, fluvial, surface run-off, groundwater and sewer flooding in accordance with requirements identified in the SFRA,

Flood zone	Restrictions	Sequential test	Exception test	Flood risk assessment
in 1000 annual probability of fluvial flooding (1% - 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of flooding from the sea (0.5% - 0.1%) in any year.	<p>All basement, basement conversions and basement extensions must:</p> <ul style="list-style-type: none"> • have free and open access and escape routes to a floor above the design flood level, including other emergency planning measures and • adopt flood resilient and resistant design techniques. <p>Surface run-off, groundwater and sewer flooding should be considered where basements are proposed, with potential mitigation to include raising threshold above the design flood level and including storage for surface water in such developments.</p>			LFRMS or where compelling evidence is identified.
<p>Flood Zone 3a (High Probability)</p> <p>This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the</p>	<p>Development proposals are constrained to 'water compatible', 'less vulnerable' and 'more vulnerable' classification.</p> <p><i>Development classed as 'Highly vulnerable' will not be permitted by the council.</i></p> <p>For more vulnerable development:</p> <p>In areas of fluvial flood risk, finished floor land/or threshold levels should be set at least 300mm above the 1 in 100-year + climate change fluvial flood level. In areas of tidal residual risk finished floor levels should be set above the 1 in 200-year tidal flood level.</p>	Required for all developments	Required for developments classed as 'more vulnerable' and 'essential infrastructure'	<p>Required for all development proposals.</p> <p>The FRA must consider all sources of flooding including tidal, fluvial, surface run-off, groundwater and sewer flooding in accordance with requirements identified in the SFRA, LFRMS or where compelling evidence is identified.</p>

Flood zone	Restrictions	Sequential test	Exception test	Flood risk assessment
sea (>0.5%) in any year.	<p>Development proposals should assess whether the site can achieve safe access and egress during the design flood event. Flood hazard on access routes should be no greater than very low hazard defined within the council's Strategic Flood Risk Assessment (SFRA). If safe access/ egress cannot be achieved from the development, an emergency plan may be provided to inform the local planning authority's emergency planning decision.</p> <p>For development in areas of direct fluvial flood risk, floodplain compensation should be provided for sites on a level for level/volume for volume basis up to and including the 1 in 100- year climate change flood level. Development should not adversely affect flood flow routes and paths which result in an increase in flood risk offsite.</p> <p>Self-contained basements and bedrooms in basements will not be permitted in the tidal residual risk zone or where they are at risk from other sources of flooding.</p> <p>All basements, basement conversions and basement extensions must:</p> <ul style="list-style-type: none"> • have free and open access and escape routes to a higher floor above the 1 in 200-year water level in tidal areas onsite and 1 in 100-year plus climate change flood water level in 			

Flood zone	Restrictions	Sequential test	Exception test	Flood risk assessment
	<p>areas affected by river/fluvial flooding.</p> <ul style="list-style-type: none"> • Include raised thresholds above the above the 1 in 200-year water level in tidal areas onsite and 1 in 100-year plus climate change flood water level in areas affected by river/fluvial flooding. • adopt resilient design techniques and be flood resistant. 			
<p>Flood Zone 3b</p> <p>This zone comprises land where water has to flow or be stored in times of flood.</p>	<p>The functional floodplain will be protected by not allowing any form of development on undeveloped sites unless it is:</p> <ul style="list-style-type: none"> • classed as '<i>water compatible</i>'. • for development of '<i>essential infrastructure</i>' which has to be located in a flood risk area and where no alternative locations are available, should be developed safely, without increasing flood risk elsewhere and where possible reduce the flood risk overall. These risks should be assessed and mitigated applying the same site design principles for Flood Zone 3a as set out above. <p>The council will only support redevelopment of existing developed sites if there is no increase in vulnerability and no increase in flood risk than currently exists to the redevelopment or wider community over the lifetime of the development. These risks should be assessed and</p>	Required for all developments	Required for developments classed as ' <i>essential infrastructure</i> '	<p>Required for all development proposals.</p> <p>The FRA must consider all sources of flooding including tidal, fluvial, surface run-off, groundwater and sewer flooding in accordance with requirements identified in the SFRA and LFRMS.</p>

Flood zone	Restrictions	Sequential test	Exception test	Flood risk assessment
	<p>mitigated by applying the same site design principles for Flood Zone 3a as set out above.</p> <p>Basements, basement extensions and conversion of basements to a '<i>higher vulnerability</i>' classification or self contained units will not be permitted by the council.</p>			

Annex 6: Metropolitan Open Land, District and Local Open Spaces

Metropolitan Open Land

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

District and Local Open Spaces

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

This list does not include every open space in the borough, only the most significant in terms of size. Local Plan policy applies to all areas of existing open space, not just those listed in this Annex, as defined in paragraph 9.5. For ~~full~~ further information, please refer to the Lambeth Open Spaces Study 2013 and Lambeth Green Infrastructure Strategy 2018. Those marked with an asterisk (*) are historic registered parks and gardens.

Annex 7: Conservation areas and protected squares

Conservation areas

Abbeville Road	Larkhall
Albert Embankment	Leigham Court Road (North)
Albert Square*	Leigham Court Road (South)
Brixton	Leigham Court Estate*
Brixton Road and Angel Town	Loughborough Park
Brixton Water Lane	Lower Marsh
Brockwell Park	Minet Estate
Clapham	Mitre Road and Ufford Street
Clapham High Street	Oaklands Estate
Clapham Park and Northbourne Road	Park Hall Road*
Clapham Road	Peabody Estate - Rosendale Road
Elderwood Road	Poet's Corner
Ferndale Road	Rectory Grove
Garrads Road	Renfrew Road
Gipsy Hill	Rosendale Road
Hackford Road	Roupell Street
Herne Hill	Rush Common and Brixton Hill
Hyde Farm*	Sibella Road
Kennington	South Bank
La Retraite	South Lambeth Road
Lambeth Palace	St Marks*
Lambeth Walk and China Walk	Stockwell Green
Lancaster Avenue	Stockwell Park*
Lansdowne Gardens*	Streatham Common

Streatham High Road and Streatham Hill	Vauxhall *
Streatham Lodge Estate*	Vauxhall Gardens
Sunnyhill Road	Walcot
Telford Park	Wandsworth Road
The Chase	Waterloo
Trinity Gardens	West Norwood
Vassal Road	Westow Hill

Conservation Areas marked with an asterisk (*) contain properties subject to an Article 4 direction which requires planning applications for works ordinarily deemed permitted development. For further information, visit www.lambeth.gov.uk/planning.

Protected Lambeth squares

The London Square Preservation Act (1931) seeks to protect certain squares, gardens and enclosures in Greater London. The Act limits the use of London Squares to “ornamental pleasure grounds or grounds for play, rest and recreation” and the only buildings and structures allowed are those which are “necessary or convenient for, and in connection with, the use and maintenance of such squares”. Whilst it is not planning legislation, the Act is a material consideration in the determination of planning applications.

In Lambeth, the following squares and spaces are protected under the Act. These are presented below as found in the Act itself:

The Schedule, Part I

Brixton Oval / Windrush Square
(outside Ritzy Cinema/Tate Library)

Claylands Road Open space (at junction with Trigon Road) ~~Open space at junction of Claylands Road and Trigon Road~~

Josephine Avenue (front gardens on both sides)

Open space at junction of Bourbon Road, Dundas Road and Eleanor Road, (formerly Melbourne Square)

Cleaver Square (formerly Princes Square)

Stockwell Green (Open space at junction of South Lambeth Rd and Clapham Rd, including detached area in front of Stockwell Terrace)

Clapham Common N Side (outside nos. 43 – 47 and nos. 48 – 52)

Crescent Grove

Melbourne Square

The Schedule Part II

Albert Square

Becondale Road	<u>St Mary's Gardens (formerly St Mary's Square)</u>
<u>Brixton Road – in front of nos. 341 – 361 (north of Gresham Road junction)</u>	<u>Stangate Triangle (space no longer exists)</u>
Durand Gardens	<u>Stockwell Grove (space no longer exists)</u>
Grafton Square	<u>Stockwell Park Walk</u>
Hanover Gardens	Trinity Gardens
Holmewood Gardens	Walcot Square
<u>Triangle Place (formerly Pleasant Place)</u>	The Schedule, Part III
<u>Murphy Street Garden (formerly Lambeth Square)</u>	<u>Kennington Green</u> Open space at junction of Kennington Road and Montford Place
<u>Lansdowne Gardens</u>	
Loughborough Park	

Outstanding Universal Value of Westminster World Heritage Site

UNESCO REF: 32 COM 8B.96 – Statement of Significance for the Palace of Westminster, Westminster Abbey, and St Margaret's Church, United Kingdom:

Westminster Palace, Westminster Abbey and St Margaret's Church together encapsulate the history of one of the most ancient of parliamentary monarchies of present times and the growth of parliamentary and constitutional institutions.

In tangible form Westminster Abbey is a striking succession of the successive phases of English Gothic art and the inspiration of the work of Barry and Pugin on the Palace of Westminster.

The Palace of Westminster illustrates in colossal form the grandeur of constitutional monarchy and the principle of the bicameral parliamentary system, as envisaged in the 19th century, constructed by English architectural reference to show the national character of the monument.

The Palace is one of the most significant monuments of the neo-Gothic architecture, as an outstanding, coherent and complete example of neo-Gothic style.

Westminster Hall is a key monument of the Perpendicular style and its admirable oak roof is one of the greatest achievements of medieval construction in wood.

Westminster is a place in which great events have taken place which have shaped the English and British nation.

The church of St Margaret, a charming perpendicular style construction, continues to be parish church of the House of Commons and is an integral part of the complex.

Criterion (i): Westminster Abbey is a unique artistic construction representing a striking sequence of the successive phases of English Gothic art.

Criterion (ii): Other than its influence on English architecture during the Middle Ages, the Abbey has played another leading role by influencing the work of Charles Barry and Augustus Welby Pugin in Westminster Palace, in the “Gothic Revival” of the 19th century.

Criterion (iv): The Abbey, the Palace, and St Margaret’s illustrate in a concrete way the specificities of parliamentary monarchy over a period of time as long as nine centuries. Whether one looks at the royal tombs of the Chaterhouse, the remarkable vastness of Westminster Hall, of the House of Lords, or the House of Commons, art is everywhere present and harmonious, making a veritable museum of the history of the United Kingdom.

The Mayor of London’s Strategic Views that affect Lambeth

This includes views within Lambeth, views out of Lambeth and views where Lambeth forms the backdrop.

Panorama Views

Viewing Location **2A** (Assessment Point 2A.2) ‘Parliament Hill; the summit’ includes a protected vista.

Viewing Location **2B** (Assessment Point 2B.1) ‘Parliament Hill; east of the summit’ includes a protected vista.

Viewing Location **4A** (Assessment Point 4A.2) ‘Primrose Hill; the summit’ includes a protected vista.

Linear Views

Viewing Location **8A** (Assessment Point 8A.1) ‘Westminster Pier’ includes a protected vista.

Viewing Location **9A** (Assessment Point 9A.1) ‘King Henry VIII’s Mound’ includes a protected vista.

River Prospects

Viewing Location **12A** (Assessment Point 12A.1 and 12A.2) ‘Southwark Bridge: upstream’.

Viewing Location **14A** (Assessment Point 14A.1) ‘Blackfriars Bridge; upstream’.

Viewing Location **15A** (Assessment Point 15A.1 and 15A.2) 'Waterloo Bridge; upstream' includes a protected silhouette.

Viewing Location **15B** (Assessment Point 15B.1 and 15B.2) 'Waterloo Bridge; downstream'.

Viewing Location **16B** (Assessment Points 16B.1 and 16B.2) 'The South Bank; Gabriel's Wharf viewing platform'.

Viewing Location **17A** (Assessment Points 17A.1 and 17A.2) 'Golden Jubilee/Hungerford Footbridges; upstream' includes a protected silhouette.

Viewing Location **17B** (Assessment Points 17B.1 and 17B.2) 'Golden Jubilee/Hungerford Footbridges; downstream'.

Viewing Location **18A** (Assessment Points 18A.2 and 18A.3) 'Westminster Bridge; upstream'. 18A.2 includes a Protected Silhouette.

Viewing Location **18B** (Assessment Points 18B.1 and 18B.2) 'Westminster Bridge; downstream'.

Viewing Location **19A** (Assessment Points 19A.1 and 19A.2) 'Lambeth Bridge; downstream' includes a Protected Silhouette.

Viewing Location **20A** (Assessment Point 20A.1) 'Victoria Embankment; between Westminster and Hungerford Bridges'.

Viewing Location **20B** (Assessment Point 20B.1) 'Victoria Embankment; between Westminster and Hungerford Bridges'.

Viewing Location **21A** (Assessment Point 21A.1) 'Thames side in front of County Hall'.

Townscape Views

Viewing Location **23A** (Assessment Point 23A.1) 'Bridge over the Serpentine'.

Viewing Location **26A** (Assessment Point 26A.1) 'St James's Park Bridge'.

Viewing Location **27A** (Assessment Points 27A.1 and 27A.2) 'Parliament Square south west'.

Viewing Location **27B** (Assessment Points 27B.1 and 27B.2) 'Parliament Square North Pavement' includes a Protected Silhouette.

Viewing Location **16A** (Assessment Point 16A.1) 'The South Bank; outside Royal National Theatre'.

Viewing Location **21B** (Assessment Point 21B.1) 'Jubilee Gardens'.

Viewing Location **22A** (Assessment Point 22A.1, 22A.2 and 22A.3) 'Albert Embankment; opposite the Palace of Westminster' includes a Protected Silhouette.

Annex 8: Monitoring Framework

Annex 8: Monitoring Framework to the Lambeth Local Plan 2015 has been deleted.

The table below sets out the framework for performance indicators for the Revised Lambeth Local Plan and includes targets where these apply. Progress against these indicators will be reported in the authority's monitoring report.

<u>Indicator</u>	<u>Source of data</u>	<u>Target (if applicable)</u>
<u>IND 1 – Housing supply: number of net additional dwellings completed</u>	<u>Annual Position Statement on Housing Delivery and Supply (housing trajectory)</u>	<u>1,335 per annum</u>
<u>IND 2 - Gross affordable housing - % of habitable rooms in major developments (completions and approvals)</u>	<u>Lambeth Housing Development Pipeline Report</u>	<u>London Plan thresholds</u>
<u>IND 3 –Tenure of new affordable housing (completions and approvals)</u>	<u>Lambeth Housing Development Pipeline Report</u>	<u>n/a</u>
<u>IND 4 - Net additional student bedspaces completed</u>	<u>Lambeth Student Housing Assessment</u>	<u>n/a</u>
<u>IND 5 - Number of specialist older persons housing units completed</u>	<u>Lambeth planning records</u>	<u>70 units per annum across all tenures</u>
<u>IND 6 - Gypsy and traveller pitches</u>	<u>London Development Database</u>	<u>No net loss</u>
<u>IND 7 - Net change in B1a floorspace through completed developments (including prior approvals)</u>	<u>Lambeth Commercial Development Pipeline Report</u>	<u>Positive trend</u>
<u>IND 8 - Net loss of B1a floorspace through completed Prior Approval developments (ie permitted development for change of use from office to residential)</u>	<u>Lambeth Commercial Development Pipeline Report</u>	<u>Reduction in floorspace lost</u>
<u>IND 9 – Net additional affordable workspace floorspace (completions and approvals)</u>	<u>Lambeth planning records</u>	<u>n/a</u>

Indicator	Source of data	Target (if applicable)
<u>IND 10 - Net change in completed B1b, B1c, B2 and B8 floorspace in KIBAs and outside KIBAs</u>	<u>Lambeth Commercial Development Pipeline Report</u>	<u>No net loss</u>
<u>IND 11 - Proportion of original ground floor units in A1 retail use in</u> <u>a)</u> <u>i) Lower Marsh/The Cut/Leake Street Special Policy Area</u> <u>ii) Streatham Hill Primary Shopping Area</u> <u>iii) Streatham Central Primary Shopping Area</u> <u>iv) Clapham Primary Shopping Area</u> <u>b) Vauxhall CAZ Cluster</u> <u>c) Brixton Primary Shopping Area</u>	<u>Goad</u>	<u>Not less than a) 50% b) 25% c) 60%</u>
<u>IND 12 – Proportion of vacant units in Brixton and Streatham Major centres, Clapham and West Norwood District centres and Waterloo and Vauxhall CAZ Retail Clusters</u>	<u>Goad</u>	<u>Negative trend</u>
<u>IND 13 - Proportion of original ground floor units in A3/A4/A5 food and drink use in</u> <u>i) Streatham;</u> <u>ii) Clapham; and</u> <u>iii) Brixton Primary Shopping Areas</u>	<u>Goad</u>	<u>Not more than 25%</u>
<u>IND 14 - Proportion of original ground floor units in A3/A4/A5 food & drink or nightclub use in Brixton Evening Economy management area</u>	<u>Goad</u>	<u>Not more than 40%</u>
<u>IND 15 - Net additional visitor accommodation bedspaces</u>	<u>Lambeth Hotels and Visitor Accommodation Assessment</u>	<u>n/a</u>

<u>Indicator</u>	<u>Source of data</u>	<u>Target (if applicable)</u>
<u>IND 16 - Modal Share – walking, cycling and public transport</u>	<u>London Travel Demand Survey</u>	<u>85% by 2041</u>
<u>IND 17 – Number of cycle parking spaces provided in completed major developments</u>	<u>London Development Database</u>	<u>Positive trend</u>
<u>IND 18 – Number of disabled parking spaces per completed major development</u>	<u>London Development Database</u>	<u>n/a</u>
<u>IND 19 - Amount of open space lost through completed planning permissions</u>	<u>Lambeth Planning Applications Database/London Development Database</u>	<u>No net loss</u>
<u>IND 20 - Change in areas of biodiversity importance</u>	<u>Lambeth parks service</u>	<u>No net loss of metropolitan or borough-level sites of importance for nature conservation(SINC)</u>
<u>IND 21 – Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</u>	<u>Lambeth planning records</u>	<u>Positive trend</u>
<u>IND 22 – Number of major application approvals for non-residential developments achieving BREEAM Excellent</u>	<u>Lambeth planning records</u>	<u>n/a</u>
<u>IND 23 – The proportion of schemes achieving policy requirements relating to carbon dioxide emission reductions</u>	<u>Lambeth planning records</u>	<u>n/a</u>
<u>IND 24 - New waste capacity (tonnes) by management type (recycling/composting, recovery, transfer and disposal) and type of wastes handled (HIC and CD&E)</u>	<u>Planning applications</u>	<u>Progress in meeting London Plan waste apportionment and other identified waste needs.</u>
<u>IND 25 - Loss of waste sites to other uses. Location and amount of compensatory capacity</u>	<u>Planning applications</u>	<u>No loss of waste capacity.</u>

Indicator	Source of data	Target (if applicable)
<u>IND26 - Waste exports (amount, type of waste and destination)</u>	<u>Waste Data Interrogators – available on Environment Agency website (in Access and Excel)</u>	<u>Status quo. Contact the recipient WPA if exports change significantly.</u>
<u>IND 27 - Number of heritage assets on the ‘at risk’ register</u>	<u>Lambeth planning records</u>	<u>Net decrease</u>
<u>IND 28 - Number of conservation areas with up-to-date character appraisals</u>	<u>Lambeth planning records</u>	<u>100%</u>

The council produces a separate annual report on s106 planning obligations secured.

The council produces a separate annual report on air quality.

Annex 9: Changes to the policies in the Lambeth Local Plan 2015 proposed in the Draft Revised Lambeth Local Plan – Proposed Submission Version January 2020

Annex 9 to the Lambeth Local Plan 2015 has been deleted.

The table below summarises the changes to the policies in the Lambeth Local Plan 2015 proposed in the Draft Revised Lambeth Local Plan – Proposed Submission Version January 2020.

<u>Lambeth Local Plan 2015</u>	<u>Draft Revised Lambeth Local Plan – Proposed Submission Version 2020</u>
<u>D1 Delivery and monitoring</u>	<u>Superseded by D1 Delivery and monitoring</u>
<u>D2 Presumption in favour of sustainable development</u>	<u>Superseded by D2 Presumption in favour of sustainable development</u>
<u>D3 Infrastructure</u>	<u>Superseded by D3 Infrastructure</u>
<u>D4 Planning obligations</u>	<u>Superseded by D4 Planning obligations</u>
<u>D5 Enforcement</u>	<u>No change</u>
<u>H1 Maximising housing growth</u>	<u>Superseded by H1 Maximising housing growth</u>
<u>H2 Delivering affordable housing</u>	<u>Superseded by H2 Delivering affordable housing</u>
<u>H3 Safeguarding existing housing</u>	<u>Superseded by H3 Safeguarding existing housing</u>
<u>H4 Housing mix in new developments</u>	<u>Superseded by H4 Housing size mix in new developments</u>
<u>H5 Housing standards</u>	<u>Superseded by H5 Housing standards</u>
<u>H6 Residential conversions</u>	<u>Superseded by H6 Residential conversions</u>
<u>H7 Student housing</u>	<u>Superseded by H7 Student housing</u>

<u>Lambeth Local Plan 2015</u>	<u>Draft Revised Lambeth Local Plan – Proposed Submission Version 2020</u>
<u>H8 Housing to meet specific community needs</u>	<u>Superseded by H8 Housing to meet specific community needs</u>
<u>H9 Hostels and houses in multiple occupation</u>	<u>Superseded by H9 Hostels and houses in multiple occupation</u>
<u>H10 Gypsy and traveller needs</u>	<u>Superseded by H10 Gypsy and traveller needs</u>
<u>n/a</u>	<u>New policy H11 Estate regeneration</u>
<u>n/a</u>	<u>New policy H12 Build to rent</u>
<u>n/a</u>	<u>New policy H13 Large-scale purpose-built shared living</u>
<u>n/a</u>	<u>New policy ED2 Affordable workspace</u>
<u>ED1 Key Industrial and Business Areas</u>	<u>Superseded by ED3 Key Industrial and Business Areas</u>
<u>ED2 Business industrial and storage uses outside KIBAs</u>	<u>Superseded by ED4 Non-designated industrial sites</u>
<u>ED3 Large offices (greater than 1000m²)</u>	<u>Superseded by ED1 Offices (B1a)</u>
<u>ED4 Work-live development</u>	<u>Superseded by ED5 Work-live development</u>
<u>ED5 Railway arches</u>	<u>Superseded by ED6 Railway arches</u>
<u>ED6 Town centres</u>	<u>Superseded by ED7 Town centres</u>
<u>ED7 Evening economy and food and drink uses</u>	<u>Superseded by ED8 Evening economy and food and drink uses</u>
<u>ED8 Public houses</u>	<u>Superseded by ED9 Public houses</u>
<u>ED9 A2 uses</u>	<u>Superseded by ED10 A2 uses, betting shops and payday loan shops</u>
<u>ED10 Local centres and dispersed local shops</u>	<u>Superseded by ED11 Local centres and dispersed local shops</u>
<u>ED11 Visitor attractions, leisure, arts and culture uses</u>	<u>Superseded by ED13 Visitor attractions, leisure, arts and cultural uses</u>
<u>ED12 Hotels and other visitor accommodation</u>	<u>Superseded by ED14 Hotels and other visitor accommodation</u>
<u>ED13 Markets</u>	<u>Superseded by ED12 Markets</u>

<u>Lambeth Local Plan 2015</u>	<u>Draft Revised Lambeth Local Plan – Proposed Submission Version 2020</u>
<u>ED14 Employment and training</u>	<u>Superseded by ED15 Employment and training</u>
<u>S1 Safeguarding existing community premises</u>	<u>Superseded by S1 Safeguarding existing social infrastructure</u>
<u>S2 New or improved community premises</u>	<u>Superseded by S2 New or improved social infrastructure</u>
<u>Site 1</u>	<u>No change</u>
<u>S3 Schools</u>	<u>Superseded by S3 Schools</u>
<u>Site 2</u>	<u>Deleted</u>
<u>Site 3</u>	<u>Deleted</u>
<u>Site 4</u>	<u>No change</u>
<u>T1 Sustainable travel</u>	<u>Superseded by T1 Sustainable travel</u>
<u>T2 Walking</u>	<u>Superseded by T2 Walking</u>
<u>T3 Cycling</u>	<u>Superseded by T3 Cycling</u>
<u>T4 Public transport infrastructure</u>	<u>Superseded by T4 Public transport infrastructure</u>
<u>T5 River transport</u>	<u>Superseded by T5 River transport</u>
<u>T6 Assessing impacts of development on transport capacity</u>	<u>Deleted</u>
<u>T7 Parking</u>	<u>Superseded by T7 Parking</u>
<u>T8 Servicing</u>	<u>Superseded by T8 Servicing</u>
<u>T9 Minicabs, taxis and private hire vehicles</u>	<u>Superseded by T9 Minicabs, taxis, private hire and ride hail services</u>
<u>T10 Telecommunications</u>	<u>Superseded by T10 Digital connectivity infrastructure</u>
<u>EN1 Open space and biodiversity</u>	<u>Superseded by EN1 Open space, green infrastructure and biodiversity</u>
<u>EN2 Local food growing and production</u>	<u>No change</u>
<u>EN3 Decentralised energy</u>	<u>Superseded by EN3 Decentralised energy</u>

<u>Lambeth Local Plan 2015</u>	<u>Draft Revised Lambeth Local Plan – Proposed Submission Version 2020</u>
<u>EN4 Sustainable design and construction</u>	<u>Superseded by EN4 Sustainable design and construction</u>
<u>EN5 Flood risk</u>	<u>Superseded by EN5 Flood risk</u>
<u>EN6 Sustainable drainage systems and water management</u>	<u>Superseded by EN6 Sustainable drainage systems and water management</u>
<u>EN7 Sustainable waste management</u>	<u>Superseded by EN7 Sustainable waste management</u>
<u>Q1 Inclusive environments</u>	<u>Superseded by Q1 Inclusive environments</u>
<u>Q2 Amenity</u>	<u>Superseded by Q2 Amenity</u>
<u>Q3 Community safety</u>	<u>Superseded by Q3 Safety, crime prevention and counter terrorism</u>
<u>Q4 Public art</u>	<u>Superseded by Q4 Public art</u>
<u>Q5 Local distinctiveness</u>	<u>Superseded by Q5 Local distinctiveness</u>
<u>Q6 Urban design: public realm</u>	<u>Superseded by Q6 Urban design: public realm</u>
<u>Q7 Urban design: new development</u>	<u>Superseded by Q7 Urban design: new development</u>
<u>Q8 Design quality: construction detailing</u>	<u>Superseded by Q8 Design quality: construction detailing</u>
<u>Q9 Landscaping</u>	<u>Superseded by Q9 Landscaping</u>
<u>Q10 Trees</u>	<u>Superseded by Q10 Trees</u>
<u>Q11 Building alternations and extensions</u>	<u>Superseded by Q11 Building alternations and extensions</u>
<u>Q12 Refuse/recycling storage</u>	<u>Superseded by Q12 Refuse and recycling</u>
<u>Q13 Cycle storage</u>	<u>Superseded by Q13 Cycle storage</u>
<u>Q14 Development in gardens and on backland sites</u>	<u>Superseded by Q14 Development in gardens and amenity spaces</u>
<u>Q15 Boundary treatments</u>	<u>Superseded by Q15 Boundary treatments</u>
<u>Q16 Shop fronts</u>	<u>Superseded by Q16 Shop fronts</u>

<u>Lambeth Local Plan 2015</u>	<u>Draft Revised Lambeth Local Plan – Proposed Submission Version 2020</u>
<u>Q17 Advertisements and signage</u>	<u>Superseded by Q17 Advertisements and signage</u>
<u>Q18 Historic environment strategy</u>	<u>Superseded by Q18 Historic environment strategy</u>
<u>Q19 Westminster World Heritage Site</u>	<u>Superseded by Q19 Westminster World Heritage Site</u>
<u>Q20 Statutory listed buildings</u>	<u>Superseded by Q20 Statutory listed buildings</u>
<u>Q21 Registered parks and gardens</u>	<u>Superseded by Q21 Registered parks and gardens</u>
<u>Q22 Conservation areas</u>	<u>Superseded by Q22 Conservation areas</u>
<u>Q23 Undesignated heritage assets: local heritage list</u>	<u>Superseded by Q23 Non-designated heritage assets: local heritage list</u>
<u>Q24 River Thames</u>	<u>Superseded by Q24 River Thames</u>
<u>Q25 Views</u>	<u>Superseded by Q25 Views</u>
<u>Q26 Tall and large buildings</u>	<u>Superseded by Q26 Tall buildings</u>
<u>n/a</u>	<u>New policy Q27 Basement development</u>
<u>PN1 Waterloo</u>	<u>Superseded by PN1 Waterloo and South Bank</u>
<u>Site 5</u>	<u>No change</u>
<u>Site 6</u>	<u>No change</u>
<u>Site 7</u>	<u>Deleted</u>
<u>Site 8</u>	<u>Deleted</u>
<u>Site 9</u>	<u>No change</u>
<u>PN2 Vauxhall</u>	<u>Superseded by PN2 Vauxhall</u>
<u>Site 10</u>	<u>No change</u>
<u>Site 11</u>	<u>No change</u>
<u>Site 12</u>	<u>No change</u>
<u>Site 13</u>	<u>No change</u>
<u>PN3 Brixton</u>	<u>Superseded by PN3 Brixton</u>

<u>Lambeth Local Plan 2015</u>	<u>Draft Revised Lambeth Local Plan – Proposed Submission Version 2020</u>
<u>Site 14</u>	<u>No change</u>
<u>Site 15</u>	<u>No change</u>
<u>Site 16</u>	<u>No change</u>
<u>Site 17</u>	<u>Deleted</u>
<u>PN4 Streatham</u>	<u>Superseded by PN4 Streatham</u>
<u>PN5 Clapham</u>	<u>Superseded by PN5 Clapham</u>
<u>PN6 Stockwell</u>	<u>Superseded by PN6 Stockwell</u>
<u>PN7 West Norwood</u>	<u>Superseded by PN7 West Norwood/Tulse Hill</u>
<u>Site 18</u>	<u>No change</u>
<u>PN8 Kennington/Oval</u>	<u>Superseded by PN8 Kennington/Oval</u>
<u>PN9 Herne Hill</u>	<u>Superseded by PN9 Herne Hill</u>
<u>PN10 Loughborough Junction</u>	<u>Superseded by PN10 Loughborough Junction</u>
<u>PN11 Upper Norwood</u>	<u>Superseded by PN11 Upper Norwood/Crystal Palace</u>

Annex 10: Charging approaches

Monetary Contributions in lieu of Affordable Housing Provision on Small Minor Sites (<10 dwellings):

Small site affordable housing monetary contributions in lieu of on-site provision will be calculated on a case by case basis according to the following formula and taking account of scheme viability:

$$A-B=C$$

Where:

A = value of the proposed development assuming 100% of the residential units are provided as private housing;

B = the value that would otherwise have been achieved by the proposed development incorporating an element of affordable housing in line with the council's 40% affordable housing policy requirement;

C = payment in lieu.

Applicants are advised to use the on-line calculator and guidance note provided on the council's website.

Monetary Contributions in lieu of Affordable Housing Provision on Small Sites (between 10 and 25 dwellings) under the Fast Track approach:

The formula above should be used to calculate the difference between two residual values: one for the scheme with the threshold level of affordable housing and one for the scheme with 100% market housing. Applicants are advised to use the on-line calculator provided on the council's website.

Monetary Contributions to help provide off-site Children's Play Space for Major New Developments:

Contributions to help fund the cost of off-site provision of children's play space for developments of 10 or more dwellings where this play space is not provided on-site will be calculated according to the following formula:

Number of children generated (child yield calculated in accordance with bedroom size and tenure variations)

X

10m² of play space = play space requirement

Average cost per square metre (£99)

X

Play space requirement = financial contribution

Monetary Contributions to Offset Impact of Visitor Attractions:

Contributions to help fund the cost of offsetting the impact of visitor attractions will be calculated according to the following formula.

The council will look to base the visitor attraction impact offset contribution cost on an annual sum payment per year based on impact in relation to 1% of turnover, or another sum, as agreed.

Monetary Contributions towards Employment and Training Activities

The following approach will be used to calculate the level of financial contributions towards employment and training activities:

- **Residential developments and residential elements of a mixed-use development:** a monetary contribution of £6,500¹ towards the cost of vocational training and employment support will be required by the Council for every 1,000sqm of development (Gross Internal Area) or every 10 residential units provided.
- **Commercial developments and commercial elements of a mixed-use development:** a monetary contribution will be calculated on the basis of an assumption about the level of net additional employment generated by a development. An example for B1 office space is set out below:
 - B1 (net) Gross Internal Area (GIA) / 12sqm per full full-time equivalent job (based on standard general office density)²
 - X**
 - 25% of Lambeth residents expected to be employed as part of the workforce³

¹ £6,500 is the cost of training, preparing and placing an unemployed person claiming Employment Support Allowance into sustainable employment paid by the DWP to its suppliers.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/325995/Work_Program_me_Costs_v7_2014-07-01.pdf

² On the basis of the Employment Densities Guide area per FTE for general office space – see: Drivers Jonas Deloitte (2010) Employment Densities - 2nd Edition

³ According to the 2011 Census there were 138,200 jobs in Lambeth, of which 34,700 were people living and working in Lambeth. This represents just over 25% of the total number of jobs in Lambeth being taken by Lambeth residents.

X

- 17.8% of Lambeth residents with qualifications equivalent to or less than NVQ1 requiring training and/or support⁴

X

- £6,500 average cost for an out-of-work Lambeth resident in terms of support and training to obtain access to a skilled job

Table 1 – Financial contributions in lieu of Employment and Skills Plan commitments

<u>Obligation</u>	<u>Rate/means of calculation</u>
<u>Apprenticeships for Lambeth residents aged under 25⁵</u>	<p><u>Shortfall against target number of apprenticeship starts (target: 1 new apprenticeship for every 1,000 sqm of development [GIA] or every 10 residential units provided)</u></p> <p>X</p> <p><u>£26,000 average net cost to employers in delivering an apprenticeship at Level 2 and 3⁶</u></p>
<u>Supported employment opportunities⁷ in the end-user phase for long-term unemployed Lambeth residents</u>	<p><u>Shortfall against target number of supported employment opportunities (target: 1 paid job placement for every 2,500sqm of development)</u></p> <p>X</p> <p><u>£8,217 average cost per paid job outcome for employment support services for people with learning disabilities and/or mental health problems⁸</u></p>

⁴ 17.8% is the proportion of Lambeth residents who have qualifications equivalent to or less than NVQ1 as measured by the ONS Annual Population Survey (Jan-Dec 2015) (82.2% of working age residents in Lambeth have qualifications equivalent to or more than NVQ2)

⁵ Aiming to encourage more young people into apprenticeships, in response to relatively high rates of youth unemployment in the borough.

⁶ Hogarth, T., Gambin, L., Winterbotham, M., Koerbitz, C., Hasluck, C., Baldauf, B. (2012) Employer Investment in Apprenticeships and Workplace Learning: The Fifth Net Benefits to Employers Study, London: Department for Business Innovation and Skills, Research Report 67 - <https://www.gov.uk/government/publications/employer-investment-in-apprenticeships-and-workplacelearning-the-fifth-net-benefits-of-training-to-employers-study>

⁷ Supported employment means a personalised approach to working with people with complex needs, including individuals with disabilities, to access and retain open employment.

⁸ National Development Team for Inclusion, [The Cost Effectiveness of Employment Support for People with Disabilities](#)

Obligation	Rate/means of calculation
<p><u>Notification of job vacancies, arising from both the construction and end-use occupation</u></p> <p><u>Work with the Council in the design and delivery of bespoke pre-employment and skills training for Lambeth residents</u></p>	<p><u>The same method of calculation will be used for both obligations:</u></p> <p><u>Number of jobs estimated to be created during the construction⁹ and end-use development during the first two years¹⁰</u></p> <p>X</p> <p><u>25% of Lambeth residents expected to be employed as part of the workforce¹¹</u></p> <p>X</p> <p><u>17.8% of Lambeth residents with qualifications equivalent to or less than NVQ1 requiring training and/or support¹²</u></p> <p>X</p> <p><u>£6,500 average cost for Lambeth unemployed resident in terms of support and training to obtain access to a skilled job¹³</u></p>
<p><u>Engagement with young people aged 11 to 19 through local schools and colleges to promote relevant skills and qualifications</u></p>	<p><u>Half of the number of apprenticeships expected to be created as set out in paragraph 6.99</u></p> <p>X</p> <p><u>£14,951 average cost of arranging 1 meaningful encounter (£2,001) and 1 workplace experience (£12,950) for every pupil by the end of Year 11¹⁴</u></p>

⁹ Calculated using the relevant benchmarks in the Homes and Community Agency Guidance and Toolkit for Developers and Contractors <https://udc.homesandcommunities.co.uk/sites/default/files/our-work/developer-contractor-guidance.pdf>

¹⁰ Calculated using the relevant employment density in the Homes and Community Agency Employment Density Guide 2015 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/484133/employment_density_guide_3rd_edition.pdf

¹¹ According to the 2011 Census there were 138,200 jobs in Lambeth, of which 34,700 were people living and working in Lambeth. This represents just over 25% of the total number of jobs in Lambeth being taken by Lambeth residents.

¹² 17.8% is the proportion of Lambeth residents who have qualifications equivalent to or less than NVQ1 as measured by the ONS Annual Population Survey (Jan-Dec 2015) (82.2% of working age residents in Lambeth have qualifications equivalent to or more than NVQ2)

¹³ £6,500 is the cost of training, preparing and placing an unemployed person claiming Employment Support Allowance into sustainable employment paid by the DWP to its suppliers. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/325995/Work_Programme_Costs_v7_2014-07-01.pdf

¹⁴ PWC, Assessing Benchmarks of Good Practice in School Career Guidance (Appendix 3, using School B estimated costs as this best reflects the average profile of a Lambeth secondary school) <http://www.gatsby.org.uk/uploads/education/reports/pdf/pwc-assessing-benchmarks-of-good-practice-in-school-career-guidance.pdf>

<u>Obligation</u>	<u>Rate/means of calculation</u>

Monetary Contributions towards Affordable Workspace

A payment in lieu towards affordable workspace will be sought where this is not provided by a qualifying development. The calculation will be based on the following factors:

	<u>Factor</u>
A	<u>Total lettable employment floorspace (sqm)</u>
B	<u>Percentage of floorspace to be discounted</u>
C	<u>Amount of floorspace subject to discount</u>
D	<u>Market rent per sqm before discount</u>
E	<u>Market rent for discounted floorspace before discount</u>
F	<u>Percentage discount</u>
G	<u>Rent after discount</u>
H	<u>Value of discount</u>
I	<u>Investment Yield</u>
J	<u>Income Multiplier</u>
K	<u>Capital value of discount</u>

Using the factors above, the following seven steps will be used to calculate the fee):

Step 1: C= A x B

Step 2: E= D x C

Step 3: G= E x F

Step 4: H= G-E

Step 5: J= (1/I)

Step 6: K= H x J

Monetary Contributions for development resulting in a loss of kerbside space

Contributions to cover the cost of the creation of parking/loading bays or cycle hangars on the highway will be sought. For each bay, a contribution will be calculated based on the following:

Cost of Traffic Order, signage and lines, and/or cycle hangar

±

Maintenance costs over a 25 year period

±

Enforcement costs (if within CPZ) over a 25 year period (not relevant to cycle hangars).

±

Opportunity cost

The opportunity cost relates to annual pay and display income aggregated over a 25 year period and will depend on the size of the bay and specific parking restrictions. Applicants are advised to contact the council for up to date costs relating to all of the factors above.

Monetary Contributions for Travel Plans/Travel Plan Statements Monitoring Fees

Contributions will be sought to cover the cost of monitoring Travel Plans/Travel Plan Statements for each development.

Cost per Travel Plan + Cost per Travel Plan Statement

Where a development has more than one Travel Plan/Travel Plan Statements, the fee will be the sum of each. The council keeps such costs updated and applicants are advised to contact the council for up to date costs.

Monetary Contributions for Controlled Parking Zones

On developments consisting of four residential units or more, a financial contribution of £2,500 per residential unit is sought for the management, consultation and implementation of Controlled Parking Zones (CPZs).

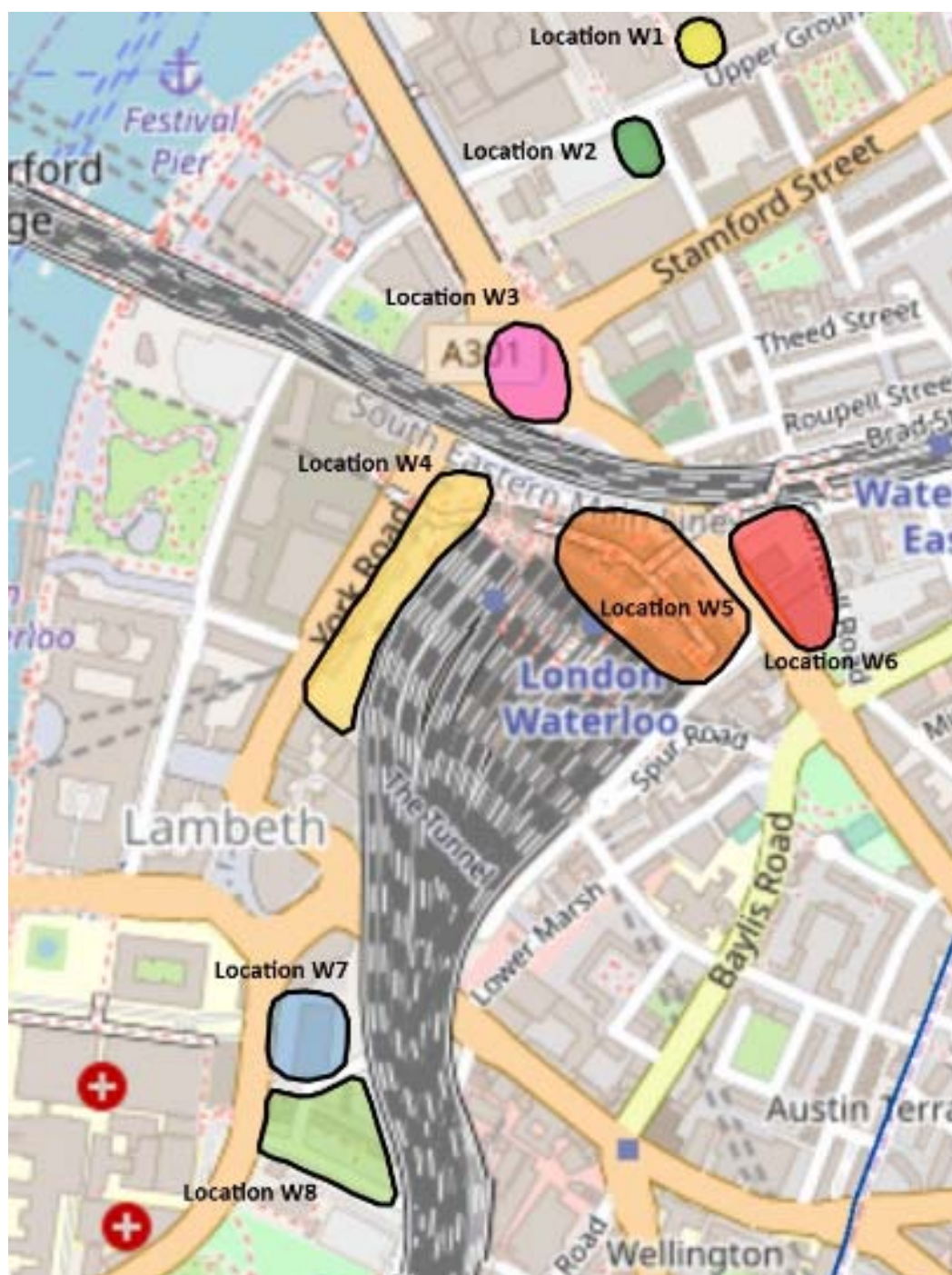
The contribution is requested for all applications in CPZs and will be sought in areas where there is not currently a CPZ but where demand for parking is anticipated by will not be met with a development site. This is because new development has the potential to exacerbate existing on-street parking pressure which may then drive demand for a future CPZ.

Annex 11: Maps showing locations appropriate for tall buildings – Waterloo, Vauxhall and Brixton

Annex 11: Tall buildings study summary and maps of Waterloo, Vauxhall and Brixton showing areas sensitive to and inappropriate for tall buildings to the Lambeth Local Plan 2015 has been deleted.

These maps relate to Local Plan policy Q26: Tall buildings. See Topic Paper 8 for an explanation of the methodology used to identify these locations.

Waterloo locations appropriate for tall buildings

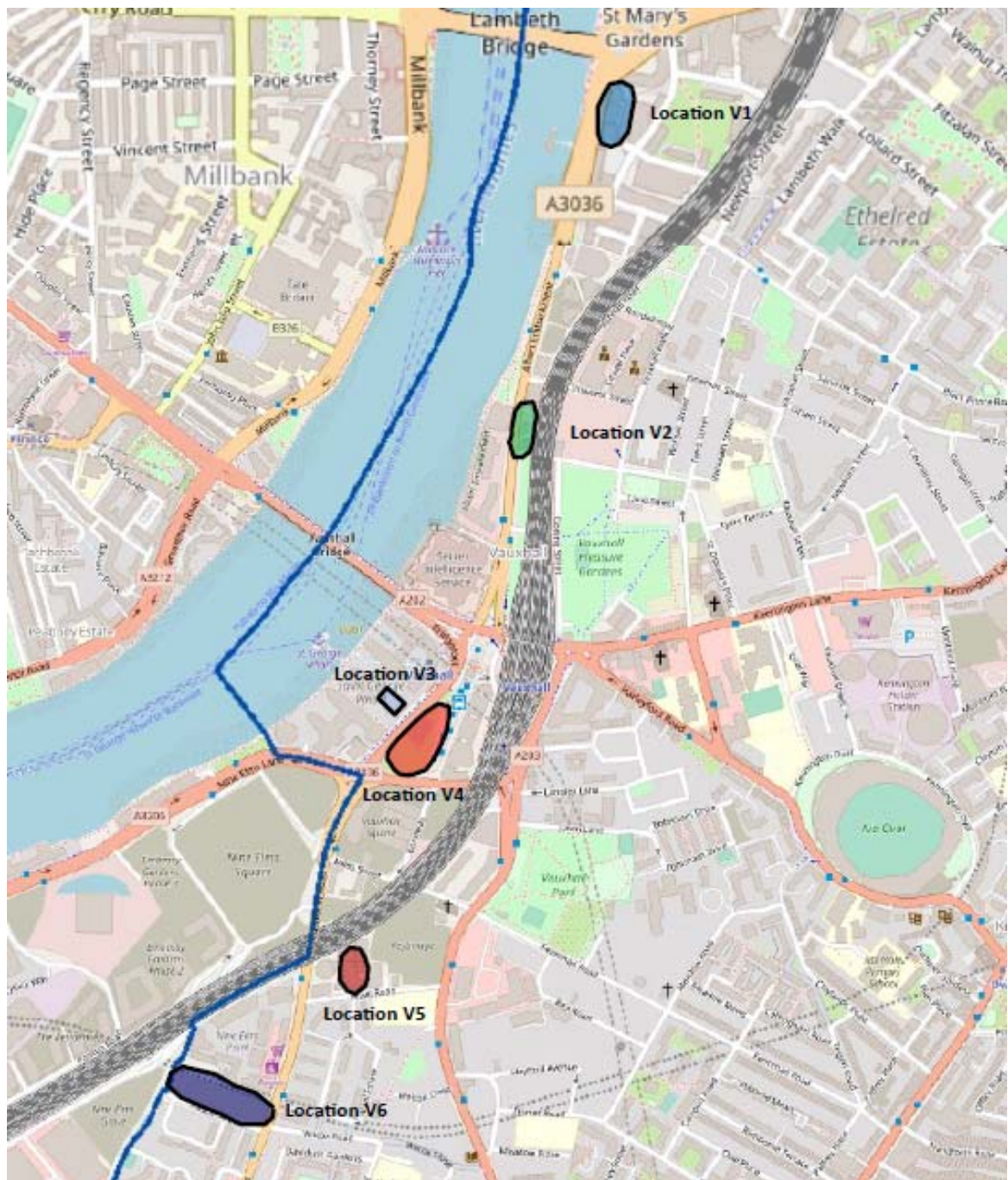


General building heights

Location W1	Former ITV tower	100m AOD point block
Location W2	Doon St / Upper Ground	110m AOD point block
Location W3	Waterloo Roundabout	30m AOD point block
Location W4	York Road / Leake St	125m AOD (N) Up to 55m AOD (S)
Location W5	Waterloo Station	70m AOD well spaced for good townscape
Location W6	Waterloo Road / Cornwall Road	70m AOD stepping down to S
Location W7	Lambeth Palace Rd / Upper Marsh	60m AOD

Location W8 Royal St / Upper Marsh 50m AOD well spaced for good townscape

Vauxhall locations appropriate for tall buildings



General building heights

Location V1	4 - 6 Albert Embankment	90m AOD
Location V2	36 – 46 Albert Embankment	90m AOD
Location V3	10 Wandsworth Road	150m AOD
Location V4	Wandsworth Road / Parry St / Bondway	150m AOD
Location V5	12 – 20 Wyvil Road	130m AOD
Location V6	Pascal Street	100m AOD

Brixton locations appropriate for tall buildings



General building heights

Location B1	International House	65m AOD point block
Location B2	Former Canterbury Arms / Pop Brixton	

A development of varied building heights ranging from 15m AOD to 30m AOD to 65m AOD ensuring that the tall elements are arranged to optimise daylight and sunlight, ensure no over-bearing impacts and be sympathetic to the scale and form of surrounding buildings especially in relation to the character and appearance (inc. setting) of the Brixton Conservation Area.

Annex 12: Strategic and non-strategic policies

Policy	Strategic policy?
D1 Delivering and monitoring	✓
D2 Presumption in favour of sustainable development	✓
D3 Infrastructure	✓
D4 Planning obligations	✓
D5 Enforcement	✓
H1 Maximising housing growth	✓
H2 Delivering affordable housing	✓
H3 Safeguarding existing housing	✓
H4 Housing size mix in new developments	✓
H5 Housing standards	✓
H6 Residential conversions	✓
H7 Student housing	✓
H8 Housing to meet specific community needs	✓
H9 Hostels and houses in multiple occupation	✓
H10 Gypsy and traveller needs	✓
H11 Estate regeneration	✓
H12 Build to rent	✓
H13 Large-scale purpose-built shared living	✓
ED1 Offices (B1a)	✓
ED2 Affordable workspace	✓
ED3 Key Industrial and Business Areas (KIBAs)	✓
ED4 Non-designated industrial sites	✓
ED5 Work-live development	✓

Policy	Strategic policy?
ED6 Railway arches	✓
ED7 Town centres	✓
ED8 Evening economy and food and drink uses	✓
ED9 Public houses	✓
ED10 A2 uses, betting shops and payday loan shops	Non-strategic policy
ED11 Local centres and dispersed local shops	Non-strategic policy
ED12 Markets	✓
ED13 Visitor attractions, leisure, arts and cultural uses	✓
ED14 Hotels and other visitor accommodation	✓
ED15 Employment and training	✓
S1 Safeguarding existing social infrastructure	✓
S2 New or improved social infrastructure	✓
Site 1	✓
S3 Schools	✓
Site 4	✓
T1 Sustainable travel	✓
T2 Walking	✓
T3 Cycling	✓
T4 Public transport infrastructure	✓
T5 River transport	✓
T7 Parking	✓
T8 Servicing	✓
T9 Minicabs, taxis, private hire and ride hail services	✓
T10 Digital connectivity infrastructure	✓

Policy	Strategic policy?
EN1 Open space, green infrastructure and biodiversity	✓
EN2 Local food growing and production	✓
EN3 Decentralised energy	✓
EN4 Sustainable design and construction	✓
EN5 Flood risk	✓
EN6 Sustainable drainage systems and water management	✓
EN7 Sustainable waste management	✓
Q1 Inclusive environments	✓
Q2 Amenity	✓
Q3 Safety, crime prevention and counter terrorism	✓
Q4 Public art	✓
Q5 Local distinctiveness	✓
Q6 Urban design: public realm	✓
Q7 Urban design: new development	✓
Q8 Design quality: construction detailing	✓
Q9 Landscaping	✓
Q10 Trees	✓
Q11 Building alterations and extensions	✓
Q12 Refuse and recycling	✓
Q13 Cycle storage	✓
Q14 Development in gardens and amenity spaces	✓
Q15 Boundary treatments	✓
Q16 Shop fronts	✓
Q17 Advertisements and signage	✓
Q18 Historic environment strategy	✓

Policy	Strategic policy?
Q19 Westminster World Heritage Site	✓
Q20 Statutory listed buildings	✓
Q21 Registered parks and gardens	✓
Q22 Conservation areas	✓
Q23 Non-designated heritage assets: local heritage list	✓
Q24 River Thames	✓
Q25 Views	✓
Q26 Tall buildings	✓
Q27 Basement development	✓
PN1 Waterloo and South Bank first section	✓
PN1a	✓
PN1b	✓
PN1c	Non-strategic policy
PN1d	✓
PN1e	✓
PN1f	✓
PN1g	✓
PN1h	✓
PN1i	✓
PN1j	✓
PN1k	✓
PN1l	✓
PN1m	✓
PN1n)	✓
Site 5	✓
Site 6	✓

Policy	Strategic policy?
Site 9	✓
PN2 Vauxhall first section	✓
PN2a	✓
PN2b	Non-strategic policy
PN2c	Non-strategic policy
PN2d	✓
PN2e	✓
PN2f	✓
PN2g	✓
PN2h	✓
PN2i	✓
PN2j	✓
PN2k	✓
PN2l	✓
PN2m	✓
PN2n	✓
PN2o	Non-strategic policy
PN2p	✓
Site 10	✓
Site 11	✓
Site 12	✓
Site 13	✓
PN3 Brixton first section	✓
PN3a	Non-strategic policy
PN3b	Non-strategic policy
PN3c	Non-strategic policy
PN3d	Non-strategic policy

Policy	Strategic policy?
PN3e	✓
PN3f	✓
PN3g	✓
PN3h	✓
PN3i	✓
PN3j	✓
PN3k	✓
PN3l	✓
PN3m	Non-strategic policy
PN3n	Non-strategic policy
PN3o	✓
PN3p	Non-strategic policy
PN3q	Non-strategic policy
PN3r	✓
PN3s	✓
Site 14	✓
Site 15	✓
Site 16	✓
PN4 Streatham first section	✓
PN4a	✓
PN4b	Non-strategic policy
PN4c	✓
PN4d	✓
PN4e	✓
PN4f	✓
PN4g	✓
PN4h	✓

Policy	Strategic policy?
PN5 Clapham first section	✓
PN5a	✓
PN5b	Non-strategic policy
PN5c	Non-strategic policy
PN5d	Non-strategic policy
PN5e	✓
PN5f	✓
PN5g	✓
PN5h	✓
PN5i	✓
PN5j	✓
PN6 Stockwell first section	✓
PN6a	Non-strategic policy
PN6b	✓
PN6c	✓
PN6d	✓
PN6e	✓
PN6f	✓
PN6g	✓
PN6h	✓
PN7a	✓
PN7b	Non-strategic policy
PN7c	✓
PN7d	✓
PN7e	✓
PN7f(i)	✓
PN7f(ii)	✓

Policy	Strategic policy?
PN7f(iii)	✓
PN7f(iv)	✓
PN7f(v)	✓
Site 18	✓
PN8 Kennington/Oval first section	✓
PN8a	✓
PN8b	✓
PN8c	✓
PN8d	✓
PN8e	Non-strategic policy
PN8f	Non-strategic policy
PN8g	✓
PN8h	✓
PN8i	✓
PN8j	✓
PN9 Herne Hill first section	✓
PN9a	Non-strategic policy
PN9b	✓
PN9c	✓
PN9d	✓
PN9e	✓
PN9f	✓
PN9g	✓
PN9h	✓
PN10a first section	✓
PN10a(i)	✓
PN10a(ii)	✓

Policy	Strategic policy?
PN10a(iii)	✓
PN10a(iii)	✓
PN10a(iv)	✓
PN10a(v)	✓
PN10a(vi)	✓
PN10a(vii)	✓
PN10a(viii)	✓
PN10a(ix)	✓
PN10b	✓
PN10c	✓
PN10d	✓
PN10e	✓
PN10f	Non-strategic policy
PN10g	Non-strategic policy
PN11 Upper Norwood first section	✓
PN11a	Non-strategic policy
PN11b	✓
PN11c	✓
PN11d	✓
PN11e	✓
PN11f	✓
PN11g	✓

Annex 13: Housing trajectory and neighbourhood area housing requirements

The tables and charts below set out the expected trajectory of housing delivery in Lambeth over the period 2019/20 to 2028/29.

<u>Expected Housing Delivery – net additional dwellings</u>	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>
<u>Identified large sites¹⁵</u>	<u>1,116</u>	<u>1,084</u>	<u>914</u>	<u>393</u>	<u>1,411</u>	<u>1,602</u>	<u>1,504</u>	<u>483</u>	<u>915</u>	<u>581</u>
<u>Small sites (less than 0.25ha)¹⁶</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>	<u>400</u>
<u>Non-self-contained accommodation¹⁷</u>	<u>-33</u>	<u>-8</u>	<u>0</u>	<u>336</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>109</u>	<u>0</u>	<u>0</u>
<u>Total projected completions</u>	<u>1,483</u>	<u>1,476</u>	<u>1,314</u>	<u>1,129</u>	<u>1,811</u>	<u>2,002</u>	<u>1,904</u>	<u>992</u>	<u>1,315</u>	<u>981</u>
<u>London Plan annualised target</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>	<u>1,335</u>

¹⁵ Sites identified in the 2017 Strategic Housing Land Availability Assessment (SHLAA) and other sites over 0.25ha.

¹⁶ London Plan small sites target of 4,000 net additional dwellings on small sites over the period 2019/20-2028/29, which equates to 400 units per annum

¹⁷ Based on the pipeline of permissions for non-self-contained bedspaces, adjusted according to ratios set out in the London Plan in order to calculate the equivalent number of units. These ratios are as follows: 2.5:1 for student accommodation, 1:1 for specialist non-self-contained accommodation for older people and 1.8:1 for other non-self-contained accommodation.

Expected Housing Delivery over ten year plan period, compared to London Plan Housing Requirement with 5% buffer

	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>
<u>Cumulative Completions (net additional dwellings)</u>	<u>1,483</u>	<u>2,959</u>	<u>4,273</u>	<u>5,402</u>	<u>7,213</u>	<u>9,215</u>	<u>11,119</u>	<u>12,111</u>	<u>13,426</u>	<u>14,407</u>
<u>Annualised London Plan target plus 5% buffer</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>	<u>1,402</u>
<u>Cumulative London Plan target, including 5% buffer</u>	<u>1,402</u>	<u>2,804</u>	<u>4,205</u>	<u>5,607</u>	<u>7,009</u>	<u>8,411</u>	<u>9,812</u>	<u>11,214</u>	<u>12,616</u>	<u>14,018</u>
<u>MONITOR - number of dwellings above or below cumulative allocation including 5% buffer</u>	<u>82</u>	<u>156</u>	<u>13,843</u>	<u>-205</u>	<u>205</u>	<u>805</u>	<u>1,307</u>	<u>897</u>	<u>810</u>	<u>390</u>
<u>MANAGE - annual requirement taking account of projected completions and 5% buffer</u>	<u>1,402</u>	<u>1,393</u>	<u>1,382</u>	<u>1,392</u>	<u>1,436</u>	<u>1,361</u>	<u>1,201</u>	<u>966</u>	<u>953</u>	<u>591</u>

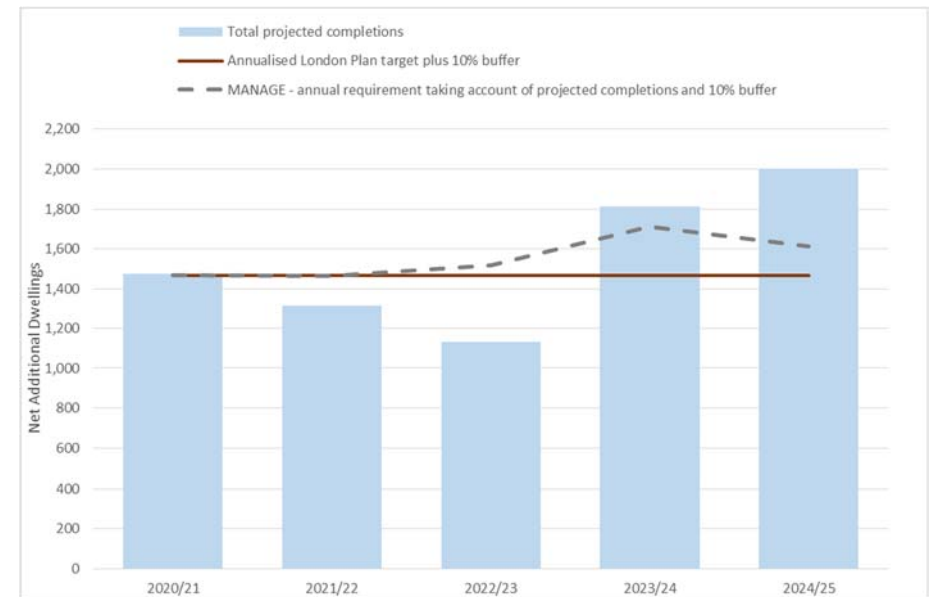
Expected Housing Delivery over five year period from 2020/21, compared to London Plan Housing Requirement with 10% buffer

	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>
<u>Cumulative Completions (net additional dwellings)</u>	<u>1,476</u>	<u>2,790</u>	<u>3,919</u>	<u>5,730</u>	<u>7,732</u>
<u>Annualised London Plan target plus 10% buffer</u>	<u>1,469</u>	<u>1,469</u>	<u>1,469</u>	<u>1,469</u>	<u>1,469</u>
<u>Cumulative London Plan target inc.10% buffer</u>	<u>1,469</u>	<u>2,937</u>	<u>4,406</u>	<u>5,874</u>	<u>7,343</u>
<u>MONITOR - number of dwellings above or below cumulative allocation inc. 10% buffer</u>	<u>7</u>	<u>-147</u>	<u>-486</u>	<u>-144</u>	<u>390</u>
<u>MANAGE - annual requirement taking account of projected completions and 10% buffer</u>	<u>1,469</u>	<u>1,467</u>	<u>1,518</u>	<u>1,712</u>	<u>1,612</u>

Expected Housing Delivery over ten year plan period – with 5% buffer



Expected Housing Delivery over five year period – with 10% buffer



Net additional dwellings expected to be delivered on identified sites over 0.25ha, 2019/20 to 2028/29

The table below details expected housing delivery on sites over 0.25ha in size, listed by development status as at December 2019.

	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>
<u>Complete</u>										
<u>Sainsburys, 62 Wandsworth Road</u>	<u>231</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>86-88 Gresham Road</u>	<u>43</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Under Construction</u>										
<u>Shell Centre, 2 - 4 York Road</u>	<u>769</u>	<u>0</u>	<u>108</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Clapham Park - Precinct B4</u>	<u>59</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Clapham Park Estate - Precinct B6</u>	<u>29</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Tyler House, Sidney Road</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Phase 3, Loughborough Park Estate</u>	<u>-28</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Bondway Commercial</u>	<u>0</u>	<u>450</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Keybridge House, 80 South Lambeth Road</u>	<u>0</u>	<u>171</u>	<u>125</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>44 Clapham Common South Side</u>	<u>0</u>	<u>106</u>	<u>187</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Thrayle House Benedict Road</u>	<u>0</u>	<u>101</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Somerleyton Road</u>	<u>0</u>	<u>74</u>	<u>0</u>	<u>0</u>	<u>234</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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	<u>2019/20</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>
<u>Westbury Estate Phase 1</u>	<u>0</u>	<u>64</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>177 Abbeville Road</u>	<u>0</u>	<u>41</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>363-369 Clapham Road</u>	<u>0</u>	<u>28</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>2A Mandrell Road & land to the west</u>	<u>0</u>	<u>16</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Arches 176 - 177 And 202 Lambeth Road</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>93 King's Avenue</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>155A to 167 Stockwell Park Road</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Tesco, 263-275 Kennington Lane</u>	<u>0</u>	<u>0</u>	<u>344</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>174</u>	<u>53</u>	<u>0</u>	<u>0</u>
<u>Fenwick Estate South</u>	<u>0</u>	<u>0</u>	<u>46</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Vauxhall Square</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>124</u>	<u>255</u>	<u>199</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Olive Morris House, 18 Brixton Hill</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>74</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Avenue Park Road</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>42</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Texaco Garage</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>83</u>	<u>83</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Land Bounded By Doon Street & Upper Ground</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>236</u>

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<u>Unimplemented Permission</u>										
<u>St Margaret's, Barcombe Avenue</u>	<u>0</u>	<u>15</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Knight's Walk</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>59</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>South Lambeth Estate</u>	<u>0</u>	<u>-4</u>	<u>0</u>	<u>0</u>	<u>165</u>	<u>0</u>	<u>100</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Westbury Estate</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-11</u>	<u>0</u>	<u>0</u>	<u>192</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Kennington Gasholders Site</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>210</u>	<u>80</u>	<u>215</u>	<u>0</u>	<u>233</u>	<u>0</u>
<u>West Norwood Lawn Tennis Club, 128 Knight's Hill</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>32</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>12-20 Wyvil Road</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>23</u>	<u>255</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>10 Pascal Street</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>332</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Graphite Square</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>160</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Permission Subject to s106</u>										
<u>Clapham Park Estate</u>	<u>0</u>	<u>0</u>	<u>104</u>	<u>0</u>	<u>368</u>	<u>0</u>	<u>211</u>	<u>0</u>	<u>244</u>	<u>0</u>
<u>Ashmole Housing Estate</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>30</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Higgs Industrial Estate, Herne Hill Road</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>134</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>8 Albert Embankment and land to the rear</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>95</u>	<u>322</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>6 Lansdowne Hill</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>51</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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<u>Council-led deliverable sites on the Brownfield Land Register</u>										
<u>Patmos Lodge</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>34</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Roman Rise, Central Hill Estate</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>21</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Trinity Rise, Cressingham Gardens</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Fenwick Place</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>23</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Hemans Estate Ball Court</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>18</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Denby Court</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>116</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Pope's Road Car Park</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>97</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Other sites¹⁸</u>										
<u>Various</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>281</u>	<u>430</u>	<u>438</u>	<u>345</u>
<u>Total</u>	<u>1,116</u>	<u>1,084</u>	<u>914</u>	<u>393</u>	<u>1,411</u>	<u>1,602</u>	<u>1,504</u>	<u>483</u>	<u>915</u>	<u>581</u>

¹⁸ There are twelve sites that are considered developable between in years 7 to 10 of the plan period, which are included in the 'Other sites' category. Expected housing delivery for these sites is based on current pre-application discussions or on SHLAA assumptions.

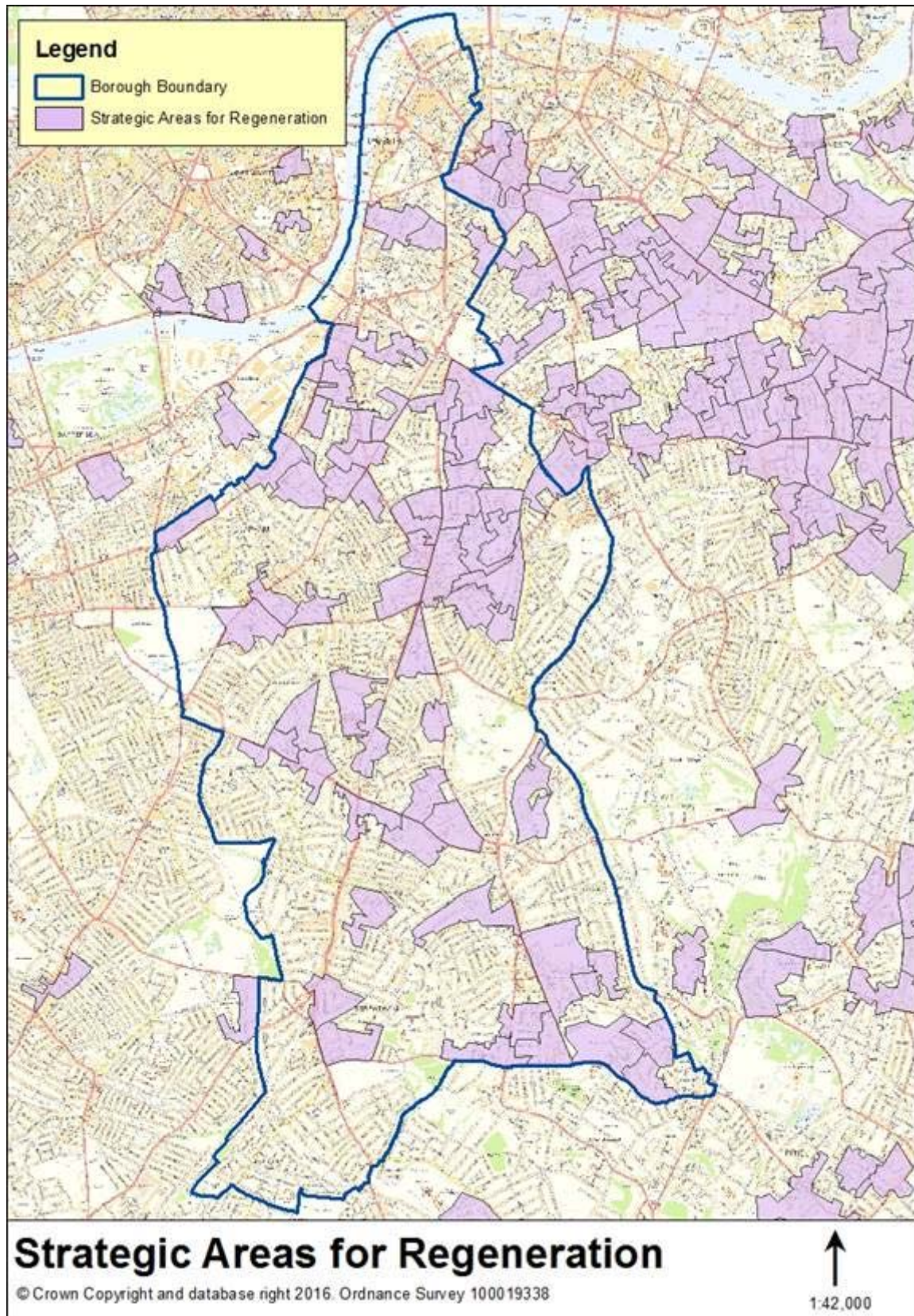
A**Indicative housing requirement in designated neighbourhood areas**

The indicative housing requirement for each neighbourhood area (as it relates to Lambeth) is set out below. This comprises the amount of housing expected to be delivered through SHLAA 2017 large sites in each neighbourhood area, plus an assumption for delivery on small sites. The small sites element is calculated by dividing Lambeth's small sites benchmark from the London Plan (400 units per annum) by the area of the borough which is broadly suitable for small sites development. This is the total area of the Borough minus the River Thames, any Metropolitan Open Land, KIBAs and SHLAA Large Sites, to give a rate of delivery on small sites per hectare. This rate is then applied to the amount of land in each Neighbourhood Area suitable for small site development, calculated on the same basis. These figures are indicative only.

<u>Designated neighbourhood area</u>	<u>Indicative total housing requirement 2019/20 to 2028/29</u>	<u>Indicative annual housing requirement</u>
<u>Herne Hill neighbourhood area*</u>	<u>139</u>	<u>14</u>
<u>Tulse Hill neighbourhood area</u>	<u>507</u>	<u>51</u>
<u>Kennington, Oval and Vauxhall neighbourhood forum area</u>	<u>4,320</u>	<u>432</u>
<u>South Bank and Waterloo Neighbours neighbourhood area*</u>	<u>1,489</u>	<u>149</u>
<u>Norwood Planning Assembly neighbourhood area</u>	<u>642</u>	<u>64</u>

*Lambeth part only

Annex 14: Strategic Areas of Regeneration in Lambeth



Glossary

Affordable housing ~~Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. See National Planning Policy Framework and London Plan policy H4.~~

~~**Social rented housing** is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.~~

~~**Affordable rented housing** is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).~~

~~**Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.~~

Affordable workspace Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of change Principle that places the responsibility of mitigating the impact of nuisances from existing nuisance generating uses on the proposed new development.

Air Quality Focus Areas Locations that have been identified as having high levels of pollution and human exposure. Designated by the Greater London Authority in consultation with each borough.

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

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

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

Area of nature deficiency Areas where people have to walk more than one kilometre to reach a publically accessible Metropolitan or Borough Site of Importance for Nature.

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

Blue Badge parking Parking available to holders of Blue Badges (permits issued by the local authority entitling holders to park on the public highway in marked bays or on yellow lines.

Build to rent See London Plan policy H11.

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

Carbon dioxide (CO²) A naturally occurring gas that accounts for 0.04 per cent of the earth's atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants many millions of years ago, and this has increased its concentration in the atmosphere by some 12 per cent over the past century. It contributes about 60 per cent of the potential global warming effect of man-made emissions of greenhouse gases.

Car club A scheme which facilitates vehicle sharing.

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

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

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

Community Infrastructure Levy (CIL) The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new development in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

Conservation area An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under section 69 ~~s69~~ of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Conservation area appraisal A document defining the special architectural and historic interest which warrants the designation of the conservation area.

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

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

Creative and digital industries Include businesses in the following sectors: visual arts; fashion; architecture; information technology; photography; health tech; museums, galleries and libraries; software and applications; visual effects; broadcasting; publishing; games; design; film and tv; creative tech; performing arts; crafts; advertising and media; music; and animation.

Creative Enterprise Zone (CEZ) A Mayor of London initiative to establish clusters of creative production, which provide affordable premises and enterprise-related incentives for artists and creative businesses, pro-culture planning and housing policies and offer career pathways and creative jobs for local communities and young people.

Decentralised energy The local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power – CHP) for purposes such as building space heating and domestic hot water production. CHP is often used in District Heating systems, with the heat generated as a by-product of electricity

generation being pumped into homes, either as hot water or as steam, through networks of reinforced pipes.

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

Family sized housing Generally defined as having three or more bedrooms.

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

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

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

Gyratory A type of road junction at which traffic enters a one-way stream around a central island.

Gypsy and traveller site Site for settled occupation, temporary stopping place or transit for gypsies and travellers.

Habitable room Any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

Heat Network Priority Areas Areas in London identified by the Mayor where the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and customers.

Heritage asset A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets (such as Conservation Areas, statutory listed buildings and registered parks and gardens) and undesignated heritage assets identified by the local planning authority (such as the Local Heritage List).

Household waste All waste collected by Waste Collection Authorities under Section 45(1) of the Environmental Protection Act 1990, plus all waste arising from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990.

Household waste includes waste from collection rounds of domestic properties, street cleansing and litter collection, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity wastes, drop-off and bring systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities. Household waste accounts for approximately four-fifths of London's municipal waste.

Houses in Multiple Occupation (HMO) Shared dwelling houses permanently occupied by members of more than one household as their only or main residence, who share basic amenities such as a kitchen or bathroom.

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

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

Large-scale purpose-built shared living accommodation See London Plan policy H16.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Neighbourhood Plan A statutory plan prepared by a neighbourhood forum that introduces non-strategic planning policies in a designated neighbourhood area.

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

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

Permitted development rights A national grant of planning permission which allows certain building works and change of use to be carried out without having to secure planning permission.

Planning obligation See section 106 agreements below.

Primary shopping area Defined area where retail development is concentrated.

Public House The licensed premises must be open to and welcome the public without requiring membership or residency, allow free entry (1), serve at least one draught beer or cider (2), allow drinking without requiring food to be consumed, have at least one indoor area not laid out for meals, and permit drinks to be purchased in person at a bar (3), without relying on table service.'

- 1) Except when entertainment is provided on limited occasions
- 2) Includes cask or keg beer or cider. References to 'cider' should be read as 'cider and perry'
- 3) Includes also a hatch or specific service point

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

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

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

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

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

Riverside The bank or area alongside a river.

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

Sequential approach As defined in the National Planning Policy Framework, paragraph 24 86 in relation to planning applications for town centre uses and paragraph 158 in relation to flood risk.

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

Statement of Community Involvement A Local Development Document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.

Sui generis uses Uses which do not fall within any Use Class, including scrap yards, petrol filling stations, nightclubs, taxi businesses, and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

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

Sustainable drainage systems (SuDS) Techniques such as permeable paving, that manage surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

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

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

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

Trees of value Trees that have the capacity to deliver eco-system benefits in the form of absorbing carbon dioxide (the main greenhouse gas) and producing oxygen and to filter, absorb and reduce other pollutant gasses including sulphur dioxide, carbon monoxide, nitrogen dioxide and ozone. To achieve improved air quality, trees of value will have large deciduous canopies or have the potential to develop such in the future.

Urban greening The process of providing appropriate types of green infrastructure, such as green roofs and street trees, in urban areas.

Viability appraisal An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements that can be provided.

Viability review mechanism A review of development viability defined within a section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage

assessment of viability to enable the maximum level of affordable housing provision of the lifetime of a proposal.

Visitor accommodation Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation and non-serviced accommodation such as self-catering, apart-hotels, caravans and camping.

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

Work-live space The flexible use of buildings and space to allow both functions within them

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