

# Report

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## Report for – London Borough of Lambeth Local Implementation Plan Strategic Environmental Assessment Scoping Report

Revised Version



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## Document version control

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## Contents

1.0	Introduction	1
1.1	About this Scoping Report	1
1.2	Overview of the Local Implementation Plan (LIP)	2
1.3	Purpose of this report	3
1.4	Report Structure	3
2.0	Context and Scope of the LIP	4
2.1	Introduction	4
2.2	Policy Context	4
2.3	Summary of the LIP	6
2.4	Defining the assessment area	7
2.5	Timeframe for the Plan	7
2.6	Other policies, Plans, Programmes and Sustainability Objectives	8
3.0	Baseline Environmental Conditions	10
3.1	Air Quality	10
3.2	Attractive neighbourhoods	10
3.3	Climate change mitigation and adaptation	14
3.4	Energy use and supply	14
3.5	Fairness and inclusivity	14
3.6	Flood risk	16
3.7	Geology and soils	17
3.8	Historic Environment	18
3.9	Materials and waste	19
3.10	Mental and physical wellbeing	19
3.11	Natural Capital and Natural Environment	19
3.12	Noise and vibration	19
3.13	Safety and security	20
3.14	Water resources and quality	21
4.0	Topics to be Covered in the SEA	22
4.1	Overview	22
4.2	Topics to be Covered in the SEA	22
4.3	Alternatives	27
4.4	Habitats Regulations Assessment	27

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5.0	SEA Objectives and Framework	28
5.1	Objectives	28
5.2	SEA Framework Matrix	29
6.0	Next Steps	40
6.1	Development of the LIP and LTS	40
6.2	Remaining Stages in the SEA Process	40

## 1.0 Introduction

### 1.1 About this Scoping Report

This report sets out the scope of the Strategic Environmental Assessment (SEA) of the proposals set out in the London Borough of Lambeth's third Local Implementation Plan (LIP), including the Lambeth Transport Strategy (LTS).

To meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, Local authorities are required to carry out Strategic Environmental Assessment (SEA) for policies, plans and programmes across various areas, including transport<sup>1</sup>. Government guidance on transport plans stresses the importance of the SEA being an integral part of developing and delivering a transport strategy. The statutory environmental agencies (i.e. the Environment Agency, Natural England and Historic England) must be involved throughout the development and monitoring of a plan.

The Scoping Report is the first stage in the SEA process. It identifies:

- The scope and level of detail of the information to be included in the SEA;
- The context, objectives and approach of the assessment; and
- The relevant environmental issues and objectives that will provide the basis of the assessment.

Although the scoping stage is a requirement of the process, a formal scoping report is not required by the SEA Regulations. However, it is a useful way of presenting information at the scoping stage and helps ensure the SEA process is proportionate and relevant to plan being assessed.

The SEA Regulations also require<sup>2</sup> that when determining the scope of the SEA there must be consultation with statutory bodies<sup>3</sup>. Where a consultation body decides to respond, it should do so within 5 weeks of receipt of the request. A draft scoping report<sup>4</sup> was forwarded to the consultation bodies by the London Borough of Lambeth earlier this year. This current report takes account of the comments received from these bodies. It also updates and extends the baseline environmental information on which the SEA will be based as a basis for consultation with the public on the SEA alongside the Lambeth Transport Strategy and LIP.

Government guidance on transport plans highlights the need for Habitats and Appropriate Assessment (AA) where necessary, starting by clarifying if the plan is likely to significantly affect a European site<sup>5</sup>. If this is likely, the LIP must be subject to an AA<sup>6</sup>. We have adopted a precautionary approach to the HRA for the MTS on the basis the findings of a screening

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<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

<sup>2</sup> See Regulations 12(5) and 12(6).

<sup>3</sup> Regulation 4 defines these as Historic England, English Nature and the Environment Agency.

<sup>4</sup> London Borough of Lambeth (2108) - **Strategic Environmental Assessment of Lambeth's Draft Transport Strategy & Third Local Implementation Plan: Draft Scoping Report** – August 2018.

<sup>5</sup> European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

<sup>6</sup> As required by Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 85B of the Conservation (Natural Habitats &c) Regulations 1994, (S.I. 1994/2716 as amended).

assessment that we are seeking to agree with Natural England. This focuses on establishing whether HRA is required or not, taking account of designated protected habitats in the area covered by the LIPs, and the content of the LIP itself. This may apply to Lambeth, for example, due to proximity to a Special Protection Area (SPA) and or Ramsar site. This is discussed further in **Section 4.4** following.

## **1.2 Overview of the Local Implementation Plan (LIP)**

The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a LIP containing proposals for the implementation of the Mayor's Transport Strategy<sup>7</sup> in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
  - Active: London's streets will be healthy, and more Londoners will travel actively.
  - Safe: London's streets will be safe & secure.
  - Efficient: London's streets will be used more efficiently & have less traffic on them.
  - Green: London's streets will be clean and green.
- **A good public transport experience:**
  - Connected: The public transport network will meet the needs of a growing London.
  - Accessible: Public transport will be safe, affordable and accessible to all.
  - Quality: Journeys by public transport will be pleasant, fast and reliable.
- **New homes and jobs:**
  - Good Growth: Active, efficient and sustainable travel will be the best option in new developments.
  - Unlocking: Transport investment will unlock the delivery of new homes and jobs.

The rationale and detail of each of these outcomes are set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (central), Lambeth's Local Plan and other relevant policies. It also builds upon the Lambeth Transport Strategy, which will set out Lambeth's

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<sup>7</sup> Mayor of London (2018) – **Mayor's Transport Strategy** - Greater London Authority, March 2018

strategic transport aims, objectives and priorities. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

A summary of the key proposals of the LIP are provided in **Section 2.3** following.

### 1.3 Purpose of this report

This report sets out the proposed scope of issues to be addressed in the SEA and the approach to be undertaken in assessing them. The document aims to outline the baseline information and evidence for the LIP that is needed to inform the SEA. This is based on the identification of plans and programmes relevant to the study area, environmental baseline information and identified environmental issues and problems.

On this basis, the Scoping Report provides the framework for assessing the likely impacts of the LIP in terms of how it will contribute to resolving such issues.

### 1.4 Report Structure

Following this introductory section, the structure of this scoping report is as follows:

- The context of the LIP and its likely scope, including identification of other policies, plans, programmes and sustainability objectives (**Section 2**);
- Baseline environmental conditions, and how these might change in the absence of the LIP, and other evidence likely to be available to the assessment, with any important gaps identified, identification of key sustainability issues in the study area; (**Section 3**);
- The topics that the SEA will consider and to what level of detail (**Section 4**);
- The SEA objectives and framework chosen to assess the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment (**Section 5**); and
- The next steps in the SEA process (**Section 6**).



## 2.0 Context and Scope of the LIP

### 2.1 Introduction

In this section, the context and scope of the emerging LIP and Transport Strategy (LTS) for the London Borough of Lambeth is described based on work completed by the Council to date. This sets out:

- The background policies that will shape the proposals to be set out in the LIP and LTS, and other associated documents.
- The area to be covered by the LIP and LTS, and therefore forming the assessment area for the SEA.
- The timescales of the LIP, LTS and the SEA.

### 2.2 Policy Context

#### 2.2.1 The Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) is described in outline in **Section 1.2** above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

#### 2.2.2 The Sub Regional Transport Plan (Central)

This Plan<sup>8</sup> is part of an ongoing programme, enabling Transport for London (TfL) to work closely with the London Boroughs in central London to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The Plan was first developed in 2010 to translate the MTS goals, challenges and outcomes at a sub-regional level. While these needed to be considered across London, and addressed locally through LIPs, there are some matters which benefit from having a concerted effort at a sub-regional level. Challenges such as improving air quality, reducing CO<sub>2</sub> emissions and achieving targets for increased cycling and walking are better dealt with at sub-regional level across London.

Sub-regional challenges specifically identified for the central sub-region in London were to:

- Reduce public transport crowding and improving reliability.
- Support growth areas and regeneration.
- Ensure capacity at rail stations and efficient onward distribution.
- Improve the urban realm and promote walking.
- Manage the different demands on streets.

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<sup>8</sup> Mayor of London (2016) – **Central London: Sub-regional Transport Plan** – 2016 update, Transport for London.



- Improve air quality.

Since 2010, the Central sub-region has seen significant change. Population growth has been faster than expected, placing greater demand on the transport network. The sub-region needs to increase its rate of housing delivery to cope with a growing population, with effective transport links critical to achieve this. The way that people travel has changed too, with growing demand for rail and cycling in particular. With the election of the current Mayor, a revised MTS was prepared and adopted in 2018 as noted above. The 2016 update of the Sub-regional Plan recognised the new funding settlement for TfL from the Government, as well as the Mayor's revised priorities about how to allocate this. As not all transport schemes previously considered fitted with the new Mayor's priorities, no map or list of specific projects or proposal was included.

### 2.2.3 Lambeth Transport Strategy (LTS)

Lambeth's Transport Strategy<sup>9</sup>, sets out the Council's vision for mobility in the borough over the next 20 years and map out a process showing how it will deliver that vision. The Strategy comprises three elements:

- Vision Statement,
- Guiding Principles and
- Outcomes and Actions Plan.

The Council's **Vision statement** for transport in Lambeth is:

*"Our transport network is inclusive and has a positive impact on quality of life, helping us deliver more homes and jobs and ensuring long term sustainability. We prioritise walking and cycling and a high-quality environment and our transport network is 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."*

The four **guiding principles** that provide a framework for the Strategy are:

- **Growing:** Support new homes, jobs and investment through improved transport infrastructure and services.
- **Inclusive:** Make our transport network more inclusive and accessible
- **Efficient:** Make our transport network efficient, allowing people to make quick and reliable journeys
- **Healthy:** Focus on people rather than traffic and enable people to live healthier, more enjoyable lives

The "Outcomes and Actions" tables provided in the Strategy set out the changes the Council want to see alongside the key actions required to make these happen.

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<sup>9</sup> London Borough of Lambeth (2018) - **Transport Strategy: Consultation Draft**.

## 2.3 Summary of the LIP

In developing and preparing the programme of works for the LIP, Lambeth Council will consider the major projects in TfL's Business Plan and the milestones associated with these projects. In Lambeth, these include:

**Long-Term interventions** (i.e. to 2041), several significant, but currently unfunded, investments will be required to ensure the economic and social vitality of Lambeth. These are:

- Orbital rail connections (2020-2041) including platform lengthening and new platform/interchange in Brixton area;
- Brixton Mainline Station Upgrade (2020-2024) to provide step free access;
- Tulse Hill Station Access (2020-2024) to provide step free access;
- Streatham Station Access (2019-2024) to provide step free access;
- Vauxhall Highway Improvements (2020-2024) to provide improved access and environment adjacent to the Nine Elms and Vauxhall Opportunity Area;
- Waterloo Public Realm (2020-2024) to provide improvements to Spine route, Victory Arch Square, The Cut, etc.
- Loughborough Junction Public Realm (2018-2022) environmental, cycling and walking improvements;
- Brixton Liveable Neighbourhood (2019-2022) environmental, cycling and walking improvements;
- Healthy Route Network (2018-2041) improvements for walking and cycling borough-wide;
- Low Traffic Neighbourhoods (2019-2041) area wide neighbourhood traffic reduction schemes;
- Bus Priority (2018-2041) targeted interventions to improve bus speeds;
- Road Danger Reduction (2018-2022) measures to reinforce boroughwide 20mph speed limits;
- Legible London (2019) refresh of existing signs;
- Low Emissions Neighbourhoods (2019-2024) in Brixton and other priority areas;
- Secure cycle parking (2018-2022) to provide bike hangars, and on-street visitor cycle parking, parking at transport interchanges.

In the shorter term, the LIP will include the three-year indicative programme of investment to be funded by TfL, which includes:

- Local transport initiatives;
- Corridor, Neighbourhoods & supporting measures: *Our Streets; Healthy Routes; Sustainable Travel; Road Danger Reduction (Safe Behaviours); Cycle Training; Collision Reduction (Safe*

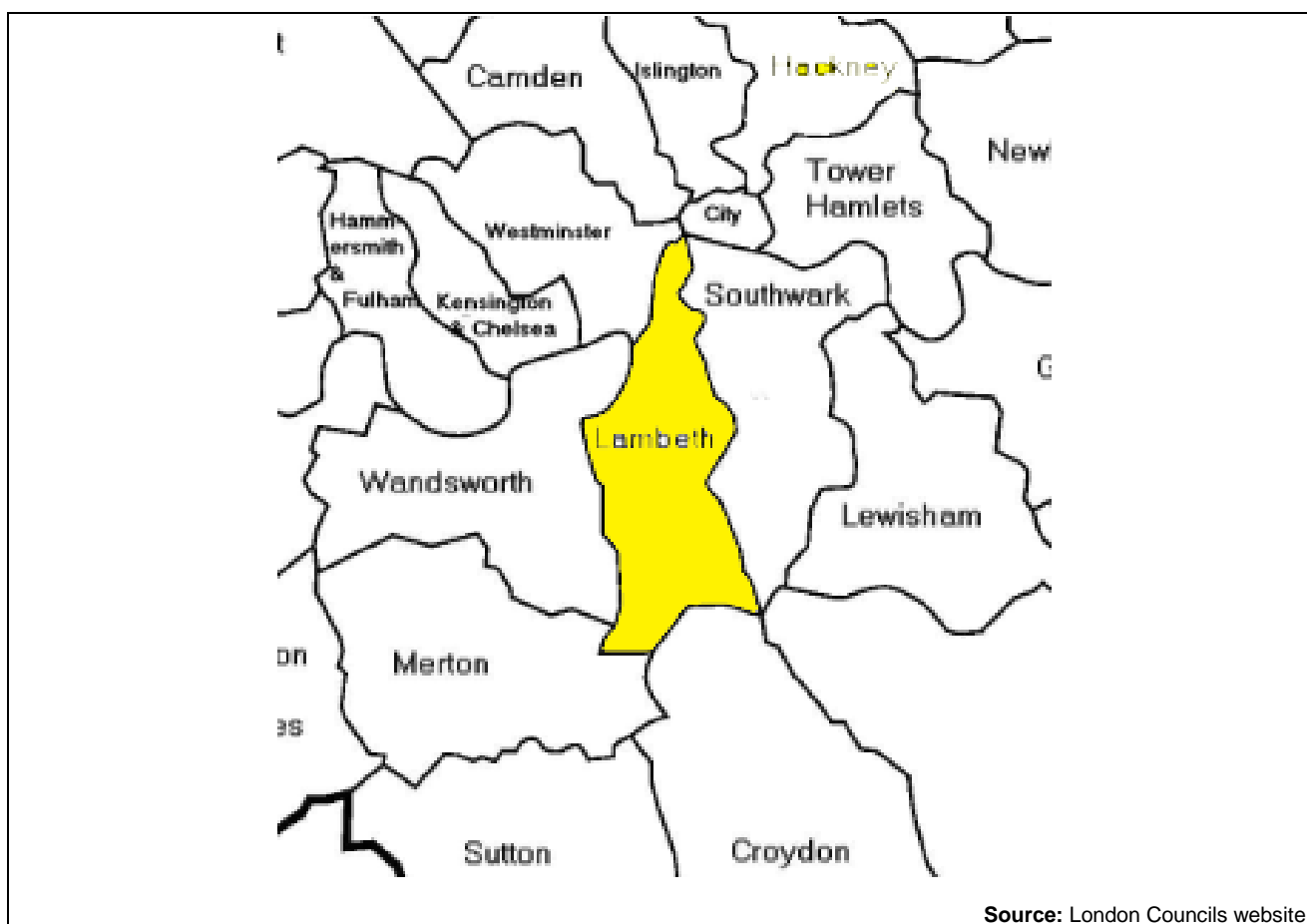
*Streets); Clean Air Borough; Public Realm/Pedestrian Improvements; Cycle Parking; Traffic Reduction and 20mph compliance (Safe Speeds).*

- Discretionary funding: *Liveable Neighbourhoods; Principal road renewal; Bridge strengthening.*
- Strategic funding: *Bus Priority; London cycle grid; Quietways; Mayor's Air Quality Fund; Low Emission Neighbourhoods.*

## 2.4 Defining the assessment area

The spatial scope for the SEA is the London Borough of Lambeth area. The SEA also takes account of potential impacts on adjoining boroughs as appropriate. **Figure 2.1** following shows a map of the London Borough of Lambeth area.

**Figure 2.1: London Borough of Lambeth Area and adjoining boroughs**



## 2.5 Timeframe for the Plan

The LIP includes a high-level indicative programme of investment for the three-year period from 2019/20 to 2021/22, as well as policies and potential schemes that cover the period up to 2041. This is therefore also the timeframe for the SEA.

## 2.6 Other policies, Plans, Programmes and Sustainability Objectives

### 2.6.1 National and Regional Policies

The most relevant plans and programmes at a national and regional (i.e. London-wide) level used as the basis to inform the objectives included in the appraisal framework for the SEA (See **Section 5.0** following) are set out in **Table 2.1** following:

**Table 2.1: Relevant National and Regional Policies Reflected in the SEA Objectives**

Topic	Policy Document
All topics	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The London Plan: The Spatial Development Strategy for London (2016)
	The New London Plan: Draft for Public Consultation (2017)
	Mayor of London's Environment Strategy (2017)
	National Planning Policy Framework (2018)
	Mayor of London's Walking Action Plan (2018)
	UK Government's Inclusive Transport Strategy 2018
	The London Health Inequalities Strategy (2018)
Air Quality	Air Quality Standards Regulations 2010
	Defra's Air Quality Plan (2016)
	Environment Act 1995
	EU Ambient Air Quality Directive (2008/50/EC)
	The Greater London Authority Act 1999
Climate Change Adaptation	Climate Change Risk Assessment (CCRA)
	EC White Paper: Adapting to Climate Change
	National Adaptation Programme (NAP)
	UK Low Carbon Transition Plan (2009)
Climate Change Mitigation	Climate Change Act 2008
	Promotion of the Use of Energy from Renewable Sources Directive (2009/28/EC)
	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement-
Fairness and inclusivity	Equality Act (2010)
Flood Risk	UK Water Strategy (2008)
Geology and Soils	England Soil Strategy, Safeguarding our Soils (2009)
	EU Environmental Liability Directive (99/31/EC)
Historic Environment	Ancient Monuments and Archaeological Areas Act 1979
	Planning (Listed Buildings and Conservation Areas) Act 1990
Materials and Waste	EU Waste Framework Directive (2008/98/EC)
	National Planning Policy for Waste (2014)
	Waste (England and Wales) (Amendment) Regulations 2014
Natural Environment and Natural Capital	Conservation of Habitats and Species Regulations 2010
	Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC
	Directive on the Conservation of Wild Birds 09/147/EC
	Natural Environment and Rural Communities Act 2006

Topic	Policy Document
	The Natural Choice – securing the value of nature (2011)
	Wildlife and Countryside Act 1981
Noise and Vibration	Environmental Noise (England) Regulations 2006
	EU Noise Directive (2000/14/EC)
Water Resources and Quality	Final Water Resources Management Plan 14 (WRMP14), 2015-2040 (Thames Water, July 2014) and Annual review June 2016; Affinity Water 2014 Water Resources Management Plan
	Thames River Basin District River Basin Management Plan (Environment Agency, December 2015)

### 2.6.2 London Borough of Lambeth Policies

The following policy documents published by the London Borough of Lambeth have also been used to inform the SEA objectives:

- Lambeth Air Quality Action Plan 2018.
- Lambeth Equality Commission 2017.
- Lambeth Local Plan 2015 and draft Local Plan Review 2018.
- Lambeth Health and Wellbeing Strategy 2016.
- Future Lambeth: Our Borough Plan 2016.
- London Borough of Lambeth (2012). State of the Borough 2012.
- Lambeth Local Distinctiveness Study 2012.
- London Borough of Lambeth (2011) - Surface Water Management Plan - March 2011.

## 3.0 Baseline Environmental Conditions

### 3.1 Air Quality

In common with other local authorities, air quality in Lambeth is monitored at several specific locations. This information is also used to model the quality of air across the borough and identify how this related to EU limit values and WHO thresholds. Lambeth has some of the highest levels of air pollution in the UK. Lambeth is failing to meet the EU annual mean concentration limit and exceeds the UK Government's air quality objectives for nitrogen dioxide (NO<sub>2</sub>); levels of particulate matter (PM<sub>10</sub>) are lower but there are risks of exceedances at some junctions, most notably in the north of the Borough<sup>10</sup>.

### 3.2 Attractive neighbourhoods

Lambeth Council has conducted a local distinctiveness study<sup>11</sup> and overview study<sup>12</sup> of the borough which, in addition to the Local Plan, identify six broad neighbourhoods based on physical characteristics, history and social identity. These are identified in **Figure 3.1** following, and can be characterised as follows:

- **North Lambeth** – North Lambeth consists of several smaller places, such as Waterloo, Kennington, Vauxhall and Oval. The Waterloo neighbourhood is a key part of central London, with strong movement and activity relationships with adjoining areas across and along the river. It is a major office location, containing more than half of Lambeth's jobs; one of the capital's most successful tourist areas; an international centre for culture and the arts (part of the London Plan South Bank/Bankside Strategic Cultural Area); one of London's most important transport hubs; and an opportunity area in the London Plan. The area is very diversified and contains many uses; there are an increasing number of hotels in Waterloo and significant health and education uses. St. Thomas' Hospital covers a large riverside site at the southern end of Waterloo and has a programme for development. Schiller University, King's College London and Morley College are on Westminster Bridge Road, while the London Nautical School has recently been refurbished and expanded.
- Vauxhall is currently the meeting point for several major distributor roads and is on the edge of the congestion charging zone. It suffers from a poor image, often associated with the over-scaled gyratory that dominates the environment. Vauxhall Cross provides access for rail, underground, bus and road users, and is the second busiest bus station in London. Vauxhall is renowned for its nightlife, with various lesbian, gay, bisexual and transgendered (LGBT) and other venues. The area is an active hub for the Portuguese community as well as being home to several voluntary sector organisations. It has a range of cultural and creative activities as well as a small number of successful independent retail and food outlets.

<sup>10</sup> London Borough of Lambeth (2017). **Lambeth Air Quality Action Plan 2017 to 2022 – May 2017**

<sup>11</sup> London Borough of Lambeth (2012). **Lambeth Local Distinctiveness Study 2012**.

<sup>12</sup> London Borough of Lambeth (2012). **State of the Borough 2012**.

Figure 3.1: Neighbourhoods in London Borough of Lambeth





The Kennington/Oval area sits between the railway viaduct in the west and Kennington Park in the east. It has good transport links to the West End and the City and for this reason is a much sought-after area to live in. It has a very clearly defined and distinctive sense of place and contains St Mark's Church, a grade II\* listed building; Kennington Park, a registered Historic Park; the nearby world-famous Oval cricket stadium; and the well-known Oval gasometers.

There is a diverse mix of building types in the area, with Victorian terraces and public housing estates predominating. The good architectural and structural quality of many properties in Kennington, typically three storeys or higher fronting the main roads and squares, has contributed to the gentrification of the area.

- **Stockwell** – Stockwell is home to one of Britain's largest Portuguese communities, many of whom originally come from Madeira. This has led to Stockwell becoming known locally as 'Little Portugal'. Many mid African and east African people also live in the area. The area 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. The area is one of the most densely populated in the UK, with a vast diversity of socio-economic and cultural backgrounds, including concentrations from Portugal and the Horn of Africa. Over 65 per cent of Stockwell's residents have lived in the area for over eight years. It is characterised by a relatively small district centre comprising 45 retail/service units and a very low vacancy rate. Development in Stockwell has led to the redefinition of street layouts and frontages in many areas. This has created inward looking 'island estates' with little animation on the street and underused shared public spaces. As a result, there is a perception of Stockwell as an unsafe, anti-pedestrian area. In addition, Stockwell is segregated by fast flowing arterial highways serving as transport corridors for Greater London which hinders pedestrian movement and limits the potential for a cohesive community.
- **Brixton** - A distinctive major town centre, Brixton has developed an international reputation based on its markets, cultural and creative energy and diversity. It has been an important focus for the Black Caribbean population since the start of immigration from the West Indies in the 1940s, an importance recognised by the visit of Nelson Mandela in 1996. Brixton has a rich architectural heritage with many landmark buildings in a significant conservation area and a lively evening economy. Brixton is a major administrative and employment centre with jobs across a range of sectors and levels and is a busy transport interchange with regular and quick access to the centre of London. The retail offer includes a unique range of specialist independent units, multi-cultural indoor and street markets, convenience units and multiple retailers, including clothes and food stores. This is popular with local people, but also attracts visitors and tourists from around the globe.

Herne Hill and Tulse Hill are small district centres nearby Brixton, well supported by a mixed community. Part of Tulse Hill is in Lambeth and part in the London Borough of Southwark, and it shares a conservation area across the borough boundary. Herne Hill adjoins Brockwell Park, which is one of south London's largest open spaces and is both designated Metropolitan Open Land and a registered historic park and garden. Brockwell Park is heavily used for a wide range of recreational and leisure activities and has been the subject of a major programme of investment to improve its facilities and restore its historic features. Herne Hill has a busy railway station and is at the convergence of several important roads and bus routes, providing a convenient opportunity for interchange.

Loughborough Junction 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 that local groups are working to transform into a lively, attractive neighbourhood. The area is dominated by several large estates of social housing, but east of the station there are streets of mainly privately-owned Victorian and Edwardian terrace houses, many of which are now divided into flats, both owner-occupied and privately rented. The centre of the junction remains industrial with many motor repair workshops existing alongside artists' studios, large sculpture warehouses, recycling centres and an electricity sub-station.

- **Clapham** - Clapham is an area of extremes with prosperous young commuters and poor social tenants living nearby. Leisure and hospitality play an important role in Clapham's economy, supporting many jobs and businesses. Clapham's evening economy is concentrated along Clapham High Street and in Clapham Old Town, with a cinema, many restaurants, bars and takeaways and several gay venues. However, the level of noise, litter and anti-social behaviour associated with this night-time activity often has significant impacts on the amenity of adjoining residential areas. Clapham Common is one of the prime open spaces in south London; it was designated Metropolitan Open Land and was awarded 'Best in Class' in the Green Flag Awards 2011. 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. Clapham's historic significance is focussed on Clapham Old Town, where there is a concentration of conservation areas and heritage assets.
- **Streatham** - Streatham is one of Lambeth's two major town centres, along with Brixton. Streatham is relatively affluent compared with other areas of the borough; population density and deprivation are both lower than average. It is best known for its residential areas and its High Road. The High Road is Streatham's defining feature; its nearly 2.5km of unbroken shopping, leisure attractions and outstanding architectural features is one of the longest high roads in Europe and much of Streatham Hill and Streatham High Road have been designated as conservation areas. Streatham's evening economy rivals the day time trade in terms of commercial activity and footfall, having a wide range of restaurants and bars and a 'family friendly' approach that allows anti-social behaviour to be kept to a minimum. Streatham is experiencing significant physical regeneration along the entire length of the High Road. The area abounds of Edwardian property and Edwardian period features combine to form a cohesive area. The streets are wide and despite lacking in street trees, benefit from the placement of bushes and plants in front gardens. Streatham Common contributes to the leafy open plan character as the ground rises views westward improve. Recent population growth has increased the diversity of the area, with a large Somali community in Streatham South and a Polish community in Streatham Vale. Streatham is home to the largest concentration of Asian residents in the borough, particularly in Streatham South.
- **Norwood** - Norwood is well known for its high quality of life and the pride local people have in being residents. West Norwood has a popular town centre, with a good range of shops, while new schools and leisure facilities are a focus for community activity. Norwood's arts attractions are popular with locals and visitors alike and its cemetery has become the 'Highgate of the south', an attraction which has put the area on the map. Although Norwood does not have the wide ranges of income and deprivation found elsewhere in Lambeth, it does have some areas where poverty is an issue. Thurlow Park ward is the most affluent part of the area, while Knight's Hill and Gipsy Hill wards are relatively more deprived. The Crown Lane area is particularly deprived.

West Norwood 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. West Norwood and Tulse Hill are of a strongly suburban nature, with lower density housing and more of a family and community focus. As a result, it has a distinctive character and offers a mixture of shopping, entertainment, cultural and leisure facilities; it also hosts a growing concentration of artists and artists' studios. There is a wide range of housing in the area, from large Victorian villas to small, more affordable flats and maisonettes. Social rented housing is concentrated in Knight's Hill and Gipsy Hill wards, while Thurlow Park ward is the most affluent part of the area.

The Upper Norwood area, in the south-east corner of the borough, is shared between four London boroughs: Croydon, Bromley, Southwark and Lambeth. It is one of the highest points in the London area and offers panoramic views towards central London. It is located close by to Crystal Palace Park which is a major regional asset.

### 3.3 Climate change mitigation and adaptation

The UK local and regional carbon dioxide (CO<sub>2</sub>) emissions statistics released by the Department of Energy and Climate Change (2018) identifies baseline CO<sub>2</sub> emissions for the London Borough of Lambeth were of 976.9 kilotonnes per annum (kpa). Of these 36 % were from non-domestic uses, 40 % from dwellings uses and 24 % from transport.

The most recent figures available, for 2016<sup>13</sup>, indicate that levels of CO<sub>2</sub> emissions have steadily decreased in Lambeth, with a peak of 1,435 kpa in 2006.

### 3.4 Energy use and supply

In 2016 (the latest figures available), Government statistics<sup>14</sup> indicated that 357,200 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Lambeth. This is higher than the average energy consumption for boroughs across Inner London. Of this, gas consumption accounted for 53 %, while 26 % was electricity consumption and 20 % petroleum products. 36 % of energy consumed was by industry, and 42 % was consumed in people's homes. 20 % of energy used was for transport.

### 3.5 Fairness and inclusivity

The population of the London Borough of Lambeth was just over 303,000 at the 2011 Census. This is estimated to have risen to nearly 334,750 at mid-2018, an increase of over 10%.

The breakdown of Lambeth's population by ethnicity is indicated in **Table 3.1** following:

**Table 3.1: Ethnic makeup of London Borough of Lambeth 2018**

Ethnicity	Number	%
White - British	125,333	37.4
White - Irish	9,491	2.8
Other White	62,299	18.6

<sup>13</sup> Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO<sub>2</sub> emissions: Statistical Release.**

<sup>14</sup> Department for Business, Energy and Industrial Strategy (2018) - **Sub-national total final energy consumption in the United Kingdom (2005 - 2016)** – 27<sup>th</sup> September 2018.

Ethnicity	Number	%
White and Black Caribbean	8,797	2.6
White and Black African	4,976	1.5
White and Asian	4,794	1.4
Other Mixed	9,127	2.7
Indian	4,930	1.5
Pakistani	3,165	0.9
Bangladeshi	2,162	0.6
Chinese	4,771	1.4
Other Asian	6,799	2
Black African	36,192	10.8
Black Caribbean	26,638	8
Other Black	16,654	5
Arab	1,979	0.6
Any other ethnic group	6,618	2
<b>Total</b>	<b>334,725</b>	<b>100</b>

Source: Census of Data

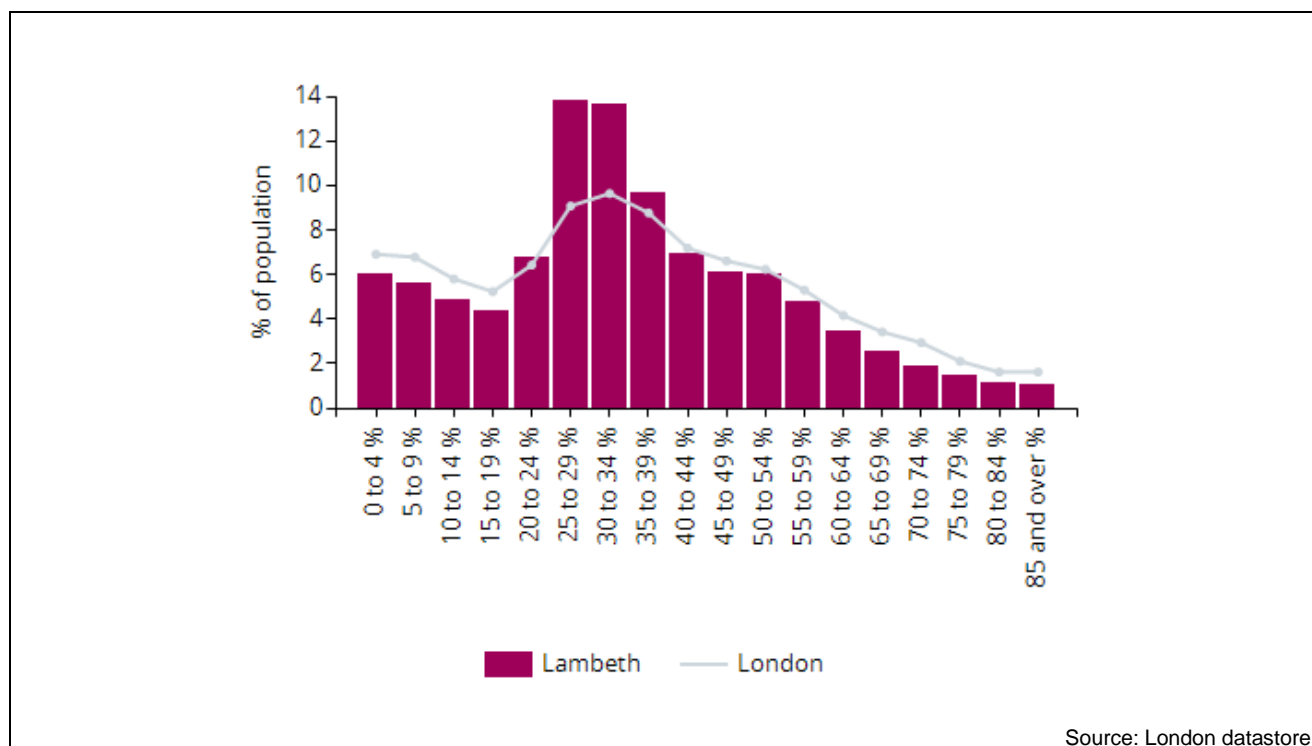
51% of Lambeth's population is male, while 49% is female. The ratio of males to female is marginally higher than that for London as a whole.

Lambeth has areas of affluence and areas of poverty, although it is not amongst the poorest boroughs in London. None of Lambeth's twenty-one wards is in the 10% poorest in London and Clapham Common ward is in the 10% most affluent. Although the borough is becoming less deprived, there is a persistent pool of economically inactive people with little mobility and this group tends to experience high levels of social exclusion and poor education, employment and health outcomes.

Lambeth is among the 10% most deprived authorities in England (out of 326 districts) on three deprivation scores: the headline figure rank of average rank, scale of income, and exclusion from the labour market. There are an estimated 49,000 people living in households with an income below 60% of the median before housing costs in Lambeth, and 87,000 people in a similar position after housing costs. A third of working age people and a quarter of people of retirement age in Lambeth are living in poverty. Around a fifth of employed residents are paid below the London Living Wage. The 2015 London Poverty Profile, produced by Trust for London and New Policy Institute, estimates poverty at borough by aggregating 14 scores. Lambeth, overall, is in the 16 least impoverished boroughs.

The age structure of the population in Lambeth is shown in **Figure 3.2** following. The borough has a much higher proportion of people aged between 25 and 35 compared with the average for London. 27% of Lambeth's population fall within this age group compared with 18.5% for London as a whole. Lambeth is also home to a marginally lower proportion of those aged under 20 and those aged over 55 than London as a whole.

**Figure 3.2: Age Group Breakdown Projections for Lambeth, 2018**



### 3.6 Flood risk

Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an area flooding and are principally along the River Thames, in the North Lambeth area around Waterloo, Vauxhall and the Oval. The three zones are:

- **Flood Zone 1** has less than 0.1% chance of flooding in any year (or 1:1000-year chance). There are very few restrictions on development these areas, exception where proposed development over 1ha in size, or is in a Critical Drainage Areas (i.e. deemed to be at high risk of flooding from rainfall).
- **Flood Zone 2** has between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance).
- **Flood Zone 3** has 1% or greater probability of flooding from rivers.

The flood risk zones in the London Borough of Lambeth are illustrated in **Figure 3.3** following. More information on water resources in the borough is provided in **Section 3.14** below.

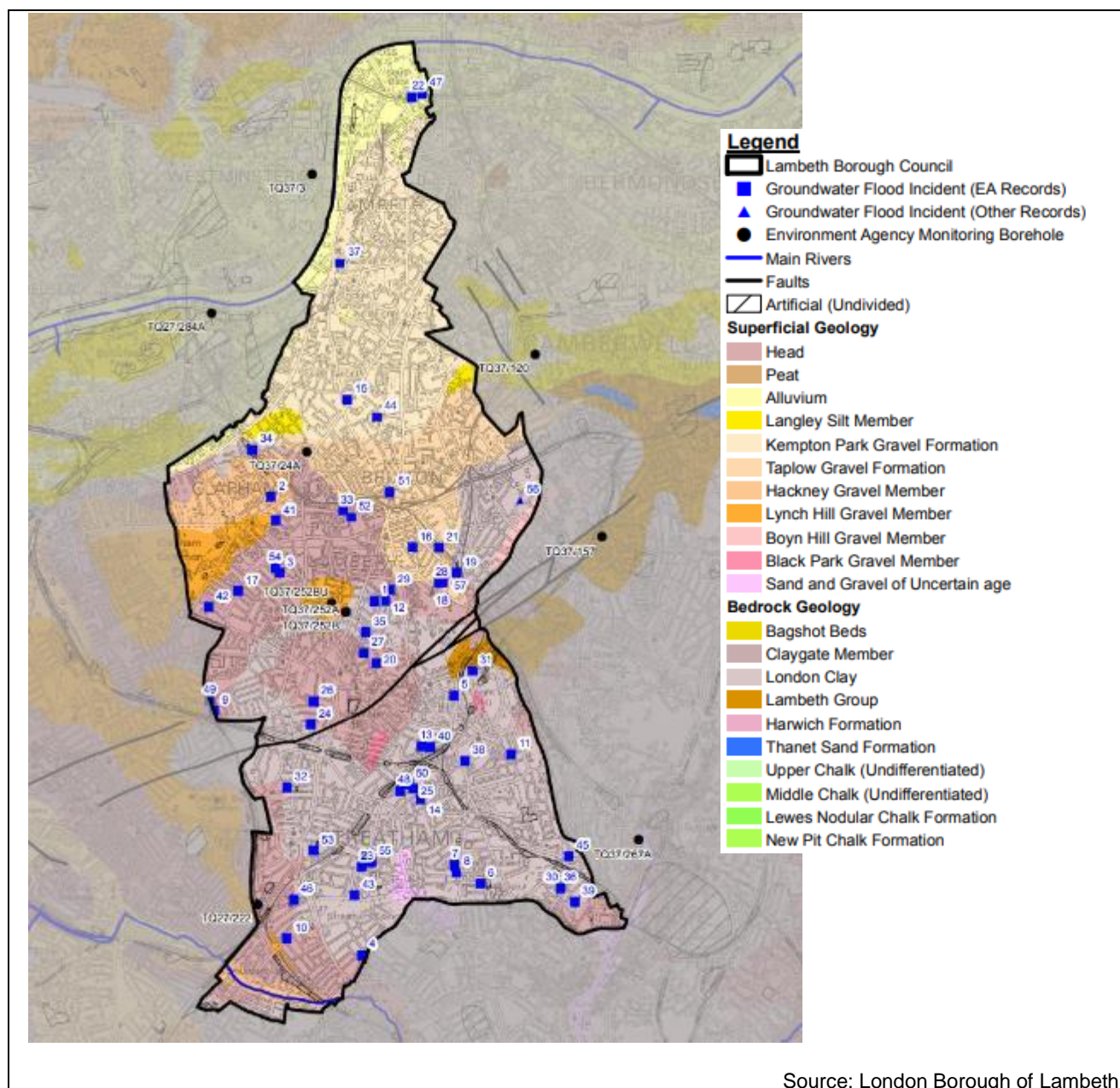


Source: The Environment Agency

The Borough is within the London Basin, bounded by chalk uplands: to the south by the North Downs and to the north by the Chiltern Hills.

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**Figure 3.4: Geology and Soils in the London Borough of Lambeth**



Source: London Borough of Lambeth

### 3.8 Historic Environment

The London Borough of Lambeth has a rich architectural heritage with many special places and buildings from throughout Lambeth's history. 62 areas, covering approximately a third of the borough, are designated as conservation areas, recognising their special architectural or historic interest and their character and appearance.

Over 2,300 buildings and structures in Lambeth are nationally listed for their special historical or architectural interest. In addition, 8 open spaces in Lambeth are on Historic England's Register of Parks and Gardens.



### 3.9 Materials and waste

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. Lambeth has several sites currently used for waste management, but these do not have the capacity to manage this quantity of waste.

All of Lambeth's residual municipal waste is transformed into energy at the Belvedere facility in the London Borough of Bexley.

### 3.10 Mental and physical wellbeing

Lambeth fares comparatively worse for health inequalities when compared 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 is improving but is still about one and a half years lower for both men and women compared to England as a whole. However, in some of the most deprived wards in Lambeth life expectancy is five and three years lower than for England for men and women respectively. This reflects the significant adverse effect of poverty and deprivation on health.

The effects of environmental issues on health are more concentrated in certain parts of the borough. For example, town centres and other areas with traffic congestion experience poorer air quality with consequent impacts for people vulnerable to respiratory and heart conditions.

### 3.11 Natural Capital and Natural Environment

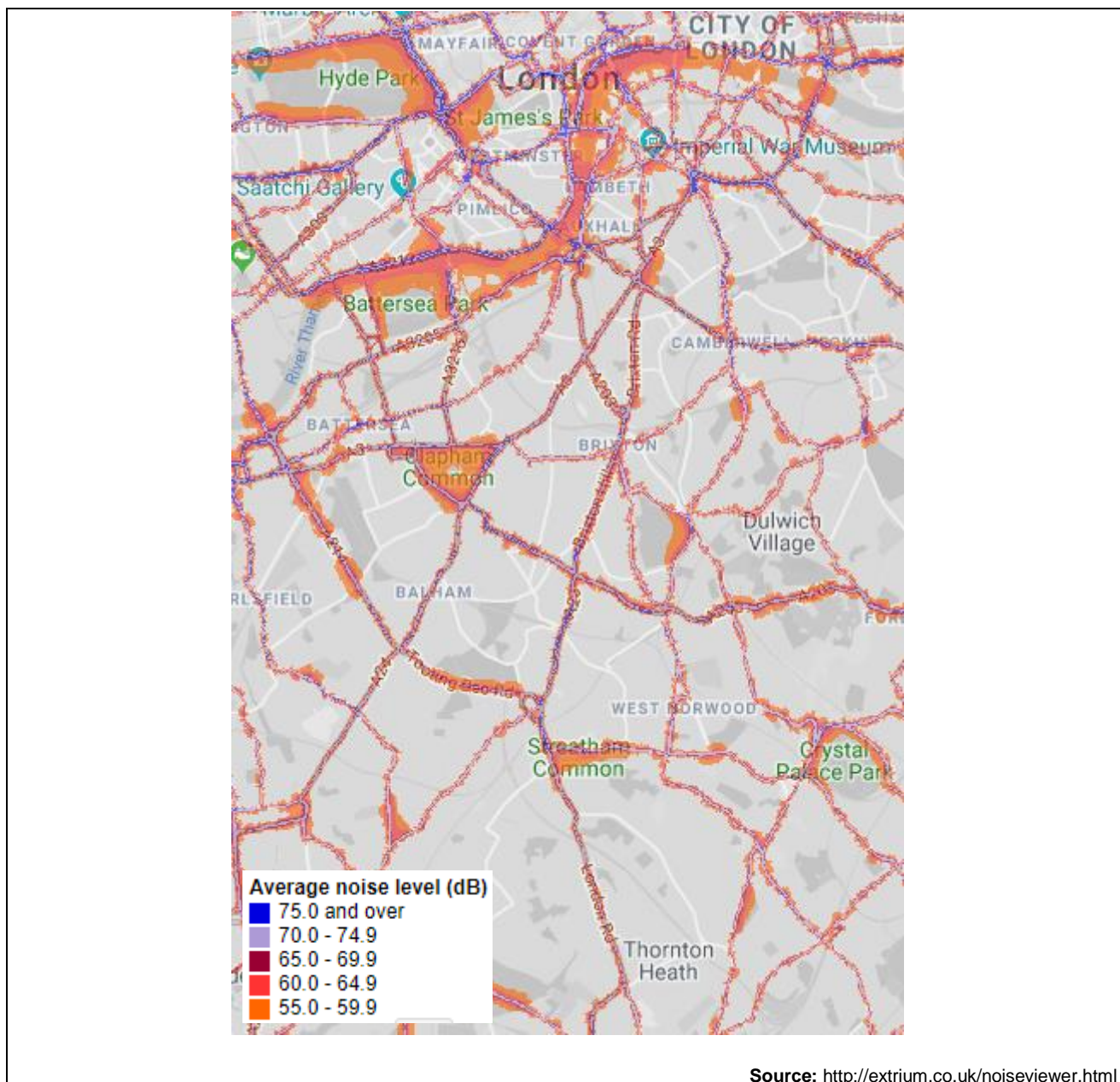
Lambeth has identified ten priority habitats and seven priority species for the borough. There are currently 48 designated Sites of Importance for Nature Conservation (SINCs) and the SINC review recommends another three sites for SINC designation. Several bat records from Vauxhall Pleasure Gardens in 2013 suggest the open space may have some value as commuting or foraging resource. Hedgehogs are a London and Lambeth Priority Species, with numbers falling due to habitat fragmentation and availability of food. Lambeth appears from these records to have several hedgehog hotspots, located around Norwood Park, Tulse Hill and Brockwell Park.

There are no European Sites within a 10 km radius of Lambeth.

### 3.12 Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 3.4.** following shows estimated levels of road traffic noise, which is the primary noise source in most parts of the Borough. This is based on the strategic noise mapping exercise undertaken by the Government in 2012, and shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

Figure 3.4: LAeq 16-hour road traffic noise levels in London Borough of Lambeth 2012



As can be seen, as the principal source of noise in Lambeth is road traffic, the main areas affected are where sensitive receptors are close to the main road network, e.g. Vauxhall Cross, Waterloo and Clapham Common.

### 3.13 Safety and security

From September 2010 to September 2018, overall crime level remained stable across Lambeth. The three most common crimes are notably theft and handling, violence against the person and burglary. The levels of theft and handling crimes in Lambeth have been unsteadily decreasing in the 2017/2018 period and are in line with the average of London Boroughs.

There is a spatial dimension to crime within the borough, with crime incidents, particularly incidents of violent crime, concentrated in places with high deprivation as well as around public transport interchanges. Young people are more likely to be both victims and perpetrators of violent crime and those aged 13-21 are more likely to be victims of personal robbery.

### **3.14 Water resources and quality**

Several surface water features have shaped the topography of the London Borough of Lambeth.

The rivers within the borough include:

- The River Effra, described as a lost river of London, is culverted along its entire course and flows entirely underground. The River Effra rises to the south of the borough near Crystal Palace, and flows in a northerly direction through Norwood Cemetery, Dulwich, Herne Hill, Brockwell Park, Brixton, Kennington to flow out into the Thames by Vauxhall Bridge.
- The River Graveney, a tributary to the River Wandle, runs through the Streatham / Norbury area to the southern extent of the borough, joining the Wandle at South Wimbledon. The watercourse is canalised throughout the study area having artificial banks and bed.

The Tidal River Thames forms part of the northern boundary of the Lambeth BC area, flowing north eastwards from Nine Elms and Vauxhall in the west to the Oxo Tower in the east. The River Thames is a key local and regional asset, used and valued equally by local communities, workers and visitors, and flora and fauna. 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.

## 4.0 Topics to be Covered in the SEA

### 4.1 Overview

The information that needs to be included in an Environmental Report of a SEA is specified in Schedule 2 of the SEA Regulations. Whether or not a topic is to be included in the scope of the SEA will depend on whether the proposals set out in the LIP will be likely to result in significant environmental effects. A commentary on the reasons why topics are included in the scope of the SEA is also provided.

The SEA will also consider the inter-relationship between the issues referred to Schedule 2 of the SEA Regulations as indicated in the table following.

To produce a focused, concise and accessible Environmental Report, avoiding duplication of other assessments, in scoping the SEA we have taken account of the Government's advice on SEA<sup>15</sup>. This says that SEA should reflect the stage in the decision-making process at which the LIP is being produced, and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. In this respect, we have considered the findings of assessment set out in the Integrated Impact Assessment of the MTS<sup>16</sup>. We have also avoided the assessment in detail of effects associated with particular proposals of the LIP which may be assessed more appropriately as part of the specific consent processes that will be part of their delivery.

### 4.2 Topics to be Covered in the SEA

The environmental topics to be covered in the SEA are set out in **Table 4.1** following, together with an indication of how these relates to the requirements of the Regulations.

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<sup>15</sup> Office of the Deputy Prime Minister, et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – London, ISBN 1851127887

<sup>16</sup> Jacobs et al (2017) – **Integrated Impact Assessment of the Consultation Draft of the Mayor's Transport Strategy 3** – Transport for London, June 2017.

**Table 4.1 Topics to be Covered in the SEA**

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Air Quality	(h) air	Y	Road traffic is the main source of local air pollution in Hackney, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect air quality.
Attractive neighbourhoods	(b) population; (c) human health; (l) landscape; (k) cultural heritage, including architectural and archaeological heritage	Y	The presence of traffic, and noise and air pollution due to it, is a major factor in the way that the attractiveness of neighbourhoods is perceived. Air and noise pollution also directly affects human health adversely. Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.
Climate change mitigation and adaptation	(i) climatic factors	Y	CO <sub>2</sub> emissions from road traffic is one of the major sources of greenhouse gases, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect these emissions. Measures to encourage uptake of alternative fuels will also have an effect.
Energy use and supply	(j) material assets	Y	Transport is a major consumer of energy in Lambeth and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect this. Measures to encourage uptake of alternative fuels will also have an effect.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Fairness and inclusivity	(b) population; (c) human health	Y	The way that people travel and access the facilities that they need is an important factor in inequalities experienced within Lambeth. This not only affects levels of deprivation in terms of access to education and jobs, but also has an impact on health inequalities due to the unequal distribution of pollution levels across the Borough.
Green infrastructure	(a) biodiversity; (b) population; (c) human health; (d) fauna; (e) flora;	Y	Provision of green infrastructure can help avoid or minimise environmental damage of policies or proposals and provide enhancements in terms of biodiversity and human health.
Flood risk	(g) water	N	There is a significant flood risk only in very limited areas of the Borough. The proposals to be set out in the LIP are unlikely to directly affect these areas. Any detailed proposals coming forward in areas with higher levels of flood risk will be subject to risk assessments during the development of designs. On this basis, it is concluded that significant effects on flood risk levels will not occur at the strategic level due to implementation of the LIP.
Geology and soils	(f) soil	N	The proposals to be set out in the LIP are unlikely to involve extensive excavation work or disturbance of soils. Any detailed proposals coming forward in areas with risk of land contamination will be subject to risk assessments during the development of designs. On this basis, it is concluded that significant effects on geology and soils will not occur at the strategic level due to implementation of the LIP.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Historic Environment	(k) cultural heritage, including architectural and archaeological heritage;	Y	Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.
Materials and waste	(j) material assets	N	Other than energy (see above) transport is not a significant user of materials in Lambeth, nor a significant generator of waste. The proposals to be set out in the LIP are unlikely to involve extensive excavation work or generation of waste either. On this basis, it is concluded that significant effects on materials and waste will not occur at the strategic level due to implementation of the LIP.
Mental and physical wellbeing	(b) population; (c) human health	Y	Air pollution and noise from road traffic can be a significant factor in health inequalities.
Mobility	b) population; c) human health	Y	Better access to employment can have a beneficial effect on equity and health for the most deprived areas and communities.
Natural Capital and Natural Environment	(a) biodiversity; (d) fauna; (e) flora;	Y	Pollution from transport and the physical presence of transport infrastructure can have significant effects on fauna, flora and biodiversity.
Noise and vibration	(b) population; (c) human health	Y	Transport is a major source of noise and vibration in Lambeth, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect noise and vibration levels.



SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Safety and security	(b) population; (c) human health	Y	Road traffic accidents account for a significant proportion of injuries reported within Lambeth. The presence of traffic and the design of the urban realm are also important factors in the perception of how safe people feel in public places.
Provision of essential infrastructure	j) material assets	Y	This will avoid or minimise the adverse effects of meeting current or likely future demands.
Regeneration and efficient use of land	f) soil; j) material assets	Y	This can avoid or minimise effects on the most deprived areas and communities and encourage re-use of previously developed land and existing buildings.
Tackling wordlessness	(b) population; (c) human health	Y	Better access to employment can have a beneficial effect on equity and health for the most deprived areas and communities.
Water resources and quality	(g) water;	N	The proposals to be set out in the LIP are unlikely to directly affect water resources. Any detailed proposals coming forward in areas in proximity to water resources will be subject to risk assessments during the development of designs and means of controlling water pollution will be included in these. On this basis, it is concluded that significant effects on water resources and quality will not occur at the strategic level due to implementation of the LIP.

### 4.3 Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the LIP, and meaningful comparisons made of the environmental implications of each. Experience tells us that, in the context of LIPs delivering the policies and proposals already identified in the MTS, it can be assumed that the only real reasonable alternative to the LIP proposals is the “do-nothing” scenario. On this basis, we do not propose to manufacture other alternatives simply for comparison in the SEA.

However, the SEA will examine the process that Lambeth Council has used to identify and prioritise the proposals included in the LIP, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the LIP. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the LIP at the point when these are published.

### 4.4 Habitats Regulations Assessment

As well as SEA, the LIP may also require a Habitats Regulations Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) if it is likely to have significant effects on European habitats or species.

HRA is the process that considers whether a plan is likely to have significant effects on a European site designated for its nature conservation interest. The protection given by the EU Habitats Directive is transposed into UK legislation through the Habitats Regulations. Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs) and Special Protection Areas (SPAs) are protected under the Regulations.

HRA is sometimes referred to as ‘Appropriate Assessment’ (AA) although the requirement for AA is first determined by an initial ‘Screening’ stage. This typically comprises:

- Identifying international sites in and around the plan/ strategy area;
- Examining conservation objectives of the interest site, where available; and
- Reviewing the plan proposals and considering their potential effects on European sites in terms of their magnitude, duration, location, and extent.

As is noted in **Section 3.11** above, there are no European sites within 10km of Lambeth. As there is no proximity to such areas in relation to the proposals set out in the LIP, and the characteristics of the proposals, it is concluded that no significant environmental effects on such protected areas that may affect their conservation objectives will be likely to arise from implementation of the LIP. On this basis, no further assessment will be undertaken.

## 5.0 SEA Objectives and Framework

### 5.1 Objectives

Temple and Steer have confirmed with Lambeth Council that it is happy to use the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment.

We have also taken account of the Scoping Report that was produced by London Borough of Lambeth<sup>17</sup> and consulted on with the statutory environmental bodies, together with the responses received from them.

The SEA topics indicated as in scope in **Section 4.0** above and the objectives against which the proposals set out in the LIP will be evaluated are set out in **Table 5.1** below.

**Table 5.1: TfL/GLA environmental objectives for SEA**

Environmental topic	TfL/GLA Objective
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population
Green Infrastructure	To create, manage and enhance green infrastructure
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.

<sup>17</sup> London Borough of Lambeth (2108) - **Strategic Environmental Assessment of Lambeth's Draft Transport Strategy & Third Local Implementation Plan: Draft Scoping Report** – August 2018

Environmental topic	TfL/GLA Objective
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as contaminated land.
Safety and security	To contribute to safety and security and generate the perceptions of safety
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.

We will review the baseline information collated, together with the outcomes of the Integrated Impact Assessment undertaken for MTS3 and other information on the specific proposals likely to come forward through the LIP to identify the existing sustainability issues that are relevant.

## 5.2 SEA Framework Matrix

To evaluate the effects of the LIP, Temple and Steer will use the adapted GLA SEA framework matrix as illustrated in **Table 5.3** on the following pages.

In the SEA framework matrix, effects will be evaluated using the following scale, as set out in **Table 5.2** following:

**Table 5.2: Scale to be used for Evaluation of Environmental Effects in the SEA**

Scale of effect		Definition
++	Major positive effect	LIP contributes greatly towards achieving the IIA objective/Significant Effect
+	Minor positive effect	LIP contributes to achieving the IIA objective
0	Neutral or no effect	LIP does not impact upon the achievement of the IIA objective
-	Minor negative effect	LIP conflicts with the IIA objective
--	Major negative effect	LIP greatly hinders or prevents the achievement of the IIA objective/Significant Effect
?	Uncertain	LIP can have positive or negative effects but the level of information available at a time of assessment does not allow a clear judgement to be made

**Table 5.3: SEA Framework Matrix**

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM <sub>10</sub> , NO <sub>x</sub> , NO <sub>2</sub> )?			
		Will it help to achieve national and international standards for air quality?			
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?			
		Will it result in air quality changes which negatively impact the health of the public?			
		Will it reduce the number of premature deaths caused by poor air quality?			
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?			
		Will it improve the use of the urban public realm by improving its attractiveness and access?			
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?			
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?			
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?			
		Will it improve access to services during severe weather events?			
		Will it reduce exposure to heat during heatwaves?			
		Will it enable those vulnerable during severe weather events to recover?			



Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?			
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups			
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?			
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?			
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?			
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?			
		Will it provide infrastructure to make a better use of renewable energy sources?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?			
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?			
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: <ul style="list-style-type: none"> <li>• enhance/create good quality and accessible green infrastructure or open spaces?</li> <li>• promote increased access to green infrastructure where appropriate?</li> </ul>			
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?			
		Will it improve the wider historic environment and sense of place?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
	in relation to their significance and their settings.	Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?			
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?			
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?			
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?			
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?			
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve access to greenspaces for recreational and health benefits?			
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?			
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	<p>Will the strategy/policy...</p> <ul style="list-style-type: none"> <li>• encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)?</li> <li>• encourage greater efficiency in the transport network, such as through higher load factors?</li> <li>• integrate new development, especially residential development, with sustainable transport choices?</li> <li>• improve accessibility to work by public transport, walking and cycling?</li> <li>• reduce road traffic accidents, especially involving cyclists?</li> </ul>			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?			
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?			
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?			
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?			
		Will it increase the planting of green roofs, green walls and soft landscaping?			
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it result in a greener public realm that can enhance mental health benefits?			
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?			
		Will it reduce levels of noise generated?			
		Will it reduce inequalities in exposure to ambient noise?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
		Will it reduce night time noise in residential areas?			
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			



Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: <ul style="list-style-type: none"> <li>• transport</li> <li>• green infrastructure</li> <li>• flood defences</li> </ul>			
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy... <ul style="list-style-type: none"> <li>• have benefits to the most deprived areas and communities?</li> <li>• help make people feel positive about the area they live in?</li> <li>• ensure the provision of adequate quantities and type of public realm?</li> <li>• protect the Borough's soil resource?</li> </ul>			
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy... <ul style="list-style-type: none"> <li>• improve accessibility to employment, especially for local people?</li> <li>• Help all young people have opportunities to achieve their ambitions?</li> </ul>			

## 6.0 Next Steps

### 6.1 Development of the LIP and LTS

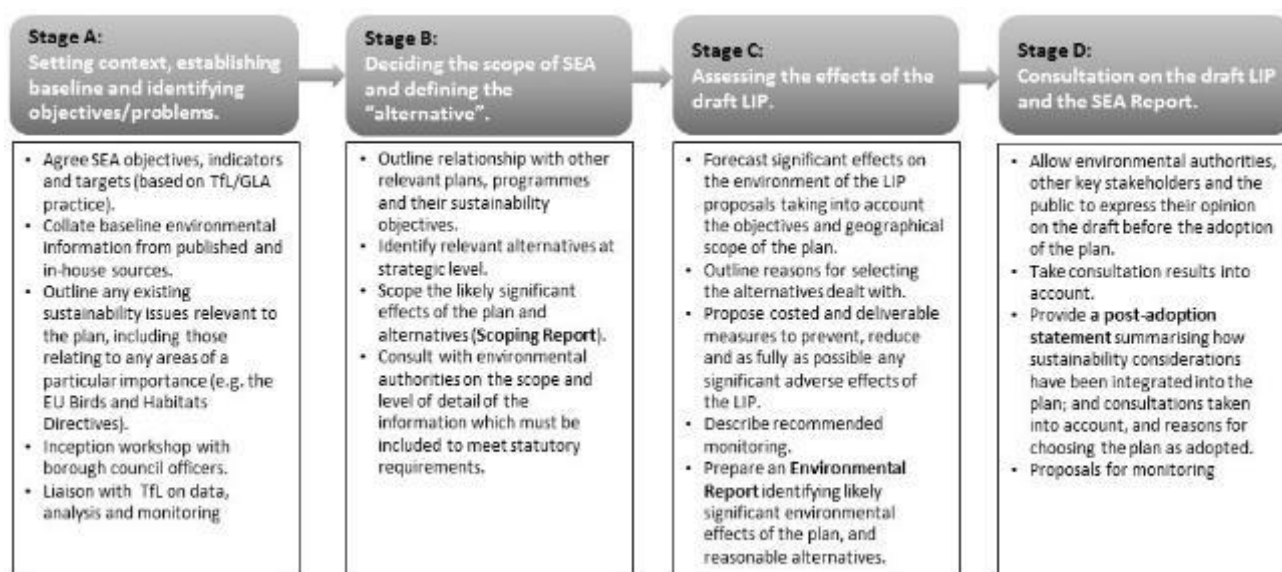
A draft of the LIP and LTS will be submitted to Transport for London in November 2018 for comment. Following this, Lambeth Council will be conducting a public consultation exercise on the LIP proposals during the Autumn/Winter 2018 period.

Taking account of the comments received from TfL and the outcomes of the consultation, Lambeth Council will then make any revisions to the LIP and LTS that may be necessary, and a final version will be sent to the Cabinet Member for Environment for approval in January 2019.

### 6.2 Remaining Stages in the SEA Process

The stages that Temple and Steer are following in the SEA process are illustrated in **Figure 6.1** below:

**Table 6.1: Stages in the SEA Process**



Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Scoping Report represents the output from Stages A and B of the process illustrated above. While TfL are considering their response to the draft LIP, and the public consultation is being undertaken, Temple and Steer will continue to evaluate the proposals in the draft LIP and LTS, and complete the SEA Report (Environmental Report).

Based on the information on LIP proposals and LTS provided by the borough council officers, we will assess the effects of these in terms of the TfL/GLA objectives identified in **Table 5.1** in the preceding section. This will identify changes to the environmental baseline arising from the LIP and

LTS, comparing these against the SEA objectives. Following Government guidance<sup>18</sup> this most likely will be expressed in qualitative terms drawing on readily available data, reflecting uncertainty around the detail of proposals set out in the LIP at this stage and therefore as equally valid and appropriate as quantified data.

In line with regulatory requirements, the strategic environmental effects of the LIP will be described in terms of magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are secondary, cumulative and/or synergistic effects. Although not all changes will be expressed in quantitative terms, the descriptions will be equally valid and appropriate. They will be expressed in easily understood terms on a scale from ++ (very positive) to -- (very negative), as indicated in **Table 5.2** above, and linked to specific objectives. Wherever possible, the changes described will be supported by evidence (references to broader research, discussions with stakeholders or arising from consultation).

The Environmental Report for each borough will collate information from the stages in the SEA clearly and concisely. The processes, consideration of alternatives and sifting will all be clearly summarised in a non-technical way. Legislation, guidance and our experience points towards the SEA Report including the following:

- An outline of the LIP and LTS, and fit with other plans;
- Baseline conditions, including sensitive sites (i.e., without implementation of the plan);
- SEA objectives and how these have been used;
- Likely significant effects;
- Proposed mitigation and enhancement measures;
- Reasons for selecting the preferred strategy, and a description of how alternatives were considered;
- Proposed monitoring of the environmental outcomes of implementing the LIP;
- A non-technical summary of the above information; and
- How consultations affected outcomes.

Each section of the Environmental Report will note any circumstances and impacts unique to individual areas. Throughout the process, Temple and Steer will apply their expert knowledge gained from our previous experience of the legal requirements of the process and 'best practice' examples from our experience of assessments and transport plans.

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<sup>18</sup> Office of the Deputy Prime Minister et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – Paragraph 5.B.10, London.

During Stage D, Temple and Steer will prepare the Post-Adoption Statement on behalf of Lambeth Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting. The basis of monitoring will have been set out in the Environmental Report as noted above.





