



Lambeth

Lambeth Local Plan

Adopted September 2015





London Borough of Lambeth

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Executive Summary

The Lambeth Local Plan sets out planning policies for Lambeth to guide growth in housing and jobs, infrastructure delivery, place-shaping and the quality of the built environment over the next 15 years to 2030. It replaces the Lambeth Core Strategy 2011 and remaining saved policies in the Unitary Development Plan 2007. Along with the London Plan, it forms the new statutory development plan for the borough.

The Local Plan retains the spatial strategy, vision and strategic objectives of the Lambeth Core Strategy adopted in January 2011. These are recently adopted and are still up-to-date and valid. However, the approach to some strategic policy issues has been reviewed in light of the council's Community Plan 2013-16, new evidence, publication of the National Planning Policy Framework in March 2012 and adoption of the London Plan 2011 (as amended by the Revised Early Minor Alterations October 2013).

The following key strategic policy issues have been reviewed as part of the preparation of the Local Plan:

- the approach to protection of employment land
- the capacity for retail development in the borough
- the approach to managing town centre uses
- the approach to delivery of affordable housing
- the approach to student accommodation.

In addition, detailed development management policies and site allocations have been included where necessary to achieve the plan's strategic objectives. New place specific policies for Loughborough Junction and Upper Norwood are included, along with revisions to the approach in Brixton and Vauxhall to reflect new work in those areas.

In summary, the guiding spatial approach in the Lambeth Local Plan is:

- 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 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 new, 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 50 per cent affordable housing across the borough, with flexibility only in very clearly defined circumstances
- preferred borough-wide dwelling mix for affordable housing defined in policy, based on evidence of housing needs in the borough
- support for tall buildings in appropriate locations to deliver regeneration and economic objectives in accordance with London Plan and national policies
- maintaining the existing policy approach to Key Industrial and Business Areas (KIBAs), but with some revisions to boundaries
- support for community facilities to meet the changing needs of Lambeth's communities, including the need for additional school places.

Section 01:

Introduction



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.

1.2 A local plan must achieve **sustainable development** for the area it covers. As set out in national planning policy, pursuing sustainable development 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.

1.3 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 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 site allocations) for shaping individual places and neighbourhoods (section 11).

1.5 The policies in the Local Plan are designed to be read and applied as a whole. Proposals for development should address all relevant policies in the plan, including site allocations where relevant. Site allocation policies are included 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 A limited number of supplementary planning documents (SPDs) will elaborate on particular aspects of policy in the Local Plan. These 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.

1.7 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

1.8 The Local Plan retains the spatial strategy, vision and strategic objectives of the Lambeth Core

Strategy adopted in January 2011. These are recently adopted and are still up-to-date and valid (subject to factual updating). However, the approach to some strategic policy issues has been reviewed in light of the council's Community Plan 2013-16, new evidence, the publication of the National Planning Policy Framework in March 2012 and 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.

1.9 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.

1.10 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.



1.11 The Local Plan was the subject of ongoing sustainability appraisal during this process. The sustainability appraisal included assessment of equalities and health and wellbeing impacts. 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

- 1.12 Government sets out national planning policy in the form of the National Planning Policy Framework (NPPF, March 2012).
- 1.13 Lambeth's 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.

- 1.14 The Local Plan was 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 a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development
- Justified** – the plan should be the most 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
- Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

The London Plan

- 1.15 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.
- 1.16 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 Local Plan.
- 1.17 All references to 'The London Plan' in this Local Plan relate to 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.
- 1.18 The objectives of The London Plan are to ensure that London is:
- 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.
- 1.19 In relation to Lambeth, the London Plan:
- requires at least 1,195 net additional homes to be delivered in Lambeth every year during the period of the Local Plan
 - requires 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)
- sets London wide targets for minimising carbon dioxide emissions
- identifies a waste apportionment of 313,000 tonnes per annum by 2031
- seeks the promotion of tall buildings on suitable sites
- protects strategic views including those of the Palace of Westminster and St Paul's Cathedral.

Duty to Co-operate

- 1.20 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.

- 1.21 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. 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 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.

- 1.22 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).
- 1.23 Neighbouring boroughs and other public bodies will continue to be actively engaged during the delivery and implementation of the Lambeth Local Plan.
- 1.24 The key cross-border strategic 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
- 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
- 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.

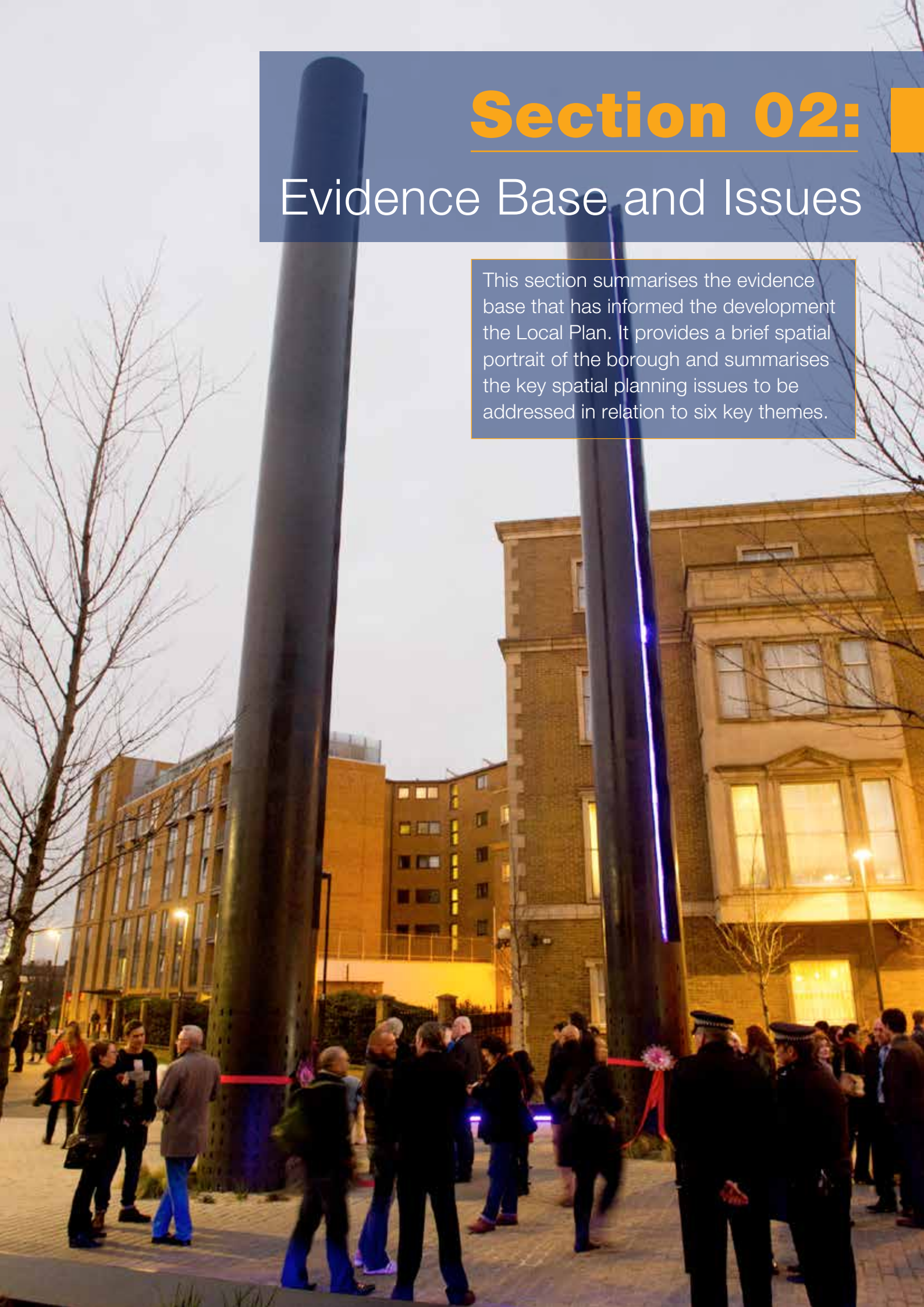
Local Plan Review

1.25 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 use 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 02:

Evidence Base and Issues

This section summarises the evidence base that has informed the development of 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 and Issues

Evidence Base

2.1 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.

2.2 A full list of evidence base documents is provided in Annex 1. In some cases, evidence in relation to specific aspects of policy has been summarised into Topic Papers. These are also listed in Annex 1.

2.3 References to evidence base documents and Topic Papers are used throughout the Local Plan to justify the statements made.

Spatial Portrait - Lambeth Today

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

Population

2.5 In common with the rest of inner London, Lambeth's population has grown rapidly in recent years, expanding from a quarter of a million in the 1990s to 303,100 in 2011 (2011 Census data, ONS). The Greater London Authority (GLA) project that, if current trends continue, the population will grow to 357,000

by 2030 (GLA demographic projections 2012 round, DCLG 2011 based, SHLAA based).

2.6 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 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.

2.7 Population turnover, or 'churn', is currently estimated at 22 per cent every year (SOB report 2012).

Diversity

2.8 Lambeth has an even more ethnically diverse population than the rest of the capital. During the early post World War II period the borough became known as an important focus for the Black Caribbean population. It also has a growing African population and 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. 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).

2.9 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.

2.10 London has a relatively young age profile compared to the whole country, and Lambeth is young within that. 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 Caribbeans (SOB 2012).

Deprivation

- 2.11 The 2010 Index of Multiple Deprivation (IMD) places Lambeth as the fifth most deprived borough in London and 14th most deprived in England. This is worse than in 2007 when the borough was ranked 19th in England (SOB report 2012).
- 2.12 Lambeth combines areas of affluence with areas of severe poverty and deprivation. The most deprived areas are spread throughout the borough but are particularly concentrated in Coldharbour 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. 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

2.13 Lambeth's housing stock is typical of inner London, with a large proportion of flats - 73 per cent in total of which about two-thirds are purpose built and one-third conversions - and a correspondingly small proportion of houses (approximately 26 per cent) (Census 2011). Around 67 per cent of households live in rented accommodation (both social and private rented) and 30 per cent own their own home, similar to other inner London boroughs. Twenty per cent of households rented from the council in 2011, down from 29 per cent in 2001. The proportion of private renters increased from 18 per cent to 28 per cent during this period (Census data ONS).

- 2.14 The average house price in Lambeth in July 2013 was £403,103 (Land Registry). The average weekly private rent for a two-bedroom property in Lambeth in July 2013 was £330 (median market rent, London Rents Map). 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).
- 2.15 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).
- 2.16 There are fifteen pitches for gypsies and travellers at the Lonesome Depot site in Streatham Vale. Future need for gypsy and traveller accommodation was assessed during 2014.

Economy

- 2.17 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).
- 2.18 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.
- 2.19 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).



2.20 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).

2.21 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).

2.22 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

2.23 Lambeth has 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.

2.24 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 2,018 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.

2.25 One hundred and twenty-three community languages are spoken in Lambeth schools in addition to English; Portuguese and Yoruba are the most common of these. Overall, educational attainment levels in Lambeth's schools 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 7.5 per cent compared to 4.7 per cent in London as a whole (NOMIS 2012)

- 2.26 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).
- 2.27 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

- 2.28 Public transport provision in the borough is generally good, with 14 overground stations evenly spread throughout the borough and nine underground stations predominantly in the north. However, much of Lambeth's public transport infrastructure is currently at or over capacity during peak hours. 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.
- 2.29 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 low levels of accessibility compared to the rest of Lambeth.
- 2.30 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 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.
- 2.31 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). 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.

- 2.32 The Eurostar terminal at Waterloo relocated to St. Pancras in November 2007, which presents an opportunity to reconfigure Waterloo Station.
- 2.33 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

- 2.34 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 2011). 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.
- 2.35 Eleven parks or open spaces were awarded the Green Flag by September 2013 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 and Hillside Gardens Park. West Norwood Cemetery is the only council-owned burial space within the borough. Lambeth Council also owns and manages Streatham and Lambeth Cemeteries, both of which are located in the London Borough of Wandsworth.
- 2.36 Lambeth has identified ten priority habitats and seven priority species for the borough. There are 45 designated Sites of Importance for Nature Conservation (SINCs) of which 96 per cent are or have been in positive conservation management in the five years prior to 2012. 13.8 hectares of Streatham Common was

designated as a Local Nature Reserve in January 2013.

- 2.37 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, Nov 2012 identifies Lambeth within Action Zone 2 – Central London. The Strategic Flood Risk Assessment 2012 also identifies spatial variation in flood risk from fluvial and surface water flooding.
- 2.38 Total energy consumption in Lambeth equates to 3.2 per cent of the total energy consumption in London and Lambeth ranks 11th out of the 33 London boroughs. The domestic sector accounts for over half of consumption in the borough and gas is the primary fuel type (82 per cent of total domestic consumption). In relation to levels of energy produced from combined heat and power, Lambeth ranks 24th among all London boroughs. It has been estimated that 32,800 (26%) of Lambeth residents are in fuel poverty (National Energy Action 2008); a fuel poor household is one which cannot afford to keep adequately warm by spending a reasonable proportion of its income).
- 2.39 Lambeth has lower levels of carbon dioxide emissions at 4.6 tonnes per 1,000 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).
- 2.40 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 around 90 per cent of all air pollution is caused by road vehicles. 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.
- 2.41 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.

Built heritage

- 2.42 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. A local list of historically significant buildings (not on the national list) was established in 2010 with a priority being placed on properties outside conservation areas. It is anticipated that the 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.
- 2.43 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).
- 2.44 Heritage assets 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

- 2.45 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. 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).
- 2.46 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.
- 2.47 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 (JSNA 2012).
- 2.48 There are a growing number of people with learning disabilities living in the borough. The proportions of people with mental health problems and with physical disabilities and older people helped to live at home are increasing.

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.

- 2.49 Lambeth has a relatively high and increasing birthrate. 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 year-on-year in Lambeth and is currently 6.2 per 1,000 live births compared to the England average of 4.6 (Lambeth & Southwark Public Health Directorate data).
- 2.50 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

- 2.51 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.
- 2.52 Crime reduction and public safety remain the top concern of Lambeth residents. Anti-social behaviour is also a concern for residents with just over a 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).

Summary of Spatial Planning Issues

2.53 Drawing on the evidence base and the many issues raised through public consultation on the Core Strategy 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 neighbourhoods

F Creating and maintaining attractive, distinctive places

2.54 Each of these themes is explained more fully below.

A Accommodating population growth

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

2.56 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 over the next fifteen years (Lambeth Housing Strategy 2012).

2.57 **Affordability** is a major challenge in Lambeth, where the entry level price for housing is very high in relation to average household income. Although there is already a large stock of social housing in Lambeth, there is little movement within this and those who are born in the

borough struggle to get on the first rung of the housing ladder within their local communities. 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. 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).

2.58 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, 38,113 households in Lambeth rent privately, nearly a third of which are families with children, and the private rented sector represents 29.3 per cent of Lambeth's housing stock (Census 2011). The council, through the Housing Strategy, 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

2.59 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 unique mix of **economic assets** in the borough. These include:

- internationally recognised locations (Waterloo, the South Bank, the Thames, 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 new growth opportunity locations (Vauxhall, Nine Elms, Battersea)
- 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 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.

2.60 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.

2.61 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.

2.62 Lambeth's future **sectoral growth** will in large part be linked to that of London. 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).

2.63 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 business space exists in town centres to support flexibility for small businesses and new entrepreneurs.

2.64 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 **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.

2.65 Lambeth's twenty eight **Key Industrial and Business Areas** represent the borough's strategic reservoirs of land for business use. They are well-occupied and provide land for lower value uses, support functions and the growing low-carbon economy (including waste management) (see Annex 4 for a full list) (KIBA survey 2012; Employment Land Review 2013; Changes to the Proposals Map November 2013).

2.66 The London Plan **Opportunity Areas** of Waterloo and Vauxhall present the most significant potential for commercial development and jobs growth in the borough, alongside their potential to provide new housing. Waterloo is a major office location, one of the capital's most successful tourist areas and an international centre for culture and the arts. Vauxhall is 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).

2.67 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.

2.68 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). New shops need to be located in a way that supports rather than undermines Lambeth's existing town centres, and in areas of high public transport accessibility. Maintaining **active street frontages** and an appropriate mix of ground-floor uses are priorities, along with the need to maintain and improve the environment, public realm and community safety. The impact of betting shops, pawn-brokers and 'money shops' on town centre vitality and crime levels is another issue.

2.69 Of Lambeth's two major centres, Brixton in particular has significant potential for new commercial and residential development, supported by an independent retail and cultural offer 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 facilitate the gradual consolidation of the high street to form a denser town centre area. The Streatham Hub development will make a significant contribution but there is still a need to support local small businesses to achieve their aspirations.



2.70 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. 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.



- 2.71 Underpinning the Local Plan is the need to maximise the contribution of Lambeth's limited employment land resources to job creation in the borough.

C Tackling and adapting to climate change

- 2.72 Climate change is an increasingly high priority for Lambeth residents as well as in European, national, regional and local policy. This requires approaches which contribute to tackling (or mitigating) climate change on the one hand, and to adapting to its effects on the other. This is important to maintain energy security.
- 2.73 There are a number of ways in which Lambeth can make a contribution to tackling climate change. The most important of these is reducing carbon emissions. In addition to programmes to promote changes in the behaviour of individuals, businesses and public services, this will involve a growing emphasis on the following measures: reducing the need to travel by meeting needs locally; promoting alternatives to the private car, including public transport, walking and cycling; 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 area based combined heat and power (CHP) schemes; safeguarding allotments and encouraging small-scale local food production on other appropriate sites; retaining existing trees and promoting further tree planting, urban greening 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.
- 2.74 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.
- 2.75 Measures to reduce carbon emissions can have positive impacts on other issues affecting Lambeth. More energy efficient buildings and CHP will make a significant contribution to reducing fuel poverty and deprivation. Recognising the 'embodied energy' in existing buildings helps to support the conservation of existing built heritage. The new 'green industries' are a growth sector covering construction, energy and waste management that will bring new jobs opportunities and skills for local people, including through social enterprise.
- 2.76 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).
- 2.77 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.
- 2.78 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).

2.79 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.

2.80 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

2.81 Lambeth's future housing growth, economic development and environmental sustainability cannot be achieved without a wide array of essential **infrastructure** provided by a combination of council run services, partner statutory agencies and private sector companies. Essential infrastructure falls into three broad categories: **physical**, **social**, and **green** infrastructure. Annex 2 provides a full list of these, the agencies responsible and their current infrastructure strategies or programmes.

2.82 Some areas of infrastructure provision are particularly critical over the next 15 years because they are already subject to considerable pressure for resources and/or additional land and facilities are required in order to support projected population and economic growth. These include **public transport, school places, health and social care services, open space, facilities for policing the borough, 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.

2.83 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). Improved sustainable transport links will also help to reduce borough wide carbon emissions.

2.84 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.

- 2.85 In further education, the support for and creation of regional centres of excellence within high-quality educational buildings is required in order to attract investment and talent to the borough. Lambeth College is the largest provider of adult and community learning in the borough and 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.
- 2.86 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 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.
- 2.87 Lambeth has many highly valued areas of **open space** (see Annex 6 for a list of Metropolitan Open Land, district and local open spaces) but in some parts of the borough, particularly the north, this is in short supply relative to the level of resident population. With the planned population increase, pressures on open space will become even more intense across the borough. The same will be true of burial space in the borough. Existing open space (including burial space) therefore needs to be safeguarded and its quality and access improved. There are very limited opportunities to create new public open space in the borough; 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.
- 2.88 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.
- 2.89 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.
- 2.90 A general theme running through almost all partners' infrastructure programmes – particularly in the public services - is the trend towards **neighbourhood-based service delivery**. Neighbourhood community facilities need increasingly to accommodate services promoting health and wellbeing, housing support, adult learning, skills training, English language tuition, employment support, childcare, play, youth provision, and community policing, for example.
- 2.91 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.

E Promoting community cohesion and safe, liveable neighbourhoods

- 2.92 Alongside planning for housing, jobs, climate change and infrastructure, the Local Plan's key priority is to maintain and develop safe, liveable **neighbourhoods**. Many of Lambeth's neighbourhoods are already known and valued for their mixed communities that include

both young and old, people with and without disabilities, a variety of income levels and the full range of ethnic and cultural backgrounds. The '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.

2.93 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.

2.94 A number of Lambeth's neighbourhoods are currently struggling with high levels of ill-health (including mental ill-health), educational under-achievement, child poverty, worklessness, crime and fear of crime, gang-related violence and anti-social behaviour. These multiple problems are frequently (although not always) concentrated on existing social housing estates and this concentration of problems can create numerous barriers for individuals, families and communities wishing to make positive changes to their lives. Lambeth is 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, fulfills a long-standing aspiration to improve the quality of homes for tenants and leaseholders.

2.95 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.

2.96 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. 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.

2.97 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.

2.98 Lambeth currently offers a good range of **play facilities** but improvements to quality are required in some cases. A recent audit also highlighted geographical disparity in access to play across the borough, with a particular lack of facilities in the south of the borough, in West Norwood and Streatham (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.

- 2.99 An additional, critical feature of strong neighbourhoods is **community safety**. People who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. Opportunities for crime and criminal behaviour can be prevented through the design of buildings and the public realm, as can the risk of fire. It is also important to address communities' fear of crime because this influences the way people behave and interact in public spaces. This involves designing the urban environment in a way that enables communities to 'own' and take pride in their local spaces.
- 2.100 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

- 2.101 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.
- 2.102 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.
- 2.103 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.
- 2.104 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.
- 2.105 **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.
- 2.106 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, Ritzy Cinema and Clapham Picturehouse, the Oval House theatre, the O2 Academy, B3 Media, Raw Material Music and Media, Photofusion, 198 Contemporary Arts 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). In addition Streatham's ice rink was reinstated in 2013.

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.

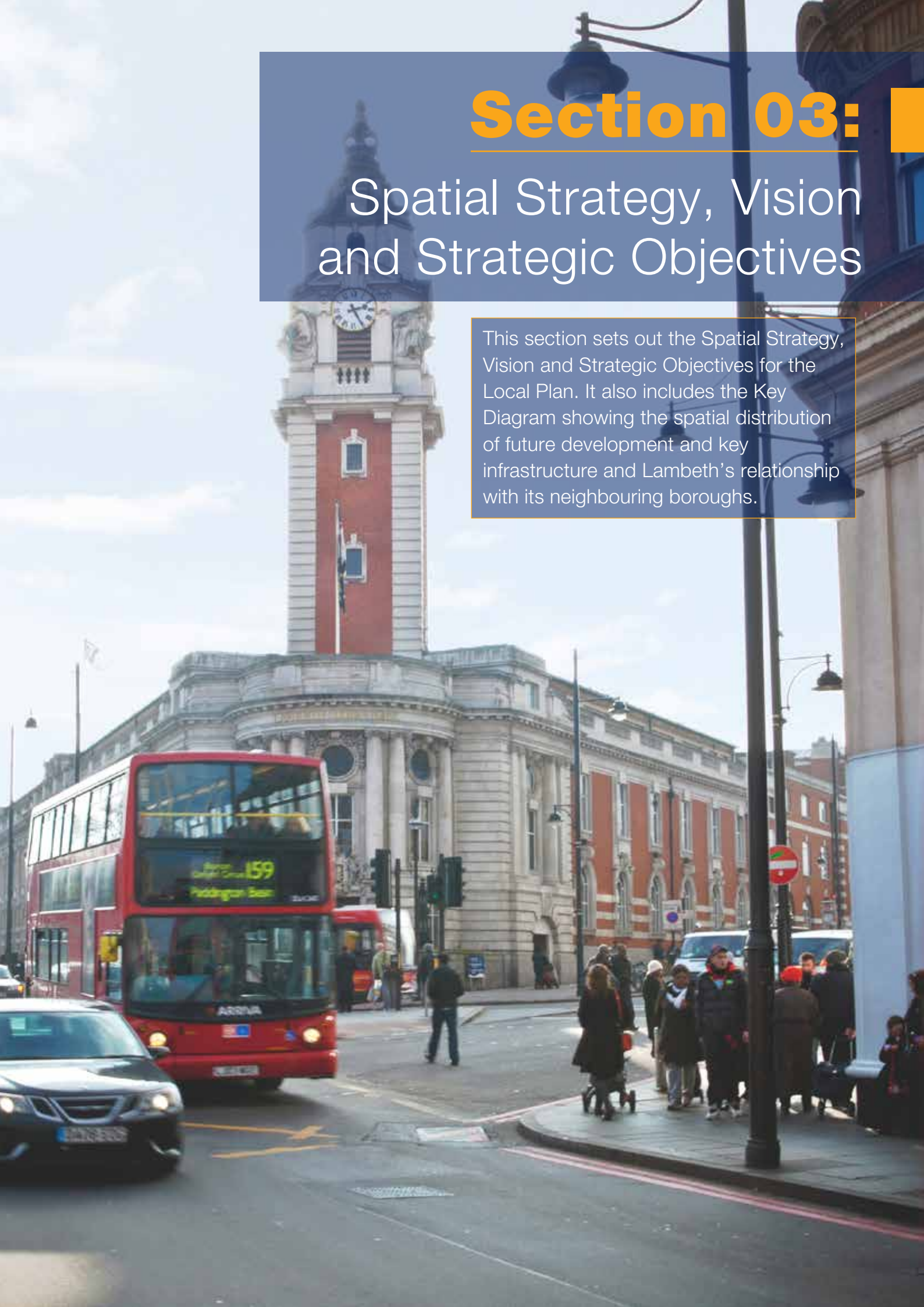
2.107 The large number of **artists** is another distinctive feature of Lambeth - as it is in neighbouring boroughs - contributing to local economic development, local skills development and the identity of local areas, including Brixton, Loughborough Junction, West Norwood, Clapham, Kennington and Vauxhall. This includes visual artists, performers and musicians with specific needs for affordable studio, rehearsal, exhibition and performance space.

2.108 Finally, **local shops, independent businesses and street markets** are essential to the identity of the different parts of the borough, and much valued by local residents as well as the growing number of people who visit the borough. This includes the cluster of gay-owned businesses and venues in Vauxhall, the unique multi-cultural indoor markets in Brixton, historic street markets in Brixton and Lower Marsh, Portuguese-owned businesses in and around Stockwell, Somali-owned businesses in Streatham, the valued local shops in Herne Hill and West Norwood and many other examples (see the studies listed under 'Places and Neighbourhoods' in Annex 1).

Section 03:

Spatial Strategy, Vision and Strategic Objectives

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, Vision and Strategic Objectives

Spatial Strategy

- 3.1 The Local Plan sets out the spatial strategy for Lambeth for a fifteen year period between 2015 and 2030.
- 3.2 The London Plan (July 2011) requires at least 11,950 additional dwellings in Lambeth over the period 2011-21, with an annual target of at least 1,195. 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 / 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.
- 3.3 In addition, to meet various other needs and priorities in the plan period, the borough has potential to accommodate:
- 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.
- 3.4 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.
- 3.5 A number of key elements of infrastructure have been identified to support growth in housing and jobs over the plan period:
- upgrades to the London Underground network to increase station and train capacity
 - increased public transport capacity at Vauxhall and Waterloo, 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.
- 3.6 The projects to deliver this infrastructure are summarised in the Infrastructure Schedule in Annex 2.
- 3.7 There is a need for more open space in the borough to serve the growing population, but there is no land available to deliver a major new park. This need will therefore be met principally by safeguarding existing open space and improving its quality and access, as well as linkages between open spaces. Limited additional increases in quantity will be pursued on major development sites as opportunities arise.
- 3.8 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 50 per cent affordable housing across the borough, with flexibility only in very clearly defined circumstances
 - preferred borough-wide dwelling mix for affordable housing defined in policy, based on updated evidence of housing needs in the borough
 - a limitation on residential conversions, using clearly defined criteria
 - an approach to density that reflects the London Plan approach
 - support for tall buildings in appropriate locations to deliver regeneration and economic objectives in accordance with London Plan and national policies
 - maintaining the existing policy approach to Key Industrial and Business Areas (KIBAs), but with some revisions to 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 additional school places.

Spatial Vision

By 2030 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.

At least 17,925 additional dwellings will have been developed along with additional shops, offices and visitor accommodation. Fifty per cent of new residential dwellings will be affordable. Growth in housing and jobs will be mainly focussed on the Waterloo and Vauxhall (linked to Battersea/Nine Elms) Opportunity Areas and the major town centre of Brixton.

This growth will be supported by 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, reconfigured hospital and further education premises and new facilities for policing across the borough. 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 will be known for its flourishing and distinctive business neighbourhoods in Waterloo, Vauxhall, Brixton, Streatham, Clapham, Oval, Kennington, Stockwell, Herne Hill, West Norwood, Loughborough Junction and Upper Norwood, for its cutting edge culture and creativity, its access to the River Thames and to views of central London, and its international cultural and tourist destination on the South Bank.

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. They will be green, safe, accessible areas that enable healthy and sustainable lifestyles and foster wellbeing. Although high in density, they will excel in the sustainable design and management of their built environment and public spaces, with a strong focus on liveability, community safety, enhanced historic buildings and spaces with an improved sense of place.

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

Strategic Objectives

- 3.9 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 over-arching issues, but it is recognised that many of the objectives address more than one of the issues.

A Accommodating population growth

- 1 Increase the overall supply of housing by at least 17,925 additional dwellings, 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 shops, offices and visitor accommodation, by maintaining a varied supply of business premises and through plans for town centre regeneration.
- 3 Increase the number and variety of job opportunities for local people by protecting land for commercial use within neighbourhoods and seeking contributions to employment and skills support programmes.

C Tackling and adapting to climate change

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

D Providing essential infrastructure

- 7 Provide the essential physical, social and green infrastructure to support population and economic growth through the co-ordinated delivery of infrastructure programmes.
- 8 Work in partnership with government, Transport for London, Network Rail and major developers to increase public transport capacity and accessibility, reduce reliance on the private car, promote walking and cycling, and provide alternatives to road-based freight transport.
- 9 Provide approximately 5,040 additional primary school places, 550 additional nursery class places and 3,108 additional secondary school places (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 CIL; 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 of hospital premises, and by encouraging healthy lifestyles in the design of the built environment.
- 11 Increase the quality of open space in Lambeth by safeguarding, linking and upgrading existing open space, improving access and retaining existing trees (through delivery of the Lambeth Open Spaces Strategy), and seek new open space 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.

E Promoting community cohesion and safe, liveable neighbourhoods

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

F Creating and maintaining attractive, distinctive places

- 15 Create and sustain distinctive local places through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Thames and the natural environment.
- 16 Conserve and enhance the historic environment, 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.
- 17 Support the regeneration and renewal of the London Plan Opportunity Areas at Waterloo and Vauxhall/Nine Elms/Battersea to reflect their role in central London, working in close partnership with the neighbouring boroughs of Southwark and Wandsworth and all key stakeholders.
- 18 Maintain and develop Lambeth's strength in arts and culture and the role of the South Bank as one of London's leading international cultural and tourist destinations reflecting its status as part of the South Bank/Bankside Strategic Cultural Area.

Figure 3.1: Context Map

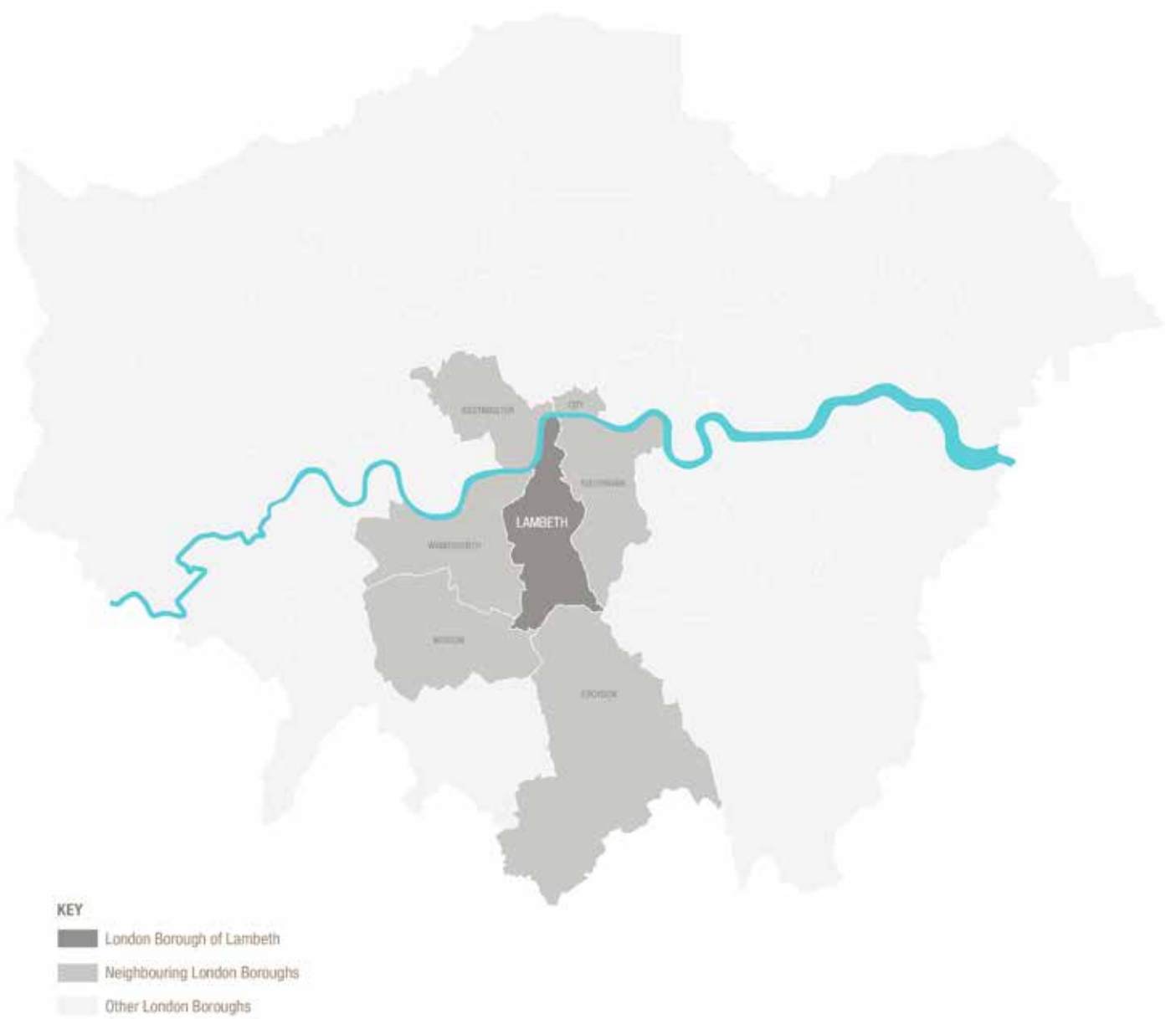
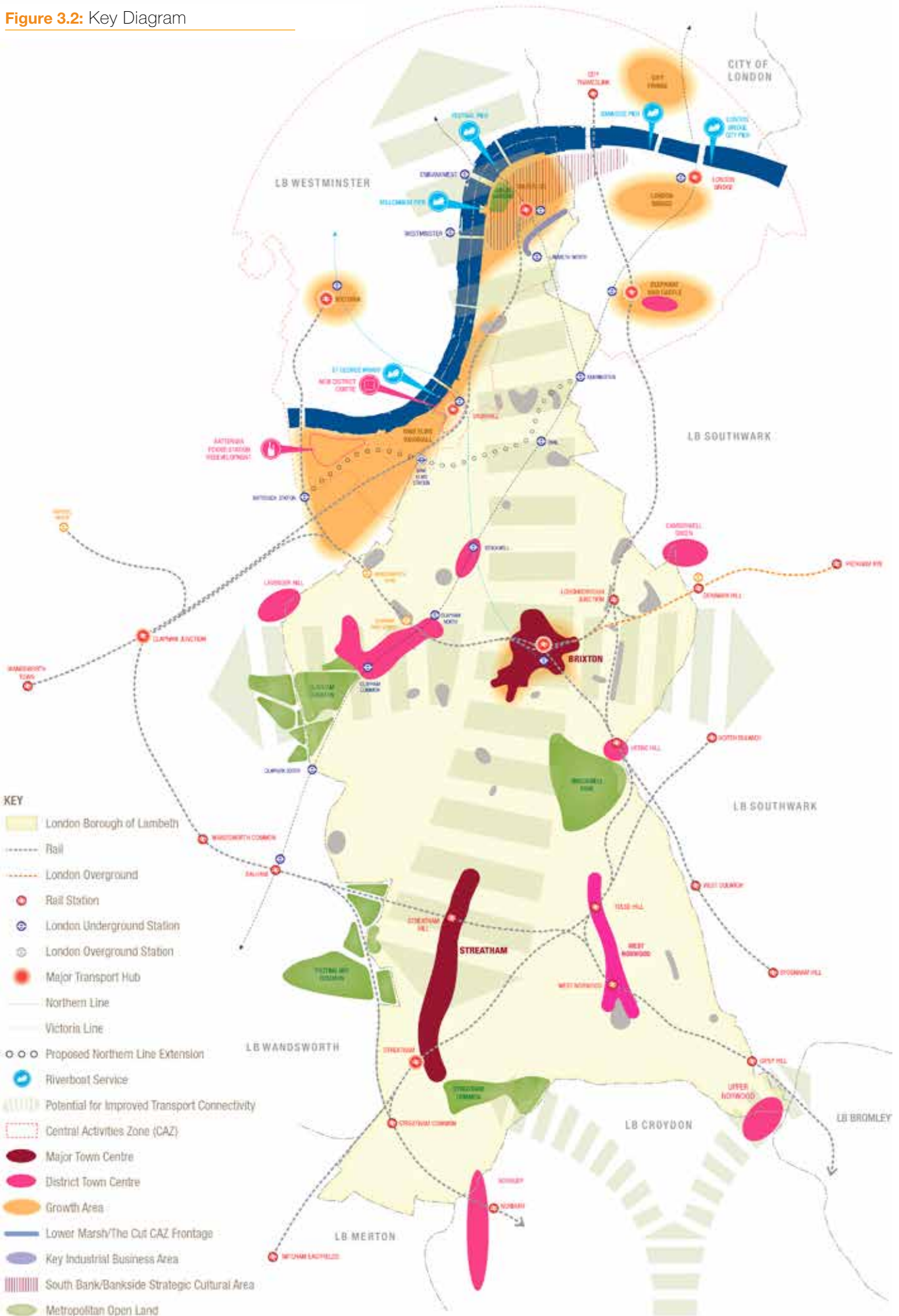
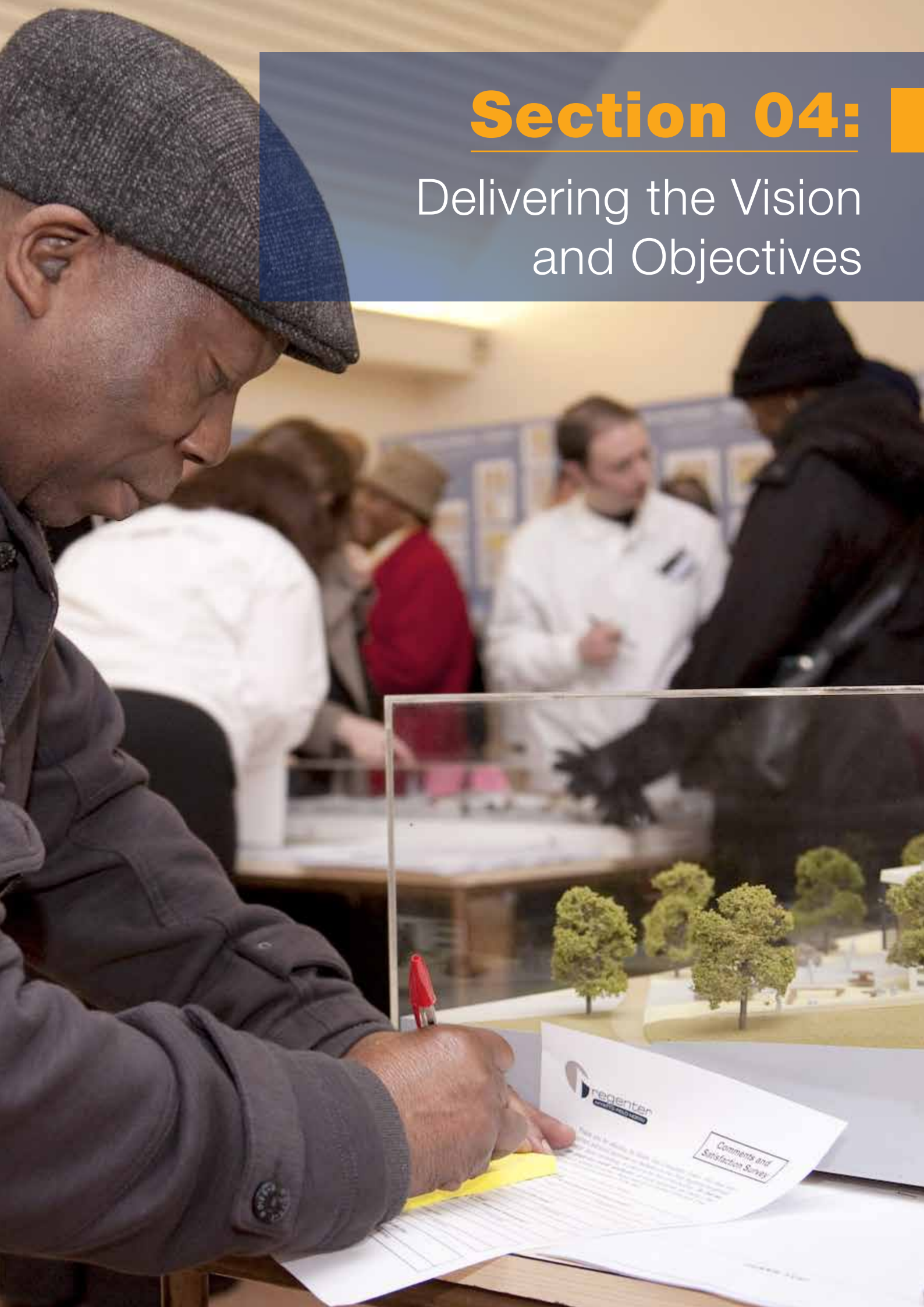


Figure 3.2: Key Diagram



Section 04:

Delivering the Vision and Objectives



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 the use of previously developed land and vacant buildings;
- (b) encouraging and supporting sustainable development that enhances the local distinctiveness of neighbourhoods and delivers regeneration objectives defined in London Plan Opportunity Area Planning Frameworks and Areas for Regeneration, and local area 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 and to other well defined localities such as Loughborough Junction, Stockwell, Herne Hill, Upper Norwood and Kennington/Oval;
- (c) supporting various initiatives such as town centre partnerships, Business Improvement Districts and similar business networks and business-led and other neighbourhood management schemes in order to promote centres, assist in attracting inward investment, and 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 and a child-friendly environment;
- (e) monitoring the implementation of policies and infrastructure on a regular basis and reviewing strategies for implementation as required.

- 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, 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 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. 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), of which three currently exist in Waterloo (Waterloo Quarter), Vauxhall (Vauxhall One) and Streatham (In Streatham). Further BIDs 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 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) 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

- (ii) specific policies in that Framework indicate that development should be restricted.

- 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 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. 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, transport officers, crime prevention design advisors, Thames Water) and from statutory partners (such as Historic 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)(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 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 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.
- 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 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 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 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, whether transport, education, health, libraries, sport and leisure, 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) highways and traffic works;
 - (v) local walking and cycling improvements;
 - (vi) car clubs, parking restrictions, and travel plans;
 - (vii) visitor management measures;
 - (viii) access to employment opportunities created by the development by securing employment premises and learning and skills initiatives;
 - (ix) access for local businesses to supply chain opportunities created by the development;
 - (x) maintenance and management arrangements;

- (xi) town centre management;
 - (xii) public access to on-site facilities;
 - (xiii) low carbon and renewable energy;
 - (xiv) connection to, and support of, quality broadband and other telecommunication and information technology support networks;
 - (xv) local food production and growing; and
 - (xvi) 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

- 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. 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 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 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.

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.

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 in relation to the separate legislation of the Rush Common Act 1806.

Section 05:

Housing

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Housing

5.1 The policies in this section support the implementation of the Lambeth Housing Strategy 2012 and the delivery of the London Plan housing target for Lambeth (see 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 2015 to 2030 by:

- (i) working with relevant partners to 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 types and tenures to meet current and future housing need and accord with applicable policies set out in the development plan; and
- (iii) seeking levels of residential density consistent with London Plan guidelines, having regard to the provision of other uses on the site, availability of local services, access to and capacity of public transport, urban design context, quality of design and impact on existing and future residents and the local environment.

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 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.



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.



- 5.4 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.
- 5.5 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.
- 5.6 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.
- 5.7 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.

5.8 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.

5.9 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).

5.10 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.

5.11 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).

5.12 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.

5.13 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).



5.14 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.

POLICY H3 **Safeguarding existing housing**

- (a) Existing housing will be safeguarded, including from change of use to non-permanent residential use. Exceptionally, the net loss of residential units 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 (see policy S2).
- (b) 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.

5.15 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 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 in the borough should be met from appropriate sites in non-residential use, rather than sites used for permanent housing.

5.16 The amalgamation of smaller units can help to meet the unmet need and demand for larger family-sized homes in Lambeth.

5.17 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.

5.18 The Lambeth Housing Strategy 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.

POLICY H4 **Housing 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 housing element of residential developments should reflect the preferred borough-wide housing mix for social / affordable rented and intermediate housing set out below.

1-bedroom units	Not more than 20%
2-bedroom units	20-50%
3-bedroom+ units	40%

(ii) For market housing, a balanced mix of unit sizes including family-sized accommodation should be provided.

(b) The size of accommodation provided through estate regeneration and housing for specific community needs will be dependent on the existing mix and the particular needs of both existing and prospective future residents of the estate and the needs of the intended occupiers of specialist housing.

5.19 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 Strategic Housing Market Assessment (SHMA). A detailed explanation is given in Topic Paper 1: Housing.

5.20 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).

5.21 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 maximised.

5.22 The dwelling mix requirements set out in 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.

5.23 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.
- (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 be provided.
 - (ii) For new flatted developments, communal amenity space of at least 50m² per scheme should be provided, plus a further 10m² per flat provided either as a balcony/terrace/private garden or consolidated with the communal amenity space.
 - (iii) Houses, ground-floor flats, and family-sized units should preferably have direct access to a private garden.
- (c) Communal amenity space should:
- (i) receive natural light;
 - (ii) be screened from parking areas;
 - (iii) be easily accessible to all occupants;

- (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) 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.



- 5.24 The 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.

- 5.25 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.

- 5.26 The council expects that all developments should be able to provide amenity space in accordance with the standards set out in policy H5. 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). 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.

- 5.27 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.

- 5.28 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. 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.

- 5.29 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 policy T7.
- 5.30 In accordance with London Plan policy 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 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 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 proposal is not contrary to the requirements of part (a) (i) and (ii) above, conversion of the property 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 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 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 policies Q12 and Q13);
- (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. No additional parking permits will be issued to any occupiers of additional housing units created through conversions in areas of high parking stress.

- 5.31 The conversion of larger homes into several flats can provide both additional housing and a range of accommodation sizes. However, it is necessary to ensure that this is not at the expense of maintaining the existing stock of family accommodation.
- 5.32 In applying this policy, '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.
- 5.33 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.

- 5.34 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.
- 5.35 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. 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.
- 5.36 Other council priorities to increase the supply of affordable housing (Policy H2) and bring long-term empty properties back into residential use (Policy H3 (c)) may be taken into account in the assessment of individual applications.
- 5.37 Further guidance and standards relating to the design and quality of residential developments is set out in the London Plan Housing SPG. See also policies Q7 Urban design: new development, Q12 Refuse/recycling storage and Q13 Cycle storage.

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) 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 (HEI) in Lambeth, or within a reasonable travelling distance of Lambeth, 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(s);
 - (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 policies T3 and Q13;
- (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 subject to the requirements of policy H2 in respect of affordable housing provision.

- (c) 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.

5.38 In accordance with London Plan policy, 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.

5.39 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 identified in the London SHLAA 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.

5.40 While the council recognises that provision for specialist student accommodation is needed to support the growth of London's higher education institutions, speculative development of student housing will not be supported. Proposals must be supported by evidence of a linkage with one or more higher education institution (HEI) funded by the Higher Education Funding Council for England. The accommodation should either be operated directly by an HEFCE funded HEI or have a nominations agreement or an 'in-principle' agreement in place. Applications that do not demonstrate to the satisfaction of the council that the accommodation is linked with an HEFCE funded HEI will not be supported. It is

important for private providers to have early discussions with HEFCE institutions 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.

5.41 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(s).

5.42 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 T3 and Q13.

5.43 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). Student accommodation should form part of a mixed-use development. Schemes that comprise solely student accommodation will not normally be supported.

5.44 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.

5.45 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 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 requirements.

- 5.46 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.
- 5.47 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.
- 5.48 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.
- 5.49 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 and, where appropriate, for the safe storage of wheelchairs and mobility scooters;
 - (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 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.

- 5.50 Housing to meet specific community needs can include sheltered housing with care support, staffed hostels, residential-care and nursing-care homes, extra-care housing and supported housing provision for children, older persons and other client groups. These forms

of specialist housing often provide essential accommodation for the most disadvantaged and vulnerable residents.

- 5.51 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.
- 5.52 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.
- 5.53 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 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. Applications should demonstrate that appropriate provision is made on-site for the safe storage of wheelchairs and mobility scooters. The council will also seek to ensure that developments make adequate provision for parking with reference to policy T7, including for 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.
- 5.54 Applications should include detailed information regarding staffing requirements and visitors (including numbers of staff and visiting care professionals, staff working hours, visiting hours).

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 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 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 mixed, balanced and inclusive community.
- (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 accommodation 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.

- 5.55 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). 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. 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.
- 5.56 In addition to planning requirements, some HMOs require an HMO 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. 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.
- 5.57 HMOs and hostels play an important role in providing accommodation for single people who cannot afford self-contained housing. 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.
- 5.58 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.
- 5.59 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.

POLICY H10

Gypsy and traveller needs

- (a) The council will meet the needs of Lambeth's gypsy and traveller community by safeguarding the existing gypsy and traveller site in Streatham Vale. 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.
- (b) To ensure new 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.

- 5.60 The council has a long-established gypsy and traveller site, at Lonesome Way in Streatham Vale, currently with 15 residential pitches. Capacity is being increased to 16 pitches through improvement works in 2015.
- 5.61 A new assessment of need for future accommodation for gypsies and travellers in Lambeth was undertaken during 2014. 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.
- 5.62 Any applications for new sites should demonstrate that the criteria in 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.

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Section 06:

Economic Development,
Retail and Town Centre Uses



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
- 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).

POLICY ED1

Key Industrial and Business Areas (KIBAs)

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.

6.4 KIBAs are Lambeth's 'Locally Significant Industrial Sites' as defined in the London Plan 2011 and represent the borough's strategic reservoirs of land for business use. They are listed in Annex 4 and will be 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'.

6.5 'Business, industrial and storage' uses include all uses in the B use class (B1, B2 and B8).

6.6 The council's approach to waste management uses is set out in policy EN7. The approach to land in existing use for transport or support functions is set out in policy T4.

6.7 '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').

6.8 '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.

6.9 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.

- 6.10 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 ED2

Business, industrial and storage uses outside KIBAs

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-used 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.



6.11 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.

6.12 '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.

6.13 Some specific employment-generating *sui generis* uses are covered by separate policies in the Plan. These are:

- ambulance, fire or police stations – policy S2
- theatres and rehearsal rooms – policy ED11
- work-live accommodation – policy ED4
- mini-cabs, taxis and private hire vehicles – policy T9
- waste related uses – policy EN7

Land in existing use for transport or support functions is also covered by policy T4.

6.14 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).

POLICY ED3

Large offices (greater than 1,000m²)

(a) Proposals for offices greater than 1,000m² 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.

(b) Proposals for change of use or redevelopment of large offices will be supported provided 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; and

(ii) it would not be feasible and/or viable to refurbish, renew or modernise 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 (B1) units to meet demand from small businesses. This should be demonstrated through marketing evidence and an independently validated viability assessment;

or

(iv) the B1 floorspace to be lost is replaced in the vicinity.

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

(c) Redevelopment of large offices for a mix of uses will be supported if the quantity of original B1 floorspace is replaced or increased as part of the development or elsewhere within the immediate area. No marketing evidence would be required. The requirements of policy ED2(c) will apply.

- 6.15 In some locations in Lambeth, demand for large-scale offices over 1,000 m² 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. 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.
- 6.16 The appropriate supporting evidence required in section (b) 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 B1 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.

POLICY ED4

Work-live development

- (a) Work-live development will not be supported in Key Industrial and Business Areas. It may be acceptable on other sites formerly used for employment-generating uses, 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 activity that would be likely to cause nuisance.
- 6.17 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.
- 6.18 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 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.
- 6.19 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 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.

- 6.20 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.
- 6.21 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 ED5

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. Within town centres, the requirements of other relevant 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. Change of use of railway arches from commercial use will not be permitted.
- (c) Proposals to use railway arches for parking will not normally be supported.
- (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.
- 6.22 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.
- 6.23 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.

- 6.24 In the case of railway arches located within Key Industrial and Business Areas, policy ED1 takes priority over other policies in the plan.

POLICY ED6

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 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 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;
 - (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 retail floorspace across the borough by 2020.
- (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 (evening economy and food and drink uses), ED9 (A2 uses) and ED10 (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 set out in the NPPF.
- (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) The subdivision of larger units of over 250 m² gross floor area within primary shopping areas will not be permitted unless it is demonstrated, through 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.

6.25 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 proposals for retail,

service, leisure, recreation and other appropriate uses should be focussed on the identified CAZ 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 frontages is carefully considered first.

- 6.26 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 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 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.
- 6.27 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.
- 6.28 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 CAZ frontage are set out in the Places and Neighbourhoods section of the Plan. The approach for all local centres is addressed in policy ED10. 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, policy ED10 will apply.
- 6.29 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.

6.30 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.

6.31 The Town and Country Planning (Use Classes) Order 1987 (as amended) and 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. 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 ED7

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 frontage.
- (b) Evening and food and drink uses will not be supported 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) visual intrusion arising from service plant such as ventilation and air conditioning equipment;
 - (iv) size and scale of the proposal;
 - (v) operating hours;
 - (vi) impact of delivery vehicles/services;
 - (vii) traffic generation and impact on traffic flow and road safety.
- (c) The use of outdoor areas including garden areas, 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 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.
- (d) Proposals for hot food takeaways (A5 uses) will not be supported if proposed within 400 metres of the boundary of a primary or secondary school.



- 6.32 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).
- 6.33 Sensitive uses include nursing homes, older people's accommodation, hospitals, hospices and places of worship.
- 6.34 The evening economy in areas such as Clapham High Street, Brixton and Vauxhall has brought investment and vitality into areas 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.
- 6.35 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.
- 6.36 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.

POLICY ED8 Public houses

- (a) 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 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 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, 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 cellarge or other features which might render the public house use unviable.

This policy applies to public houses and sites previously in 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.



6.37 Over recent years many pubs in Lambeth have been lost to alternative uses, or have closed and are currently vacant.

6.38 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 to the identity and character of an area.

6.39 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.

6.40 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 valuation of the premises
- the marketing campaign has run for a period of at least twelve months before the planning application is submitted
- 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 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
- 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.

6.41 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

6.42 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.

- 6.43 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.
- 6.44 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 ED9

A2 uses

- (a) The council will seek positively to enhance the vitality and viability of its town centres by refusing planning permission for A2 uses 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.
- (b) Where permission is granted, conditions may be imposed to control future A2 uses on the site.

- 6.45 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 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.

- 6.46 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.
- 6.47 The calculation of the proportion of units in A2 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 ED10

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 policies ED7 and ED9 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).



- 6.48 There are 41 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.

- 6.49 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.
- 6.50 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 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.
- 6.51 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 or D class or appropriate sui generis uses, as defined under policy ED6) 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.

- 6.52 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.
- 6.53 With reference to policy ED6, proposals affecting ground floor shops should retain or provide a shop-front with a window display.
- 6.54 'Reasonable walking distance' will be assessed based on a safe walking route using public highways and footways.
- 6.55 This policy also applies to the parts of Lavender Hill/Queenstown Road and Camberwell Green district centres that fall within Lambeth.

POLICY ED11

Visitor attractions, leisure, arts and culture uses

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.

- (a) 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, long term coach parking on site. Planning obligations may be sought to address any additional public service provision required as a result of the development. This may 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.

- (b) Change of use or loss of existing visitor attractions, leisure, arts and culture uses will not be supported. 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.
 - (c) 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.
 - (d) 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.
- 6.56 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 would be managed, including any implications for council services. An indicative charging benchmark as regards any monetary contributions is set out in Annex 10.

- 6.57 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, Saison 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.
- 6.58 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 ED12

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.

- 6.59 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.
- 6.60 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.
- 6.61 The Mayor is preparing guidance on accessible hotel accommodation and on the implementation of accessibility management plans.

6.62 Information about the National Quality Assessment Scheme can be found in section 4 of the London Plan and at: www.qualityintourism.com.

POLICY ED13 **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.



6.63 Markets add to the vibrancy 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.

- 6.64 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. A specific approach to managing the mix of uses within the indoor markets in Brixton is set out in policy PN3.
- 6.65 Proposals for new markets considered under (a) will also be subject to the requirements of section (b) of the policy.

POLICY ED14 **Employment and training**

- (a) The council will support employment and training schemes to maximise local employment opportunities and help address skills deficits in the local population.
- (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.
- (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.
- (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.



- 6.66 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.
- 6.67 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 106 agreements).

Section 07:

Social Infrastructure



Social Infrastructure

- 7.1 Social infrastructure includes community meeting spaces, places of worship and premises for the delivery of essential services including education, youth services, childcare and early years; health and social care; sport, recreation and 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 provides a list of the relevant infrastructure strategies and programmes.
- 7.4 Policies S1 and S2 apply to facilities in the D1 and D2 use classes such as healthcare, childcare, higher and further 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 primary and secondary schools are covered separately in 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 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 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) Change of use between D1 and D2, and vice versa, will be supported in principle in order to maintain a flexible stock of land and premises for social infrastructure.

- 7.7 It will continue to be important to safeguard existing community service premises unless there is adequate justification for the loss or provision for replacement facilities.
- 7.8 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
- 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 use 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..

7.9 In order to enable the delivery of the strategies for social infrastructure listed in annex 2, 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 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.

7.10 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 community premises

- (a) Proposals for new or improved premises for higher and further 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 and sited to maximise shared community use of premises, where practical.
- (b) The use of residential 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.
- (c) Proposals for large residential schemes and comprehensive housing estate regeneration should include appropriate provision for social infrastructure and local shops to meet local need, where this cannot be met through existing facilities..



7.11 Applications for new or improved premises to provide a community service should make reference to the relevant infrastructure strategy listed in annex 2.

7.12 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 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.

7.13 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.

7.14 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.

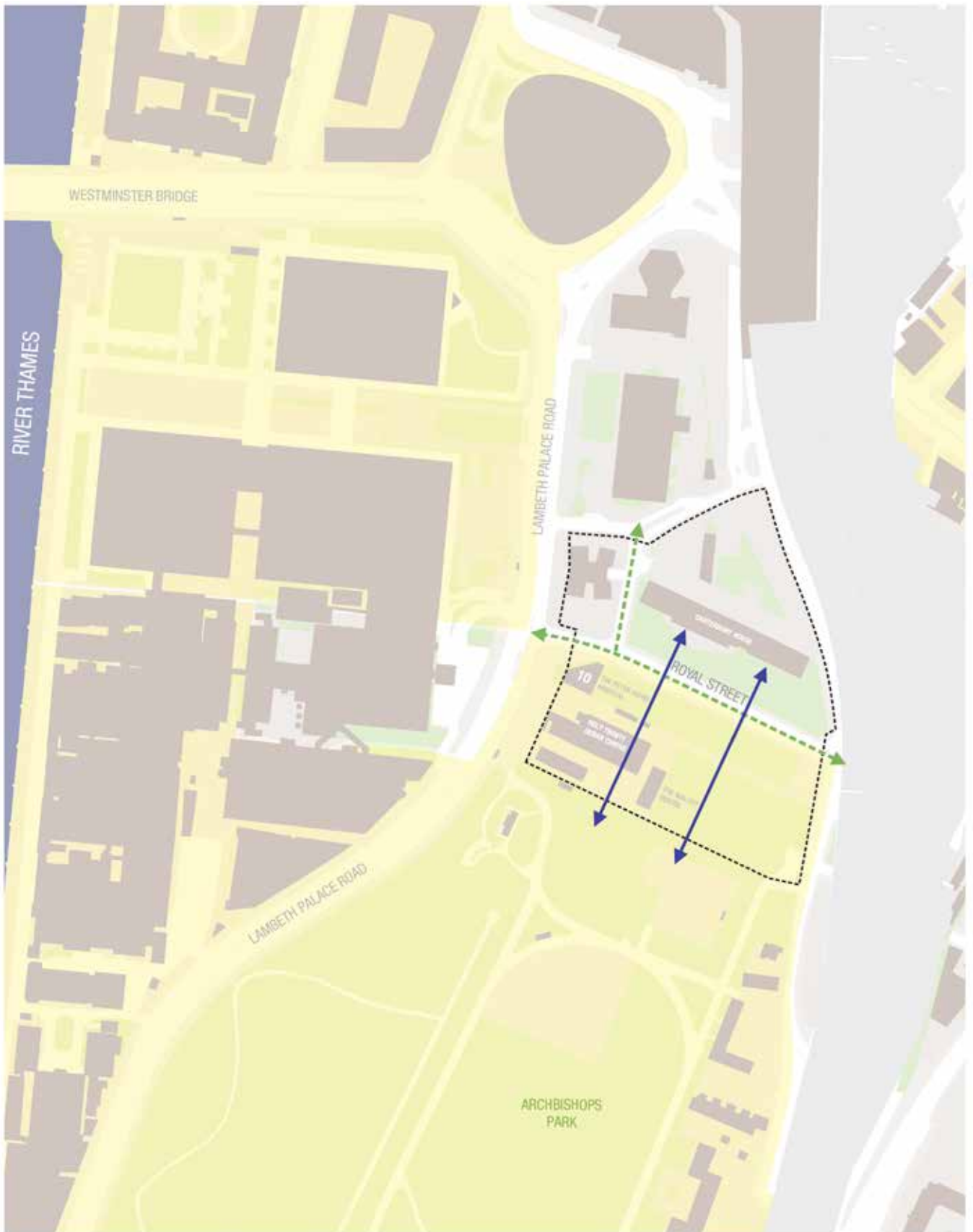
7.15 Proposals for nurseries and childcare facilities that involve the loss of existing residential accommodation should be supported by a statement explaining the need for the facility in that location in relation to the council's annual childcare sufficiency assessment; and by an assessment of potential alternative non-residential accommodation in the locality and the reasons why this was not suitable.





7.16 Community facilities (D1/D2 uses and relevant *sui generis* uses) will not be permitted in Key Industrial and Business Areas (see policy ED1). They will be supported on other employment sites if the tests of policies ED2 and ED3 have been met.

7.17 The need for contributions towards community premises and other community facilities will be considered in the light of the infrastructure schedule and any other relevant infrastructure provision programmes. There may be circumstances in which the contribution takes the form of land or buildings to provide for the identified need.



Site 1: Land north and south of and including 10 Royal Street (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	This under-developed site provides opportunities for the expansion of St Thomas' Hospital. The council will support development that: <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.

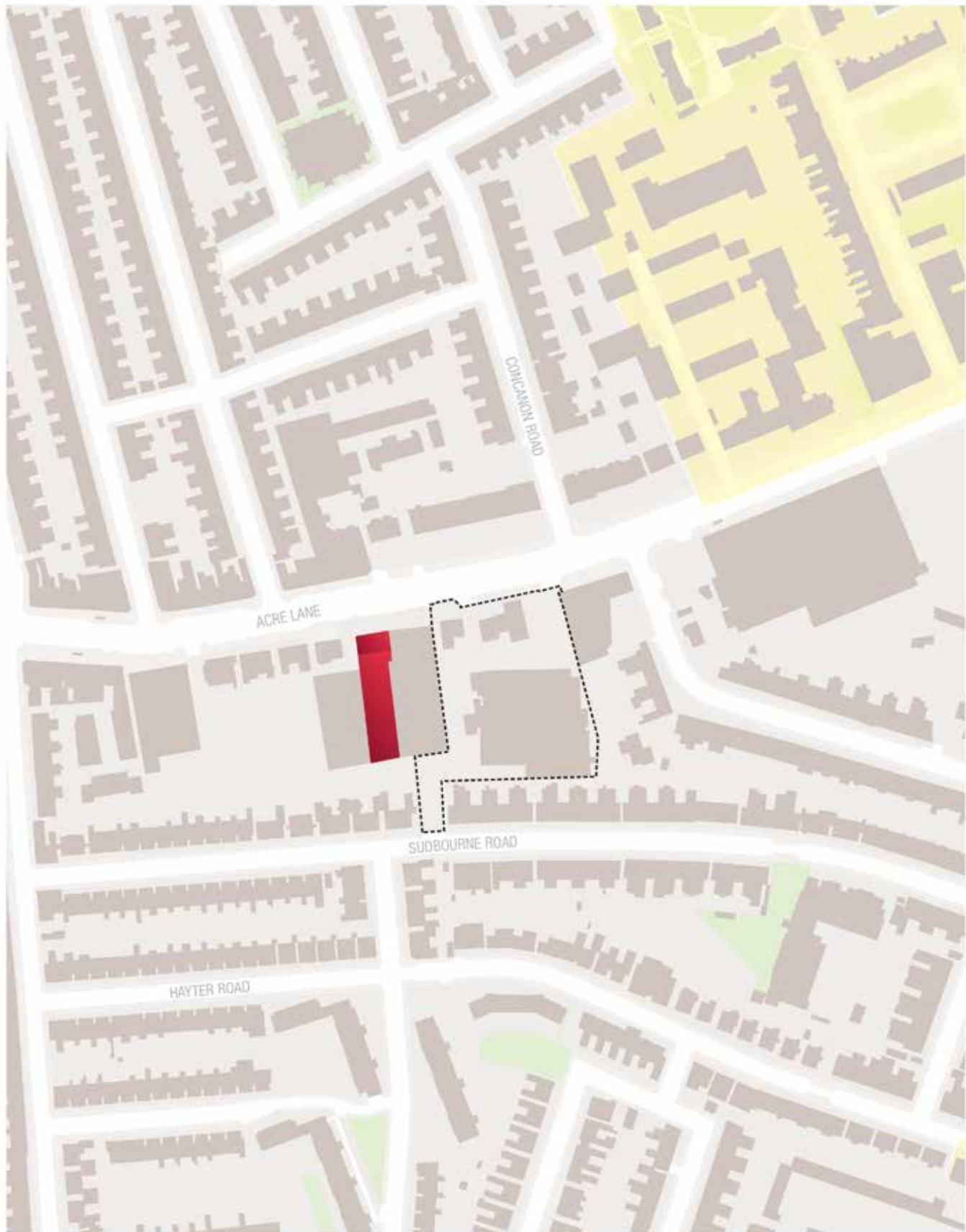
POLICY S3 Schools



- (a) Proposals for new primary and secondary schools, or for the extension or expansion of existing schools, will be supported where they help to deliver the council's agreed strategy for provision of additional state-funded school places in the borough.
- (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.

- 7.18 There is significant demand for additional school places in Lambeth. This is set out in the infrastructure programmes and schedule in Annex 2 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 with regard to state-funded school places. However, there is a need for flexibility 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 '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.
- 7.19 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.
- 7.20 State-funded schools include local authority maintained schools (community, foundation and voluntary aided and controlled schools), Academies and free schools.
- 7.21 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.



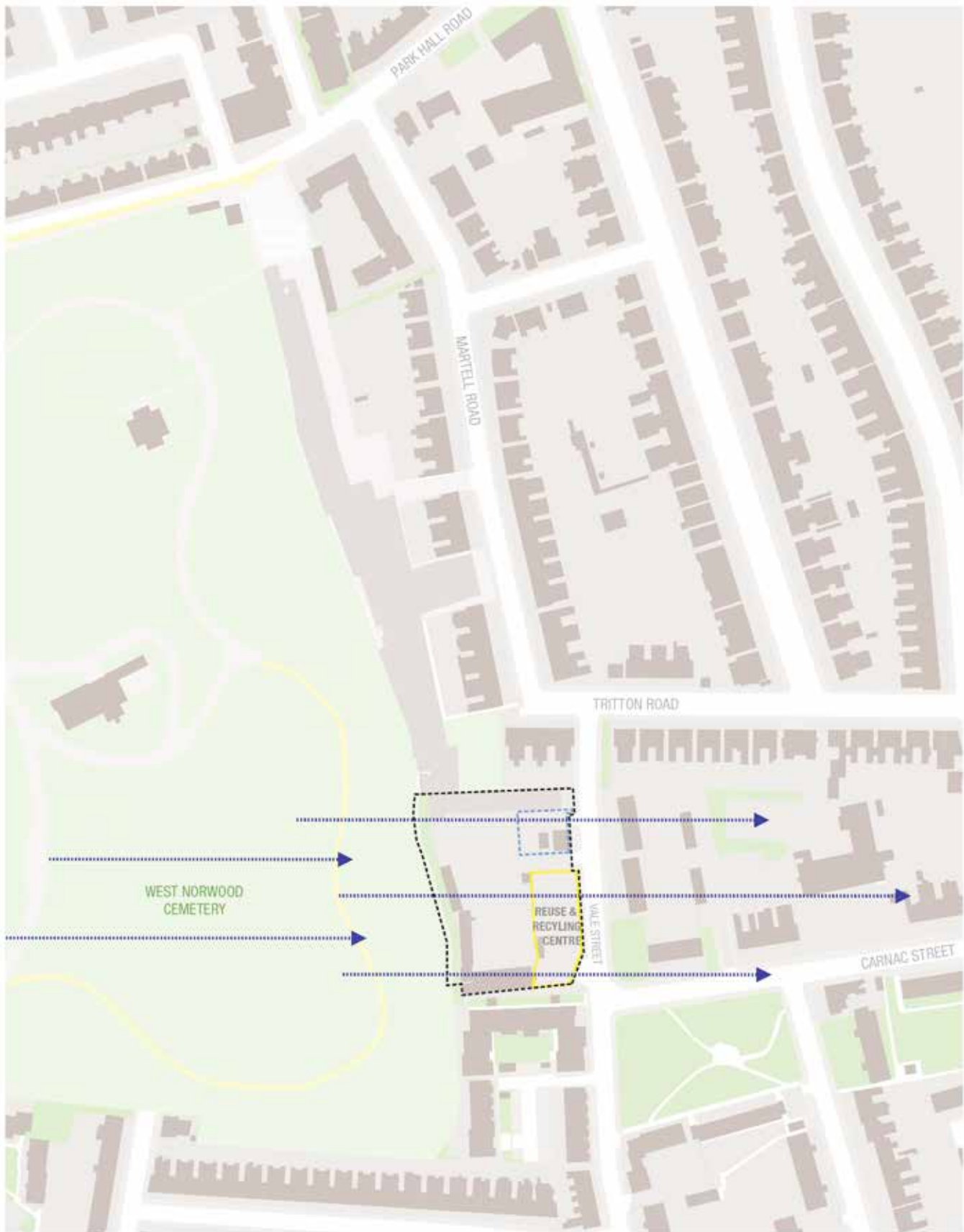
Site 2: 47-51 Acre Lane and land at the rear of Sudbourne Road SW2



-  Site Boundary
-  Listed Building
-  Conservation Area

SITE 2 – 47-51 ACRE LANE AND LAND AT THE 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 floor 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	Opportunity to expand Sudbourne Primary School on a nearby site from a 1.5 form entry school to 3 form entry school. The council will support development that: <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.

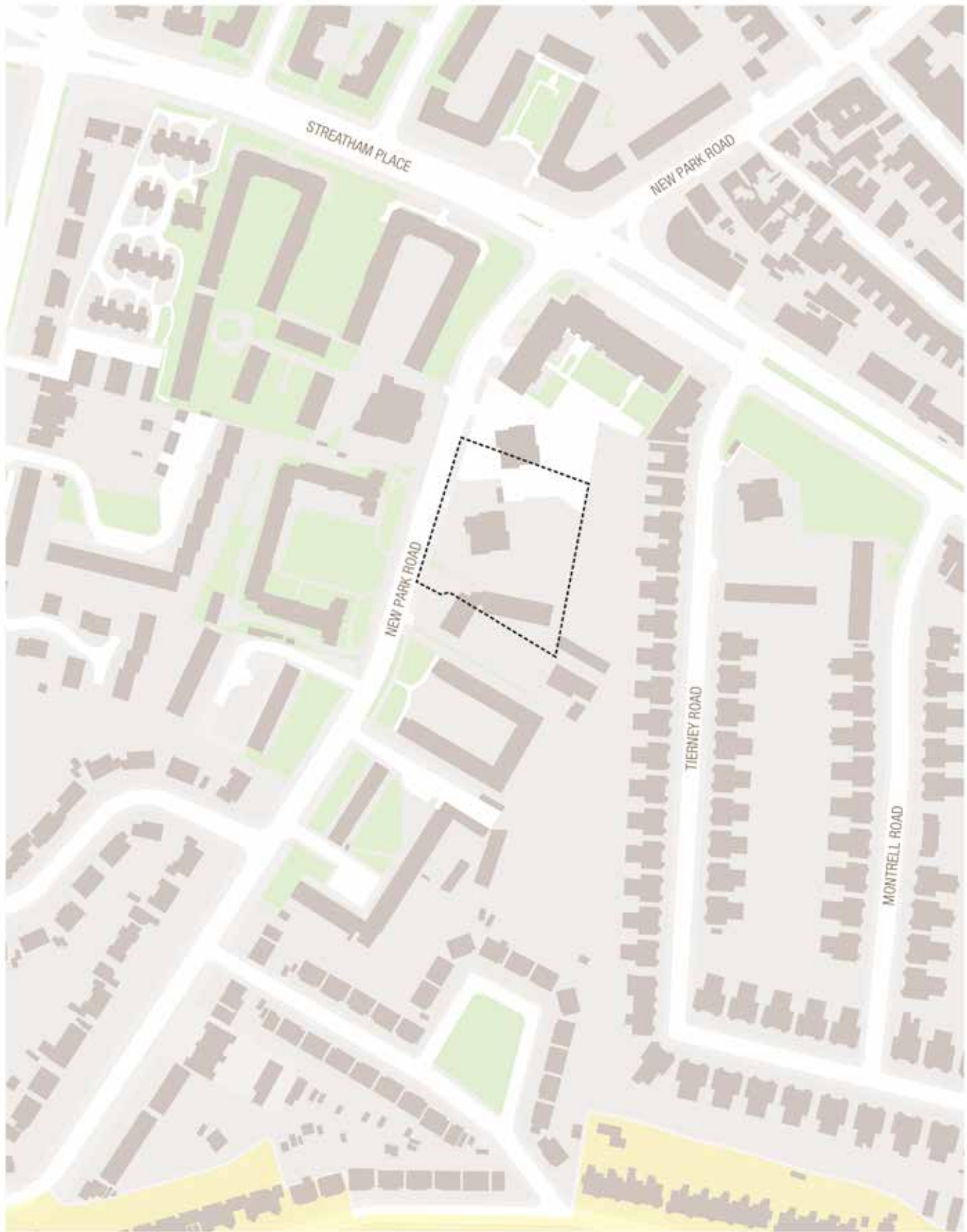
Site 3: Vale Street Depot, Vale Street SE27



- 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	The council will support development that: <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 Boundary
-  Conservation Area

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 08:

Transport and communications



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 and reducing dependence on the private car.
- (b) In managing the road network, Lambeth will give priority to traffic in the following declining order 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.
- (c) 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 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.
- (d) Where appropriate, development proposals should include measures to reduce the level of danger on roads in the vicinity of the site.
- 8.1 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.
- 8.2 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 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.



- 8.3 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 is appropriate to the level of public transport accessibility of the site by submitting an appropriate transport assessment or transport statement which is appropriate to the nature and scale of development. 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.

POLICY T2 **Walking**

- (a) Lambeth will improve conditions for pedestrians and make walking a safer, quicker, more direct and more attractive form of travel.
- (b) 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 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 an improved environment for pedestrians, appropriate to the scale and nature of each development, with particular regard to their safety, convenience and directness of movements, including footway widening, provision of new routes and desire lines, and enhancement of existing routes. Major development proposals should identify key routes and destinations and assess existing and predicted pedestrian flows to 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 instead of trips by car. Footway space should normally be maintained and where possible increased.
- (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. 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.

- 8.4 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 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.
- 8.5 The council will seek opportunities to reduce the dominance of traffic, opening up more public space, the planting of street trees and other measures to make walking in the borough more enjoyable. In appropriate locations, Lambeth will introduce traffic management measures to reduce through motor traffic. Lambeth's Road Danger Reduction Strategy aims to reduce danger from motor traffic to make walking and cycling safer and more attractive.
- 8.6 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.
- 8.7 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 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.

POLICY T3 **Cycling**

- (a) Lambeth will improve conditions for people to cycle and make cycling a safer, quicker, more direct and more attractive form of travel. Lambeth will ensure that people who want to cycle are able to do so and are not discouraged by road danger concerns.
- (b) Lambeth will promote cycling 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.
- (c) In considering development proposals that would generate additional trips, Lambeth will require the provision of appropriate secure and covered cycle parking facilities in accordance with the minimum standards set out in the London Plan and will expect these standards to be exceeded. Development for employment and education uses will include provision of showers, changing facilities and lockers for cyclists appropriate to the number of cycle parking spaces provided.
- (d) Development proposals will be expected to contribute towards improvements to cycle routes, where appropriate, to ensure that new development has exceptional links to cycle routes and key destinations within the borough and beyond.



- 8.8 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.
- 8.9 Lambeth's Cycling Strategy 2013 aims to ensure that anyone 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).

- 8.10 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 throughout the borough, improve the permeability of the road network for cyclists (through measures such as contra-flow lanes and filtered permeability) and create a more cycle-friendly environment through reducing the volume and speed of motorised traffic.



- 8.11 Lambeth has one of the highest existing and potential rates of cycling in London and so cycle parking in excess of the London Plan standards will be expected. Lambeth will seek the provision of convenient and secure bicycle 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, 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 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).



POLICY T4 **Public transport infrastructure**

- (a) Lambeth will seek better connectivity, quality and capacity in public transport including:
- (i) the Northern Line extension from Kennington to Battersea Power Station with an intermediate station at Nine Elms;
 - (ii) improvements to the capacity 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;
 - (v) improvements to bus services 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 access at railway and underground stations;
 - (vii) new station stops on the Overground at Brixton and Loughborough Junction as part of improved rail interchanges;
 - (viii) platform lengthening at Clapham High Street and Wandsworth Road to permit Victoria trains to call at these stations;
 - (ix) at least one underground station in Clapham to be made accessible;
 - (x) extension of the Croydon Tramlink to Crystal Palace and Streatham;

(xi) an appropriate replacement for the former Cross River Tram that will deliver the same regeneration benefits and relief to congestion on the Northern Line;

(xii) 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 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.

(d) Development proposals will be expected to provide, or contribute to the provision of new and/or improved public transport infrastructure where the predicted number of additional trips will lead to a cumulative increase in use.

(e) 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 disabled people, children and cyclists, including provision for cycle parking and consideration of desire lines.

8.12 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 the lowest car ownership rate in London, there is even more reliance on public transport.



8.13 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 people in the borough.

8.14 Improvements to the accessibility and quality of public transport infrastructure are required in order to maximise its use, especially by disabled people, the elderly, young children and others for whom public transport accessibility is a barrier. Improvements to routes to and from public transport nodes (bus stops and stations) are critical in persuading people to use buses and trains.

8.15 Developers will be expected to contribute towards new and improved infrastructure where appropriate including improvements to access and where a development will lead to a cumulative increase in public transport use.

8.16 The key transport infrastructure projects to be delivered during the plan period are listed in the Infrastructure Schedule. 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.

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.

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.

- (d) 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 cyclists;
 - (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.



- 8.17 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.
- 8.18 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.
- 8.19 The council will secure the provision of a continuous riverside walk and will secure necessary connecting routes through planning obligations.

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.

8.20 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. Therefore, 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.

8.21 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.

8.22 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) Development should:

- (i) provide car parking within the maximum standards in the London Plan, reflecting the public transport accessibility of the development site, with minimal provision in areas with good public transport accessibility;
- (ii) be 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) 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;
- (iv) comply with London Plan standards for other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches;
- (v) ensure that all outdoor and open parking areas are permeable.

(b) 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.

(c) 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 parking and cycle parking should be located closest to town centres and the entrance of facilities.

(d) In mixed-use development, flexible, shared use of car parking should be provided with an assignment of parking spaces for occupants such as families and older residents.

- 8.23 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 alternatives to access by car for work, shopping and leisure trips, and "car-free" or low-car developments will be expected. Lambeth is densely developed with pressure for further development, and minimising parking provision allows space for other uses and more efficient use of land.
- 8.24 Lambeth will expect car-free development in areas with excellent, very good or good public transport accessibility and aim to minimise parking elsewhere. Public transport accessibility is assessed using Transport for London's Public Transport Accessibility Levels (PTAL).
- 8.25 '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. 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 parking will be made as appropriate. The council will ensure that disabled parking spaces 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.

- 8.26 In areas where there are 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 and also towards measures to promote sustainable travel such as improvements to public transport capacity and infrastructure and cycling.
- 8.27 'Car clubs' and 'pool car schemes' are shared pools of cars available locally for short term hire and are a 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. Provision of car club membership will be required for all residents from first occupation of a development scheme. Car club spaces will be required where appropriate, preferably on street to allow public use. 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.
- 8.28 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.

POLICY T8 Servicing

- (a) New development, and in particular non-residential and mixed-use development, will 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. Innovative local delivery and last mile logistics schemes will be encouraged to reduce traffic impacts and reduce emissions.
- (b) Servicing will be expected to be on-site unless demonstrated it can take place on street without affecting highway safety or traffic flow.
- (c) 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.
- (d) 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.
- (e) Planning obligations will be used to help secure and enforce appropriate arrangements.
- (f) Developers and their contractors will be 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.

- 8.29 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 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.
- 8.30 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.
- 8.31 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 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

- (a) Proposals for minicab and private hire vehicle offices and taxi ranks will be supported in town centres and other areas where they are likely to meet transport 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.



8.32 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 pick ups by private hire vehicles (PHV).

8.33 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.

POLICY T10

Telecommunications

Proposals for telecommunications equipment, including applications for determination for prior approval procedure under Part 24 of the General Permitted Development Order, 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 or the building on which it is located, 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.

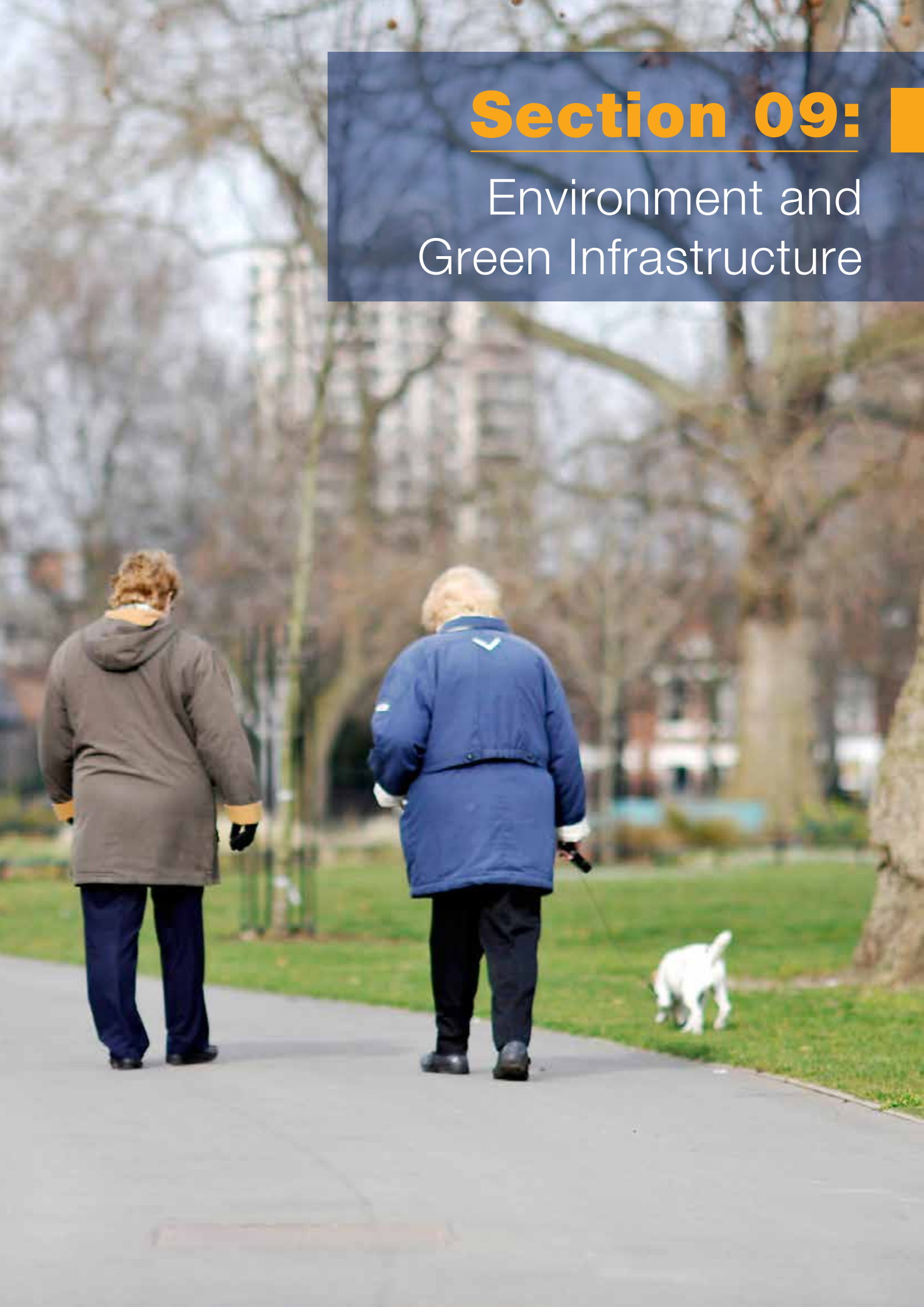
- 8.34 Telecommunications operators enjoy a general planning permission under Part 24 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995 (GPDO) (as amended). This allows an operator to carry out the development permitted by Class A of Part 24 - subject to exclusions and conditions without making a planning application to the local planning authority. Certain development permitted under Part 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.
- 8.35 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.
- 8.36 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 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.

- 8.37 Telecommunications should not be sited in a way that makes them vulnerable to flood damage.
- 8.38 The council will expect all agents and operators to follow the government's Code of Best Practice in respect of telecommunications 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 09:

Environment and Green Infrastructure



Environment and Green Infrastructure

POLICY EN1

Open space and biodiversity

The council will meet requirements for open space by:

- (a) Protecting and maintaining open spaces and their function. Development which would involve the loss of existing public or private open space will not be supported 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 are included appropriate to the nature conservation value of the assets involved.
 - (c) 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 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 or access to nature deficiency to provide appropriate on-site provision of open space or, where this is not feasible and where this would address needs more effectively, make financial contributions to enable the provision of new open space or improvements to the accessibility and quality of existing public open space, including their nature conservation and biodiversity value.
 - (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, 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, 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.



- 9.1 Existing open space includes Metropolitan Open Land, common land, historic parks and gardens, district and local parks, nature conservation areas, play areas and adventure playgrounds, outdoor sports facilities, allotments, cemeteries and burial space, amenity land within housing estates, communal squares and gardens and the River Thames Foreshore and Thames Path in accordance with London Plan policy. Development on garden land will be assessed against policy Q14.



- 9.2 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 (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.



- 9.3 The Lambeth Open Spaces Strategy 2013 (updated from 2004 and 2007) identifies 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.

- 9.4 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 no value as 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.
- 9.5 It is important that in areas of open space deficiency on-site open space provision is secured in all major developments (see also policy H5). While on-site provision will be sought in all instances, it is recognised that this will not always be feasible. Some development sites may be too small or restricted in other ways for this always to be practicable. Where this is the case, there is scope to apply Community Infrastructure Levy receipts from development, to improve local parks and open spaces within the catchment of the development. In other circumstances, the creation of hard 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.
- 9.6 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.
- 9.7 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.

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.



- 9.8 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 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.

- 9.9 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.



- 9.10 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.



- 9.11 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.
- 9.12 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 policy EN4 sustainable design and construction).
- 9.13 Where provided, the identified space for food growing may be secured through planning condition or section 106 agreement. Existing allotments are protected under 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 the London Heat Map and area specific energy plans. Major development proposals that cannot immediately connect to an existing heating or cooling network should evaluate the feasibility of combined heat and power (CHP) systems and, where appropriate, examine the feasibility of extending the system beyond the site boundary.

9.14 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

9.15 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 (ie 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 systems. 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.

9.16 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 London Heat Map 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.

POLICY EN4

Sustainable design and construction

- (a) 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.
- (b) 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.

- (c) 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.
- (d) Non-residential development will be required to be resilient to climate change by including appropriate climate change adaptation measures.
- (e) Adequate remedial treatment of any contaminated land will be required before development can commence.

- 9.17 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. Minimum information requirements are set out within London Plan Sustainable Design and Construction SPG and included within the council's local validation requirements.
- 9.18 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.
- 9.19 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'.
- 9.20 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.
- 9.21 In accordance with London Plan policy new dwellings should be designed so that mains water consumption would meet a target of 105 litres of water or less per person per day. See also policy EN6 in relation to sustainable drainage systems and water management; and EN7 in relation to on-site waste management and sustainable management of construction, excavation and demolition waste.
- 9.22 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.
- 9.23 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.

- 9.24 Conditions and planning obligations will be used as appropriate to secure the proper installation, maintenance and responsibility for sustainability measures included in development proposals.
- 9.25 Further detailed guidance in relation to these policies is set out in the London Plan Sustainable Design and Construction 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 all forms 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 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 run-off, groundwater, ordinary watercourse, sewer and reservoir.
- (e) For all developments, it must be demonstrated that the development will be safe, and where required, it will reduce fluvial, tidal, surface 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 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.
- (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.

- 9.26 Management of flood risk within the London Borough of Lambeth will be undertaken in line with the National Planning Policy Framework 2012 (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.
- 9.27 The council is the lead local flood authority (LLFA) in Lambeth. As LLFA, Lambeth are the risk management authority (RMA) for local flood risk, including flooding from surface 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.
- 9.28 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.
- 9.29 Flood zone maps are included within the borough's Strategic Flood Risk Assessment (SFRA) 2013. These maps divide the borough into zones on the basis of the probability of flooding occurring, 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. 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. Definitions and explanations of the flood zones, land uses and their flood risk vulnerability are set out in the SFRA.
- 9.30 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.
- 9.31 The Level 1 and Level 2 SFRA report (2013) 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.
- 9.32 The council will produce a Lambeth Local Flood Risk Management Strategy (LFRMS) which will identify Lambeth's objectives and measures for managing local flood risk, including surface run-off and groundwater, and will include 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.
- 9.33 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 and other uses where flooding could threaten the safety of people, especially when sleeping, will not be accepted in areas prone to flooding and in certain circumstances the use of basements may be restricted to non-habitable uses. Positively pumped devices should be installed to protect basements from the risk of sewer flooding.
- 9.34 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 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 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 and guidance identified within the council's SFRA or Local Flood Risk Management Strategy (LFRMS);
- (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; where there is a capacity 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.

9.35 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.

9.36 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.

- 9.37 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.
- 9.38 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.
- 9.39 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.
- 9.40 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.
- 9.41 Developers must demonstrate the maintenance and long-term management of SuDS through a SuDS Management Plan that must be submitted to the SAB as part of the SuDS application.
- 9.42 Conditions or planning obligations will be used as appropriate to secure the implementation and management of sustainable drainage systems and other mitigation measures.
- 9.43 Development must not lead to deterioration of 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).
- 9.44 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.
- 9.45 Site-specific Flood Risk Assessments should address the management of surface run-off, the amount of impermeable surfaces resulting from the development, and the potential for increased flood risk both on-site and elsewhere within the catchment.
- 9.46 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.
- 9.47 The council will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers 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 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 development.

9.48 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 as significant infrastructure to be delivered during the plan period.

POLICY EN7

Sustainable waste management

- (a) The council will contribute to the sustainable management of waste in Lambeth by:
- (i) supporting the approach to drive 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 appropriate compensatory provision is made in appropriate locations elsewhere in the borough: compensatory provision should normally meet the maximum throughput that the site could have achieved;
 - (iv) supporting additional sites for waste management in Key Industrial and Business Areas and other appropriate locations to provide capacity to meet, over the plan period, the borough's waste apportionment set out in the London Plan;

(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 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 5.17 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 viable or the location renders the site unsuitable for such facilities.
- (d) Major development sites should recycle construction, excavation and demolition (CED) waste on-site wherever practicable. For all development, CED waste should be minimised through reuse and recycling within London as far as possible. Disposal of CED waste in landfill should only take place in exceptional circumstances, where it has been demonstrated that alternative, more sustainable fates are not feasible.

9.49 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.

9.50 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 2013. 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.

- 9.51 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 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.
- 9.52 No major waste facilities are expected to come forward in the borough in the period to 2031 but there is scope for a number of smaller facilities to serve the needs of the commercial waste sector. Lambeth would welcome growth in this type of business in the borough both as a contribution to meeting sustainable waste management objectives and to help develop and diversify the local economy and create jobs.
- 9.53 The council has undertaken an assessment of locations and sites for additional waste management facilities in the borough. This is set out in the Waste Evidence Base 2013. This identifies the borough's designated Key Industrial and Business Areas as particularly appropriate for new waste management uses and locations in which these uses are particularly encouraged. The policy for KIBAs is set out in ED1, 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 (resource recovery or 'upcycling'). KIBAs are specifically safeguarded for B class and related *sui generis* uses and no other uses are allowed in them. Waste management uses are typically B class or *sui generis*. The total area of Lambeth's KIBAs is approximately 47 hectares.
- 9.54 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.
- 9.55 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.
- 9.56 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.
- 9.57 All proposals for new or improved waste management facilities will be assessed against the criteria in London Plan policy 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.
- 9.58 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 wastes to facilitate recycling and recovery. This should include provision for composting where feasible. See also policy Q12 Refuse/recycling storage.

- 9.59 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.
- 9.60 See also policy T8 Servicing in relation to delivery and servicing plans; and the London Plan sustainable design and construction SPG.

Section 10:

Quality of the Built Environment



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 statements how their proposals achieve inclusive design.

(b) The design of developments should reflect good practice principles for promoting child-friendly housing and environments.

10.1 All new development should be accessible to all, including disabled people, older people, other people with mobility constraints, and children. The council will expect applicants to use documents such as 'Planning and Access for Disabled People' (DCLG 2006), 'The Principles of Inclusive Design' (CABE 2006) and Department for Transport's 'Inclusive Mobility' guidance (2005) or any relevant updated replacement to inform their design approach and proposals.

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 adjoining property;
- (v) the adverse impact of noise is reduced to an acceptable level through the use of attenuation, distance, screening, or internal layout/orientation;
- (vi) adequate outdoor amenity space is provided free from excessive noise or disturbance, pollution or odour, oppressive enclosure, 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.

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. 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 policies EN3, EN4 and EN6.

- 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) and any other relevant documents.

POLICY Q3 **Community safety**

- (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 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 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 proposals should address resilience to terrorism.

- 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. Further detail on acceptable security solutions is provided in the council's Supplementary Planning Document on Shopfronts and Signage (to be updated).

- 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 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 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 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.
- (b) 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 a public place elsewhere within the borough.

- (c) The council will encourage the provision of new public art in:
 - (i) major development proposals in opportunity areas and town centres;
 - (ii) large-scale redevelopment schemes; and
 - (iii) landmark sites and public parks/public spaces (especially the South Bank).

- (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.

10.10 Public art and historic street furniture play an important role in enriching Lambeth’s environment.

10.11 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 response to positive aspects of the local 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) materials; and
 - (v) quality and architectural detailing (including fenestration and articulation).



10.12 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.

10.13 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 are successful and are considered a key aspect of Lambeth's local distinctiveness.

- 10.14 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.
- 10.15 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, 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.
- 10.16 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 in all new development.
- 10.17 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.
- 10.18 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) 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 harm to amenity or local character will result);
- (v) new or enhanced open space (including gaps between buildings) and landscaping/trees;
- (vi) robust street furniture, permeable paving, good-quality construction materials and landscape design which is appropriate for its site and immediate locality;
- (vii) for the removal of redundant or unsightly street furniture/clutter;
- (viii) modestly-sized infrastructure cabinets in unobtrusive locations and places them below ground in conservation areas and adjacent to heritage assets;
- (ix) 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
- (x) pedestrian and cycle-priority environments which are not dominated by vehicles whether moving or parked.

- 10.19 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.
- 10.20 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.
- 10.21 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.
- 10.22 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.
- 10.23 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 Vauxhall streetscape guidance for Vauxhall. Any such area-specific guidance should inform design development in these areas.

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 the context is changing, it respects and contributes towards the intended future character of the area.
- (iii) it is built of durable, robust, low-maintenance materials and is designed to be flexible and adaptable for different uses;
- (iv) 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;
- (v) 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;
- (vi) it creates attractive roofscapes/roof tops where plant and equipment is fully integrated and completely screened from public view;
- (vii) it would not create unattractive, canyon-like development along railway lines; and

- (viii) any vehicular access, parking (particularly in undercrofts or basements) or servicing is designed so as to be well-related to the adjacent area, not prejudice or preclude active frontages, minimise impact on amenity and be visually attractive.

- 10.24 Good design is essential for all development irrespective of its location or type. 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.
- 10.25 See further guidance on design in the National Planning Practice Guidance. See also policies EN4, Q5 and Q19-23.

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.
- 10.26 The council recognises that in the realisation of buildings their design quality can often be compromised by poorly-considered detailing and inappropriate materials.

- 10.27 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 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.
- 10.28 The council will normally request, as a condition of approval, detailed drawings including section of all external construction detailing 1:20 scale. 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 habitats and creates new habitats/areas of nature conservation interest and biodiversity value;
- (iv) maximises opportunities for 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.

10.29 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.

10.30 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.

10.31 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.

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, 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.

10.32 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.

10.33 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.

10.34 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.

- 10.35 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.

POLICY Q11

Building alterations and extensions

- (a) 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.

Extensions

- (b) Subordination will generally be a key consideration when considering proposals for extensions. Development which unacceptably dominates or overwhelms the host building will not be supported. Subordination is particularly important in relation to heritage assets.
- (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 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 rear returns) should:
- (i) be single storey;
 - (ii) generally have a glazed, light-weight or contrasting character to differentiate them from those of the rear return on heritage assets; and
 - (iii) be set back from the corner of the main return on heritage assets.
- (f) Full-width two storey rear extensions will normally be resisted where they fail to 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. 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 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.
 - (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 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 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 stand-alone buildings where they comply with (a) (i) and (b).
 - (o) Roof terraces, roof level balconies, and other similar development will normally be resisted on locally distinct building types where they are not characteristic of the host building/group. 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.
- 10.36 The council is committed to ensuring that all building alterations and extensions deliver good design. 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.

- 10.37 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).
- 10.38 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).
- 10.39 The council will update its Supplementary Planning Document on Alterations and Extensions. See also 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 on backland sites.

POLICY Q12

Refuse/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 to:
- (i) fully integrate into the wider design from the outset;
 - (ii) be attractively designed and screened and conveniently located for users and collection;
 - (iii) have 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.
- (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.

- 10.40 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.
- 10.41 Ideally in housing schemes each property with its own front door should have its own refuse container located in an unobtrusive location 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.
- 10.42 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.
- 10.43 See also policy H6 – Residential conversions.

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, secure and safe to use;
 - (iv) 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.
- (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 cycle storage that compromises the visual amenity of front gardens/forecourts;
 - (iv) only support storage within flats if it can be proved that there is no viable alternative, 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 shown that there is no other viable alternative.
- (c) When considering proposals for commercial development, appropriate levels of visitor cycle parking will be expected.



10.44 In order to encourage the increased use of cycling for sustainable transport and wellbeing (see policy T3), the council will require all development to provide safe, covered and secure cycle storage 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. All cycle parking should be provided in accordance with contemporary cycle parking standards as contained within the London Plan.

10.45 In new-build schemes each house (or flat with its own front door) should have its own dedicated cycle store preferably with the residential curtilage of the property.

10.46 The 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 vehicular access. When provided in lifts, the lifts must be large enough for cycles to be horizontal.

- 10.47 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.
- 10.48 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 through more than one doorway and for that reason direct access from outside 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 naturally ventilated with adequate space for manoeuvring. Doors, frames and lockers should be wide and of robust metal construction.
- 10.49 On estates and on spacious developments free-standing cycle storage structures may be acceptable. These should be purpose built permanent structures with roofs. Light-weight 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.
- 10.50 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.
- 10.51 In some cases visitor cycle parking for developments may be provided on street

subject to agreement of the council and approval of statutory process.

- 10.52 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

- (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 rear 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.



10.53 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.

- 10.54 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.
- 10.55 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.
- 10.56 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.
- 10.57 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).
- 10.58 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.

- 10.59 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.
- 10.60 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.

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 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) boundaries between rear gardens and yards not to exceed 2 metres.
 - (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.



10.61 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.

10.62 Authentic reinstatement of locally distinct boundary treatments is encouraged; so too are high-quality innovative new designs inspired by locally distinct examples.

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 in order to avoid the need for 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.



- 10.63 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.
- 10.64 Unfortunately a great many replacement shop fronts are of poor quality – badly detailed with overly dominant signage and oppressive retrofitted 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).
- 10.65 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;
 - (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 be 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 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.

site. All too often hoardings are placed with little thought for visual amenity of integration with their surroundings. Groups of mismatched 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.

10.68 Conservation area appraisals and assessments relating to the area regeneration schemes have identified advertisement 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. Such perceptions can be a barrier to inward investment and therefore the removal of advertisements and hoardings in these circumstances is considered a priority.

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.

10.66 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.

10.67 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 advertisement hoardings is fully integrated into the design of a new building or in the landscaping or layout of a



10.69 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) 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;
- (iii) 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);
- (iv) 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;
- (v) 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;
- (vi) request that copies of significant heritage statements, desk based assessments and record documents are submitted to the London Historic Environment Record (HER);
- (vii) appoint an historic environment champion to raise the profile of built heritage within the council and across Lambeth;
- (viii) 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

- (ix) encourage, contribute to and facilitate research and publication on Lambeth's historic environment – particularly where there are gaps in knowledge/ understanding.
- (x) The council will work in partnership with Historic England, neighbouring boroughs and other relevant groups on heritage issues.

10.70 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.

10.71 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.



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

10.73 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 what this represents in terms of the separation of Church and State, adds a further layer of significance which requires careful management.

POLICY Q19 **Westminster World Heritage Site**

Development affecting the setting 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 approaches/vantage points; and
- (iii) provides the opportunity to better understand, reveal and appreciate the Outstanding Universal Value, authenticity and integrity of the site.

10.77 An uncluttered, well-ordered and attractive urban environment, including public realm, is key to maintaining a suitable setting for the World Heritage Site. 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.

10.78 The adopted World Heritage Site Management Plan (May 2007) will be a material consideration when considering proposals. The council will continue to work in partnership with all relevant authorities in the ongoing work of maintaining, updating and preparing the management plan and any associated documents such as a setting study.

10.79 The potential adverse impact of tall building development within Lambeth on the setting of the World Heritage Site has been / is a matter of concern for UNESCO. This concern necessitated the 2011 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).

10.74 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.

10.75 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 Lambeth. Equally important is Lambeth's role as a '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).

10.76 The presence of Lambeth Palace immediately across the river from the Houses of Parliament,

POLICY Q20 **Statutory listed buildings**

Development affecting listed buildings will be supported where it would:

- (i) conserve and not harm the significance/special interest;
- (ii) not harm the significance/setting (including views to and from); and
- (iii) not diminish its ability to remain viable in use in the long term.

- 10.80 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.
- 10.81 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.
- 10.82 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.
- 10.83 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 features. With window replacements all glazing should be single glazed with a putty finish in the traditional manner.
- 10.84 Demolition of listed buildings is not normally acceptable. 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.
- 10.85 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 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.
- 10.86 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.
- 10.87 Proposals that will have a harmful impact will be required to meet the relevant tests set out in paragraphs 131-134 of the NPPF.

POLICY Q21

Registered parks and gardens

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

- (i) 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 the setting (including views in and out).

10.88 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 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 paragraphs 131-134 of the NPPF.

10.89 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.

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.

10.90 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 of the asset 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.

10.91 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 listed buildings and other heritage assets and are key contributors to local distinctiveness.

10.92 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 heritage assets:
local heritage list**

- (a) The council will maintain a list of undesignated 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 their settings.
- (c) The council will:
- (i) resist the destruction of assets on the local heritage list 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.
- 10.93 Assets on the local heritage list are 'undesignated 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.
- 10.94 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 identify undesignated heritage assets that may not be on the local heritage list. Where applications are received for such assets this policy will apply.
- 10.95 Where appropriate the council will seek statutory designation (designated heritage asset status) to secure the protection of undesignated heritage assets.
- 10.96 The local list 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.
- 10.97 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.
- 10.98 Archaeological priority areas are identified on the council's website. 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.
- 10.99 Local historic spaces and designed landscapes contribute significantly to Lambeth's local distinctiveness. 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

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.

- 10.100 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.

- 10.101 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 the River Thames 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.
 - (ix) recognise the value of the river's 'blue infrastructure' and its connection with adjoining green infrastructure and green corridors.
- (b) 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 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 existing river bridges and is supportive in principle of new proposals to provide additional pedestrian connections between the north and south banks of the Thames.



- 10.102 A special quality is required of buildings and the spaces between buildings to make an important contribution to London's image and status as a world city and as an important tourist destination.

- 10.103 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.
- 10.104 The creation of a homogeneous waterfront of 'anywhere' architecture, 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.
- 10.105 Piers, if acceptable, should not lead to the obstruction of the footway either through structures or queuing.
- 10.106 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.

- (b) The council will maintain a list of views of local interest and seek to protect their 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

The objective in identifying these views is to ensure that no foreground or mid-ground development harms an appreciation of the panoramic view and landmark buildings within:

- (i) Views NNW from Brockwell Park of Brixton landmarks (Lambeth Town Hall's tower and St Matthew's Church tower); and 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 (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.

2 Landmark Silhouettes

The objective in identifying these views is to ensure that no foreground development obscures an appreciation of, and no background development harms the silhouette 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 NW and 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 along Courtenay Street to Houses of Parliament (Elizabeth Tower);
- (xi) View W from St Thomas' Hospital garden to Houses of Parliament (including 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) View E from Victoria Tower Gardens and 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).

3 Roofscape Views

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 from the London Eye.

10.107 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.

- 10.108 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.
- 10.109 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.
- 10.110 Applicants should provide detailed assessments of the impact of their proposals on designated views; including, where necessary, verified renders of the proposal within the view. 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' guidance will also be used to inform the assessment of proposals. 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.

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.

- 10.114 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.
- 10.115 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.

10.111 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.

10.112 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.

10.113 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

Section 11:

Places and Neighbourhoods

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

These policies should be read and applied alongside the borough-wide policies in sections 4 to 10 of the Local Plan.

The various policies for places are derived from and based on different pieces of work, which form part of the evidence base for the Local Plan. These include the London Plan Opportunity Area Planning Frameworks for Waterloo and Vauxhall; area supplementary planning documents (SPDs) for Waterloo, Vauxhall and Brixton; the masterplans for Streatham and West Norwood; and existing or emerging community-led masterplans for Stockwell, Herne Hill, the Oval and Loughborough Junction.

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

The policies in this section of the Local Plan are not intended to cover every part of the borough, focussing instead on areas of significant growth or change. Other parts of the borough not covered by the policies in this section are covered by the borough-wide policies in the rest of the plan.



Places and Neighbourhoods 11

Waterloo

11.1 The Waterloo neighbourhood is a key part of central London, with strong movement and activity relationships with adjoining areas across and along the river in adjoining boroughs. It is a major office location; one of the capital's most successful tourist areas; an international centre for culture and the arts (part of the London Plan South Bank/Bankside Strategic Cultural Area); one of London's most important transport hubs; and an opportunity area in the London Plan. It already contains more than half of Lambeth's jobs and the London Plan identifies the potential for 15,000 new jobs in the area. There is an existing residential population in Bishops ward of 9,675 people (4,570 households) (2011 Census) with potential identified in the London Plan for an additional 1,900 dwellings during the period 2011 to 2031. Waterloo has a significant concentration of heritage assets which are reinforced by its relationship to the setting and Outstanding Universal Value of the Westminster World Heritage Site. Waterloo's proximity to the Thames provides significant potential to increase the movement of people and freight along the river.

11.2 An Opportunity Area Planning Framework for Waterloo was prepared jointly by the GLA and Lambeth Council in 2007. The South Bank Partnership has produced a Manifesto for Action which reflects the ambitions of the major organisations in the area. Lambeth Council also adopted the Waterloo Area Supplementary Planning Document in April 2013. This has involved extensive analysis and consultation on the character of Waterloo and opportunities for its future development. The London Plan states that tall and large buildings should generally be limited to sites in the CAZ, opportunity areas, areas of intensification or town centres that have good access to public transport. The Waterloo Area OAPF states that, in the context of the London Plan and CABE/EH guidance, tall buildings in Waterloo are suitable in two broad areas: above and around Waterloo Station and on the commercial spine behind the Riverside building. In light of the above, the council's Waterloo Area SPD has identified the Waterloo

area as part inappropriate for, and part sensitive to, new tall building development. See the map in Annex 11 of this Plan.

11.3 Waterloo has four distinct character areas:
1. Riverside, 2. Railway, 3. Residential and 4. Lower Marsh.

1 The Riverside is the focus for cultural facilities as well as bars and restaurants and the Riverside Walk is a public space that is well used by tourists and locals alike during both evening and daytime. The South Bank's international cultural attractions include the National Theatre, the South Bank Centre, the BFI, the London Eye and the London Aquarium. These are iconic internationally-known buildings, many of which are listed or locally-listed. In recognition of its clear architectural and historic importance, almost all of the area is contained within the South Bank conservation area, which was first designated by the council in 1982, or the Lambeth Palace conservation area. There are currently over 18 million visits to the South Bank every year. It also contains the area's main public open space which, together with the adjoining Hungerford car park, is designated as Metropolitan Open Land (MOL). It has been a long-standing council and GLA objective to secure the use of Hungerford car park as an extension to Jubilee Gardens. Two-thirds of the car park land is protected as MOL for an extension to Jubilee Gardens with the remainder of the site to be used for arts and cultural facilities, including associated and supporting uses to support the South Bank's role.



2 The Railway character area is dominated by railway infrastructure. The main rail-station building and its platforms and tracks occupy a large swathe of land, as do the major road junctions. The railway viaduct, IMAX roundabout, Waterloo Road and York Road constitute a confusing, traffic- dominated environment alienating to pedestrians. However, there are significant opportunities for improvement. A shared aspiration is the improvement of the public realm at Waterloo in order to gain legibility for pedestrians and improve linkages from the station both to the Riverside and the Lower Marsh areas and through the area generally. There are several public realm initiatives, including the South Bank Centre's masterplan aspirations for new pedestrian movement patterns through their estate. The council's Waterloo area supplementary planning document sets out a public realm strategy to create a high-quality pedestrian environment across the area and a better setting for development. In the short to medium term, reuse of the tracks and platforms in the former international terminal as part of the mainline station will improve station capacity. In addition, the overall commercial development of Waterloo Station will bring new uses, facilities and services to the local area that can be easily accessed by the surrounding community. Network Rail and the owners of the former international terminal will work together to deliver a joint successful outcome.

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

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

district (BID), has been established in this area and also encompasses properties within Southwark. The BID has regeneration ambitions for the area and promotes and supports the area through a range of physical improvement projects and marketing initiatives. The area is historically important and the council designated the Lower Marsh conservation area in 1984.

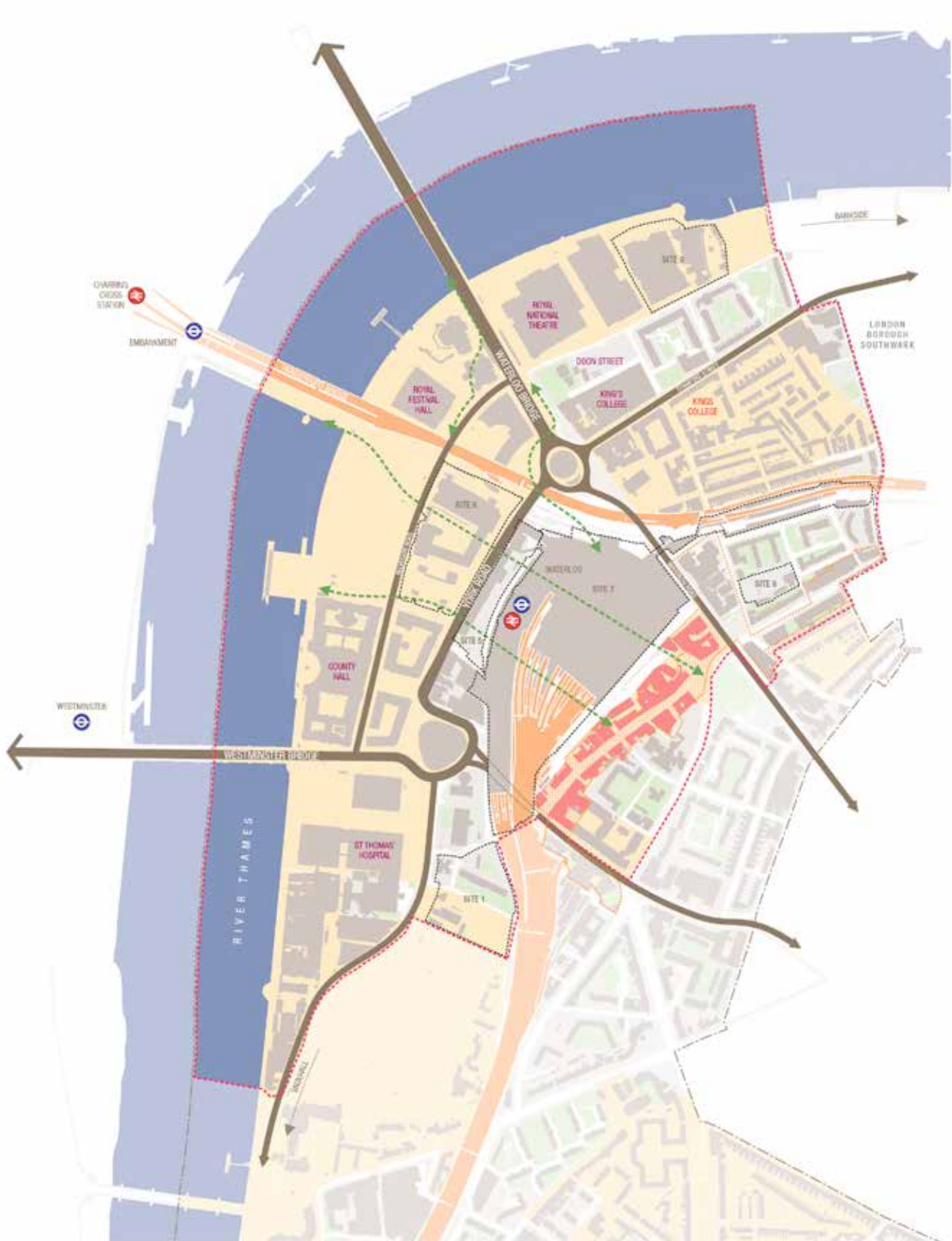
11.4 Although these are the principal character areas, Waterloo contains many other uses. Office accommodation is spread throughout the area with the tendency to be large-scale purpose-built provision in the north of the area, with smaller, more specialist provision, often in historic buildings, to the south of the area.

11.5 There are an increasing number of hotels in Waterloo with large hotels at County Hall, Addington Street, and Westminster Bridge Road. There are also significant health and education uses. St.Thomas' Hospital covers a large riverside site at the southern end of Waterloo and has a programme for development and improvements to the range and quality of health services it provides. There is a requirement for a new primary care centre in Waterloo. Schiller University, King's College London and Morley College are on Westminster Bridge Road. The London Nautical School has recently been refurbished and expanded and primary schools in north Lambeth will be expanded to provide increased pupil places to the area. King's College has ambitious plans to expand its presence at Waterloo and contribute to a combined cultural and educational quarter. The Living Space in Coral Street offers facilities for the community, as does the Waterloo adventure playground in Baylis Road. The existing library is in a temporary building in Lower Marsh that is not fit for purpose; a new facility is needed for Waterloo, preferably on or near Lower Marsh, either stand-alone or as part of a development.

11.6 In Waterloo there are also emerging proposals for development of a South Bank decentralised energy network. The whole of the Waterloo area is within a flood risk zone: the requirements of policy EN5 will apply to all development proposals.



Diagram 1: PLACES AND NEIGHBOURHOODS, WATERLOO



CHARACTER AREAS

- | | | | |
|-------------|---------------------------------------|------------------------------------|--|
| Lower Marsh | Borough Boundary | Railway Station | Site Allocations |
| Railway | Lower Marsh / The Cut CAZ Frontage | London Underground Station | Site 1 - 10 Royal Street |
| Residential | Indicative Potential Pedestrian Links | Waterloo Opportunity Area/SPD Area | Site 5 - Elizabeth House |
| Riverside | Railway | Lower Marsh Primary Shopping Area | Site 6 - Shell Centre |
| | Major Roads | Conservation Area | Site 7 - Waterloo Station |
| | | | Site 8 - Cornwall Road Bus Garage |
| | | | Site 9 - ITV Centre and Gabriel's Wharf |

POLICY PN1

Waterloo

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

This will be achieved by:

- (a) Supporting sustainable development for jobs and homes in line with London Plan targets, taking all possible steps to ensure that these are available to Lambeth residents through the application of affordable housing policy and planning obligations for local training and employment.
- (b) Optimising the area's potential for the full range of central London and town centre activities to enable it to compete effectively for beneficial inward investment with other parts of central London; and elsewhere for the benefit of the local community and more widely for the borough, including safeguarding and promoting the role of Lower Marsh/The Cut as a centre for local needs and specialist independent retailing. At least 50 per cent of original ground -floor units in the primary shopping area of the Lower Marsh/The Cut CAZ frontage should be in A1 retail use.
- (c) Promoting and supporting development and uses of an appropriate scale and form to reinforce the distinct identity of the four character areas (Riverside, Railway, Residential and Lower Marsh), respecting strategic views, local contextual considerations including heritage assets and the Westminster World Heritage Site (policy Q19), and ensuring that design quality is worthy of a world city. Waterloo station and the immediately adjoining area have been identified in the Waterloo Area OAPF as being appropriate for higher-density development with the potential for tall buildings clustering around the station. However, the council's Waterloo Area SPD identifies sensitivity due to potential impacts on strategic views and settings of heritage assets including the Westminster World Heritage Site (see map in Annex 11). Development should scale down to the River Thames and be appropriate to its setting, having due regard to strategic views.
- (d) Promoting expansion of arts and cultural activities throughout Waterloo and enhancing the South Bank (Riverside) in its role as an international cultural and leisure centre and a London tourist destination through supporting the development of arts and cultural facilities, associated and supporting uses as well as visitor related facilities.
- (e) Promotion of a public realm that is high quality, 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, gather for events as well as move through. Development and uses 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. To supplement the urban character of the public realm, green spaces will be protected and expanded, specifically Jubilee Gardens. Development at the Hungerford car park, of which two-thirds is protected as Metropolitan Open Land, will only be considered acceptable if it enables the extension of Jubilee Gardens with the remaining area promoting the expansion of the arts and cultural activities of Waterloo.
- (f) Supporting sustainable travel throughout Waterloo and improvements in the transport capacity and interchange quality of Waterloo Station; this includes proposals to increase permeability by providing better linkages to Lower Marsh and other parts of Waterloo, including through development at the station for central London uses, while respecting the heritage context of the station and adjoining areas. Increased use of the River Thames for transporting people and freight will also be promoted.
- (g) Supporting the development strategies of St Thomas' Hospital and King's College to achieve the highest quality facilities including related and supporting facilities such as accommodation for staff and students; and the creation of a new primary care centre in the wider Waterloo area.

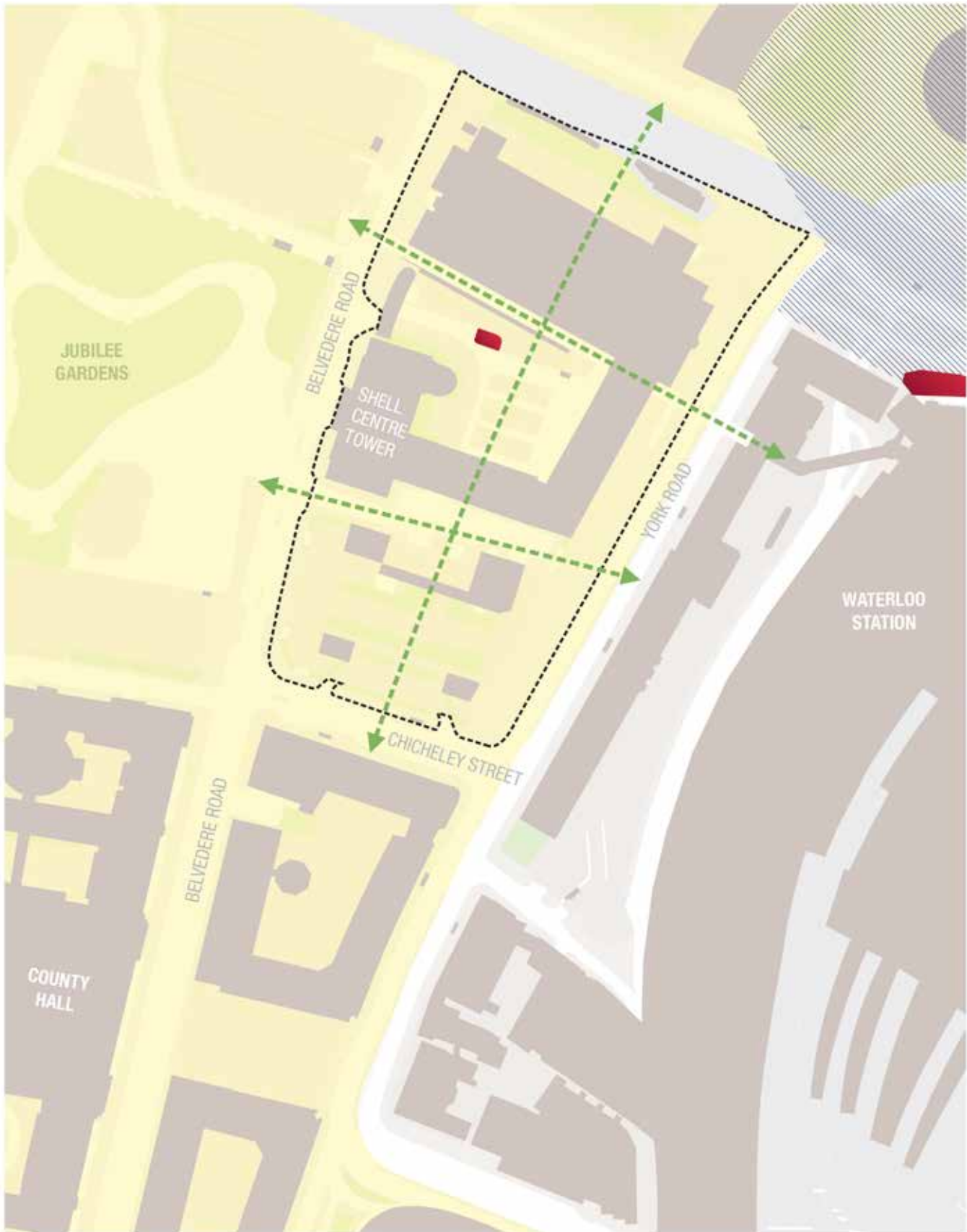
Site 5: Elizabeth House, York Road SE1



- 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.</p> <p>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; (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.

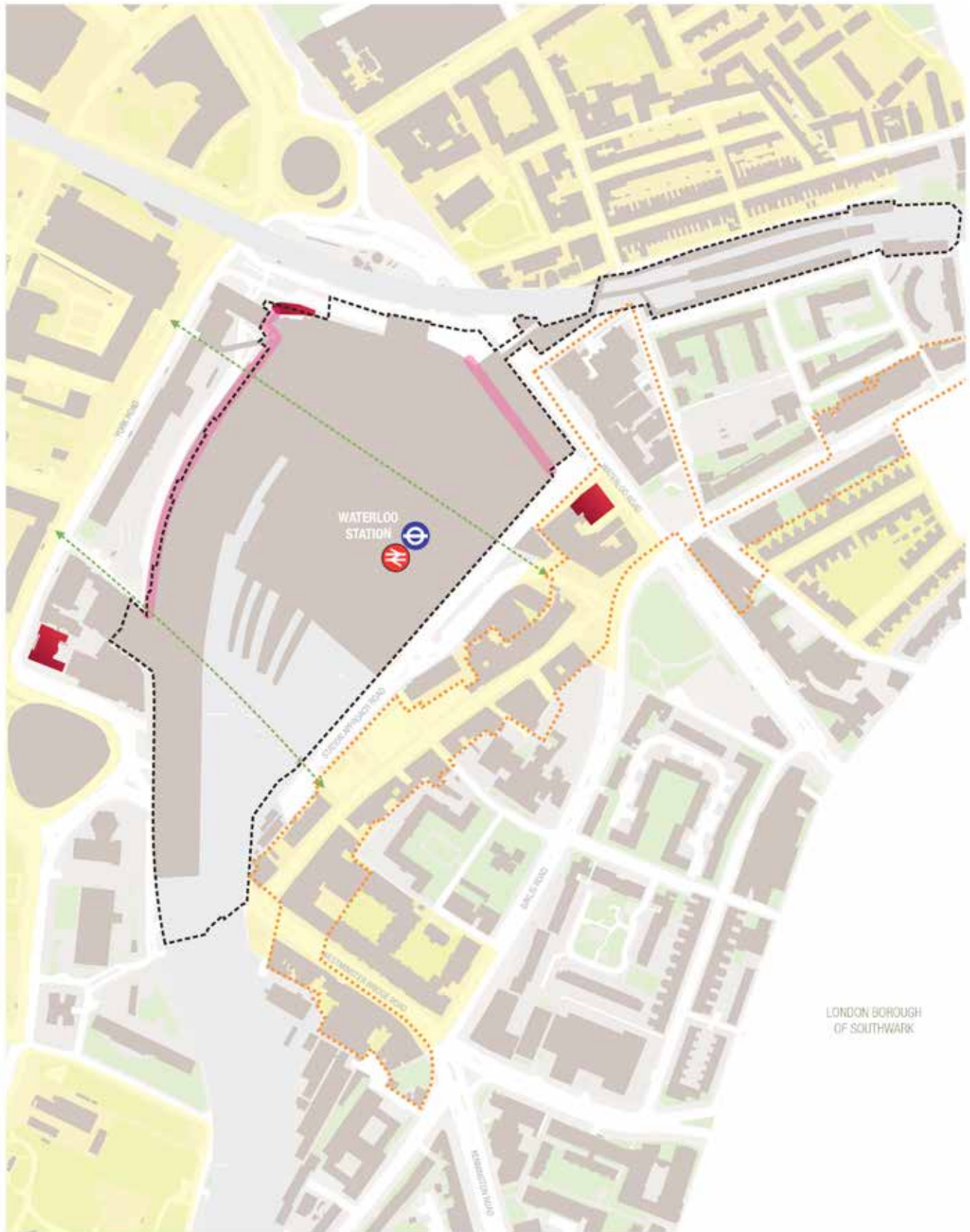
Site 6: Shell Centre, 2-8 York Road SE1



- Site Boundary
- Listed Building
- Improved Pedestrian Links
- Enhanced Space
- Conservation Area

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.</p> <p>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.</p> <p>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; (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.





Site 7: Waterloo Station, Waterloo Road SE1



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

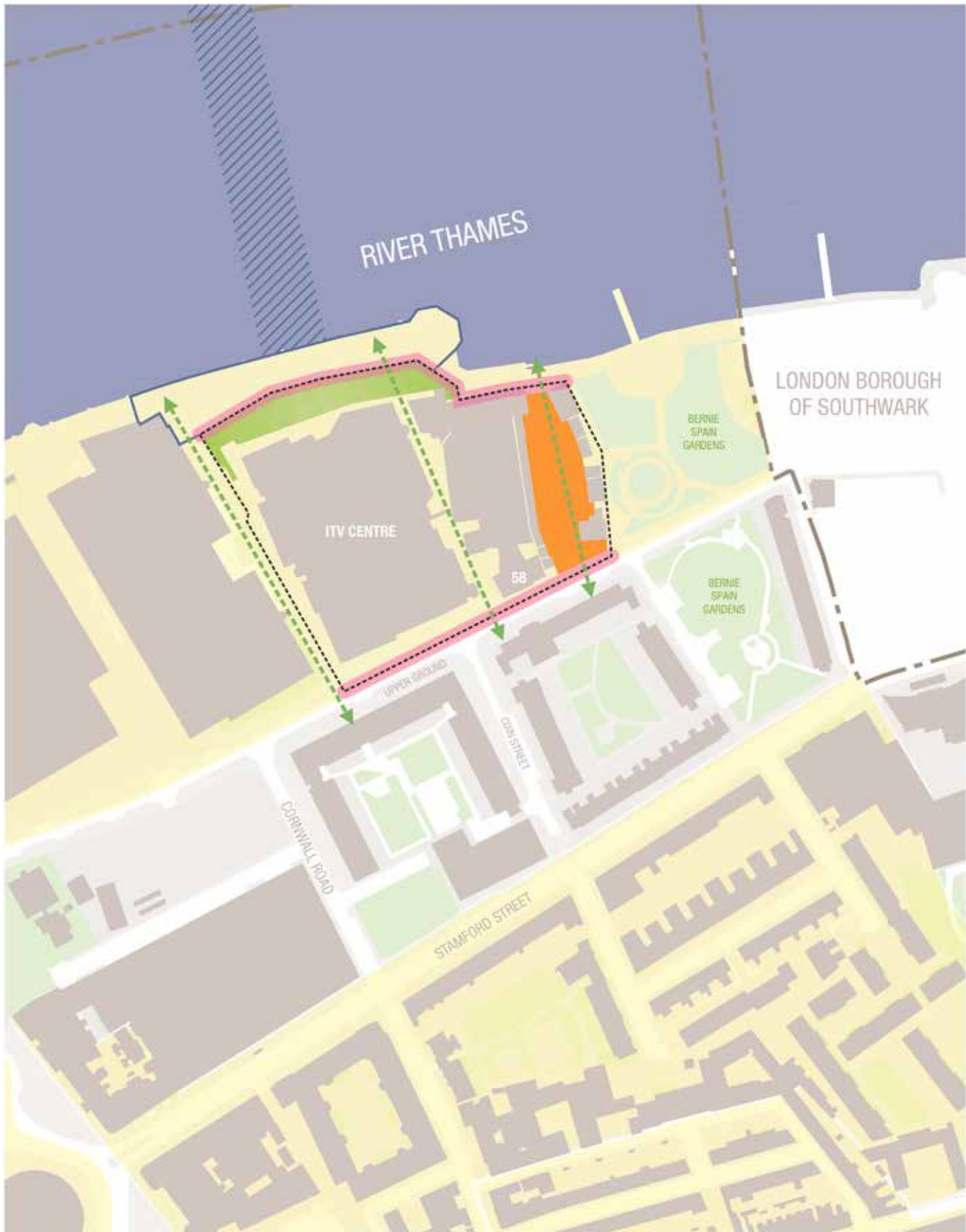
SITE 7 - WATERLOO STATION, WATERLOO ROAD SE1	
Site area	9.25 ha
Ward	Bishops
Ownership	Network Rail and BRBR
Current use	Operational railway station with ancillary uses
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been 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 RouPELL 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 Elizabeth House; (xiii) improves interchange facilities and connections at both Waterloo and Waterloo East stations; (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; (xv) improves pedestrian movement within the station; (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; (xvii) provides streetscape improvements to Waterloo Road, Mephram Street, Baylis Road and station approaches; (xviii) includes improvements to Leake Street to link York Road and Lower Marsh, including active frontages; (xix) provides a pedestrian link to Windmill Walk; (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; (xxi) provides significantly improved cycle parking and cycle hire provision including a ‘cycle hub’; (xxii) provides a comprehensive servicing strategy that minimises impact on the surrounding streets; and (xxiii) allows for the potential to connect to a future district-wide combined heat and power network.

Site 8: Cornwall Road Bus Garage, Cornwall Road SE1

-  Site Boundary
-  Active Frontage
-  Listed Building
-  Conservation Area

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 reprovision on an alternative site to be agreed with Transport for London.
Design principles and key development considerations	<p>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.</p> <p>The council will support development that:</p> <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 SE1



- | | |
|---------------------------|--|
| Site Boundary | Indicative Southern End for Proposed Garden Bridge |
| Replacement Piazza | Proposed Garden Bridge |
| Active Frontage | Conservation Area |
| Improved Pedestrian Links | Borough Boundary |

SITE 9 - ITV CENTRE AND GABRIEL'S WHARF, UPPER GROUND SE1	
Site area	1.78 ha
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	<p>Within the South Bank conservation area.</p> <p>Adjacent IBM building is locally-listed</p> <p>Within an archaeological priority area</p> <p>Within protected views from Richmond to St Paul's Cathedral and Westminster Pier to St Paul's Cathedral</p> <p>Westminster World Heritage Site</p>
How the site was identified and relevant planning history	<p>The site was identified as a potential housing site in the SHLAA 2009.</p> <p>There is no relevant planning history.</p>
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

11.7 Vauxhall is 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 Vauxhall Nine Elms (NEV). The OAPF promotes the 'optimum level of development for the area', which includes:

- 16,000 new homes and 20,000 to 25,000 jobs
- growth poles in the form of new Central Activity Zone (CAZ) frontages at Battersea Power Station and Vauxhall
- a new mixed-use residential neighbourhood and linear park in the heart of Nine Elms
- a step change in public transport provision including the Northern Line Extension from Kennington to Battersea Power Station with an intermediate station at Nine Elms, supported by a comprehensive package of rail, bus, cycling, pedestrian and highway improvements
- the provision of new open space including a linear park, improved riverside walk and high quality public realm
- the creation of a sustainable place with new social infrastructure, a district heat network, utilities infrastructure and strategic flood mitigation measures.

11.8 For Vauxhall, this means the development of approximately 3,500 new homes and the creation of at least 8,000 new jobs, including construction jobs. This represents a significant opportunity for Lambeth that the council wishes to optimise provided that it delivers regeneration benefits for the community as a whole.

11.9 A significant proportion of this development will be new homes, which the council supports, provided that this increase in population drives new employment opportunities to support the economic success of Vauxhall and the borough as a whole and provides an opportunity to deliver high quality, distinctive new development.



11.10 Vauxhall is currently the meeting point for a number of 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. Its focus is a transport interchange centred on Vauxhall Cross, providing access for rail, underground, bus and road users. This is the second busiest bus station in London. The River Thames also makes a significant contribution to transport accessibility in Vauxhall. Lambeth Pier and St George Wharf Pier provide access to Thames Riverboat passenger services and there is potential to use the river more for transportation of freight and waste during the construction of major developments in the area.

11.11 By contrast, the Albert Embankment contains some important and sensitive buildings, some of which are listed. It is designated as a conservation area. 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.

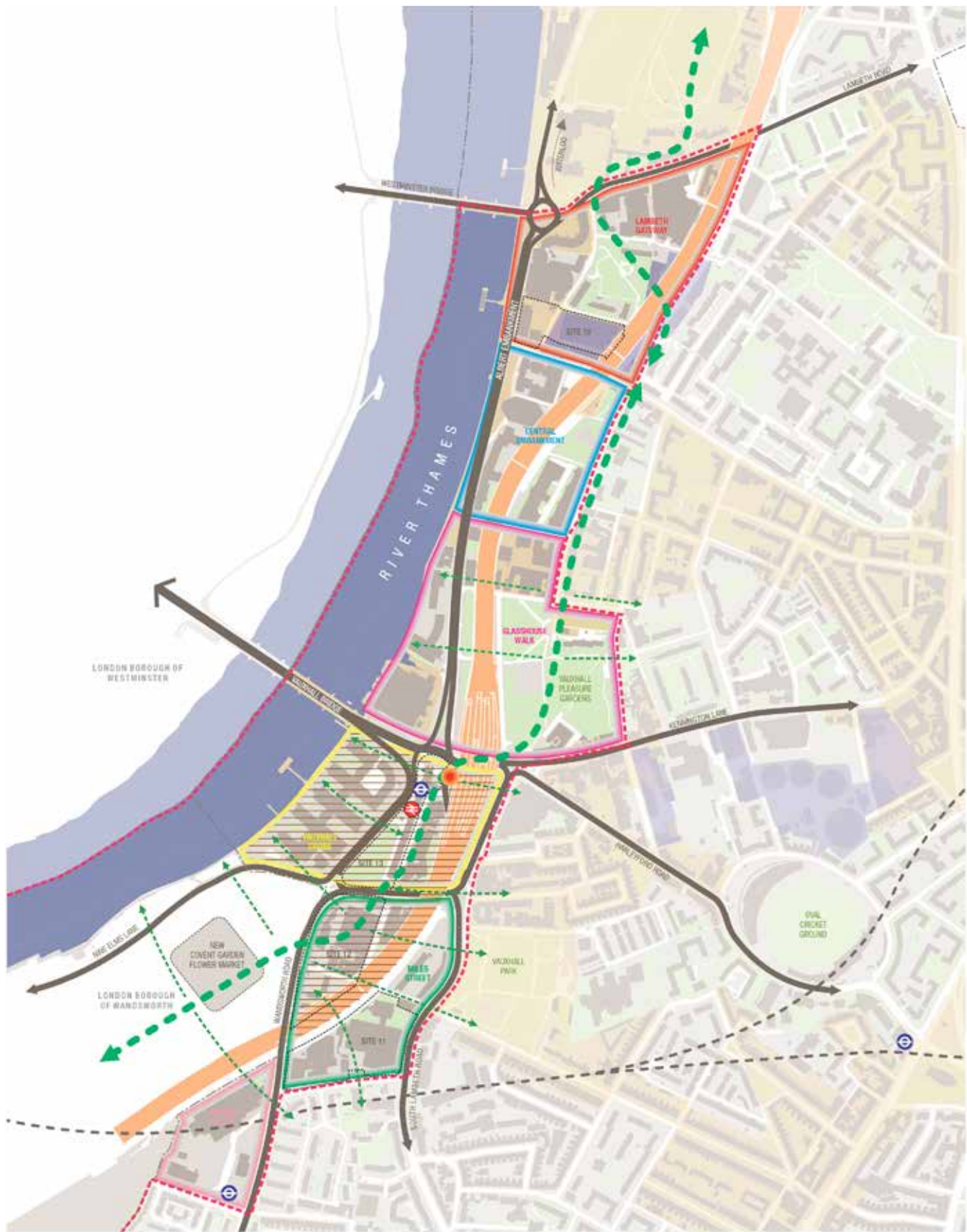


- 11.12 Vauxhall is renowned for its nightlife, with various lesbian, gay, bisexual and transgendered (LGBT) and other venues. The area is an active hub for the Portuguese community as well as being home to a number of voluntary sector organisations. It has a range of cultural and creative activities as well as a small number of successful independent retail and food outlets.



- 11.13 Vauxhall has suffered from a lack of investment in the development of high quality new buildings and this has contributed to some long-standing social, economic and physical problems that affect the area. High levels of social deprivation, chronic ill-health, the presence of some sub-standard housing and extensive unemployment represent current challenges within Vauxhall and its neighbouring communities. The combination of these has meant that local people have not been able to take full advantage of the opportunities that should be available to them in an area that is so close to central London.
- 11.14 The level of development proposed in the OAPF is welcomed if it will deliver a radical uplift in the fortunes of the area and transform it into a successful place that will drive economic benefit for the borough as a whole. This includes redevelopment of New Covent Garden Market and the new Embassy Quarter, both within Wandsworth, which have potential to influence uses elsewhere in the opportunity area.
- 11.15 To achieve this, the council has a clear ambition for Vauxhall as a strong, diverse and sustainable community, complementing the existing areas where people live including Kennington, Oval and Stockwell.
- 11.16 Vauxhall will be visibly transformed into a prestigious and high quality location with an accessible new district centre. Opportunities to strengthen economic activity and bring new employment will lie in attracting new business sectors such as health, telecommunications and media, and creative industries. New and affordable homes will complement this economic activity and reflect changing lifestyles across the capital. New and improved cultural facilities such as restaurants, galleries and hotels will ensure that the area is promoted as part of the international cultural identity that is associated with central London. The Vauxhall district centre will complement and not compete with the proposed Battersea Power Station centre, which will itself serve the needs of Wandsworth and Lambeth residents and the wider area.
- 11.17 Major investment in transport and social infrastructure will be required in order to serve the needs of a growing local population, including additional strategic transport infrastructure.
- 11.18 Under-pinning the OAPF is the development infrastructure funding study (DIFS). This document sets down the extent and cost of infrastructure required to support the preferred level of development set out in the OAPF and the level of tariff charge to be applied to development to support this. The resulting DIFS tariff has been adopted by the council and will be applied to all development proposals in Vauxhall.
- 11.19 Lambeth 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) reflecting the adopted Core Strategy. Building on the analysis within the OAPF, the Vauxhall SPD identifies six character areas (listed in policy PN2) with illustrations that indicate how the principles in the SPD could be applied in each area. The SPD also identifies an area of 'tall building sensitivity'. 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.

Diagram 2: PLACES AND NEIGHBOURHOODS, VAUXHALL



CHARACTER AREAS

- Lambeth Gateway
- Central Embankment
- Glasshouse Walk
- Vauxhall Cross
- Miles Street

- Pascal Place
- Borough Boundary
- Nine Elms Vauxhall Opportunity Area
- Railway
- Major Roads
- ⊕ Railway Station

- ⊕ London Underground Station
- ⊕ Key Industrial and Business Area
- ⊕ Conservation Area
- ⊕ New District Centre
- ⊕ Vauxhall Cross Interchange
- Northern Line Extension

- Pedestrian Linkage/Improvements
- Green Spine/Linear Park
- 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

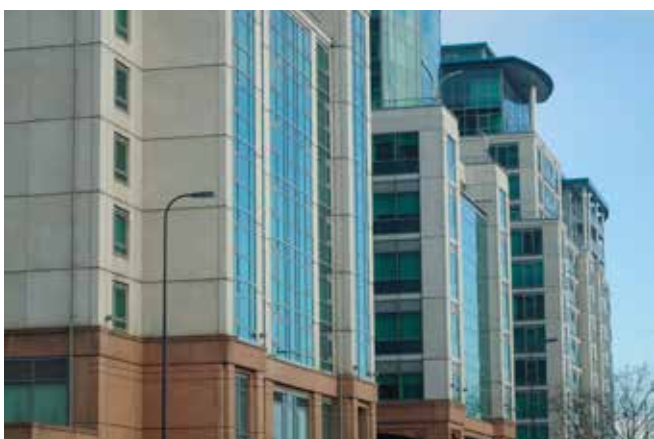
POLICY PN2

Vauxhall

A new district centre 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, hotel, leisure, entertainment and other commercial and community uses in line with its Central Activity Zone designation and as part of the wider London Plan Vauxhall/Nine Elms/Battersea Opportunity Area (now known as Nine Elms Vauxhall).

This will be achieved by:

- (a) Creating a sustainable mix of high density development providing at least 8,000 new jobs, including construction jobs, and 3,500 new homes in the Vauxhall area.
- (b) Promoting the new district centre, 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 district centre and underpin its viability. At least 25 per cent of ground floor units within the district centre 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, along with routes for pedestrians and cyclists.
- (e) Reconnecting Vauxhall to the river with new pedestrian links, improving the riverside walk and enlivening the waterfront with activities.
- (f) The creation of a series of streets, spaces and places, revitalising Vauxhall with a new high street shared between pedestrians and vehicles and a new urban square as a focus for the new district centre.
- (g) Connecting and improving the existing green spaces, especially Vauxhall Pleasure Gardens, Vauxhall Park and Larkhall Park, and create new spaces where possible.
- (h) Ensuring supporting infrastructure is provided to create a truly memorable place paid for by new development where it is necessary to allow growth to proceed or mitigate the impact of development. Developers will be required to liaise with Thames Water with regard to provision of water and wastewater infrastructure. The council will support a consortia based approach to water and wastewater infrastructure delivery.
- (i) Ensuring that the environment that is created is based on adopting best practice principles of place-making and good design which include the following:
 - (i) Well designed and visually rich;
 - (ii) Quality open space and public realm;
 - (iii) Distinctive, with a strong and positive identity;
 - (iv) Of a human scale with an attractive skyline with enjoyable views to and from places of note;
 - (v) A rich mix of uses and diversity of attractions;
 - (vi) Ease of accessibility for all;
 - (vii) High amenity value especially in its heritage areas;
 - (viii) Pedestrian friendly environments;
 - (ix) Safe and sustainable, especially in residential areas;
 - (x) Well managed and maintained throughout.
- (j) 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 working



towards the removal of the gyratory. This may involve remodelling the bus station so that the canopy is removed and bus stops and stands are relocated to allow for the introduction of the high street, improved public realm and connectivity with surrounding areas. Simplified road junctions and crossings will achieve a shift in place making terms, concentrating movements along natural desire lines throughout the whole area. The council considers that these initiatives, along with the implementation of the Northern Line extension, will help open up a range of opportunities for the borough's residents and businesses that would not otherwise come forward. Developments must be at least traffic neutral to support the objective of removing the gyratory. Increased use of the River Thames for transporting people and freight will also be promoted.

(k) Development that is appropriate to the different characteristics and roles of distinct character areas of Vauxhall will be supported. 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. Development should not create a wall effect through ensuring variation in the roofline and sufficient gaps between buildings, safeguarding strategic and local views and historic environment.

3. At Glasshouse Walk – lower density development than elsewhere in the Vauxhall area will be supported: developing a creative residential quarter centred on Vauxhall Walk;

maximising opportunities for the use of the railway arches for commercial, leisure and night-time uses; promoting creative uses around Vauxhall Walk; improving existing public spaces including Pedlar's Park; regenerating Vauxhall Pleasure Gardens to create a high quality public green space that serves as 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 agreed proposals for New Covent Garden Market, the Wandsworth Road Sainsbury's site and the Northern Line Extension stop.

In addition:

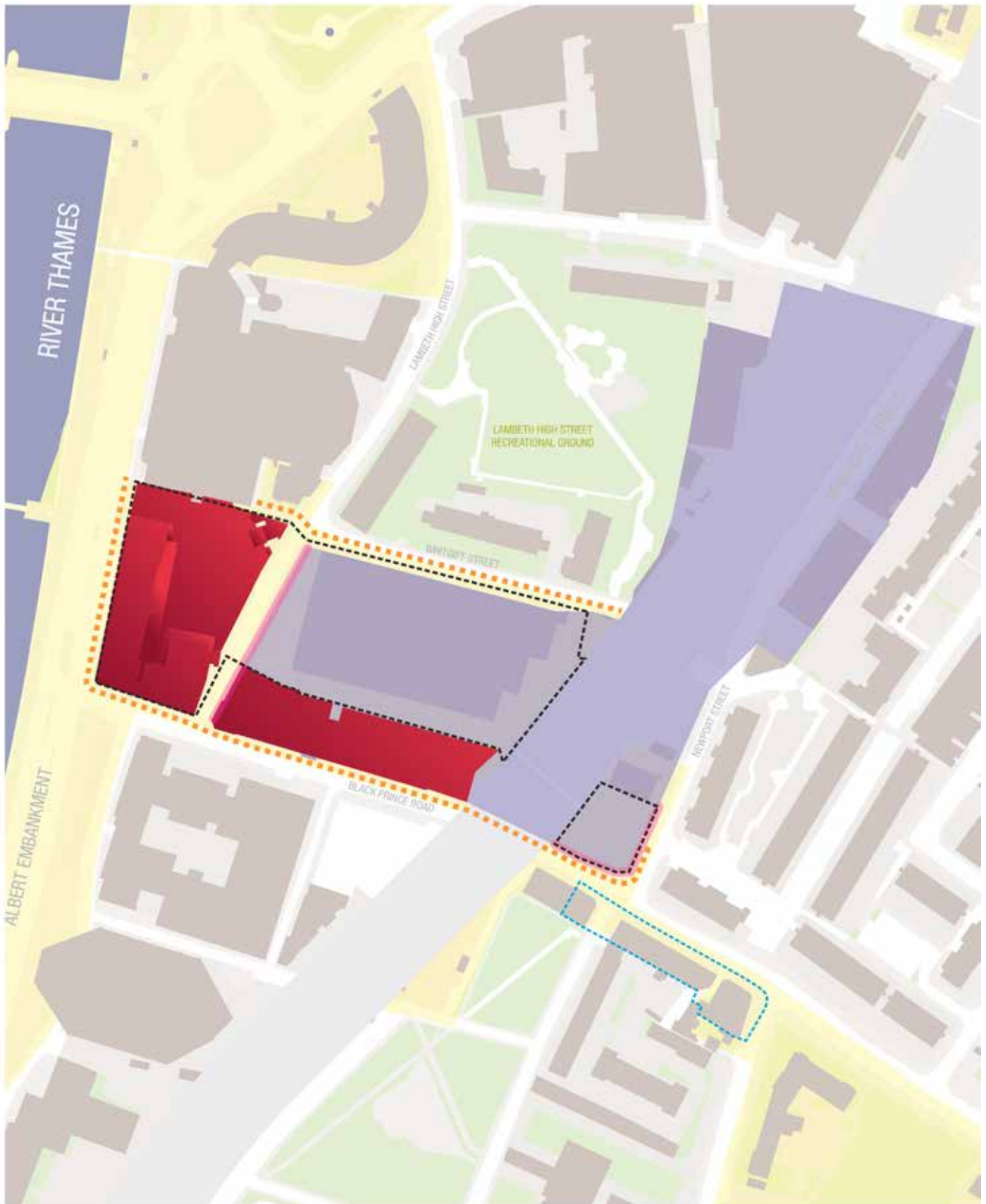
- (l) New development should respect strategic views and local contextual considerations including heritage assets, building on and protecting the existing character and historic environment, taking into account amenity and microclimate and ensuring high quality design.
- (m) The council supports the highest standards of sustainable design and construction. 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 London Plan policies and to support the implementation of VNEB (NEV) energy masterplan.
- (n) Vauxhall is under particular pressure to meet the housing needs of students. However, the council is concerned that this should not compromise the ability to meet more general housing requirements, especially the provision of affordable homes and the need to secure more balanced and mixed-use communities, including land for employment opportunities. Student accommodation should therefore be promoted as part of mixed-use schemes and with clear links with educational institutions.
- (o) The area is sensitive to the development of a cluster of high-quality tall buildings. Heights in the region of 150 metres may be acceptable at its core (the area around Wandsworth Road and its junctions with Nine Elms Lane and Miles Street to the north of the viaduct).








For greater detail on the composition of the cluster, see the Vauxhall Area SPD; see also the map in Annex 11 of this Plan. Elsewhere, along the Albert Embankment, buildings of 80 to 90 metres may be supported, although a variation in height will be sought to create a sloped/waved environment. The appropriateness of development of this scale will be subject to the relationship and impact of tall buildings on the settings of heritage assets, views, neighbouring communities and other related policies. It is essential that proposals for tall buildings are mixed-use. Single use buildings will not be supported under any circumstances except in the KIBA.

- (p) Social infrastructure will be further strengthened by the establishment of a well-funded community development trust, a local social enterprise through which community members will play a lead role in nurturing a strong sense of distinctive character in this neighbourhood. There may be some synergy with other such organisations that are already operating in the locality. New or refurbished health facilities are required to meet the needs of the growing population in Vauxhall. The business improvement district, Vauxhall One, working with other partners including Network Rail, will deliver an improved environment for existing and new businesses.
- (q) 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 rear bounded by Lambeth High Street, Whitgift Street, the railway viaduct and Southbank House SE1

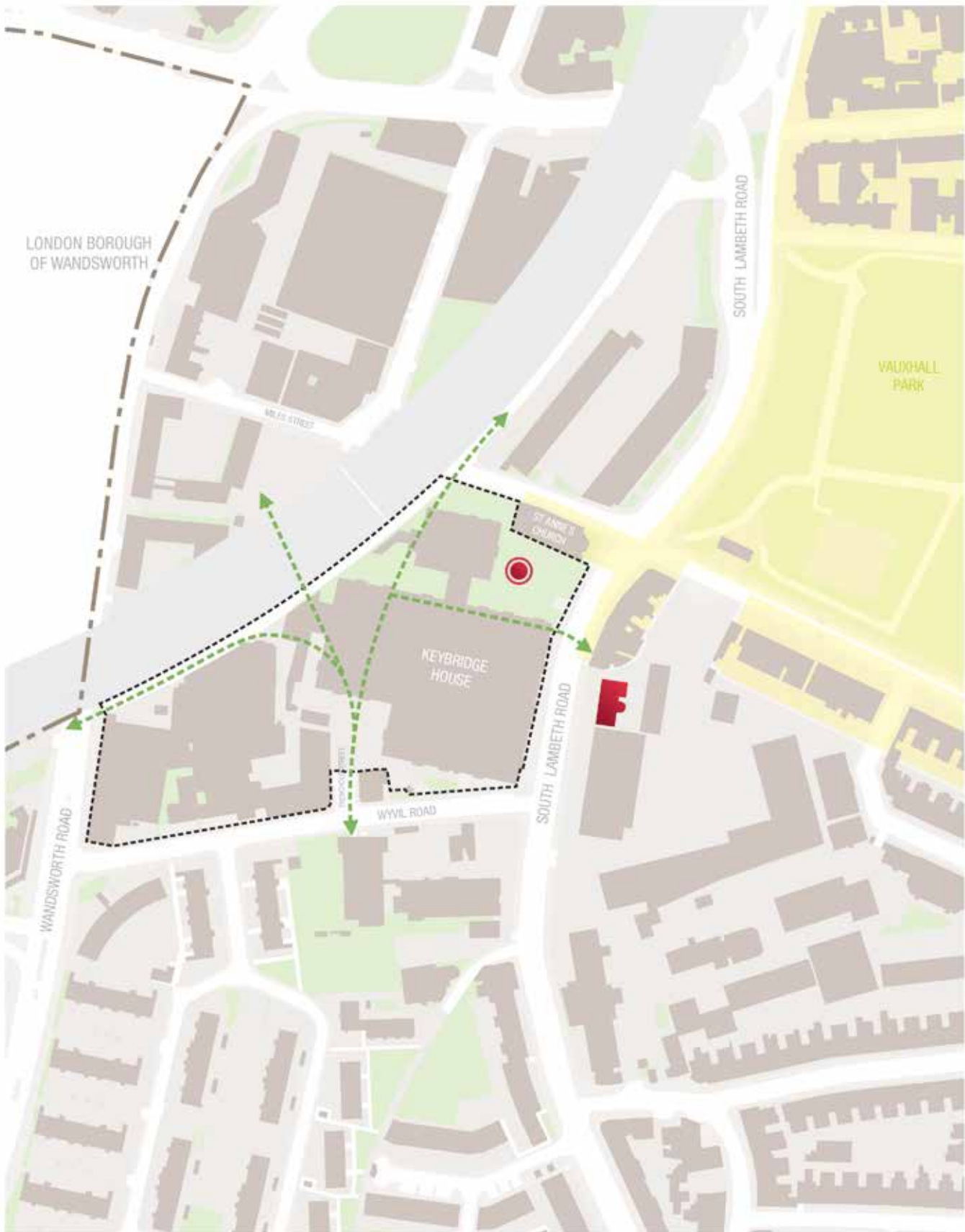


-  Site Boundary
-  Active Frontage
-  Public Realm Improvements
-  Local Centre
-  Listed Building
-  Key Industrial Building Area
-  Conservation Area

SITE 10 - 8 ALBERT EMBANKMENT AND LAND TO THE REAR BOUNDED BY LAMBETH HIGH STREET, WHITGIFT STREET, THE RAILWAY VIADUCT AND SOUTHBANK HOUSE SE1

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)(xvii)) 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: <ul style="list-style-type: none"> (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 buildings and the historic built form of the area; the heritage sensitivity of the site makes it inappropriate for tall building development; (v) ensures that 8 Albert Embankment continues to make a positive contribution to the townscape; (vi) makes sure both existing and new residential amenity is protected; (vii) focuses employment uses in and around the viaduct and Lambeth High Street; (viii) provides active frontages opposite the local centre on Black Prince Road and along Lambeth High Street; (ix) does not provide ground-floor residential uses on any part of the site; (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; (xi) maximises the amount of replacement employment and includes space for small and medium enterprises; (xii) provides a mixed and balanced community with an acceptable mix, tenure split/distribution of residential accommodation; (xiii) allows for the potential to connect to a future district-wide combined heat and power network.

Site 11: Keybridge House, 80 South Lambeth Road, 10-22 Wyvil Road (even) and 143-161 Wandsworth Road odd) SW8

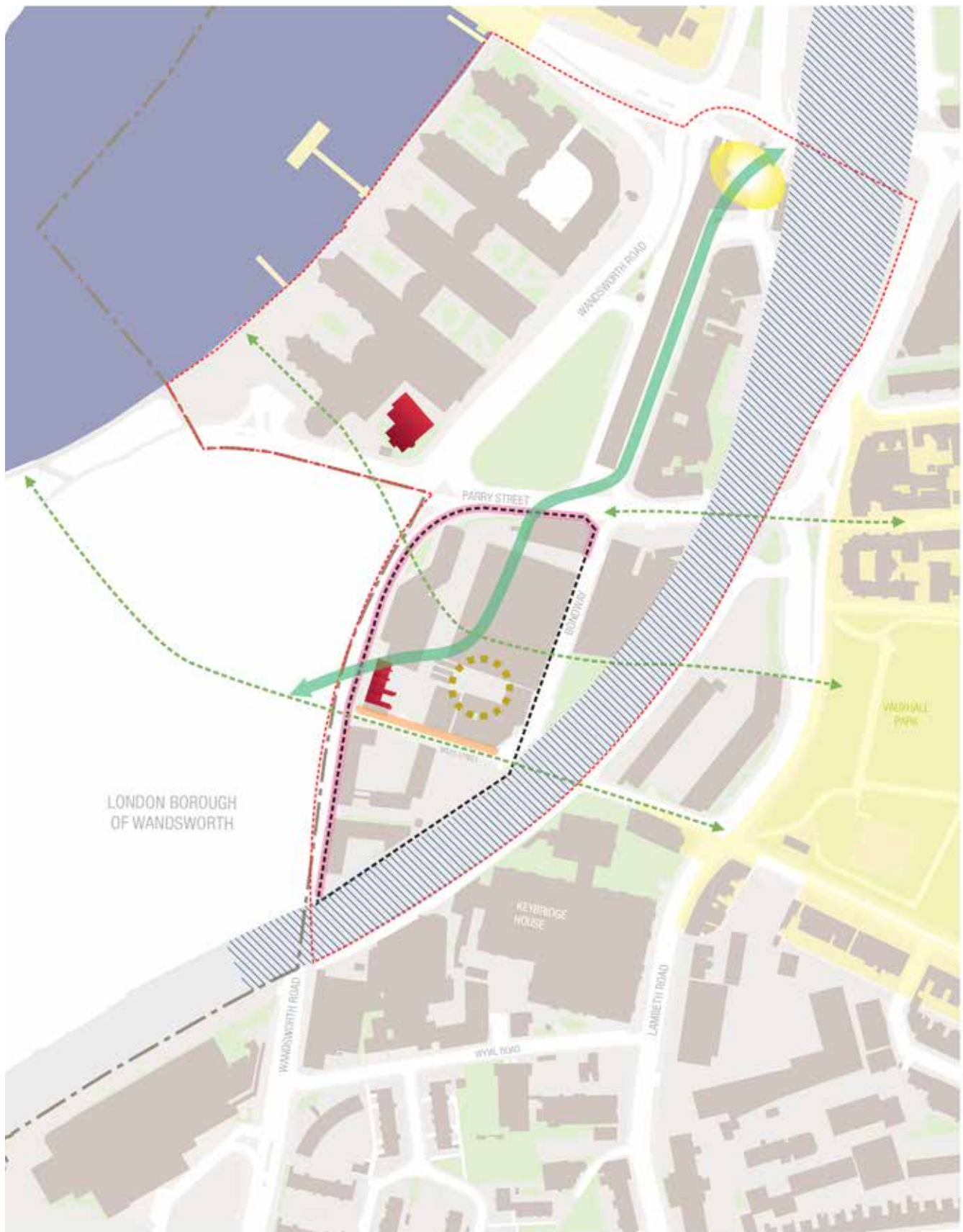


-  Site Boundary
-  Indicative Potential Routes Through the Site
-  War Memorial
-  Listed Building
-  Conservation Area
-  Borough Boundary

SITE 11 - KEYBRIDGE HOUSE 80 SOUTH LAMBETH ROAD, 10 – 22 WYVIL 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	<p>This site provides an opportunity to provide a mixed-use development with the potential to incorporate a primary school within the development.</p> <p>The council will support development on this site that:</p> <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; (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.

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

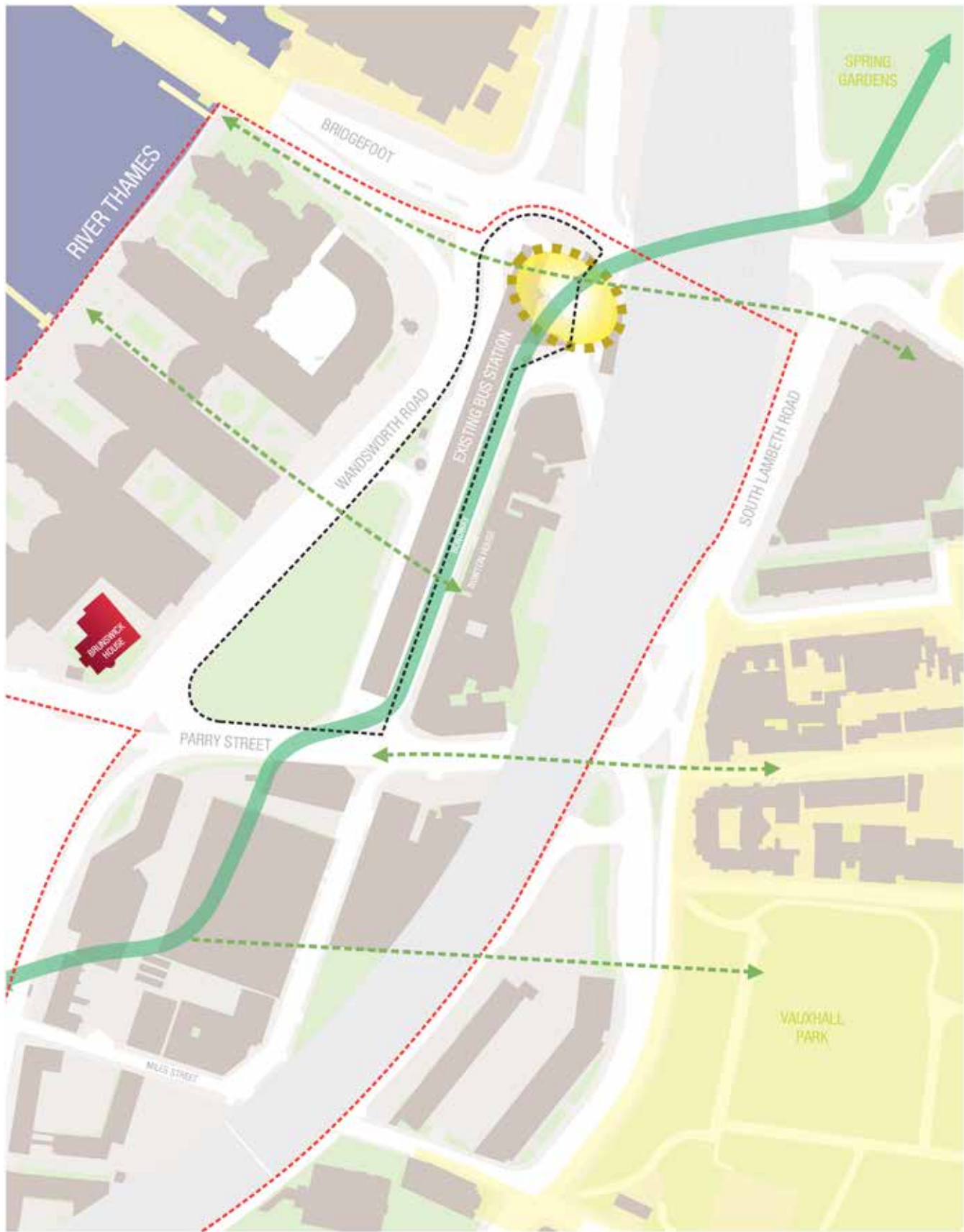










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|---|-----------------------------------|
| Site Boundary | Active Frontage with Retail Focus |
| New District Centre | Active Frontage non Retail Focus |
| Vauxhall Cross Interchange | Active Arch Spine |
| Indicative Location of New Urban Square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

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 reprovision 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 reprovision 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; (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.

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



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

SITE 13 - PLOT BOUNDED BY 7- 93 WANDSWORTH ROAD, PARRY STREET AND BONDWAY INCLUDING THE BUS STATION 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 improvements to bus routes and a return to two-way working of the gyratory with bus stops located on key routes; (xi) provides a new public square to the north of the site; (xii) includes linkages to new open spaces and, to the east of the viaducts, to Vauxhall Park; (xiii) allows for the potential to connect to a future district-wide combined heat and power network.

Brixton

- 11.20 A distinctive major town centre, Brixton has developed an international reputation based on its markets, cultural and creative energy and diversity. It 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. Popular with local people, Brixton also attracts visitors and tourists from around the globe.
- 11.21 While Brixton has clear and considerable strengths, it also faces significant challenges. There is a need to support local business, improve permeability, put in place the required social infrastructure and manage change, to ensure local people benefit. Brixton is part of the London Plan priority areas for regeneration and the Future Brixton Masterplan (2009), developed through extensive resident and key stakeholder consultation, outlines ambitious aspirations for the area.
- 11.22 There is clear potential for growth in terms of vital job and business creation to improve its future resilience. Building on the masterplan's principles and ambitions, the Brixton supplementary planning document (SPD) adopted in June 2013 was co-produced with the local community, key stakeholders and partners to provide detailed planning guidance to ensure that any development meets local needs and objectives, including the provision of new homes and jobs; improved and new social, community, educational and physical infrastructure; and an enhanced retail and cultural offer.
- 11.23 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. Of the 411 retail/service units, 11 per cent were vacant in 2012 - below the national average (NLP 2013). However, given competition from other centres and changing consumer patterns and demand (such as internet shopping), there is a need to improve provision. The development of a strategy to encourage use by more local residents, maximise commuter spend and enhance and promote the offer for both local people and international visitors (developing Brixton as a tourist destination) would support Brixton's reputation and growth as a retail and cultural centre.
- 11.24 There is an opportunity to maximise employment and business 'progression routes' through using the markets and the growth potential of the creative and green industry sectors, working in partnership with employers, colleges and others. There is demand for additional affordable and flexible business space to meet small and medium enterprise (SME) and start-up business needs – stimulating growth and providing further employment. A number of new units are to be provided in the development at the 'Your New Town Hall' site.
- 11.25 The Mayor of London's transport strategy identifies Brixton as a strategic interchange. A key mayoral policy is to improve interchange between different forms of transport, particularly around major rail and underground stations and where this will enhance connectivity in outer London. Brixton underground station has undergone major renovation and modernisation work and the Victoria line, of which Brixton is the southern terminus, has had a major upgrade to increase its capacity. New development in Brixton town centre must support this objective and contribute to improving the interchange between rail and underground.
- 11.26 The London Overground extension to Clapham Junction is complete. While there are currently no plans for a station at Brixton (which would be supported by the Mayor's policies - see above), this is a long-held local aspiration which the council is keen to pursue through partnership working. New platforms to enable the Overground to stop at Brixton and create a strategic rail interchange could open up commercial, development and other opportunities.
- 11.27 Transport for London (TfL) has undertaken significant carriage and foot-way improvements on Brixton Road, including bus and cycle priority measures, widened pavements and road-safety measures. Significant investment has also gone into the creation of a large public space at Windrush Square, opened in February 2010. This provides a central location for events and cultural activity, alongside the Tate Library and the Black Cultural Archives development at Raleigh Hall.



11.28 Complementary public realm improvements to a number of town centre streets, in 2012, provide an enhanced experience for pedestrians and cyclists. Further improvements will be sought in relation to any new development in the town centre. New high-quality animated public spaces are important in developing pride of place and supporting a sense of safety and wellbeing. Priorities include improvements to the overland station entrance and its environs, Atlantic Road, Brixton Station Road, Popes Road and Coldharbour Lane. Initiatives to improve the permeability of the centre, particularly through railway viaducts and railway land will also be sought. Outside the town centre, estate regeneration, when it takes place, will have permeability and community safety as a high priority.

11.29 Brixton has benefited from an increase in the range and standard of secondary school places, with, for example, the opening of Michael Tippett Special Educational Needs School (February 2008); Elm Court Special Educational Needs School (February 2009); and Evelyn Grace Academy, which won the Sterling Design Prize (September 2010). Primary school provision needs to be significantly increased.

11.30 Lambeth Council developed a play park at Max Roach Park with a grant of £1.3 million. This is a

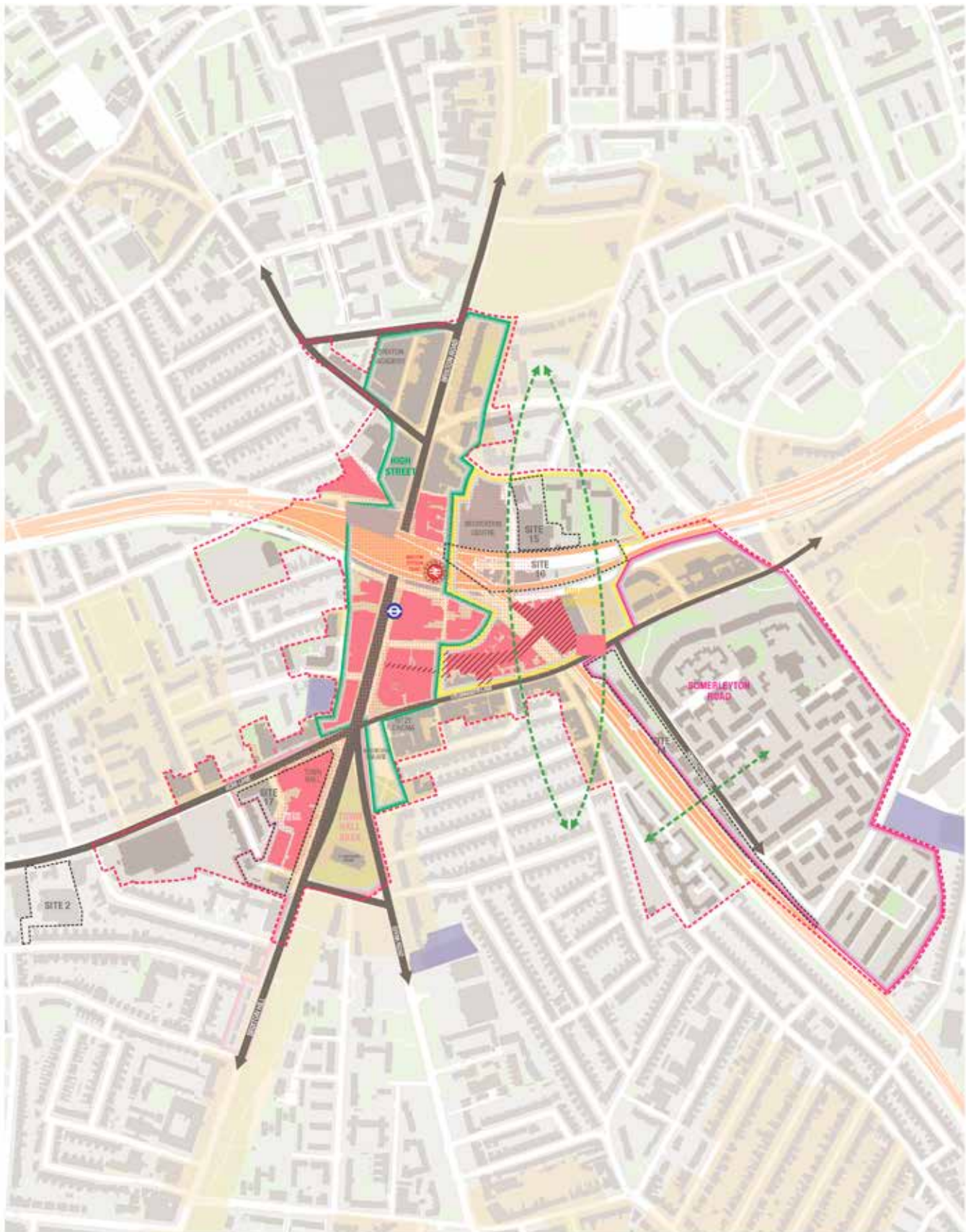
flagship and highly innovative flexible play space in Brixton and a centre of excellence for play in the borough and the wider sub-region. The potential for additional pocket parks and safe play spaces needs to be explored in support of the town as a family-friendly place and a place for all.

11.31 There are major regeneration opportunities in the town centre around a number of council-owned sites and other vacant and under-used sites, including upper floors above shops. Some of these present particular challenges arising from cross-cutting railway lines and multiple land-ownerships. The use of council-owned assets and active intervention in the assembly of sites will play a major role in securing beneficial development and unlocking opportunities in Brixton, working in partnership with other major landowners, residents and key stakeholders.

11.32 Following the principles of economic, social and environmental sustainability, the key objectives for regeneration in Brixton are:

- reinvigoration of the town centre as a shopping destination, including the indoor and street markets
- retention and enhancement of town-centre employment uses and affordable and flexible premises for small businesses
- growth as a centre for creative and cultural industries and the evening economy
- introduction of new residential uses in the town centre supporting mixed and balanced communities
- bringing existing housing stock up to the Lambeth Housing Standard either through refurbishment or estate regeneration
- enhancement of the existing built heritage and introduction of high-quality new design in buildings and the public realm
- exploration of the potential to locate higher or further educational facilities in the area
- use of every space and building to support vitality and viability and address community safety concerns
- improving connectivity and permeability through public realm improvements and the exploration of enhanced uses of railway viaducts, including the opportunity for improved through-routes.

Diagram 3: PLACES AND NEIGHBOURHOODS, BRIXTON



CHARACTER AREAS

- Brixton Central
- Somerleyton Road
- High Street
- Town Hall Area

- Brixton Major Centre Boundary
- Indoor Market
- Primary Shopping Area
- Railway Station
- London Underground Station
- Potential Proposed new London Overground Station

- Railway
- Major Roads
- Key Industrial and Business Area
- Conservation Area
- Improving Links

- Site Allocations
- Site 2 - 47-51 Acre Lane
- Site 14 - Somerleyton Road
- Site 15 - Popes Road
- Site 16 - Brixton Central
- Site 17 - SW2 Enterprise Centre

POLICY PN3

Brixton

Brixton's role as a distinctive major multicultural and diverse town centre will be safeguarded and promoted through careful and sensitive regeneration, recognising its local heritage and historic built environment, with a specific focus on different character areas, and supporting economic, social and environmental sustainable development.

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. The exception to this will be in the indoor markets (as shown on the policies map), where no less than 50 per cent of original ground floor units should be in A1 use and no more than 50 per cent should be in A3 use within each indoor market (Brixton Village, Market Row, Reliance Arcade), with no restrictions on consecutive uses. This should be supported by a management plan to be agreed between the council and the managers of the indoor markets. Outside the primary shopping area, ground floor uses should be in A, D or B1 use class.
- (b) The use of council-owned sites and other development opportunity sites to support a wide range and mix of compatible and sustainable town-centre uses. This will include: active ground-floor frontages; safeguarding the primary shopping areas; extending the range and quality of shopping floorspace; supporting the role and contribution of Brixton's markets area (both indoor and outdoor) through physical and other improvements; safeguarding and promoting opportunities for business floorspace, including affordable and flexible workspace; the expansion of arts, creative and cultural industries; enhancing the town centre's popularity for leisure, entertainment and nightlife including support for provision of theatre and other entertainment venues and potential for hotel accommodation; making use of vacant and under-used floorspace above shops; supporting the inclusion of housing as part of mixed-use development while supporting employment uses and having acceptable levels of amenity and adding to the vitality of the area; making appropriate provision to meet the need for additional school places; and ensuring the town centre's role in delivering high-quality private service uses and public services. The appropriateness of development involving tall buildings will be considered in relation to policy Q26.
- (c) The creation of new high-quality animated public spaces; improvements to the public realm around the rail station; improvements in provision for pedestrian movement and cyclists; improved linkages within the town centre and connections with adjoining areas; and support for communal use of public spaces and public art.
- (d) Improving the quality of public transport provision and interchange; seeking further improvements in the quality and connectivity of public transport such as new platforms to enable the Overground to stop at Brixton and create a strategic rail interchange; and an appropriate replacement for the role and function of the former Cross River Tram.
- (e) Implementing town-centre energy and waste management strategies involving a wide range of sustainable elements and innovation in line with 'One Planet Living' principles, and supporting this delivery through planning obligations. This could include provision of energy and renewables centres to provide for neighbourhood waste disposal, sustainable waste management and recycling facilities; or CHP/CHHP plant heating networks.
- (f) Brixton Station Road – significant improvements to the public realm on Brixton Station Road to provide a shared space that gives priority to pedestrians;

improvements to Brixton Recreation Centre to activate frontages, provide ground-level access and improve physical and visual amenity; supporting development of improvements to the Brixton Station Road edge of Canterbury Gardens estate for mixed-use residential / community / workspace with active frontages and public realm and open space improvements.

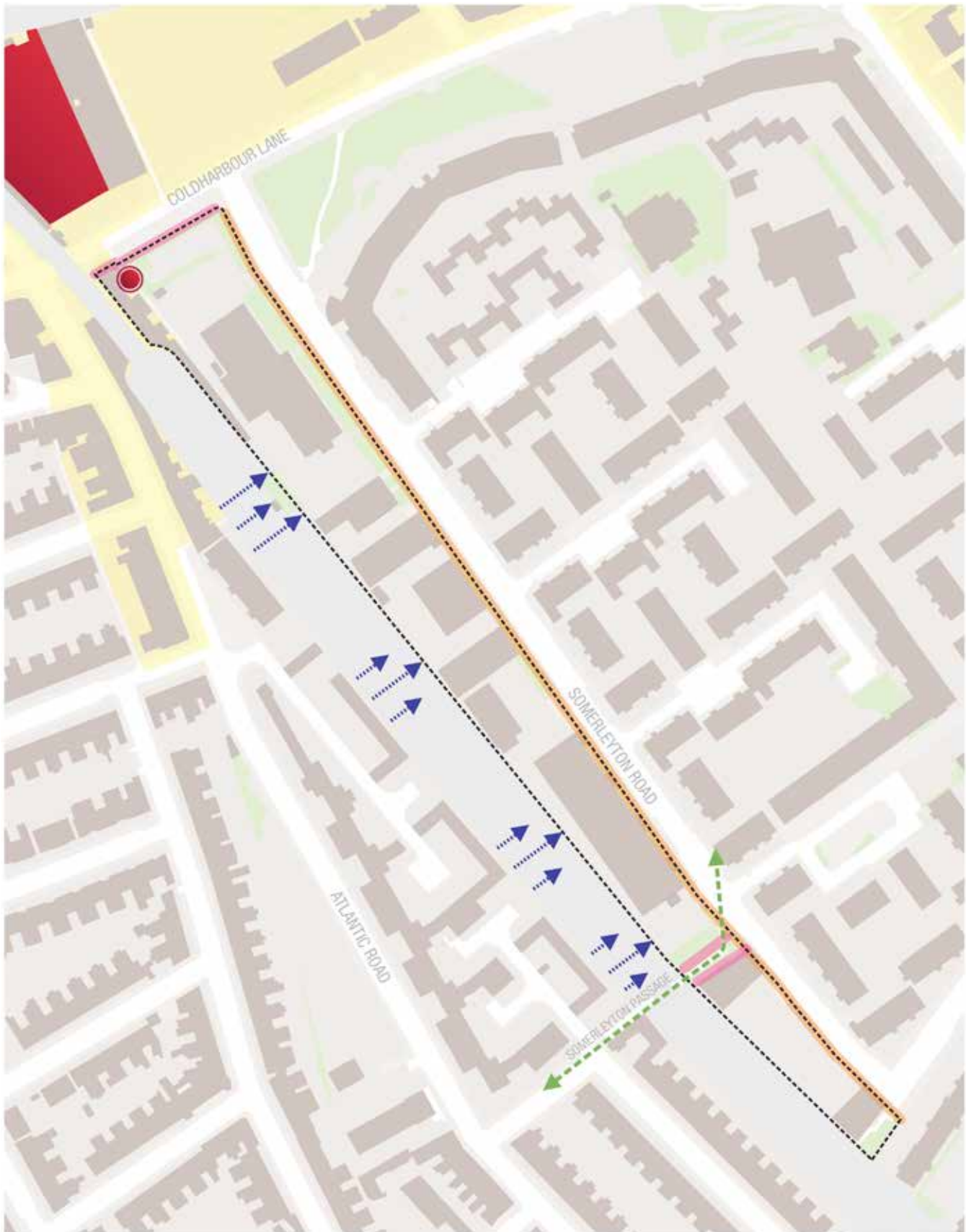
- (g) Brixton Station / Popes Road / between the viaducts – improvement of the environment around the station, station entrance (including lift access to the station) and Popes Road as a key spine, connecting the areas of the town centre either side of the railway tracks to create a much-improved interchange. Mixed-use development potential: residential; retail, food and drink; new workspace including creative and cultural industries; market support centre and associated facilities; revitalised railway arches; community, educational, leisure and recreation uses. Development of Popes Road site and neighbouring land for mixed-use residential, retail, food and drink, parking to meet identified needs, cycle storage/parking, community uses and public realm improvements.
- (h) Brixton Village and Markets – a revitalised Electric Avenue and indoor/outdoor markets area, improved access to the train station, linkages from Coldharbour Lane, and public realm improvements.
- (i) Coldharbour Lane – opportunities for mixed-use activities at street level and public realm improvements.
- (j) Brixton Road – Brixton’s ‘high street’ has seen significant highway improvements: further improvements include 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.









- (k) Somerleyton Road area – 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, theatre / arts facilities; improved green and play space; active / overlooking street frontages; and improved public realm and linkages with adjoining areas. The waste depot provision could be retained or reprovided elsewhere in the borough.
- (l) Town Hall Area – mixed-use development with residential, civic and public service uses, retail and employment uses, affordable and flexible workspace; entertainment and leisure uses, securing better linkages between Acre Lane and Brixton Hill and improvements to the public realm and active-frontage uses; improvements to Porden Road public realm.
- (m) Acre Lane – public realm improvements and the protection of employment opportunities.





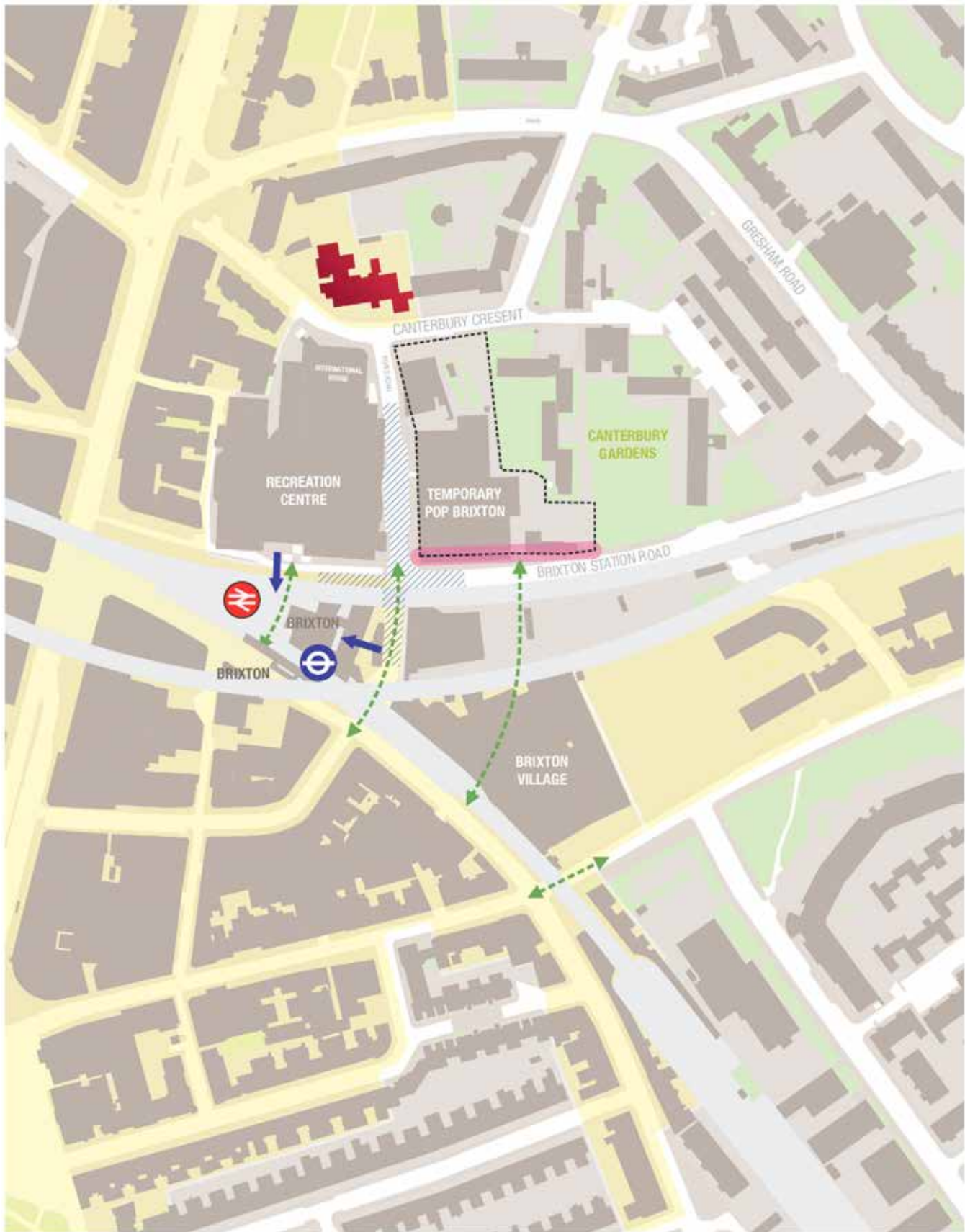
Site 14: Somerleyton Road SW9



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|  Site Boundary |  Pedestrian Linkage / Improvements |
|  Listed Building |  Active Frontage |
|  Nuclear Dawn Memorial |  Street Frontage and Protected Plane Trees |
|  Views Across Site (locations indicative) |  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: <ul style="list-style-type: none"> (i) retains the heritage value of Carlton Mansions and allows continued public appreciation of the 'Nuclear Dawn' mural; (ii) retains the depot provision or reprovdes 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 defensible building line onto Somerleyton Road; (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; (viii) protects the amenity of existing residential developments; (ix) ensures new dwellings are dual-aspect and avoids single-aspect dwellings close to the railway line; (x) protects the line of plane trees along Somerleyton Road; (xi) includes living roofs where possible; (xii) allows for the potential to connect to a future district-wide combined heat and power network.

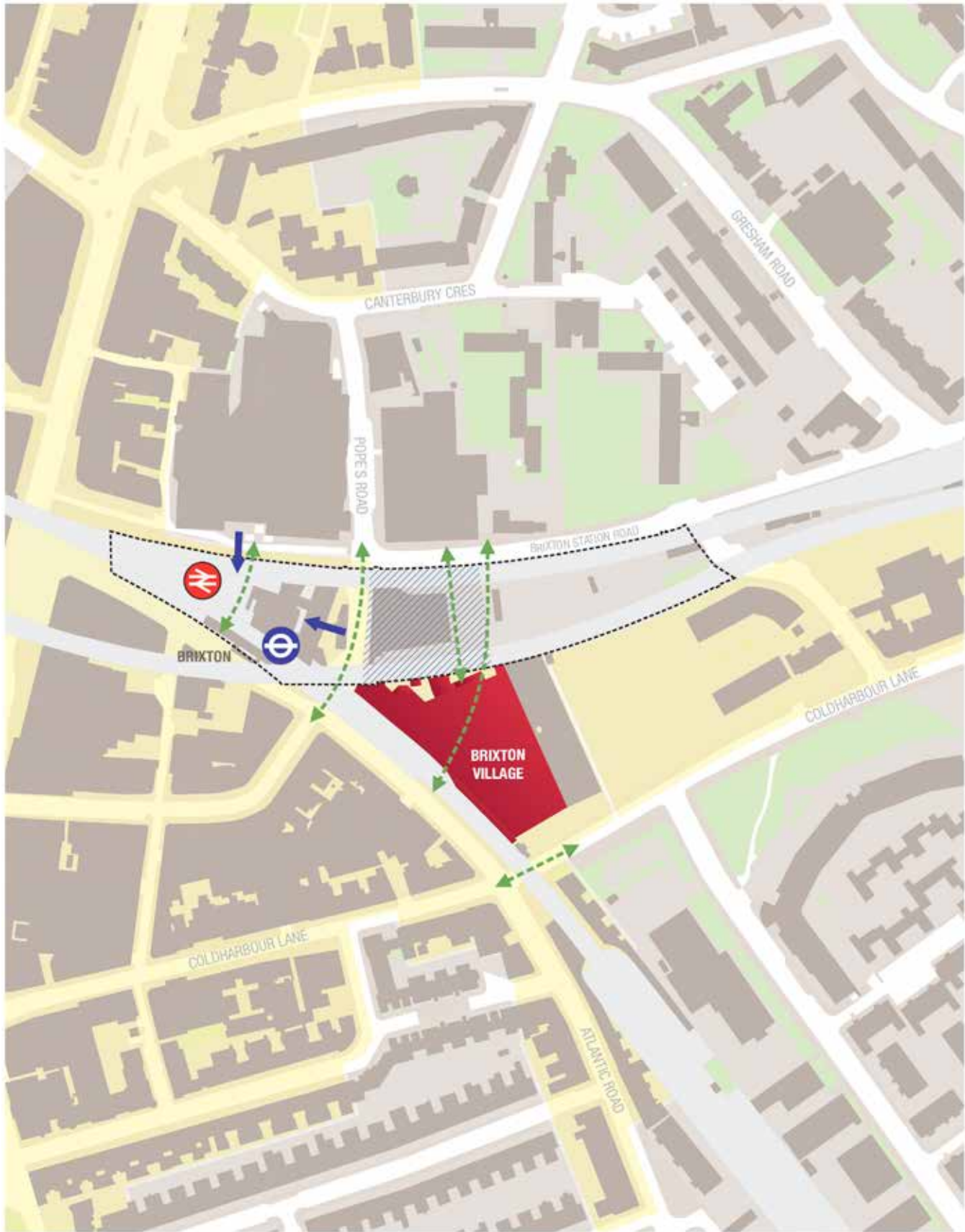
Site 15: Popes Road SW9



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

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	Included in the SHLAA 2009 as a potential housing site Identified in the Brixton Masterplan June 2009 and Brixton area SPD June 2013 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. Planning permission was granted in September 2014 for the temporary use of the site for POP Brixton until 2019.
Preferred use	Mixed-use development with retail, commercial, community, leisure, residential and town-centre car and cycle parking.
Design principles and key development considerations	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). The council will support development that: <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).

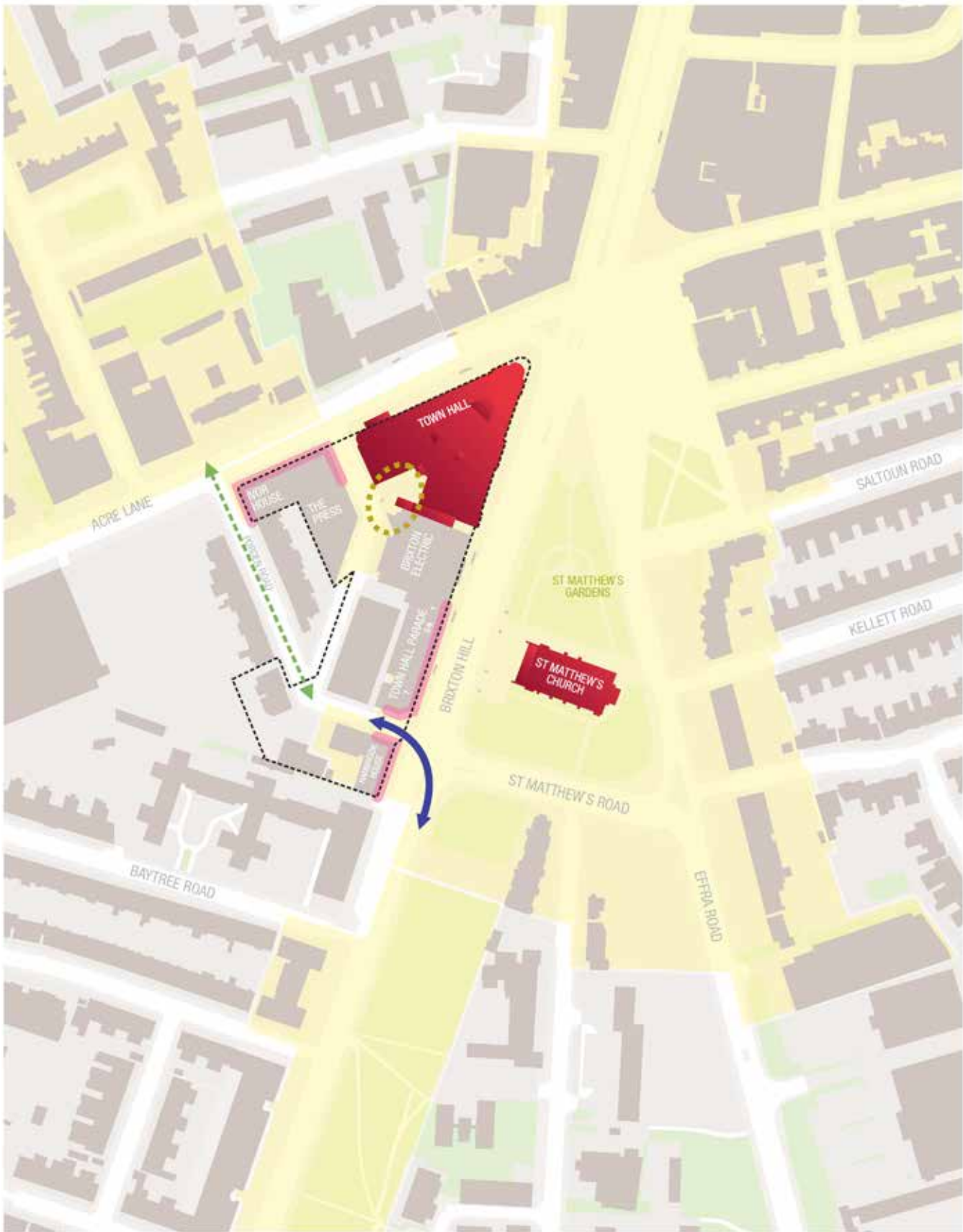
Site 16: Brixton Central (between the viaducts) SW9



- Site Boundary
- Listed Building
- ← Opportunities to Open Up Arches / Pedestrian Linkage Improvement
- Extending Commercial Activity
- ← Opportunity to Reinststate Station Entrance
- e London Underground Station
- M 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 reprovision 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 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. 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.

SITE 17 - 'YOUR NEW TOWN HALL', SW2

Design principles and key development considerations

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.

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.

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.

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.

‘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.

Vacant site (previously Hambrook House West) – Redevelopment of this site is welcomed. Any new development should respect the amenity of adjoining residential occupants and the setting of adjoining heritage assets.

The objectives in the informal planning guidance include public realm improvements:

- (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.

Streatham

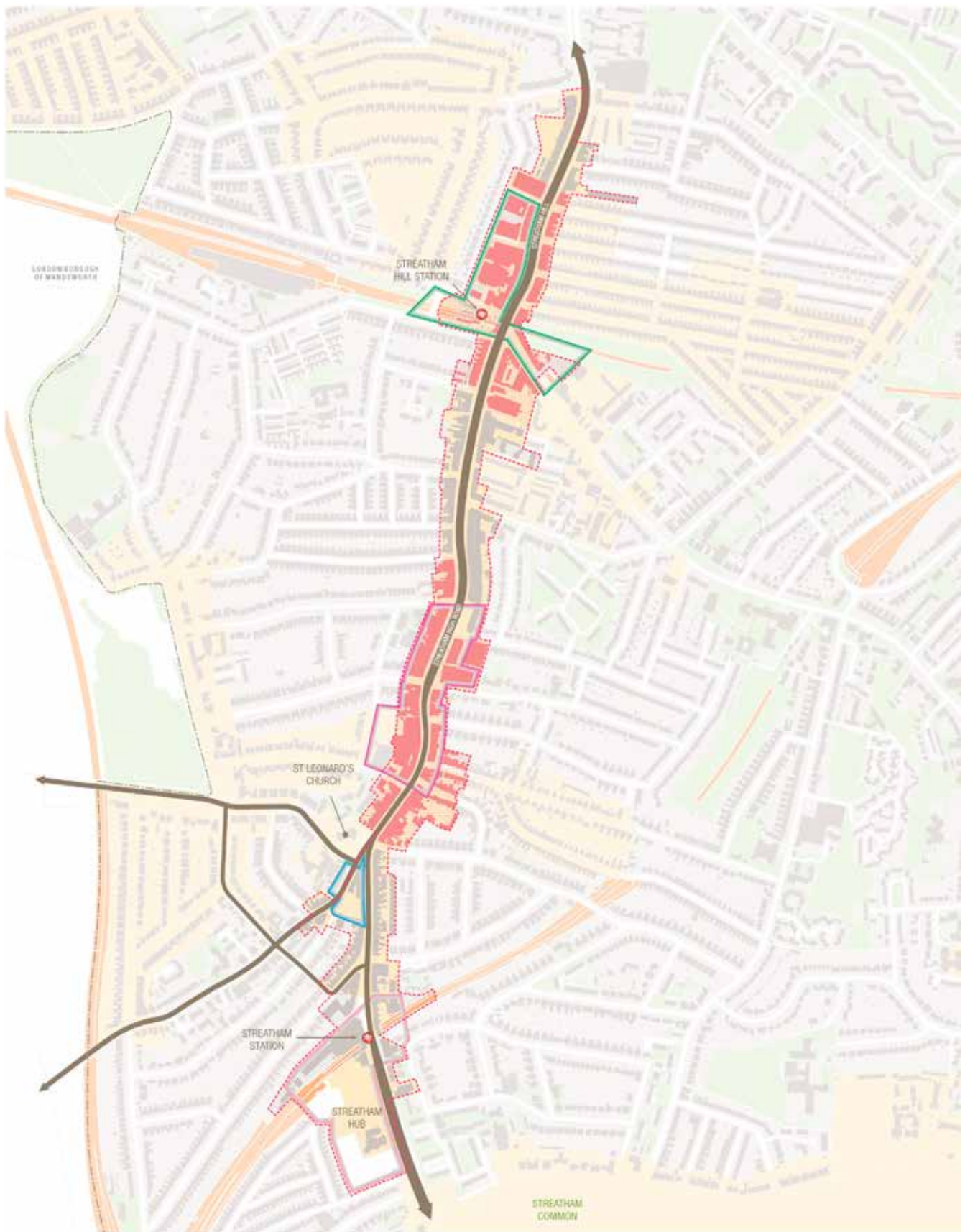
- 11.33 Streatham is one of Lambeth's two major town centres, along with Brixton. With one of the longest high roads in Europe (anecdotally) and a number of outstanding architectural features, much of Streatham Hill and Streatham High Road have been designated as conservation areas. Once the shopping and leisure centre of South London, the High Road has experienced decline in the last two decades and, like many other town centres, its retail offer is having to be reconfigured to reflect changing habits and shopping practices.
- 11.34 In 2012, Streatham had over 447 retail/service units. Demand for High Street units has remained steady, and the vacancy rate of 12 per cent in 2012 was slightly below the national average (NLP 2013).
- 11.35 Streatham is not a single centre but is made up of four contiguous areas (Streatham Hill, Central, Village and Hub) each with its own unique retail offer. Streatham has a predominance of independent retailers and, given the trend away from homogenised high streets with multiple retailers, this is becoming a commercial advantage drawing in those looking for a different retail experience.
- 11.36 With its wide range of restaurants and bars, Streatham's evening economy rivals the day time trade in terms of commercial activity and footfall. This is an asset and a distinctive characteristic of the centre. The renowned Hideaway Jazz Club is a particular draw and regularly attracts customers from outside London. In many town centres, 124 licensed premises could present issues of anti-social behaviour, crime and grime, but Streatham's 'family friendly' approach means anti-social behaviour is kept to a minimum and it continues to attract quality gastro pubs such as the 'Antic' chain.
- 11.37 Surveys of shoppers and businesses have highlighted Streatham's green spaces, schools and transport links as major strengths. It is increasingly becoming the location of choice for young families and professionals because of the competitively priced housing and attractive environs. Streatham's people and diverse culture are also seen as strengths and its large Polish and Somali communities help to bring more footfall into the area through cultural and food festivals.
- 11.38 Streatham is experiencing significant physical regeneration along the entire length of the High Road. In the south, the circa £100 million Streatham Hub development will deliver a new ice rink, swimming pool, sports and leisure complex; 250 homes; a large Tesco store; new bus interchange and public realm improvements. The development is a huge competitive advantage for Streatham, making it a destination because of the unique leisure offer. At the northern end of the High Road, the Caesar's/Megabowl development can provide new retail opportunities together with new cultural and residential opportunities. New development, however, must address the issue of parking stress on the streets surrounding the shopping centre and close to stations (as a result of commuter parking).



- 11.39 Streatham will benefit from a continuation of the highly successful 'Drive thru to Destination' works, which will see the removal of central reservations, their replacement with trees and decorative lighting and an improvement in links across the High Road. Improvements to shop fronts, the Skyline project to illuminate key buildings and architectural features, together with improvements to High Road cultural and civic facilities, will further assist Streatham's local economy. Streatham Library, currently in a poor condition, is being re-furbished to include additional community facilities.
- 11.40 Public transport provision along the High Road is excellent but elsewhere there is a need for improved provision of buses and trains, particularly for east-west routes. Southern Rail has invested in improvements at Streatham Hill and Streatham Common stations, upgrading footways, lighting, cycle parking and bus stops.

- Transport for London is midway through a ten-year programme of improvements to the High Road, including new kerbs, paving and street lighting, de-cluttering the street and removal of pedestrian barriers. This is supported by funding from Lambeth Council.
- 11.41 Streatham's popular and oversubscribed schools are also receiving substantial investment. Dunraven secondary school, now an Academy, is being refurbished and extended to provide additional places and improved facilities for completion in 2013, with legacy funding from Lambeth's Building Schools for the Future programme. It is also currently being further expanded to admit two forms of entry (FE) of primary age children to address the major growth in primary school demand in the area, now increased by over 50 per cent since 2006. In addition, to meet this demand, a new 2FE primary school Henry Cavendish (Streatham) opened in 2010 and Sunnyhill and Hitherfield have been expanded each by 1 FE with works completed in 2013. Other primary expansion projects in the area at an earlier stage include Immanuel & St. Andrews and Granton. Each of these schools will be expanded by 1 FE with final completion expected in 2014. Julian's (Streatham) is due to be rebuilt and expanded creating 2 additional FE, also by 2014. A new re-provided special needs primary school -Livity- opened in spring 2013 on the old Adare Centre site off Adare Walk. Further expansion will be necessary in the area to meet demand and other schemes are being considered, subject to funding.
- 11.42 Streatham Common and the Rookery provide a large area of public open space in the south of the area. A range of improvements helped the open space achieve Green Flag status in 2013 in recognition of its quality and management. Tooting Bec Common on the borough boundary is also used by Streatham residents.
- 11.43 The Streatham master plan approved by the council in 2009, sets out detailed regeneration proposals. Bringing together council and other agency strategies, it reflects the aspirations of local residents and stakeholders and contributed to the process of the preparation of the Core Strategy 2011. It provides a framework for the co-ordination and promotion of development and delivery mechanisms for public realm and other improvements and an implementation and delivery strategy over the short, medium and long-term.
- 11.44 A strong and vibrant business community is important for any town and, following a feasibility study, a 'commercial' town centre management model was identified as the most appropriate for Streatham. This council-funded approach to developing the town centre started in 2009 and helped to establish effective business partnerships and to deliver a range of business related projects. This has now progressed into a Business Improvement District, which has the potential to generate significant sums over a five-year period for business-led town centre developments.
- 11.45 To the east of the town centre, Streatham Wells is a residential area which contains a wide range of housing. Unigate Wood and Valley Road playing field provide an important local amenity space. Away from the High Road and the stations at either end of it, the area is poorly served by public transport. There is considerable parking stress, particularly in the roads nearest the schools.
- 11.46 To the south west of the town centre, Streatham Vale is an area which contains many small and relatively affordable family houses. The local shopping centre in Streatham Vale/Greyhound Lane is an important local facility and contains a number of significant businesses. The local business organisation is working to develop the retail and business potential of the centre. Streatham Vale Park and the adjacent travellers' site are both significant features in the area but are in need of revitalisation. Streatham Common Station is one of the busiest stations on the rail network with nearly five million passenger journeys a year and gives good access to the City and West End. However, away from the station the area is poorly served by public transport. Access to the area is constrained due to the railway lines running north-south and east-west through the area. Bus routes are limited and traffic congestion is a major concern.

Diagram 4: PLACES AND NEIGHBOURHOODS, STREATHAM



FOCAL AREAS

- | | | |
|-------------------|---------------------------------|-------------------|
| Streatham Central | Borough Boundary | Railway |
| Streatham Hill | Streatham Major Centre Boundary | Major Roads |
| Streatham South | Streatham Primary Shopping Area | Conservation Area |
| Streatham Village | Railway Station | |

POLICY PN4

Streatham

Streatham's role as a major town centre will be supported and enhanced to re-establish its place as a destination for retail, leisure, hotels and commerce, through appropriate regeneration that is sensitive to the centre's conservation area status and valued heritage assets.

Shopping uses will be safeguarded and appropriate new development supported. 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.

A wide range of town centre uses with active-frontage uses will be encouraged and investment in the maintenance and improvement of existing premises will be supported.

Sustainable travel, the accessibility and use of public transport including buses and rail services, walking and cycling, will all be supported through improvements to public transport facilities, the public realm and measures to reduce the impact and dominance of road traffic. Development should have regard to parking stress on streets around the town centre and the stations.

The aim is to seek to deliver significant development through the masterplan, phased over a ten year period up to 2025. Open space and car parking appropriate to the nature and scale of development will be sought. Development and facilitating regeneration opportunities will be focussed on four distinct hubs: Streatham Hill, Streatham Central, Streatham Village and Streatham Hub. Initiatives to reduce the length of the shopping centre, whilst concentrating activity within these hubs, thereby improving their vitality, viability, and local distinctiveness, will be supported by the council.

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

(c) Streatham Village – will be a focus for the community. This will be achieved through enhancement of community facilities; creation of new public spaces and a street market; encouraging active frontages; improved movement and connectivity, including the creation of links between the High Road and any new developments; and public realm and highway improvements, particularly for pedestrians at the St Leonard’s junction. A landmark destination use will be sought to include a public space and community uses to be used for public events. The landmark will need to be of an appropriate scale and form to its setting and the conservation area.

(d) Streatham Hub - will be Streatham’s sport and leisure focus. Landmark buildings will reinforce this role providing significant attractions for the wider catchment area that will be well linked with the rest of the town centre. Taller landmark buildings, of four storeys and above, around the station will be supported to provide a focal point for the hub and reinforce the sense of destination. Public realm improvements to strengthen links to the station and improve the image of the gateway will also be sought. Landmark buildings should be of high-quality design, appropriate to their setting and include destination uses that draw people into the area.

Clapham

11.47 The district town centre, predominantly located along Clapham High Street, is well served by food and convenience shopping with a large food-store and various other smaller supermarket chain stores. The district centre has 249 retail/service units and the vacancy rate was nine per cent in 2012 (NLP 2013), slightly lower than the national average. There is only a low level of non-food shopping, with such needs being met in neighbouring Clapham Junction, in the London Borough of Wandsworth, or centres further afield including the West End and central London. A weekly street market is now held in Venn Street following a successful programme of environmental improvements.

11.48 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 a number of gay venues. However, 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. The approach to managing town-centre uses set out in this policy is informed by a study into the evening economy in Lambeth commissioned by the council in 2012. It is also consistent with the council’s ‘licensing saturation zone’ in Clapham and with the emerging revisions to the licensing policy.

11.49 Clapham was one of the first parts of south London to be serviced by the London Underground, and this was critical to its development. Today the tube’s popularity places a huge strain on its capacity. The Northern Line between Clapham Common and Stockwell is one of the busiest sections of the underground network, leading to serious overcrowding. The council wishes to promote a rail link from Clapham High Street to Victoria, in addition to the Overground link that has now been completed to Clapham Junction.

11.50 Clapham Common is one of the prime open spaces in south London and designated Metropolitan Open Land. It 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. 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 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.



11.51 Lambeth Council, in partnership with NHS Lambeth, led the Future Clapham programme around three key council-owned sites, resulting in the successful completion of a new state-of-the-art library, council Customer Service Centre, Primary Care Trust Neighbourhood Resource Centre, café, performance space

and community rooms on Clapham High Street; and a replacement leisure centre (with 25 metre swimming pool, fitness suite, sports hall and dance studios) and residential units on Clapham Manor Street.

11.52 Clapham’s historic significance is focussed on Clapham Old Town, where there is a concentration of conservation areas and heritage assets. The Old Clapham Library building is now vacant. The aim is to retain this building principally for community use,

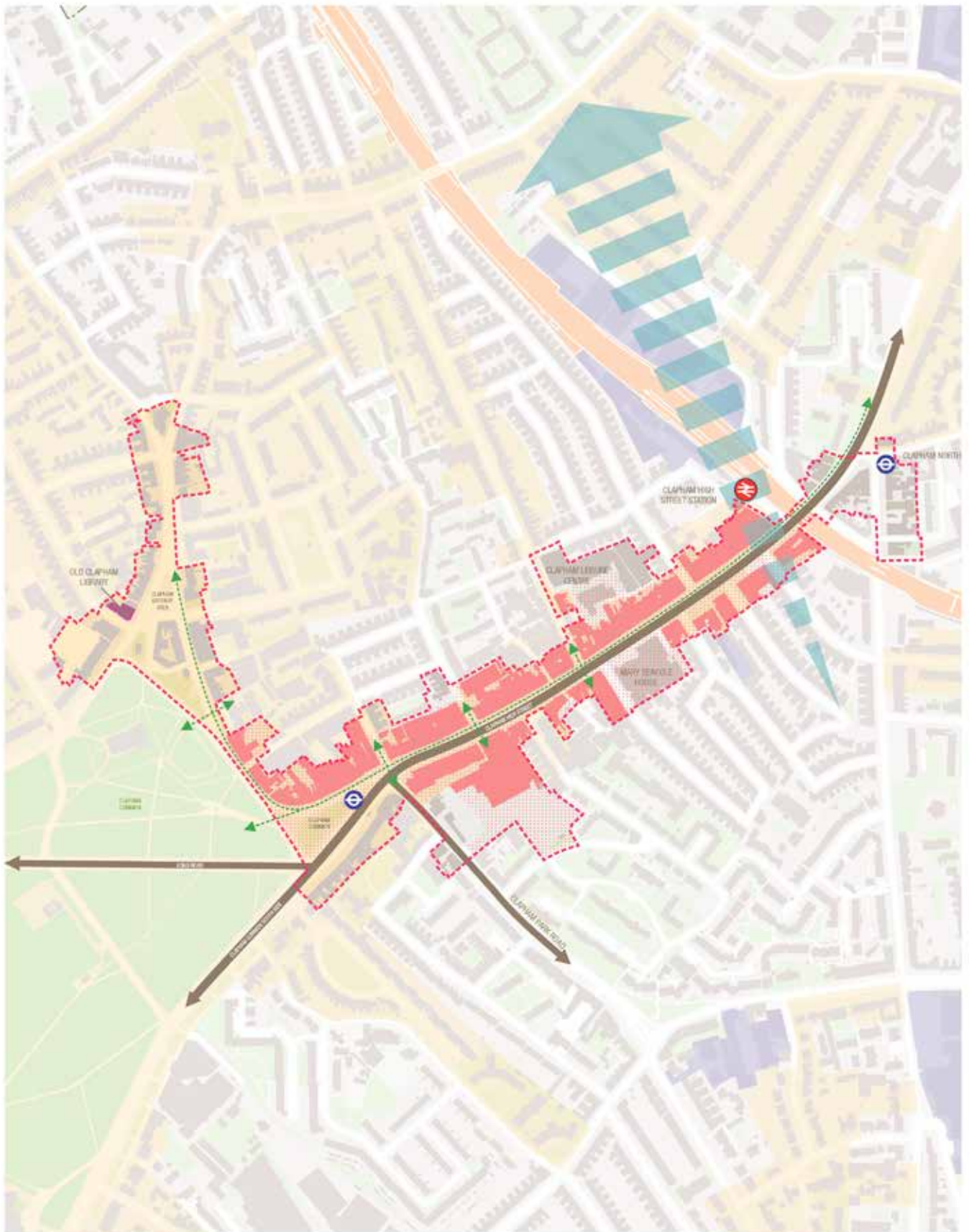


with potential to include artists’ studios and performance and exhibition space.

11.53 Lambeth Council has been working in partnership with community and business representatives and Transport for London to develop a programme of improvements to the public realm around Clapham Old Town. The aim is to improve the area for local people, businesses and visitors by challenging the current use of space; creating better connected areas; ensuring accessibility for the greatest number of people; maximising environmental and road safety benefits; reducing the dominance of traffic; improving pedestrian and cycle access; and looking at bus standing facilities. The first phase of improvements has been implemented at Venn Street and Bromells Road. The project is managed through a group of local stakeholders.

11.54 A new primary school is to be provided as part of the Clapham Park housing estate regeneration project (see Site 4 in section 7).

Diagram 5: PLACES AND NEIGHBOURHOODS, CLAPHAM



- | | | |
|----------------------------------|----------------------------|--|
| Clapham District Centre Boundary | Railway Station | Potential for Improved Public Transport |
| Clapham Primary Shopping Area | London Underground Station | Connections to Central London |
| Old Clapham Library | Railway | Potential for Improved Pedestrian and Cycle Access |
| Conservation Area | Major Roads | |
| Key Industrial and Business Area | | |

POLICY PN5

Clapham

The council will support the role of Clapham High Street as a district centre by safeguarding and encouraging retail and other town-centre uses. It will seek to reinforce its distinctive character associated with the Old Town, its historic environment, Clapham Common and its popularity for leisure and entertainment, and will encourage provision in particular for cultural, creative, visual and performing arts, street markets and other forms of community innovation, while 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) requiring no less than 50 per cent of original ground-floor units in the primary shopping area to be in A1 retail use;
- (b) 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;
- (c) permitting no additional A4 (pubs and bars) and A5 (hot food takeaway) uses;
- (d) retention of the Old Clapham Library building primarily for community use;
- (e) supporting enhancements to the public realm of the town centre to improve the 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;
- (f) conserving, managing and improving Clapham Common through the implementation of the Clapham Common Masterplan;
- (g) working with Transport for London to increase public transport provision for the town centre and to promote a rail service from Clapham High Street to Victoria.

Stockwell

11.55 Stockwell is a relatively small district centre comprising 45 retail/service units. These are occupied by a higher than average proportion of convenience shops and local services, with comparatively low proportions of comparison shopping, restaurants, takeaways and cafes. The level of retail vacancy in Stockwell was two per cent in 2012, significantly lower than the national average (NLP 2013). Stockwell has a particular concentration of Portuguese-owned businesses, reflecting the local population.

11.56 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.

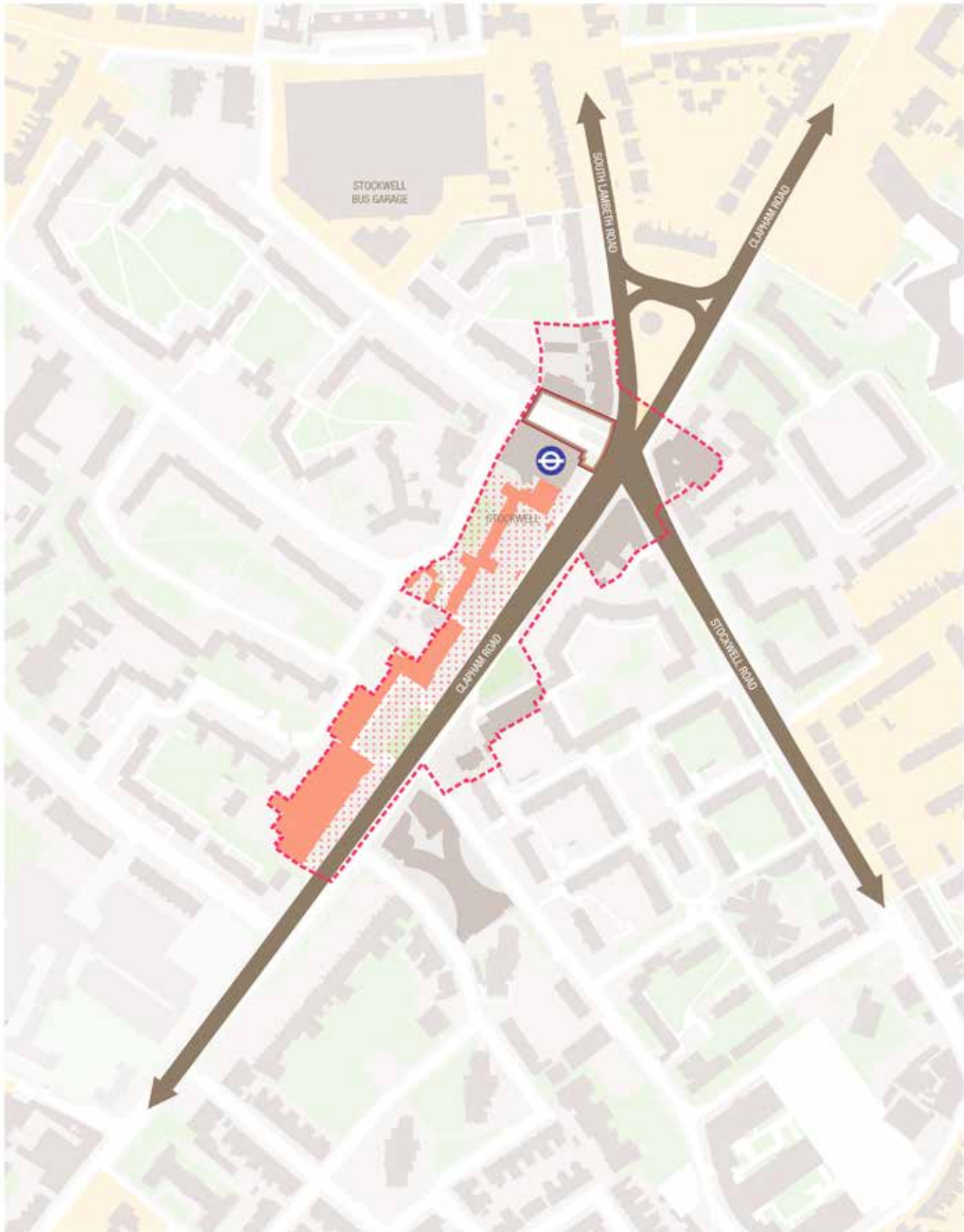
11.57 The neighbourhood is overwhelmingly residential in use, with a high proportion of social housing on estates and smaller pockets of Victorian villas and terraced housing designated as conservation areas. Platanos College (formerly Stockwell Park High School) is a 1,300 place secondary academy close to the centre that has recently been redeveloped and enlarged. Lansdowne secondary special educational needs school is due to be rebuilt by 2015. The need for additional primary school places will be mostly met by expanding existing schools.








11.58 Over 65 per cent of Stockwell's residents have lived in the area for over eight years. The area is one of the most densely populated in the UK, with a vast diversity of socio-economic and cultural backgrounds, including concentrations from Portugal and the Horn of Africa. A hundred years ago, Stockwell had numerous civic institutions but these have been progressively demolished or converted to the extent that there are few if any remaining.

11.59 Most residents travel out of the area for employment. Larger employers in Stockwell have progressively disappeared since 2000: the Freemans Building, Truman's Bottling Factory and South Bank University have been redeveloped for mixed-use including residential. The principal remaining local employment opportunities in Stockwell are in shops, education, healthcare and the voluntary sector.

- 11.60 Stockwell is part of the London Plan priority Areas for Regeneration. A masterplan was commissioned in 2008 by the Stockwell Partnership to build on an earlier masterplan prepared in 2001 and a subsequent European funded Urban II regeneration programme. This involved extensive community engagement, uniquely led by the community itself. The resulting Future Stockwell Framework 2008 provides an analysis of the current issues facing Stockwell as a place. It has a defined vision and project bank for its future development, in the form of a Neighbourhood Action Plan. This was updated during 2012 and informed the development of the Neighbourhood Enhancement Programme, which includes a series of public realm and environmental improvements co-designed by communities and the council.
- 11.61 Various fundamental issues have been identified as priorities that need to be addressed. Development in Stockwell has led to the redefinition of street layouts and frontages in many areas. This has created inward looking 'island estates' with little animation on the street and underused shared public spaces. As a result there is a perception of Stockwell as an unsafe, anti-pedestrian area. In addition, Stockwell is segregated by fast flowing arterial highways serving as transport corridors for Greater London and aggravated by a one-way gyratory system. This hinders pedestrian movement and limits the potential for a cohesive community. The council is working with the Stockwell Partnership and local residents to develop design proposals for the area of Binfield Road, adjacent to Stockwell Station. The project is called Stockwell Square. The ambition of this project is to develop a new dignified, safe and accessible public space that is appropriate for the thousands of people who pass through the area every day, while acting as a catalyst for regenerating the centre of Stockwell. Implementation of the project is anticipated to start in 2014. The council also supports the removal of the one-way traffic gyratory.
- 11.62 An over-arching priority is to define gateways to the area and reassert Stockwell's identity as a vibrant district centre. Priorities for improvement include recapturing positive street connections and safe and direct pedestrian routes; unlocking access to and through estates; reintroducing entrances on the street; introducing more active retail frontages; giving positive use and identity to underused open spaces; and generally using various methods to create a pedestrian-friendly environment.
- 11.63 An important local concern is that the available shopping in Stockwell is limited, comprising small convenience stores with no major retail outlets. There are various food and drink uses in the centre but residents have to travel out of the area for most shopping requirements. Opportunities to improve this locally will be sought.
- 11.64 Long-standing aspirations for cooperative management of community resource centres in Stockwell will be explored as part of the borough wide Community Hubs, focussing particularly on 157 South Lambeth Road, the Springfield Centre, the Old Estate Office and Tate South Lambeth Library.
- 11.65 The council will support the implementation of the community led masterplan and associated Stockwell Neighbourhood Action Plan 2012 and the Stockwell Square Project, and will work with community groups and relevant partners to deliver this.

Diagram 6: PLACES AND NEIGHBOURHOODS, STOCKWELL



- | | |
|--|--|
|  Stockwell District Centre Boundary |  Key Industrial and Business Area |
|  Stockwell Primary Shopping Area |  London Underground Station |
|  Stockwell Square Public Realm Improvements |  Major Roads |
|  Conservation Area | |

POLICY PN6

Stockwell

The council will support the role of Stockwell as a district centre with a clear and distinguishable community focus and heart and a clear physical sense of place supported by its heritage assets. This will be achieved through:

- (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) enhancing its historic environment;
- (c) encouraging commercial, civic and other employment uses;
- (d) developing and enhancing its sense of place by improvement to traffic and environmental conditions for pedestrians and cyclists;
- (e) creating public open spaces and linkages throughout the area, including improvements to housing estates and connections to and within housing estates;
- (f) promoting and supporting the implementation of the Stockwell Square project and the removal of the traffic gyratory;
- (g) measures to reduce carbon emissions and adapt to climate change.

The council will support the achievement of this through the implementation of the local community masterplan and Neighbourhood Action Plan and the Stockwell Community Hub; and will work with community groups and relevant partners to deliver this.

West Norwood

11.66 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. The hillsides provide challenges for the elderly, mothers and toddlers, and people with reduced mobility. Many use cars to access shops and services, and suitable parking will be provided. 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. West Norwood 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. The district centre had 237 retail/service units in 2012 and a vacancy level of 13 per cent (NLP 2013). It suffers from not having a recognised hub of activity though it has a good selection of independent traders providing for a range of shopping goods and services. There is a limited national multiple comparison retail presence. The community-led Norwood Feast food market takes place monthly.

11.67 The centre is served by West Norwood and Tulse Hill overland railway stations at either end of the shopping area, plus seven bus routes, an express bus route and two night buses providing good radial public transport links into and out of central London. Transport links east-west are much weaker. The town centre suffers from road traffic congestion at peak hours and traffic dominance needs to be reduced.

11.68 A significant opportunity for town centre improvement exists through the potential development of the site at 286 - 362 Norwood Road for a retail-led mixed-use scheme including housing (site allocation 18). This will need to ensure that it brings about benefits to the commercial wellbeing of the town centre as a whole, as well as creating a new sense of place and attracting back shoppers who currently go elsewhere. The development of this site will be a vital catalyst in promoting confidence and investment in the wider area.

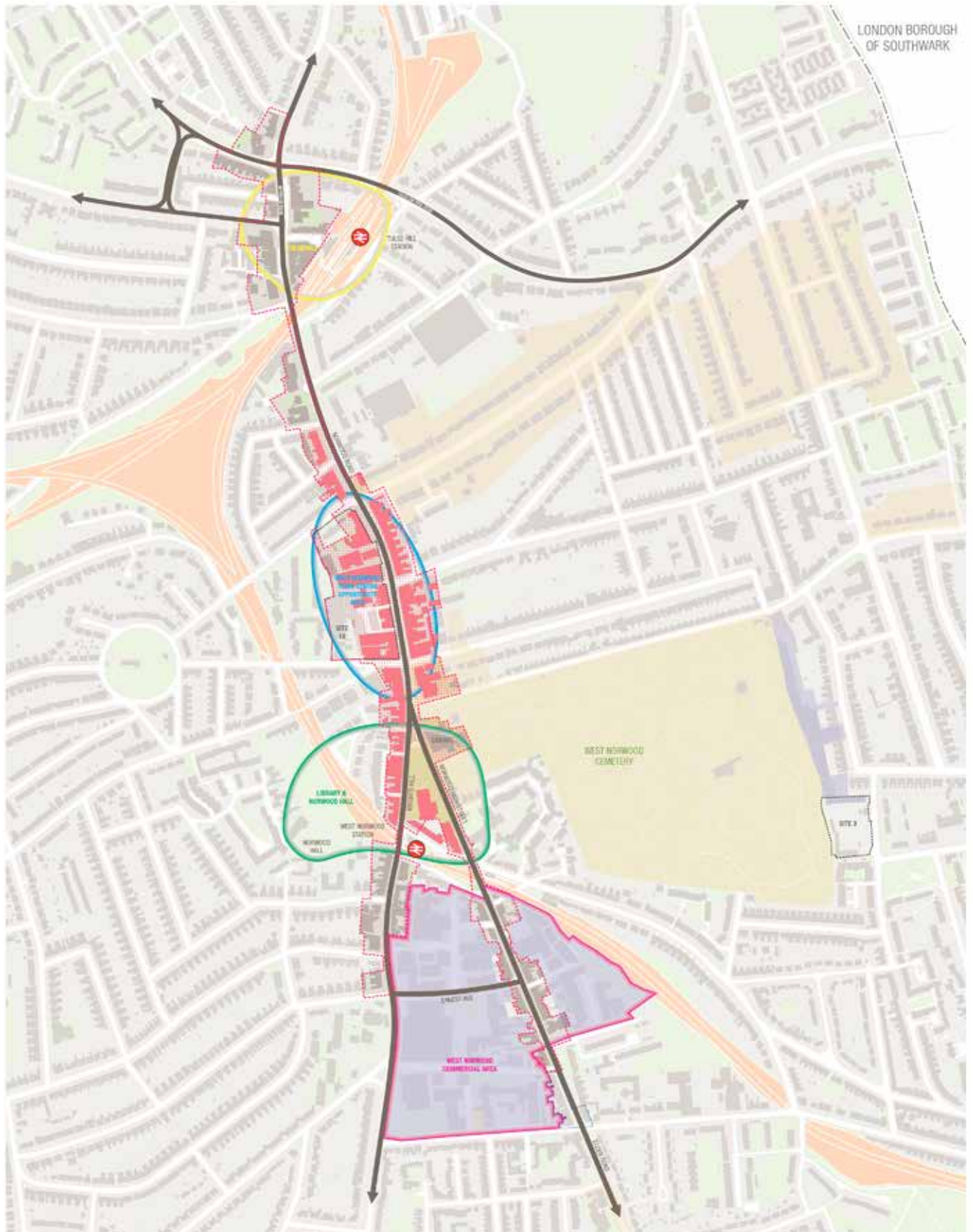
11.69 West Norwood has strong existing business activity in construction, printing, retail, engineering, food, tourism and media, and



hosts a growing 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 (a Key Industrial and Business Area [KIBA]). A number of major development sites within this KIBA provide an opportunity to increase the range and quality of business space and jobs in the area. The Park Hall Road Trading Estate is another KIBA and is becoming a centre for creative industries, drawn by proximity to Brixton and the lower rents than in neighbouring areas.

- 11.70 West Norwood Cemetery dates from 1837 and is the finest necropolis in south London and one of the most important cemeteries in England. It is an historic Registered Park and Garden and a designated conservation area, with more listed monuments than any other cemetery in Britain. It has potential to become a major visitor attraction of historic interest.
- 11.71 There is a wide range of housing in the area, from large Victorian villas to small, more affordable flats and maisonettes. Social rented housing is concentrated in Knight's Hill and Gipsy Hill wards, while Thurlow Park ward is the most affluent part of the area. There is concern in some parts of Norwood that a high rate of conversion of family sized houses into flats is changing the character of the area and the balance of communities. Opportunities for new housing development on suitable sites will be supported.
- 11.72 In September 2009 The Elmgreen School opened in permanent accommodation in Elmcourt Road to accommodate 1,100 students. In addition to this, Park Campus, an 80 place Pupil Referral Unit, opened in September 2008 and Norwood School is currently being extended and refurbished. The new E-ACT City Heights Academy will also open on its permanent site on Christchurch Road in 2015.
- 11.73 There is a current and projected shortage of primary school places. The Julian's Primary School extension in Wolfington Road opened in September 2012. The Vale Street depot has been identified as a site for the provision of further primary school places in Norwood (see site allocation 3). The expansion of other existing primary schools is also being investigated to provide additional places.
- 11.74 The site of Norwood Hall will contain a new health and leisure centre including a new swimming pool, fitness centre, customer service centre and a Neighbourhood Resource Centre, which will house community health services, a dental academy and GP services. This facility will help address the current shortages in the area, particularly for young people.
- 11.75 The West Norwood Library and Nettlefold Hall Theatre complex is a key cultural asset with potential for expansion for new additional facilities. The council intends to seek partners to work on developing the buildings as a creative and cultural community hub, retaining the library function but providing opportunities for additional cultural uses such as a cinema.
- 11.76 Local library facilities are also provided at Upper Norwood Joint Library in Westow Hill. The council intends to explore options for the building to become a co-operative independent entity with the building transferred to the co-operative body.
- 11.77 The West Norwood Masterplan approved by the council in June 2009 sets out detailed regeneration proposals to address the issues identified above. The masterplan brings together council strategies and those of other service bodies, reflects the aspirations of local residents and stakeholders and contributed to the process of the preparation of the Core Strategy 2011. It provides the framework for the co-ordination and promotion of development and delivery mechanisms for public realm and other improvements and an accompanying implementation and delivery strategy over the short, medium and long-term. Many of the projects within the Masterplan have come, or are about to come, to fruition but its approach to the regeneration of the area remains valid. The council would welcome the bringing forward of a neighbourhood plan in the area and will work with local groups to progress this. The council will also work in partnership with key stakeholders in providing public realm and traffic management enhancements, as well as encouraging local investment and procurement initiatives.

Diagram 7: PLACES AND NEIGHBOURHOODS, WEST NORWOOD



FOCAL AREAS

- Tulse Hill
- West Norwood Town Centre Opportunity Area
- Library and Norwood Hall
- West Norwood Commercial Area

- Borough Boundary
- West Norwood District Centre Boundary
- Local Centre
- Railway Station
- Railway
- Major Roads

- Primary Shopping Area
- Conservation Area
- Key Industrial Business Area
- Site Allocations
 - Site 18 - 260-367 Norwood Road
 - Site 3 - Vale Street Depot

POLICY PN7

West Norwood

The council will promote the role of West Norwood as a vibrant district centre through the development of key sites, to increase the amount and quality of shopping floorspace, education and other community facilities including healthcare, other commercial uses and housing.

It will safeguard and encourage shopping uses; 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.

The council will promote its development as a hub of community life and a centre of commercial activity and will ensure that development results in the commercial strengthening of the centre as a whole. Taller or distinctive buildings of high quality will be sought to act as focal points and destinations. Development will need to be of a scale and form related and appropriate to its context. The regeneration and improvement of existing housing estates will be supported as will the development of appropriate sites to meet educational need in the area, and the role and contribution of West Norwood cemetery as a major historic asset and visitor attraction. The various infrastructure improvements, public realm, community premises and other improvements associated with the impact of development will be secured through planning obligations.

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

(a) West Norwood Town Centre Opportunity Site – promoting retail-led mixed-use development including housing; a new public space to provide a main focal point for the town centre and improved connections through the area, particularly to Norwood Road; smaller retail units fronting

Norwood Road and car parking, which should be minimised; and development that secures benefits to the centre as a whole by supporting training and investment schemes, traffic and transport improvements and explores the potential for a local energy network. There will be opportunities for landmark buildings associated with this key town centre site. Landmarks may include buildings of particularly attractive architectural design and destination uses. Development will need to be of an appropriate scale and form and respect the rich conservation and heritage of the town centre, taking account of factors such as building heights and the setting of adjacent development and locally important views.

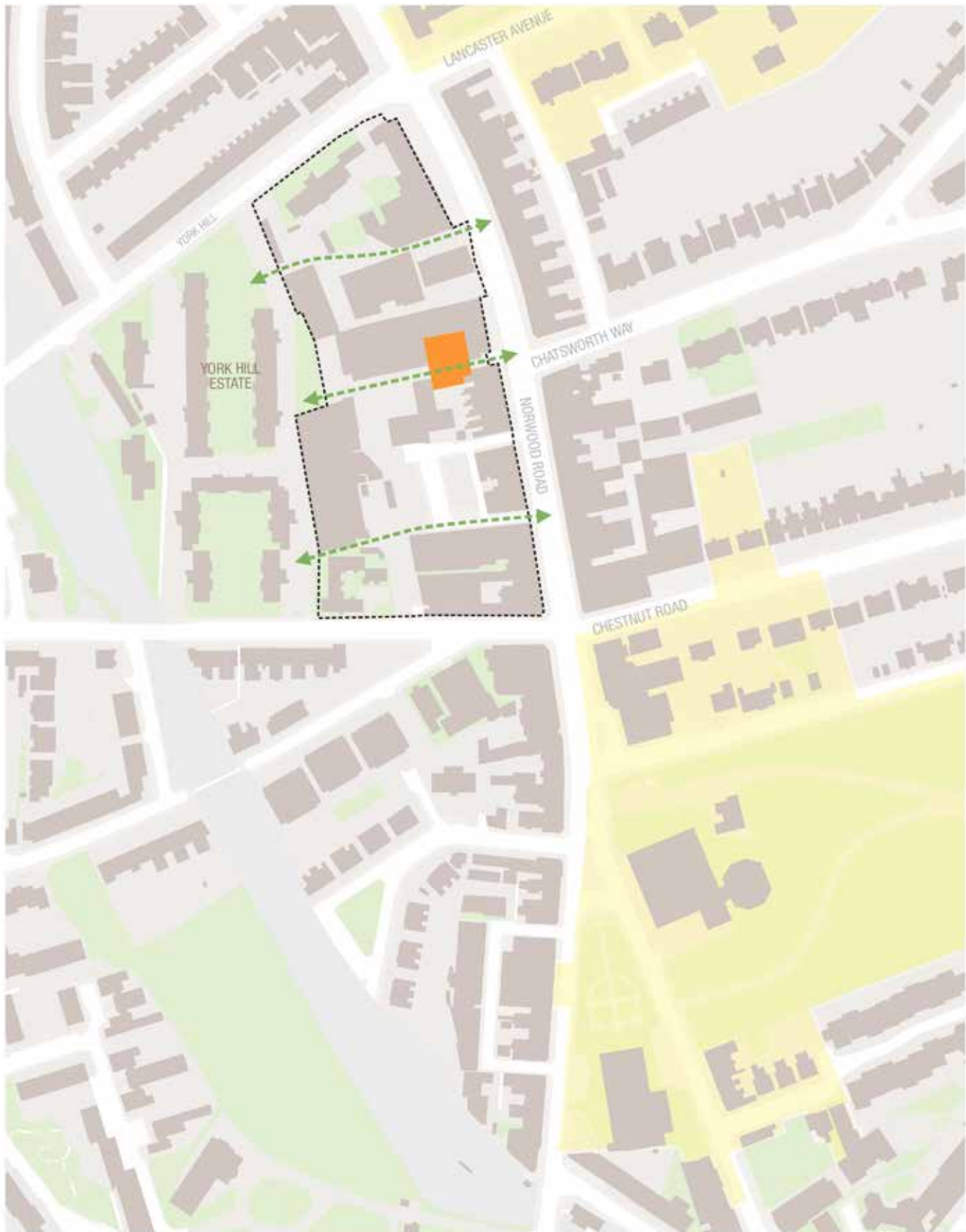
- (b) West Norwood Commercial Area - supporting commercially-led redevelopment to provide an increase in the range, quality and flexibility of business premises and encouraging a variety of employment uses. Taller landmark buildings are proposed for development overlooking the Ecology Park to the east of Norwood High Street and on key gateway sites to the west of Norwood High Street. Landmarks include buildings of particularly attractive architectural design and destination uses. Taller buildings and landmarks will need to be of an appropriate scale and form and respect the rich conservation and heritage of the town centre, taking account of factors such as building heights and locally important views.
- (c) Library and Norwood Hall – community and cultural intensification with provision of a new leisure centre, Joint Services Centre, youth provision and Neighbourhood Resource Centre at Norwood Hall; creating a community hub with integrated library service, cinema, cemetery visitor centre, community space and café/bar at West Norwood library and Nettlefold Hall; promoting the historic interest and heritage aspects of West Norwood cemetery; and supporting public realm enhancements. Scope for a landmark building for the library and

theatre is supported. New or refurbished development will need to be particularly sensitive in this location in terms of appropriate scale and form in view of the prominence of the site and the heritage importance of the adjoining cemetery and its many listed buildings.

- (d) Tulse Hill – improving its role as a gateway to the area to ensure a better gateway to West Norwood. Taller landmark buildings are proposed to provide a focal point for the gateway and reinforce the sense of destination. Examples of landmarks may include particularly attractively designed buildings and a public square. Taller buildings and landmarks will need to be of an appropriate scale and form and respect the rich conservation and heritage of the town centre, taking account of factors such as building heights and locally important views. Specific objectives include refurbishment of the railway station, with improved access and intensification of uses around the station interchange; taller landmark buildings around the station; supporting residential-led growth with mixed-use retail and food and drink uses; encouraging improved active frontages along either side of the railway line; improved links from Tulse Hill Station to the area to its east; supporting improvements to the public realm to enhance connectivity and circulation.



Site 18: 286-362 Norwood Road SE27



-  Site Boundary
-  Improved Pedestrian Links
-  Indicative Location of New Public Square
-  Conservation Area

SITE 18 - 286 – 362 NORWOOD ROAD SE27	
Site area	1.90 ha
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
How the site was identified and relevant planning history	<p>The site is identified in the SHLAA 2009 as a potential housing site.</p> <p>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.
Heritage	There are no heritage assets on or close to the site.
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.</p> <p>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

11.78 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. 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. It includes the local centres along Kennington Lane, Kennington Cross, Clapham Road and Brixton Road. 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. The area around the park and the church and the area around Kennington Cross are conservation areas.

11.79 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.

11.80 Part of the Kennington/Oval area lies in Flood Zone 3 and is at risk of flooding.

11.81 The demographics of the area are broadly in line with that of the borough as a whole, although the resident population is younger than the borough and London averages. Car ownership is low compared to the rest of the borough and use of public transport to work is high. Accommodation in the area is overwhelmingly in flats and home ownership is considerably lower than in the borough overall.

11.82 The major issues for the area are how to:

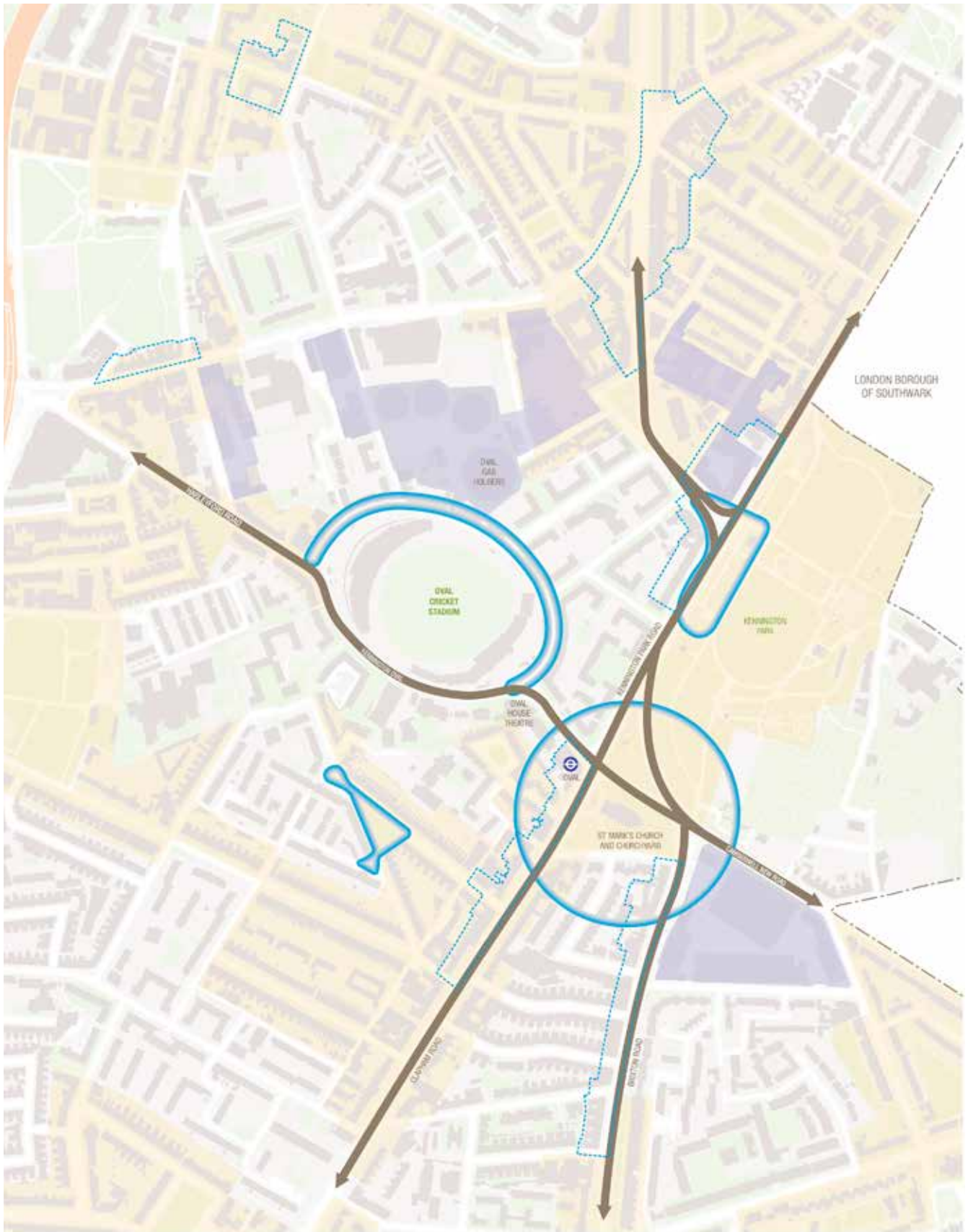
- derive more benefit economically and for the community from the use and events at the Oval stadium, which includes many conferences and a proposed hotel
- improve the quality of the environment and public realm, facilities and links to public transport for residents and visitors to a level appropriate for an international sporting venue

- realise the added potential contribution of St Mark's churchyard to the public realm
- support improvements to Kennington Park including its heritage attributes
- make more effective use of premises and sites within the area and the opportunities they provide – including at Kennington Business Park and those arising from the Oval House Theatre's intention to relocate to Brixton - in order to build on and contribute to the area's qualities.

11.83 The Oval gasometers are hazardous installations. Proposals for development in the vicinity of the gasometers should seek and give due weight to advice from the Health and Safety Executive and mitigation measures should be included as necessary. The gasometers may become surplus to requirements during the lifetime of the plan and a masterplan or planning brief for the site and its vicinity may be needed to guide future development.

11.84 Delivery and implementation of public realm and environmental improvements will be taken forward with the Oval Partnership and other stakeholders including the Kennington Association. Policy ED10 Local Centres applies to the local centres in Kennington/Oval.

Diagram 8: PLACES AND NEIGHBOURHOODS, KENNINGTON/OVAL



- | | |
|--|--|
|  Borough Boundary |  Conservation Area |
|  Local Centre |  Key Industrial and Business Area |
|  Areas of Public Realm Improvements |  Major Roads |
|  Open Space |  London Underground Station |

POLICY PN8

Kennington/Oval

The council will support the role of Kennington/Oval as an important residential and employment area through reinforcing and adding to the quality of its existing well-defined character and sense of place. This will be sought through:

- (a) Supporting development at the Oval stadium to extend the range and quality of facilities including those to serve the local community; 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.
- (b) Seeking to improve the quality and extent of shopping and other appropriate town centre uses within the area, 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. Kennington Business Park provides opportunities to increase the vitality and attractiveness of the Brixton Road centre through provision of active-frontage and other uses beneficial to the function of the centre. Appropriate proposals that achieve these objectives and do not result in the net loss of employment floorspace will be supported, so long as the role of Kennington Business Park as a KIBA is maintained.
- (c) Supporting and enhancing the heritage quality and attributes of the conservation area, Kennington Park, St Mark's Church and the use of its churchyard for community and town centre uses.
- (d) Seeking the improvement of traffic and environmental conditions for pedestrians

and cyclists, the quality of the public realm and linkages between Kennington Park and other spaces and the shopping frontages in Clapham Road and Brixton Road.

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

Proposals for development in the vicinity of the Oval Gasometers should seek and give due weight to advice from the Health and Safety Executive. Mitigation measures should be included as necessary.

Herne Hill

11.85 Herne Hill is a small district centre well supported by a mixed community. Part is in Lambeth and part in the London Borough of Southwark, and it shares a conservation area across the borough boundary. In the centre as a whole, there are approximately 107 retail/service units serving an important local shopping role with a number of convenience shops, independent retailers, important local services and a good range of restaurants, cafes, takeaways, pubs and bars. Eight per cent of the units were vacant in October 2012 (NLP 2013).

11.86 Herne Hill adjoins Brockwell Park, which is one of south London's largest open spaces and is both designated Metropolitan Open Land and a registered historic park and garden. Brockwell Park is heavily used for a wide range of recreational and leisure activities and has been the subject of a major programme of investment to improve its facilities and restore its historic features. The proximity of the park and associated leisure facilities (such as the Lido) helps both the environmental quality and general attractiveness of Herne Hill district centre.



11.87 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. 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

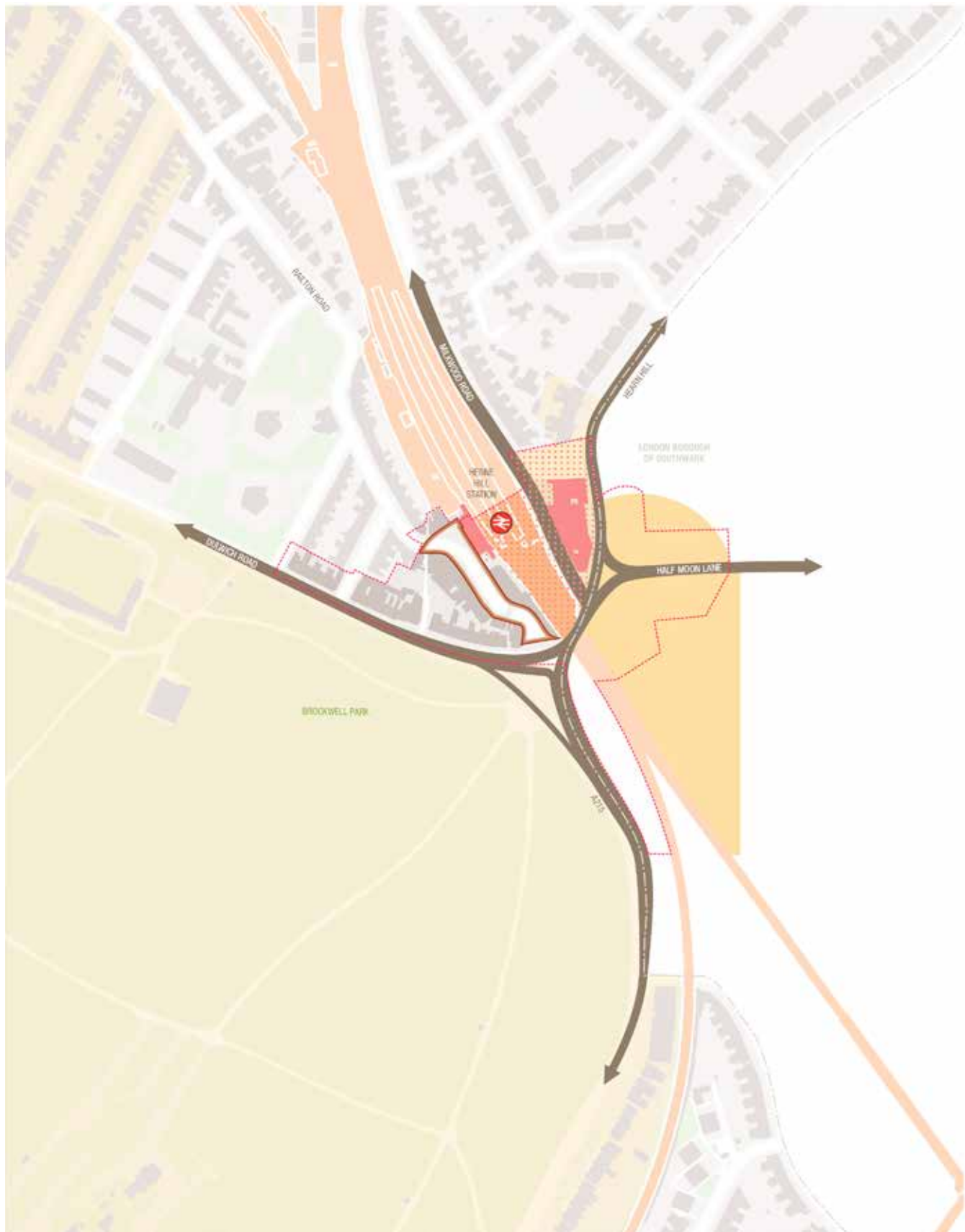











buses; creation of a town square outside of the station; and improvements to connectivity and the public realm to provide a safe and high quality environment for pedestrians and cyclists. A weekly Sunday street market has been created in the new town square. Opportunities for improvements to the station will be supported as well as the development potential it and other sites within the centre have for further improvements.

11.88 Further improvements will build on existing partnership-working with the Herne Hill Forum, which is working towards an action plan for the whole of the centre covering a wide range of issues including community safety, improved management of the public realm, eyesore sites and building renovation, economic development and opportunities associated with the popularity of Brockwell Park.

11.89 There is pressure on primary school places in the Herne Hill area and the area to the north adjoining Brixton.

Diagram 9: PLACES AND NEIGHBOURHOODS, HERNE HILL



- | | |
|---|---|
|  Borough Boundary |  Rail |
|  Herne Hill District Centre Boundary |  Rail Station |
|  Herne Hill Primary Shopping Area |  Conservation Area |
|  Southwark Conservation Area |  Major Roads |
|  Herne Hill Town Square | |

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: 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 further develop and enhance its sense of place including its historic character;
- (c) supporting further improvements to the quality of the public realm, convenient linkage between the station and adjoining areas, opportunities for improvements to the station, and the development potential of the station and other opportunity sites within the centre;
- (d) working closely with the London Borough of Southwark to ensure a co-ordinated approach to the management of the centre.

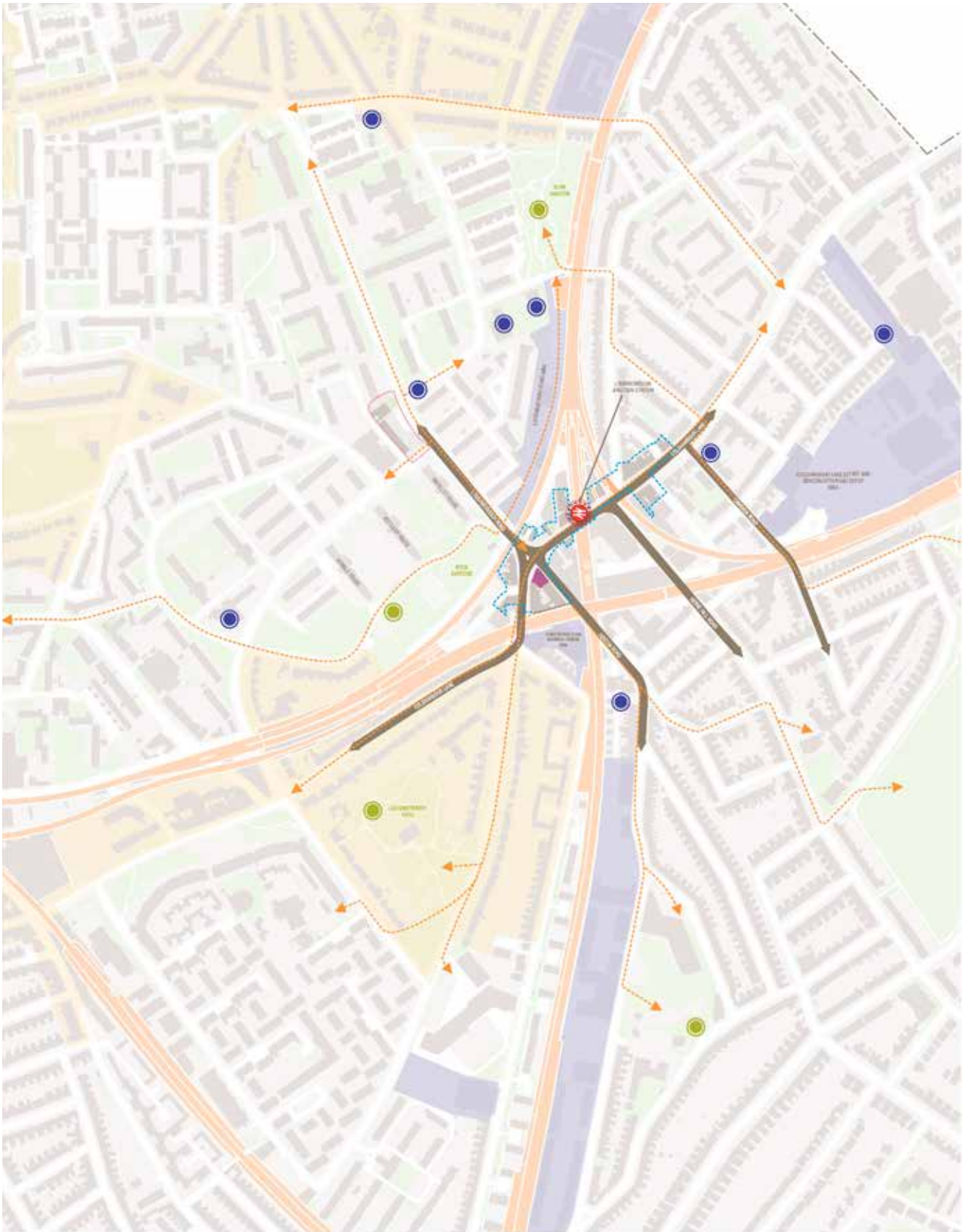
Loughborough Junction













- 11.90 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 and Loughborough Junction station is used by over a million passengers a year. After years of under-investment, local groups are working to transform the area into a lively, attractive neighbourhood.
- 11.91 The area is dominated by a number of 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 oldest houses dating from the 1840s are in the Loughborough Park Conservation area where there is a mix of social and owner-occupied houses and converted flats. There has been significant infill development in the last ten years including new social housing on former railway sidings off Shakespeare and Milkwood Roads and Styles Gardens, as well as back-land development at Redwing Mews and a significant new development at 120 Coldharbour Lane which is recently completed and consists of 108 'affordable' dwellings. The process of converting single-family dwellings into a number of flats has recently been restricted following the introduction of the 'streets under conversion stress' planning policy in 2011, which applies to much of the area.
- 11.92 Ruskin Park to the south and Myatts Fields to the north are the two major parks, both of which have had significant investment in recent years. Smaller parks include Milkwood Community Park, Loughborough Park, Wyck Gardens and Elam Gardens. There are well-tended communal gardens on the Loughborough estate. 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.
- 11.93 The centre of the junction remains industrial with a large number of motor repair workshops existing alongside artists' studios, large sculpture warehouses, recycling centres and an electricity sub-station. The Shakespeare Biz Centre contains small business units

occupied mainly by the creative industries. Many former industrial premises are now used as places of worship by various groups of different faiths. The local town centre has lost significant trade over the last thirty years but, although that decline appears to be in reverse, there remain empty units. The level of unemployment in Loughborough Junction is high, particularly among young people. The creation of opportunities for employment is therefore key to the regeneration of the area. This requires space for local businesses to start up and grow; good transport connections to other areas of employment; and programmes of support to enable people to find jobs.

- 11.94 Loughborough Junction has one of the lowest levels of car ownership in the country. Many people living in Loughborough Junction walk and cycle to get around the area and use public transport for access to other areas.
- 11.95 In recent years local community groups have formed and come together with the purpose of regenerating their area. The Loughborough Junction Action Group (LJAG) is a local resident-led group of volunteers whose stated purpose is to improve the environment and lives of people living in Loughborough Junction.
- 11.96 LJAG has already initiated the 7 Bridges Project. This aims to improve the railway bridges which define the area with colour, light and art in order to engender a sense of identity and place for Loughborough Junction as a separate and distinct neighbourhood.
- 11.97 LJAG has also produced an Action Plan which includes a series of maps and incorporates the results of a number of consultation events, in particular Loughborough Speaks in January 2011. LJAG has also worked with the council to produce the Loughborough Junction Framework Plan (2013) for the future regeneration of the area.
- 11.98 Policy ED10 Local Centres applies to the mix of uses within the Loughborough Junction local centre.

Diagram 10: PLACES AND NEIGHBOURHOODS, LOUGHBOROUGH JUNCTION



- | | | |
|--|--|--|
|  Loughborough Junction Local Town Centre Boundary |  Key Industrial Business Area |  Routes and Connections |
|  Rail |  Major Roads |  Green Man Skills Zone |
|  Rail Station |  Borough Boundary | |
|  Potential Proposed new Overground Station |  Gateway Projects | |
|  Conservation Area |  Green Space Projects | |

POLICY PN10

Loughborough Junction

The council will work with the Loughborough Junction Action Group and other 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, improving the public realm with imaginative and well-designed schemes which will engender a sense of pride in Loughborough Junction and improve safety, encouraging and developing the creative industries, making greater use of under-used spaces and places, and improving them to increase public safety and improve the appearance of the area.

The council and local groups will resist development on open space, improve the retail and leisure environment, provide convenient local access and cycle parking, identify redevelopment opportunities of the existing built environment, develop local energy efficiency initiatives, promote high-quality design and encourage greater use of open space through improved access and integration with the surrounding area.

All necessary services, food, retail, health, public transport and access to employment should be within close walking distance of every home, and the number of routes through the area for people walking and cycling should be maximised, with particular emphasis on creating green routes linking all the parks and open spaces. Bike-hire stations and car club/hire facilities should be provided throughout the area.

The council and local groups will build on existing public transport links from the area; explore the potential for new links including the potential for a new station stop on the London Overground; and seek to reduce the number of people driving through the Loughborough Junction area, particularly for journeys under two miles.

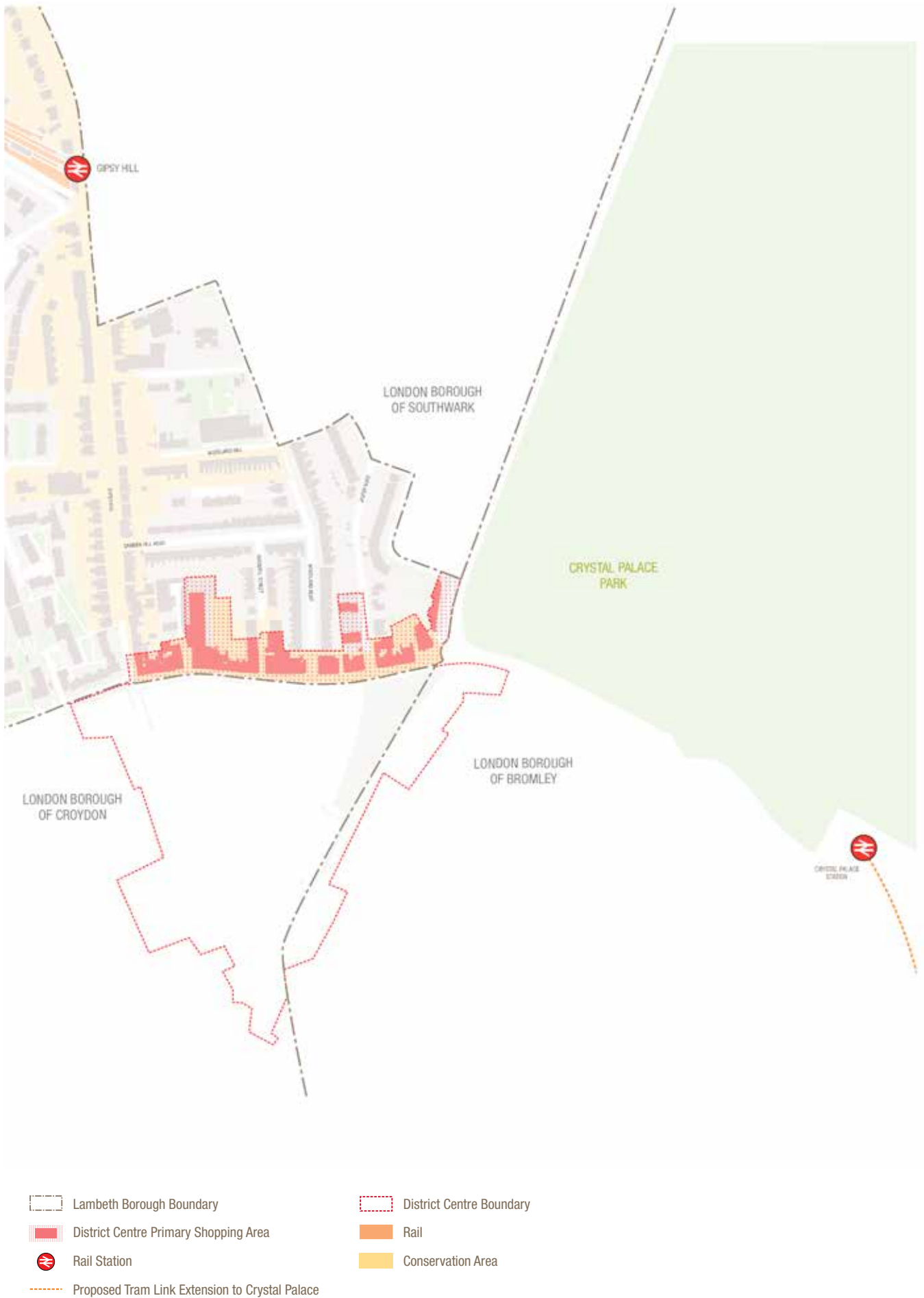
Upper Norwood

11.99 The Upper Norwood area, in the south east corner of the borough, is shared between four London boroughs: Croydon, Bromley, Southwark and Lambeth. The shopping centre, split between the boroughs of Lambeth and Croydon and centred around Westow Hill, Westow Street and Church Road, is identified in the London Plan as a district centre. It has many independent shops and a good variety of restaurants, cafes and takeaways with a healthy evening economy, but a limited presence of comparison retail units and national multiple retailers. It had 190 retail/service units in 2010 and a vacancy level of 17 per cent, which was above the national average (NLP 2013). It is one of the highest points in the London area and offers panoramic views towards central London. As a result it has a distinctive character and offers a mixture of shopping, entertainment, cultural and leisure facilities. It is located close by to Crystal Palace Park which is a major regional asset.

11.100 However, Upper Norwood needs further investment to help regeneration. Gipsy Hill ward is one of the most deprived 25 per cent of neighbourhoods in London. The established arts and cultural scene in the area is being strengthened by the establishment of a dedicated Enterprise Centre in the Croydon part of the centre.

11.101 The hilly nature of the area has historically restricted the construction of railways through the Upper Norwood area. Although it currently has a good level of public transport accessibility, it is disconnected from London's rail/tube services and 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. The nearest train stations are Crystal Palace and Gipsy Hill stations, some 500 metres to the south-east and north-west respectively.

Diagram 11: PLACES AND NEIGHBOURHOODS, UPPER NORWOOD



POLICY PN11 **Upper Norwood**

The council will support the role of Upper Norwood as a district centre and work with the adjoining London boroughs to safeguard and encourage retail uses and other appropriate town-centre activities. It will support opportunities for physical improvements to the centre which enhance and improve its character and will seek to improve traffic 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 creative industries sector in the area.

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 Tramlink to Crystal Palace;
- (c) investigating with Transport for London and other adjoining boroughs ways in which traffic conditions in the area can be improved;
- (d) working closely with the adjoining boroughs to ensure a co-ordinated approach to the management of the centre.



Annexes:

Evidence Base

The following evidence base reports, or links to them, are available on the council's website at <http://lambeth.gov.uk/planning-and-building-control/planning-applications-and-policies/lambeth-local-plan-examination#examination-library>.

Socio-economic data

TITLE	CONTENT
Census 2001 and 2011 population estimates, projections and subsequent updates	Information on the size and composition of the borough's population, car ownership, employment, place of work, ethnicity and other demographic characteristics.
State of the Borough (SOB) Report 2012	This contains a wide range of data in relation to social, economic and environmental wellbeing.
Annual Public Health (APH) Report	Annual report produced by the public health service for Lambeth, focusing on health needs in the borough.
Joint Strategic Needs Assessment (JSNA)	A comprehensive assessment of the health and wellbeing needs of the borough produced by the public health service for Lambeth. 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.
Safer Lambeth Strategic Assessment	Annual assessment of data on crime and disorder in the borough, carried out jointly by the council and the Metropolitan Police.

Authority's monitoring report

TITLE	CONTENT
Authority's monitoring report (AMR)	The council produces regular information about progress with delivery of the Local Development Scheme and about the implementation of development plan policy against the agreed monitoring framework.

Housing

TITLE	CONTENT
London Strategic Housing Land Availability Study 2009 (SHLAA 2009)	The GLA produced the Strategic Housing Land Availability Assessment in partnership with the London boroughs. The results of this inform the housing targets in the London Plan 2011. The GLA is preparing a new SHLAA in 2013.
London SHLAA 2009: Lambeth sites (March 2010)	Summarises the Lambeth element of the GLA London wide SHLAA 2009, including identified large sites.
Lambeth Housing Implementation Strategy February 2013	Sets out the expected rate of housing delivery in Lambeth through a housing trajectory and demonstrates the five year supply of housing land to meet the London Plan housing target.
Lambeth Housing Development Pipeline Reports	Annual monitoring reports on housing completions, planning permissions under construction, unimplemented planning permissions, planning applications and identified potential sites.
London Development Database	Ongoing returns to the Greater London Authority on housing and other planning applications.
Strategic Housing Market Assessment June 2011 (SHMA)	Lambeth collaborated with the other boroughs in the South-West London sub-region (Merton, Croydon, Richmond, Sutton, Kingston and Wandsworth) to progress a sub-regional Strategic Housing Market Assessment (SHMA). The study was prepared collaboratively with stakeholders through the establishment of a housing market partnership involving house builders, estate agents, registered social landlords and others.
Housing Needs Assessment 2012	Study produced by ORS for the council in 2012, updating earlier studies by Fordhams in 2002 and 2007. Assessment of housing need in the borough.

TITLE	CONTENT
Lambeth Residential Conversions Study 2009	Produced by Atkins for the council. Assessment of the potential for further residential conversions in different parts of the borough based on data from the Valuation Office Agency on numbers of existing conversions in each street.
Affordable Housing Policy – Viability and Strategy Assessment February 2013 (BNP Paribas)	Produced by BNP Paribas for the council. Assessment of the viability of the Local Plan affordable housing policy (update of their 2009 study for the Core Strategy).
Lambeth Housing Strategy 2012-16	Produced by the council to set out the priorities and actions for Lambeth to address housing and related support needs between 2012 and 2016.
Lambeth Tenancy Strategy 2012	Produced by the council to set out the broad objectives that all providers of affordable housing in the borough should have regard to when formulating their own tenancy policies.
Student Housing Assessment 2013	Assessment by the council of existing student housing in the borough and of the development pipeline.
London Boroughs Gypsy and Traveller Accommodation Needs Assessment March 2008	Study commissioned by the GLA on the behalf of the London boroughs in response to the Housing Act 2004, which requires local authorities to consider the accommodation needs of gypsies and travellers in their local housing assessments. Lambeth will commission new work in 2013 to update the assessment of need for the borough.

Employment Land and Economic Development

TITLE	CONTENT
Lambeth Local Economic Assessment 2011	Summary data on economic conditions in the borough.
Employment Land Review 2013	Prepared by Atkins/Regeneris for the council. Assessment of supply of and demand for employment land in the borough.
KIBA Survey 2012	Survey of occupancy in Key Industrial and Business Areas undertaken by the council in summer 2012. Update of earlier surveys in 2008 and 2010.
Lambeth Commercial Development Pipeline Reports	Annual monitoring reports on completions, planning permissions under construction, unimplemented planning permissions and planning applications for commercial development.
London Office Policy Review May 2012	Study commissioned by the GLA to assess trends in demand and supply of London office space. Will include indicative figures for demand at borough level until 2031.
GLA Working Paper 58 – Understanding the demand for and supply of visitor accommodation in London to 2036 (August 2013)	Study produced by the GLA to assess trends in demand and supply of visitor accommodation in London. Includes indicative figures for demand at borough level between 2015 and 2036.
Hotels and Other Visitor Accommodation in Lambeth 2013	Assessment of existing visitor accommodation in the borough and the planning pipeline for new visitor accommodation.

Retail

TITLE	CONTENT
Retail and Town Centre Needs Assessment May 2013 (NLP)	Prepared by Nathaniel Lichfield and Partners for the council. Assessment of retail capacity in the borough. Update of previous study in 2008.
Goad data	Information on uses in the borough's town centres collected annually by Experian/Goad.
Retail and Leisure Uses in Lambeth May 2012	A record of existing retail and leisure uses in the borough. Update of 2010 assessment.
Location of betting shops, pawnbrokers and money lenders in Lambeth April 2013	A record of existing betting shops, pawnbrokers and money lenders in Lambeth in April 2013.
Location of takeaway food shops near schools in Lambeth April 2013	A record of existing takeaway food shops in Lambeth and their location in relation to schools in April 2013.
Promoting healthy eating in Lambeth March 2013	A study by the Lambeth public health team focusing on the impact on health of hot takeaway fast food outlets.

Environment and green infrastructure

TITLE	CONTENT
Open Spaces Study 2013	Prepared by URS for the council. Identification and assessment of open space in the borough. The study provides an action plan for the safeguarding and provision of open land, for the management and improvement of open space and for addressing issues of open space provision in deficiency areas. Update of 2004 and 2007 studies.
Sites of Importance for Nature Conservation (SINC) 2008	Review of sites of importance for nature conservation, currently being completed by the Greater London Authority and London Wildlife Trust in March 2008.
Green space Information for Greater London (GiGL)	GiGL provides regular updates about the location, condition and content of sites of importance for nature conservation and open spaces in general.
Sports and Physical Activities Facilities Strategy for Lambeth 2010-2015	Designed to guide Lambeth Council on the priorities for indoor and outdoor sport and recreation provision improvements between 2010 and 2015, taking into account demographic changes, adequacy of current provision, the constraints on council funding and the lack of open space in the borough.
All London Green Grid Supplementary Planning Guidance (SPG) 2012 and Central London Area Framework	SPG to the Mayor's London Plan. Aims to promote the concept of green infrastructure and increase its delivery by boroughs, developers, and communities, by describing and advocating an approach to the design and management of green and open spaces to deliver hitherto unrealised benefits. Area Frameworks help to support the delivery of the All London Green Grid objectives.
Strategic Flood Risk Assessment (SFRA) Levels 1 and 2 2013	Produced by URS for the council. Strategic flood risk assessment showing areas at risk from flooding. Also addresses sustainable urban drainage (SUDS). Update of 2008 Assessment. Will inform the emerging Lambeth Local Flood Risk Management Strategy.
Flood risk: sequential testing of sites 2013	Produced by URS for the council. The study undertakes sequential testing of the site allocations within the Lambeth Local Plan in relation to flood risk.
Lambeth Heat Map Study 2010	Assembles heat load data for priority buildings in Lambeth to produce a heat map of the borough. Advises on interpreting and acting upon the results of the heat mapping and identifies potential areas for the development of further district heating networks.
NEV Opportunity Area Energy Masterplan 2012	Masterplan for the development of sustainable energy infrastructure in the NEV area, prepared by consultants on behalf of the NEV Energy Board.
Waste Evidence Base 2013	Assesses existing waste management capacity in Lambeth and the additional capacity required to meet the London Plan waste apportionment, along with appropriate locations for new waste management uses.

Quality of the Built Environment

TITLE	CONTENT
Conservation Area Statements	Produced by the council; there are currently 18 conservation area statements a further 44 will be produced as part of a rolling programme of works. Each statement contains an appraisal of the area and identifies development pressures and opportunities for improvement along with management proposals about how to preserve or enhance the area's special character or appearance.
Statutory listed buildings in Lambeth	Produced by the council. Buildings are added to the statutory list by the Secretary of State for Culture, Olympics, Media and Sport. Lambeth has approximately 925 listings which cover more than 2000 buildings.
List of locally-listed buildings	Produced by the council. The local list is a local designation and completely separate from national listing.
Register of Historic Parks and Gardens of special historic interest in England	Produced by Historic England, the register identifies over 1,600 sites assessed to be of national importance. Lambeth has 8 sites on the register.
Schedule of Tree Preservation Orders in Lambeth	Produced by the council, the schedule includes trees that the council considers to be of high amenity value or to make a significant impact on the local environment.
Heritage at Risk Register	Produced annually by Historic England, the register highlights the plight of vulnerable or threatened listed sites and encourages their repair and reuse.
Archaeological Priority Areas in Lambeth	Archaeological priority areas are local designations and are areas with known potential for archaeological remains. Evidence is maintained by the Museum of London.
Tall Buildings 2010	Summary of the evidence supporting the approach to tall buildings in March 2010.
Lambeth Tall Buildings Study 2012	Assessment of tall buildings across Lambeth in 2012.

TITLE	CONTENT
Tall Buildings in Brixton 2012	Assessment to identify the constraints affecting the location of tall buildings in Brixton town centre.
London View Management Framework	A GLA policy framework document for managing the impact of development on key panoramas, river prospects and townscape views in London.
Local Distinctiveness Study	A study of local distinctiveness carried out by the council in 2013.
Local Views Study	A study of local views carried out by the council in 2013.

Places and Neighbourhoods

TITLE	CONTENT
Waterloo Area Supplementary Planning Document April 2013	Supplementary planning document linked to the London Plan Opportunity Area Planning Framework for Waterloo (2007).
Vauxhall Area Supplementary Planning Document January 2013	Supplementary planning document linked to the London Plan Opportunity Area Planning Framework for Vauxhall Nine Elms Battersea (2012).
Brixton Area Supplementary Planning Document June 2013	Co-produced by the council and Brixton stakeholders, drawing on the Future Brixton Masterplan July 2009.
Streatham Masterplan June 2009	Masterplan for Streatham town centre produced by EDAW on behalf of Lambeth Council.
West Norwood Town Centre Masterplan June 2009	Masterplan for West Norwood town centre produced by EDAW on behalf of Lambeth Council.
Oval Public Realm Scoping Study July 2008	Study commissioned by the Oval Partnership.
Future Stockwell Framework – Stockwell Partnership 2008 and Neighbourhood Action Plan 2012	Masterplan commissioned by the Stockwell Partnership. The Neighbourhood Action Plan was updated in 2012.
Loughborough Junction Framework Plan 2013	Co-produced by the Loughborough Junction steering group with the council.

Sustainability Appraisal and Equalities Impact Assessment

TITLE	CONTENT
Sustainability Appraisal of the Draft Lambeth Local Plan February 2013	Draft analysis and recommendations from the sustainability appraisal and strategic environmental assessment of the emerging Draft Lambeth Local Plan 2013 (includes equalities impact assessment and health and well-being impact assessment).
Sustainability Appraisal of the Lambeth Local Plan Proposed Submission October 2013	Final analysis from the sustainability appraisal and strategic environmental assessment of the Lambeth Local Plan Proposed Submission 2013 (includes equalities impact assessment and health and well-being impact assessment).

Topic papers

TITLE	CONTENT
Topic Paper 1 – Housing	Explanation and justification for the housing policies in the Lambeth Local Plan Proposed Submission 2013, with reference to housing studies listed above.
Topic Paper 2 – Economic development	Explanation and justification for the economic development policies in the Lambeth Local Plan Proposed Submission 2013, with reference to economic development studies listed above.

Viability

TITLE	CONTENT
Draft Lambeth Local Plan 2013 – Viability Study February 2013	Study commissioned by the council from BNP Paribas to assess the cumulative impact of the policies in the Draft Lambeth Local Plan 2013 and the preliminary draft CIL charging schedule on development viability in Lambeth.

Infrastructure Programmes & Schedule

The following table sets out current strategies and programmes, where available, for delivery of physical, social and green infrastructure in the borough of Lambeth during the period of the Local Plan.

A Physical infrastructure

AGENCY	STRATEGY OR PROGRAMME
Transport for London	Transport for London Business Plan 2011/12 to 2014/15 & TfL Investment Programme 2009/10- 2017/18 The Mayor's 2013 River Action Plan
Greater London Authority	London Plan Implementation Plan January 2013
LB Lambeth	Lambeth Transport Plan 2011
Network Rail	London & South East Route Utilisation Strategy (RUS) (July 2011) South West Mainline Route Utilisation Strategy (RUS) 2006 Southern Stations Improvement Project – a programme of works to improve smaller stations Waterloo Master Plan (Network Rail / DFT / BRRB) due in mid 2014
Thames Water	Water Resources Management Plan 2015-2040 Our long-term strategy 2015-2040 Five Year Plan 2015-2020
Environment Agency	Thames River Basin Management Plan 2012 Thames Estuary 2100 Plan 2012 Thames Tunnel Business Case 2011 River Thames Catchment Flood Management Plan 2011
Western Riverside Waste Authority	Joint Municipal Waste Management Strategy June 2006
LB Lambeth	Lambeth Municipal Waste Management Strategy 2011-2031
Vauxhall Nine Elms Battersea (VNEB) Opportunity Area	VNEB Development Infrastructure Funding Study (DIFS) October 2010. The recommendations of this study will be implemented through the VNEB Strategy Board working groups, and the Nine Elms Vauxhall Business Plan 2012 (reviewed on a 3 year cycle).

B Social infrastructure

AGENCY	STRATEGY OR PROGRAMME
Lambeth Clinical Commissioning Group	Lambeth Clinical Commissioning Board, Commissioning Strategy Plan (refresh) 2012/13 to 2014/15 Lambeth, Southwark and Lewisham NHS LIFT Strategic Service Development Plan (SSDP)

AGENCY	STRATEGY OR PROGRAMME
Hospital Trusts: King's College Hospital (KCH) Guy's and St Thomas's (GST) South London and Maudsley (SLaM) (Guy's & St Thomas', King's College and South London & Maudsley have published proposals to merge into a single organisation.)	Potential Academic Health Sciences Centre Joint Estates Strategy King's College Hospital Denmark Hill Masterplan 2012 Guy's and St Thomas' Estate Strategy 2007 Emerging SLaM Estates Strategy
London Ambulance Service	London Ambulance Service Estates Strategy January 2011
LB Lambeth	Safer Lambeth Partnership Plan 2011-2012
Metropolitan Police Service	Police and Crime Plan 2013-2016 MPA/MPS Estate Strategy 2010 -2014 Draft MOPAC/MPS Estate Strategy 2013-2016
Greater London Authority	London Plan Implementation Plan January 2013
Her Majesty's Courts Service (HMCS)	HMCS London Region Crown Court Estates Strategy and emerging strategy for the remainder of the HMCS estate
Fire Service	Asset Management Plan 2011
LB Lambeth	Primary Pupils Place provision 2009-2015 Primary Capital Programme 2009-2022 Primary School Expansion Programme (Phase 2) School Demand and Primary Expansion Cabinet Paper 2012
LB Lambeth	Lambeth Play Strategy 2007-2017
LB Lambeth	A PE, Sport and Physical Activity framework for children and young people in Lambeth Lambeth Youth Strategy 2009/13 Young and Safe Refreshed Action Plan 2010-2013
LB Lambeth	Childcare Sufficiency Assessment 2012 (updated annually)
King's College London	King's College London Strategic Plan 2006-2016
Lambeth College	Lambeth College Property Strategy 2013
LB Lambeth	Sports and Physical Activities Facilities Strategy 2010-2015
LB Lambeth	Co-operative Libraries – report Cabinet July 2012 Community Hubs – report to Cabinet July 2012
LB Lambeth	Council Accommodation Strategy
Vauxhall Nine Elms Battersea (VNEB) Opportunity Area	VNEB Development Infrastructure Funding Study (DIFS) October 2010. The recommendations of this study will be implemented through the VNEB Strategy Board working groups, and the Nine Elms Vauxhall Business Plan 2012 (reviewed on a 3 year cycle).

C Green infrastructure

AGENCY	STRATEGY OR PROGRAMME
LB Lambeth	Lambeth Open Spaces Study 2013 (URS) Lambeth Biodiversity Action Plan 2005 (to be updated) Various Park Master Plans and or Management Plans
LB Lambeth	Emerging policy for reuse of burial space West Norwood Cemetery Scheme of Management
Vauxhall Nine Elms Battersea (VNEB) Opportunity Area	VNEB Development Infrastructure Funding Study (DIFS) October 2010. The recommendations of this study will be implemented through the VNEB Strategy Board working groups.

Infrastructure Schedule

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

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
TRANSPORT									
Tramlink extension to Crystal Palace.	To provide a service of up to six trams an hour to Croydon, also serving the London Overground and other National Rail services at Crystal Palace rail station, as well as bus services from Crystal Palace Parade. A new tram service would reduce the journey time between Croydon and Crystal Palace to about 18 minutes.	Transport for London would be the lead delivery agency, but this project is not currently within the TfL business plan.	Not known	Not planned	Not known N/A	N/A No funding currently in place	Not known N/A	Not known N/A	The Crystal Palace scheme has been progressed by TfL, but there is no government funding to implement. TfL to conduct a wider study involving LB Croydon and others to assess how to deliver the improvements outer London needs. TfL is committed to including new proposals for extensions to the tram as part of a future bid to government.
Bakerloo Line upgrade	To achieve a 38 per cent increase in capacity	Transport for London - TfL Business Plan 2011/12-2014/15. Includes high capacity rolling stock and signalling works.	None	Completion 2022	Information not provided.	Fully funded through TfL Business Plan.	Not applicable	Not applicable	No
Northern Line upgrade part 1	To achieve a 20 per cent increase in capacity/reduce journey times by 18%	Transport for London - TfL Business Plan 2011/12-2014/15	None	Completion 2014	Information not provided.	Fully funded through TfL Business Plan.	Not applicable	Not applicable	No
Northern Line upgrade part 2	To achieve a further 20 per cent increase in capacity	Transport for London - TfL Business Plan 2011/12-2014/15	None	Completion 2020	Information not provided.	Fully funded through TfL Business Plan.	Not applicable	Not applicable	No
Northern Line Extension to Nine Elms and Battersea	To enable and support development and growth within the Vauxhall, Nine Elms and Battersea Area	HM Treasury, GLA, Transport for London. LB Lambeth contribution to wider project	Land required for a second station on Sainsbury car park and adjoining land off Wandsworth Road.	Construction 2015 to 2019	£7,300,000	GLA to receive £1,000,000,000 (£1bn) loan to cover cash flow and payments during construction, but final costs to be recovered locally	Not applicable	Cost based on agreed LBL contribution towards approx £1 billion based underground extension project.	Overall project subject to approval of TWAO, and arrangements between TfL and Dept of Transport.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
Vauxhall underground congestion relief and step-free access station improvements	Required capacity increase to meet enhanced demand	Transport for London - TfL Business Plan 2011/12-2014/15	None	Completion 2015/16	£45,000,000	Yes	Not applicable	TfL/LUL capital programme	Not known
Vauxhall over-ground station platform improvements	To increase the length of platforms 7 and 8 from eight to ten cars.	Network Rail – South West Mainline RUS 2006	None	Completion 2014	£10,000,000 Approx	Yes	None	Network Rail – South West Mainline investment	Not known
Vauxhall over-ground station platform improvements	Possible further increase in length of platforms to accommodate twelve car trains.	Network Rail – South West Mainline RUS 2009	Not known	2024 (tbc)	Not known	No funding currently in place	Not known	Network Rail South West Mainline Investment	Not known
Vauxhall gyratory and interchange improvements	To support the implementation of the strategy for the Vauxhall, Nine Elms, Battersea Opportunity Area	LB Lambeth /Transport for London	Potentially, see site allocation 13 (Vauxhall Island site)	Completion 2015/16	£10,000,000 approx	None. No funding currently in place	£10,000,000 approx	TfL Highway-led implementation. Section 106/ CIL Nine Elms & Vauxhall OA tariff to be used up to £10 million, TfL to fund any additional costs.	Design traffic capacity, and public consultation to be addressed through further feasibility study.
London Overground	New high-level stations at Brixton and Loughborough Junction, and access improvements and platform lengthening at Wandsworth Road and Clapham High Street	Transport for London/LB Lambeth Not currently within TfL Business Plan		Feasibility study 2013/14 completion by 2020	£40,000,000 The estimated cost of the station at Brixton is £40,000,000.	No funding is committed for the new stations and access improvements. Platform lengthening to 5 car trains at Clapham High Street and Wandsworth Road to be implemented by TfL.	£40,000,000	Lambeth Council are lobbying TfL for the new stations and improvements.	TfL is considering further options for development of London Overground. As yet it is not known how future development may affect Lambeth.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
An appropriate replacement for the role and function of the former Cross River Congestion relief on the Northern line corridor	To alleviate over-crowding on the Northern line and mainline rail stations along its route. It would provide interchanges with twelve tube stations on nine different lines and four mainline stations.	Transport for London would be the lead delivery agency. Not currently within TfL Business Plan	Not known	Not known	Not known	No funding currently in place	Not known	Not known	The Cross River Tram project would have delivered extra capacity on part of this route but was cancelled in 2010. Capacity increases as part of Northern line upgrades phase 1 (2014) and phase 2 (2020) will not be sufficient to accommodate projected population and employment growth on this line.
Crossrail 2	Requirement to address impact of Crossrail on Lambeth	TfL	None	Not known	Not known	No funding currently in place	Not known	Overall Crossrail funding, including Mayoral CIL allocation	
Brixton town centre transport infrastructure	Brixton town centre transport infrastructure; - new cycle hub additional covered area and managed cycle-parking	LB Lambeth / Transport for London	Yes potentially.	2013-2023	tbc	No funding currently in place	tbc	CIL or TfL funding.	Requirement to further define costs, and ensure programme delivery through allocation of resources.
Waterloo Station improvements phase 2 – capacity increase	To increase the capacity of the station to accommodate twelve car trains and provide greater concourse and circulation space.	Network Rail / BRRB / DFT Component of Waterloo Station Masterplan	See site allocation 7 (Waterloo Station)	Feasibility option study 2013. Implementation 2020 approx.	Not known	No funding currently in place	Not known	DFT funding enabling commercial development on the station site.	Waterloo SPD provides for station site re-development. Detailed proposals to be considered and assessed arising out of Waterloo Station Masterplan. Required to address public realm impacts identified through Waterloo Steering Group.
Remove lift from Arch to subway	Relocate the existing lift and cover the entrance to the subway. Alternative step-free access route to Stamford Street exists via Tenison Way bus station	Network Rail	See site allocation 7 (Waterloo Station)	Not known	£1,000,000	This is a pre-requisite (funded by EHPL) for undertaking the urban realm and permeability improvements at Victory Arch Square and on the Elizabeth House site.	£1,000,000	Network Rail to deliver supported by section 106 contribution to improve function of transport interchange connections from Elizabeth House.	Required to address public realm impacts identified through Waterloo Steering Group.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
New route(s) between Lower Marsh and Waterloo Station	Key Waterloo SPD project. New through route(s) linking the South Bank and Lower Marsh sides of the station. Options include extending the Milk Passage; opening the 'Granby route' or any redevelopment of Waterloo JobShop and Library should make provision for a new route through to the station.	Network Rail / BRRB / DFT/ LB Lambeth Component of Waterloo Station Masterplan	See site allocation 7 (Waterloo Station)	Not known	Not known	No funding currently in place	Not known	Requirement of station redevelopment.	Required to address public realm impacts identified through Waterloo Steering Group
Waterloo Station new southern exit	Entrance to Waterloo Station from the 'country end' of platforms.	Network Rail / BRRB / DFT Component of Waterloo Station Masterplan	See site allocation 7 (Waterloo Station)	Not known	£20,000,000	No funding currently in place	£20,000,000	To be secured as part of station redevelopment	Required to address public realm impacts identified through Waterloo Steering Group.
Waterloo Station reintroduce international terminal (WIT) platform 20	To provide operating flexibility rather than additional capacity; not expected to be used intensively - access via platform 19.	Network Rail / BRRB / DFT Component of Waterloo Station Masterplan	See site allocation 7 (Waterloo Station)	Network Rail CP4 commitment so must be completed by 2014	£2,000,000	Funded.	Not applicable	Requirement of station operation.	None
Waterloo Station: reintroduce remaining international platforms 21-24	Reuse of platforms 21-24 during CP5 to provide extra capacity and flexibility.	Network Rail / BRRB / DFT Component of Waterloo Station Masterplan	See site allocation 7 (Waterloo Station)	Exact timescale depends on the outcome of the Network Rail Waterloo capacity study; decision due 2013	Not known	No funding currently in place	Not known	Part enabling commercial development, plus consideration as part of wider Department of Transport for Waterloo capacity on Southwest route network investment.	Agreement between Network Rail / British Rail Board (Residuary) to be achieved regarding enabling commercial elements.
Transport interchange on Lower Road	Street level bus station.	Transport for London	Interchange site of sufficient size and bus access capacity required	Not known	£5,000,000	No funding currently in place	£5,000,000	TfL Scheme would need to be provided as part of station development.	Required to address public realm impacts identified through Waterloo Steering Group.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
Cornwall Road bus garage redevelopment	Key Waterloo SPD project. Relocation of bus garage required to permit use of site for housing.	Land owners/ Transport for London / LB Lambeth	See site allocation 8 (Cornwall Rd bus garage) Alternative garage site.	Not known	Not known	None	Not known	Relocation of bus station required and linked to redevelopment of site.	Alternative site identification required to address public realm impacts identified through Waterloo Steering Group.
River Bus Piers	All piers will benefit from improved information, signage, ticketing and cycle-parking facilities.	Transport for London/Port of London Authority 2013 River Action Plan (Transport for London)		Not known	No funding currently in place	Not known	Not known	Not known	
Hostile Vehicle Mitigation Phase 2	Extension of existing scheme to prevent vehicles accessing Riverside Walk	LB Lambeth	None	Not known	£400,000	To be confirmed	£400,000	Landowners investment and security related funding	
Addington Street/ Westminster Bridge Road roundabout pedestrian movement	Improvements to cycle movements and way-finding solutions to overcome pedestrian safety / direction of movement issues.	TfL, LB Lambeth	Not known	Not known	Not known	No funding currently in place	Not known	Not known	Required to address public realm impacts identified through Waterloo Steering Group.
Albert Embankment	Improvement works to road on Albert Embankment	Transport for London & LB Lambeth		Post 2021	£7,000,000 2010 DIFS cost estimate	No funding currently in place	£7,000,000	TfL Highway-led implementation, Section 106/ CIL Nine Elms & Vauxhall tariff may be available.	Design, traffic capacity, and public consultation to be addressed
Nine Elms & Vauxhall Strategic Links	Enhancement to improve pedestrian movement	Developers & highway authorities. LB Lambeth, Transport for London		2013 -2026	£7,750,000 2010 DIFS cost estimate - LBL 50% of total Opp. Area requirement.	No funding currently in place	£7,750,000	Development schemes in main, but section 106/ CIL Nine Elms & Vauxhall tariff may be available	Need to be considered in terms of individual strategic links schemes
Nine Elms & Vauxhall Legible London	Way-finding to encourage walking	Developers and highway authority Transport for London		£800,000	DIFS cost estimate assumes 50% cost incurred in Lambeth	No funding currently in place	£800,000	Section 106/ CIL Nine Elms & Vauxhall tariff may be available	

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
Highway improvements outside the Nine Elms and Vauxhall Opportunity Area	Improvements to road network connected to the gyratory and Albert Embankment			Not known	Not known	No funding currently in place	Not known	Not known	
Cycle Docking Stations	To extend cycle hire scheme to Brixton and Loughborough Junction – and provide extra capacity in north Lambeth, specifically Waterloo.	Transport for London	Docking station sites within development schemes where appropriate	Completion 2016	Information not provided	TfL developer financial contributions	Not applicable	Not applicable	No
Cycle Super Hub at Waterloo	To investigate and develop a cycle super-hub for the storage and repair of bicycles in the vicinity of Waterloo Station	Transport for London, LB Lambeth and Network Rail	None	Not known	Not known	Not known	Not known	TfL, Network Rail and developer contributions	Investigate in conjunction with Waterloo Station Masterplan.
Cycle routes network – central London grid Linked to public realm scheme	Development of high-quality cycle routes in Zone1 including Upper Ground and Belvedere Road (Spine Route) strategic cycle route as alternative to Riverside Walkway	LB Lambeth / Transport for London Spine route identified as part of National Cycle Network; Strategic Route in central London cycling grid; and South Bank Cycling Strategy.	None	Completion 2016	Information not provided	Fully funded through TfL vision for cycling	Not applicable	Not applicable	No
Cycle route – quiet-ways	Development of high-quality cycle routes across the borough	LB Lambeth / Transport for London	None	Completion 2020	Information not provided	Fully funded through TfL Business Plan	Not applicable	Not applicable	No

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
UTILITIES									
Thames Tideway Tunnel	Storage and transfer wastewater tunnel 25km in length (32 km including the Lee Tunnel), broadly following the route of the River Thames. It will intercept flows from 22 combined sewer overflows (CSOs) and indirectly control a further 12 through system modifications along the tidal River Thames between west London and the Beckton Sewage Treatment Works in east London. This will substantially reduce the level of overflows of untreated sewage from the CSOs, resulting in a cleaner River Thames.	Thames Water Thames Tunnel business case 2011	Main and intermediate shaft sites will be required to facilitate construction, along with CSO interception works for each of the CSOs. Two CSOs are located in Lambeth, the Brixton and Clapham storm relief sewer will be connected to the main tunnel using a site on the Albert Embankment. Local authorities have been consulted on a site selection methodology for construction sites.	Project endorsed by government Target date for development consent 2014 Construction enabling works expected 2015 main works 2016 to 2022/3	Total cost £4,200,000,000 (£4.2 billion)	£4,160,000,000 (£4.16 billion) Thames Water are in discussions with Ofwat, though the majority of the cost will be paid for by Thames Water customers through increases in their water and sewerage bills.	£-	n/a	Not known
Lambeth's Reuse and Recycling Centre	Enable Lambeth to meet statutory obligations relating to the waste management hierarchy	LB Lambeth in partnership with Veolia ES Lambeth's Waste Strategy 2011-2031	Options to be reconsidered in relation to Vale St redevelopment for primary school. See site allocation 3	2013	£500,000 estimated	No funding currently in place	£500,000	Capital bid to council or potential for joint funding options with Veolia, or developer contribution.	Retain at Vale Street and refurbish as part of site redevelopment.
South Bank Decentralised Energy Network	CHP/ district energy network. Further work required following the completion of a pre-feasibility study	South Bank Employers Group and landowners	Not known	Not known	Not known	Not known	Not known	Requirement to link to district heating network	Business model agreement and development engagement
Nine Elms & Vauxhall District Heating Network		Energy Service Supply Company. Developers, GLA and borough technical regulatory support		Energy Master Plan produced 2012. Further feasibility study 2013. Subsequent implementation to follow.	Not known	No funding currently in place	Not known	Requirement of new development to link to DHN	

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
EMERGENCY SERVICES									
Metropolitan police estate	Rationalisation of MPS occupied properties: stations open to public with front counters Retention of Brixton (24 Hour) & Kennington (Daytime). Cavendish Road and Clapham (proposed for closures)	Metropolitan Police Estate Draft MOPAC//MPS Estate Strategy (for consultation) 2013	Not applicable	Not known	Not applicable	Not applicable	Not applicable	Not known	Not known
Fire Station Replacement West Norwood		London Fire Brigade London Plan Implementation Plan (Consultation Draft Jan 2012) & 2011 London Fire Brigade Asset Management Plan)	Site identified : 22 Knights Hill, planning permission obtained, and site clearance occurred.	2015/16	Not specifically identified	Yes – part of PFI arrangement	Not applicable	Capital Programme and Asset Management Plan 2011	Not known
Fire Station improvement - Brixton	Options to refurbish, redevelop or relocate currently under consideration	London Fire Brigade London Plan Implementation Plan (Consultation Draft Jan 2012) & 2011 London Fire Brigade Asset Management Plan)	Potential additional land may be required dependent on operation pursued	Not known	Not known	No funding currently in place	Not known	Capital Programme and Asset Management Plan 2011. Potential development contributions	Not known
Lambeth Fire Station	Re-provision of existing facility on-site	LFEPA	See site allocation 10 (8 Albert Embankment)	2015/16	Not known	No funding currently in place	Not known	Capital Programme and Asset Management Plan 2011 Potential development contributions	Not known
Lambeth River Station		LFEPA		2013-2018	Not known	No funding currently in place	Not known	Developer contributions from redevelopment of site. Facility to remain on-site Potential development contributions	Not known

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HEALTH									
Primary Care Centre in Waterloo	Larger local GP practice to provide for increasing demand. Practice should house dental services and could be part of a larger community services facility.	NHS Healthcare for London: Framework for Action 2007; LIFT Strategic Service Development Plan – approved March 2008 NHS Lambeth Board	Expected that a new building of between 1,000 to 1,500m ² for each PCT is required.	Health element of the scheme completion Autumn 2015	Not known	Not known	Not known	Currently not approved by NHS Lambeth Board. To be reviewed alongside the Strategic Plan.	Not known
Norwood Neighbourhood Resource Centre Being developed as part of the Norwood Hall Joint Service Centre Development	Part of the Primary Care Neighbourhood Network service model.	NHS joint development with LB Lambeth, on council-owned site in Norwood	Joint development with Lambeth Council, on council-owned site in Norwood	Financial close 2012, opening Spring 2014	£9,000,000	NHS Lambeth Board approved business case Revenue/ rent included in the Commissioning Strategic Plan	£9,000,000	PFI	Risk register managed through the joint project team.
Nine Elms & Vauxhall Opportunity Area – development of primary care services and facilities. Funding of new or refurbished facilities potentially required to manage increased patient numbers attending for hospital services (including A&E services), and requiring community services.	Requirement to meet new population growth in Nine Elms & Vauxhall Opportunity Area Development Infrastructure Funding Study (Roger Tyms & Partners Oct 2010) identified health infrastructure requirements, further phasing and infrastructure study work by BNP Paribas to clarify requirements.	Lambeth NHS/ LB Lambeth VNEB OAPF	Potential to include within new development scheme	tbv	Initial capital cost of £5,600,000 Further costs may be incurred to meet the extra service needs for community health services and acute and mental health services.	No funding currently in place	Not known	Expansion of existing facilities through rationalisation of services internal and external, NHS funding/ section 106/ CIL. Nine Elms & Vauxhall tariff may be available.	Detailed health facilities requirement being considered under the Nine Elms and Battersea Health and Social Care Group
King's College Hospital NHS Trust Denmark Hill Phase 3 – Normanby Building	Reconfiguration of hospital trust premises in Denmark Hill to meet future need in line with approved masterplan 2012.	King's College Hospital NHS Trust Denmark Hill masterplan	Existing campus in Lambeth (approx 4.5ha). Some outlying buildings owned or managed by KGH.	2020	£100,000,000		£100,000,000	Not known for phase 3	Investigation of property options to meet local, regional and national healthcare needs.
Guy's and St Thomas' Hospital NHS Foundation Trust	Clinical PET Centre. Lambeth Wing to provide a new clinical area and radio pharmacy facility.	GSTT NHS Foundation Trust		2013-2014	£19,000,000	£19,000,000 Currently funded project	Not applicable	All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known

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Guy's and St Thomas' Hospital NHS Foundation Trust	Reprovision of the Cleft Service from Guy's to St Thomas'	GSTT NHS Foundation Trust		Up to 2013	£1,700,000	£1,700,000 Currently funded project	Not applicable	All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known
Guy's and St Thomas' Hospital NHS Foundation Trust	Emergency Care Pathway Rebuild (A&E Dept)	GSTT NHS Foundation Trust		Pending	£15,000,000	£6,000,000 Currently only partly funded,	£9,000,000	Shortfall to be potentially met by borrowing All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known
Guy's and St Thomas' Hospital NHS Foundation Trust	East Wing Re-Cladding and new bed lifts.	GSTT NHS Foundation Trust		2013-2014	£30,000,000	£30,000,000 Currently funded project	Not applicable	All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known
Guy's and St Thomas' Hospital NHS Foundation Trust	East Wing installation of HV Generators	GSTT NHS Foundation Trust		Up to Spring 2014	£2,750,000	£2,750,000 Currently funded project	Not applicable	All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known
Guy's and St Thomas' Hospital NHS Foundation Trust	Backlog Maintenance programme	GSTT NHS Foundation Trust		Ongoing	£10,000,000	£10,000,000 Maintenance sum set aside	Not applicable	All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known
Guy's and St Thomas' Hospital NHS Foundation Trust	Phase 2 , Welcome Centre Gassiot House	GSTT NHS Foundation Trust		Not Known	Not Known	No funding currently in place	Not known	Maintenance sum set aside. All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known
Guy's and St Thomas' Hospital NHS Foundation Trust	Block 9, refurbishment of listed building as potential offices	GSTT NHS Foundation Trust		£30,000,000	£30,000,000	No funding currently in place	£30,000,000	All opportunities open to the NHS Foundation Trust and partners will be utilised.	Not known

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EDUCATION									
Lambeth College – reconfiguration and investment in current campus sites at Clapham, Vauxhall, and Brixton	Reconfiguration of College premises to meet future need. Phase 1 Clapham Street vocational facilities; Vauxhall motor vehicle Phase 2 Clapham rear new-build and refurb, Brixton downsizing; Phase 3; Vauxhall refurb and part disposal	Lambeth College Lambeth College Property Strategy Feb 2013	None – redevelopment of existing campus sites (subject to planning permission)	Completion by Phase 1 2013 Phase 2 2013 -2015 Phase 3 2014-16	Phase 1: £5,600,000 Phase 2: £12,000,000 Phase 3 £6,400,000 Total £24,000,000	Phase 1 funded. Phase 2 funding not fully committed Phase 3 funding not fully committed	Not fully determined.	Grant funding from skills funding agency, loans, and college capital. Disposals, including partial residential development of Brixton site.	Not known
New SEN Provision – Lansdowne rebuild. School expanding from 100 – 110 places.	To provide for additional places	LB Lambeth	Existing site	Sos 2014, Edc 2015	£9,000,000	EFA. LBL funds additional places	Yes	From LBL capital receipts	No
Potential – Woodmansterne. Proposed expansion to secondary provision in addition to primary school	Land identified at school and adjacent field. To provide total of 720 places overall and 120 places in year 7	LB Lambeth	Existing LBL land. School buildings to be located on extant school site. Recreational and play via adjacent land.	Secondary 2016-2017	£15,000,000	No funding in place	£15,000,000	Future targeted or basic need bid.	Yes. As increased demand for a secondary borough – met with additional land options.
Expansion of legacy BSF secondary schools – Norwood and Dunraven	To provide 280 additional places 11 to 16 years and 320 16 to 19 years secondary school places (of which 56 additional year 7 places)	LB Lambeth	Expansion where required within existing school sites	2014-2015	£35,000,000	Apart from the two sample schemes, Dunraven and Norwood, the remainder of the BSF programme was unfunded.	Not for sample schools	Under review	Yes – temporary expansions of existing schools subject to capacity. Work with neighbouring boroughs to place pupils.
EACT Academy –City Heights, in the Tulse Hill area under construction	To provide 1,100 additional secondary school places (of which 180 are year 7 places)	LB Lambeth	Site in the Tulse Hill area plus additional land for sports: Fenstanton site	2014-2015 The first cohort academy opened in temporary accommodation at Somerleyton Road.	£25,900,000	Funding gap in course of the programme met from section 106 £1.6m, additional government funding and capital bid to council	Under review	Cost of project reduced	Yes – attempt expansion of existing secondary schools to meet need for additional places.
Potential new free schools - New Catholic Academy – Clapham. Provisional site not identified yet. Trinity Academy	To provide 600 places overall and 120 places in year 7	EFA / Academies unit	Met by EFA	September 2014		Yes - EFA / DFE	N/A	N/A	N/A

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Potential new free schools – Vanguard / NAS. Provisional site not identified yet.	To provide 78 special secondary school places overall and 12 places in year 7	EFA / Academies unit	Met by EFA. Supported by Lambeth	September 2014		Yes - EFA / DFE	N/A	N/A	N/A
Expansion of existing primary schools Phase (A)	To provide 2,100 additional primary school places (10 forms of entry) and 250 nursery class places	LB Lambeth	Expansion within existing school sites or land already identified	2013-2016	£35,000,000	Government funding of £18,600,000 received from Basic need funding, section 106 and LBL contribution and LC VAP	£2,000,000	Lambeth has to find capital to complete programme	Yes – temporary provision on school sites that have the capacity to provide extra school places.
Expansion of existing primary schools Phase (B)	To provide 1680 additional primary school places (8 forms of entry) and 150 nursery class places	LB Lambeth	Expansion within existing school sites	2014-2017	£27,000,000	Lambeth successful bid for TBNF			Yes – temporary provision on school sites that have the capacity to provide extra school places.
Additional new primary school in Norwood	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth	Potential site in Norwood identified and to be progressed see site allocation 3 (Vale street Depot)	2015-2017	£8,000,000 Dependent on site acquisition requirements; plus approx £8,000,000 construction	No funding currently in place	£8,000,000	Lobbying of government for additional funding; capital bid to council	Yes – look to expand other schools in the area to create additional places.
New primary school Clapham Park Estate. Possible link to mixed-use development	To provide 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth / Clapham Park Homes.	Site within Clapham Park Estate. See site allocation 4	2014/2016	£6,500,000	Section 106 agreement to provide land and £2,250,000 contribution	£4,200,000	Scheme under review to identify full funding	Yes, although site and some funding included in section 106 agreement; negotiations underway to meet gap funding
New primary school / possible expansion of existing Wyvil school, in Vauxhall, Nine Elms, Battersea Opportunity Area.	To provide an estimated 420 additional primary school places (2 forms of entry) and 50 nursery class places	LB Lambeth	Site identified within Lambeth part of Nine Elms Opportunity Area, see site allocation 11(Keybridge House, 80 South Lambeth Road 10-22 Wyvil Road and 143-161 Wandsworth Road)	2018-2021	Provisional site not identified yet.	No funding committed. To be secured via section 106/CIL/ capital receipt/ basic need	Provisional site not identified yet.	Costs of securing of site to be potentially, in all or in part, to be off set from Nine Elm & Vauxhall tariff requirement from wider development site.	Yes – alternative site may be required, or alternatively expand other schools in the area to meet demand. However, later option would not support intensive population growth expected as part of the Nine Elms and Vauxhall programme and existing school are on very restricted sites

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PARKS & OPEN SPACES									
Agnes Riley Gardens	Paddling pool and play area renewal. Pathways and gates	LB Lambeth	No requirement	2014-16	£250,000	£150,000 from Clapham Park masterplan outline planning permission section 106.	£100,000	Parks and opens general investment.	None
Brixton Windmill Gardens	Option appraisal for the use of gardens and site	LB Lambeth / Friends of Brixton Windmill. Lambeth Open Spaces Strategy	None	2013-16	£70,000	No funding currently in place £-	£70,000	Parks and open space general investment	Relocation of users to other public open spaces, but with increased pressure on other facilities and booking availability
Brockwell Parks Phase 2	1)Norwood Road railing renewal and refurbishment 2)Community café and growing program 3)Changing room Follow on works after substantial HLF and match LBL investment of approximately £5 to 6 million.	LBLambeth Lambeth Open Spaces Strategy Brockwell Park masterplan	No requirement	2014-16	£980,000 (2014 to 2016 Breakdown of works: 1)Railings £100,000 2)Café £80,000 3)Changing Room £800,000	£150,000 London Marathon Trust	Total £830,000	Parks and open space general investment	Relocation of users to other public open spaces, but with increased pressure on other facilities and booking availability
Churchyard safety, heritage and access improvements	Repair or replacement of walls, gates, steps and fencing at churchyards maintained by Lambeth Parks (St. John's, St. Luke's, St. Mark's, St. Matthew's and St. Paul's) to remove/reduce safety risks exposure to liability	LB Lambeth Lambeth Open Spaces Strategy Site Management Plans Asset Survey and Risk Register	No land acquisition or exchange is required; LB Lambeth maintains existing sites, and any works are to replace or upgrade exiting assets	2013-2016	£2,500,000 estimated	£125,000 (estimated income from fees, charges, and leases)	£2,375,000 estimated	Parks and open space general investment and church involvement Income from use of improved facilities for events or weddings, leasing to third party or commercial services, securing of funding from charitable and grant trusts.	Closure of whole sites, or parts of sites, to protect public from risk or protect the council from liabilities, with obvious impact on public access and perceptions
Clapham Common changing facilities	New-build changing room facility which would serve both grass and redgra pitches, required to replace current inadequate changing room building	LB Lambeth Lambeth Open Spaces Strategy. Clapham Common masterplan	No requirement	2014-16	£1,000,000	No funding currently in place	£1,000,000	Seeking funding from both the Football & Cricket Association Parks and open space general investment	Relocation of users to other public open spaces, but with increased pressure on other facilities and booking availability

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Hillside Gardens Park masterplan delivery	To address major health and safety, access and community development issues as identified in masterplan	LB Lambeth: Lambeth Open Spaces Strategy Hillside Gardens Masterplan and Management Plan	No land acquisition or exchange is required; LB Lambeth owns and manages existing site	2014-2016	£150,000 estimated	No funding currently in place	£150,000	Parks and open space general investment Under review – securing of external funding from charitable and grant making trusts. Estimate that 20% (£30,000) would come from non-CIL sources	Northern boundary wall in such a serious state of disrepair and a public safety risk, that remedial costs to cover replacement may have to be secured from existing
Kennington Park	1)Cricket pitch renewal 2) Re-surfacing to Astro pitch difficult to let 3) Renewal of chain link fencing with more robust fencing to reduce crime.	LB Lambeth/ Surrey Cricket Club Cultural Services Lambeth Open Spaces Strategy Lambeth Sports Strategy	No requirement	2014 - 16	£750,000 Break down of works: 1)Cricket Pitch £100,000 2) Astro Pitch £450,000 3) Fencing £100,000	£-	£750,000	Parks and open space general investment HLF bid in progress, will require match funding	Relocation of users to other public open spaces, but with increased pressure on other facilities and booking availability
Larkhall Park	Turf pitch renewal	LB Lambeth Lambeth Open Spaces Strategy Lambeth Sports Strategy Larkhall Park masterplan	No requirement	2014 - 16	£80,000	No funding currently in place	£80,000	Parks and open space general investment Seeking funding from the Football Association	Relocation of users to other public open spaces, but with increased pressure on other facilities and booking availability
Norwood Park	1)Flood Management Plan 2)Community Café	LB Lambeth Lambeth Open Spaces Strategy, Norwood Park masterplan	No requirement	2013-16	£50,000 plus Break down of works: 1)Flood management: Not known 2)Café: £50,000	No funding currently in place	£50,000 plus	Parks and open space general investment	
Streatham Common/ Streatham Rookery Restoration	(1) Upgrade Paddling pool and play area. (2) To restore and protect Grade II listed historic garden, and provide sustainable uses for existing nurseries and buildings	LB Lambeth Lambeth Open Spaces Strategy	No requirements	2014-16	£1,100,000 Breakdown of works -estimates 1) Paddling Pool £100,000 2) Grade Gardens Restoration £1,000,000	No funding currently in place Under review securing of external funding from charitable trusts, and income from leasing site for events, weddings and garden (£100,000)	£1,100,000	Parks and open space general investment	

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Streatham Vale	Crime prevention works - demolish the bowling green pavilion	LB Lambeth Lambeth Open Spaces Strategy Streatham Vale masterplan	No requirement	2014 - 16	£40,000	No funding currently in place	£40,000	Parks and open space general investment	None
Tivoli Park	Flood Management Plan	LB Lambeth / Thames Water Lambeth Open Spaces Strategy	None	2013-16	N/K	None	N/K	Parks and open space general investment	
Valley Road Playing Field – Improved Sports Provision	1) To ensure existing sports pitches are safe and to national standard; to protect council and public from liabilities or financial loss; and to increase income generation from sports booking 2) Renew all the perimeter fencing	LB Lambeth Lambeth Open Spaces Strategy Lambeth Sports Strategy and Lambeth Safety Audit	No land acquisition or exchange is required; LB Lambeth owns and manages existing site	2013-2014	£205,000 Breakdown of works: 1) Sport Pitches £125,000 2) Perimeter Fencing £80,000	No funding currently in place	£205,000	Parks and open space general investment Income from booking use of sports pitches, and use of site for events; leasing of site to third party or commercial service provider(s). Estimate that 10% (£12,500) would come from leasing or fees.	
Archbishop's Park sports improvement programme	Upgrade, replacement or reconfiguration and relocation of existing sporting facilities; and feasibility for reuse and refurbishment of changing rooms, kiosk and toilet building.	LB Lambeth Lambeth Open Spaces Strategy Lambeth Sports Strategy Archbishop's Park Action Plan 2005 Park Management Plan 2012-2017	No land acquisition or exchange is required; LB Lambeth leases existing site	2014-2016	£955,000 Break down of works: 1) Sport elements £450,000 estimate; and 2) changing rooms – £455,000	£931,305	£24,000	Parks and opens general investment and S106 contributions. Income from use of improved facilities, and for events; leasing of site to third party or commercial service provider(s).	Relocation of users to other public open spaces, but with increased pressure on other facilities and booking availability
Hungerford Car Park	Development at the Hungerford Car Park, of which two-thirds is protected as Metropolitan Open Land, in order to enable the extension of Jubilee Gardens with the remaining area promoting the expansion of the arts and cultural activities of Waterloo.	To be determined	Extension of Jubilee Gardens onto Hungerford Car Park	Not known	Not known	No funding currently in place	Not known	Landowner agreement required to meet public realm aspirations in Waterloo.	

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Waterloo Millennium Green	Improved layout of the Green	Bankside Open Spaces Trust, LB Lambeth	None	Not known	£75,000	No funding currently in place	£75,000	Parks and opens general investment and section 106 contributions.	None
Riverside playground	New riverside playground by ITV	LB Lambeth, Coin Street Community Builders	None	Not known	Not known	No funding currently in place	Not known	Parks and open spaces general investment.	
Pedlars Park	Improvements according to the masterplan prepared for the park	LB Lambeth		Not known	Not known	- No funding currently in place	Not known	Parks and opens general investment.	
Paradise Park	Improvements to the Park according to the masterplan prepared for the park	LB Lambeth / Friends of Paradise Park		Not known	Not known	No funding currently in place	Not known	Parks and opens general investment.	
Vauxhall Pleasure Gardens	Phases as outlined in Urban Framework Agreement	LB Lambeth Friends of VPG Lambeth Open Spaces Strategy Urban Framework Agreement	None	2013 -16	£2,000,000	None	£2,000,000	Parks and open space general investment.	None
Vauxhall Park	Upgrading/ replacement of play equipment, paths and drains, and furniture and signage.	LB Lambeth Friends of VPG Lambeth Open Spaces Strategy, Vauxhall Park Masterplan	None	2013 -16	£850,000 Breakdown of works: 1) Play area £100,000 2) Railings £750,000	None	£850,000	Parks and open space general investment.	None
Slade Gardens	Phase 2: 6-12 play area and central area Phase 3: MUGA Phase 4: Nature trail Phase 5: Exercise area Phase 6: Amenity space Phase 7: Dog walking area Phase 8: One o'clock club	LB Lambeth Slade Masterplan and Open Spaces Strategy	None	2012-14	£988,654 Costs broken down by phase: Phase 2: £202,905 Phase 3: £392,227. Phase 4: £67,048 Phase 5: £54,088. Phase 6 : £198,624 Phase 7: £49,082 Phase 8: £24,679	£50,000	£938,654	Parks and open space general investment Funding committed towards phase 2 play area and central	None

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West Norwood Cemetery Restoration of heritage monuments, the grade II* catacombs and chapel. Cemetery infrastructure rebuilding of dilapidated roadways, entrance, drainage systems, paths, cemetery furniture, walls, gates and railings, and the historic landscape.	Infrastructural restorations and improvements: Several restoration projects are required to be completed to comply with the consistory ruling and remove this ruling.	LB Lambeth There is currently a draft management plan that is a strategic document for the future management of the Cemetery.	No requirement	2013 - 18	£10,000,000 for period 2013-2018	£4,500,000	£5,500,000	Parks and open space general investment Intention to seek a further £5.5m from Heritage Lottery Fund	None
River Graveney flood management – Eardley Road Sidings flood storage and riparian improvements	To prevent or reduce damage from flooding of the River Graveney and attenuate floodwater input to River Wandale catchment.	LB Lambeth River Thames Catchment Flood Management Plan 2011 Thames River Basin Management Plan 2012	No land acquisition or exchange is required; LB owns and manages Eardley Road Sidings	2014-2016	£150,000	No funding currently in place	£150,000	Co-funding from Environment Agency (flood management budget); HLF grant secured by TCV and LB Parks.	
Ruskin Park sports improvement programme	Replacement of existing redgra pitches; upgrading of grass football pitches, tennis courts and skate park with changing room facilities	LB Lambeth Lambeth Open Spaces Strategy Lambeth Sports Strategy, Ruskin Park Management Plan	No land acquisition or exchange is required; LB owns existing site	2013-2015	£1,500,000 estimated	None	estimated	CIL/section 106 income from use of facilities and events; leasing to third party or commercial provider(s); income	Relocation of users to other open spaces with increased pressure on other facilities and bookings.

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PUBLIC REALM									
Millennium Green Junctions - neighbourhood hub	Better connectivity between The Cut, Waterloo Road, Baylis Road and Millennium Green including increased shared surface treatment.	Waterloo Quarter Business Alliance; LB Lambeth	None identified	Not known	Scheme under development	No funding currently in place	Not known	Part of general Waterloo public realm investment and section 106 contributions.	Required to address public realm impacts identified through Waterloo Steering Group.
Leake Street tunnel enhancement and new uses	Improved lighting; create a lively thoroughfare from York Road to Lower Marsh. Potential for retail uses in railway arches. Note - Possibility that it will be used as a storage yard during WIT works and therefore closed temporarily.	LB Lambeth/ Network Rail	See - site allocation 7 (Waterloo Station)	Not known	Not known	£610,000 secured through section 106	Not known	Section 106 contributions and outcome of Waterloo Station redevelopment	Needs to be considered as a stand alone project, or part of overall station redevelopment. Required to address public realm impacts identified through Waterloo Steering Group.
Improved connection from Waterloo Station (east side) to Lower Marsh, Baylis Road	Direct route to Lower Marsh from exit 1 of station past side of Waterloo Action Centre to Lower Marsh and Old Vic junction.	Network Rail/ Transport for London/ LB Lambeth	See - site allocation 7 (Waterloo Station)	Not Known	Project under development	No funding currently in place.	Not known	Potential requirement of Waterloo station development	None dependent on station redevelopment. Required to address public realm impacts identified through Waterloo Steering Group.
Lowering of Cab Road and Station Approach	Addressing the current barriers between the station and Lower Marsh and Mepham Street.	Network Rail Transport for London /LB Lambeth	See - site allocation 7 (Waterloo Station)	Not Known	£10,000,000 estimate	No funding currently in place	£10,000,000	Potential requirement of Waterloo station development	Project dependent on option appraisals regarding station redevelopment and vehicle and pedestrian movement assessment. Other alternatives may be considered.
Riverside Walkway	Improved paving, lighting, seating and electrical infrastructure	Landowners/TfL/ LB Lambeth	None	Not known	£6,000,000	No funding currently in place	£6,000,000	Part of general Waterloo Public Realm Investment, linked to landowner investment. Pedestrian movement/transport funding.	Dependent on landowner investment and co-ordination

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Victory Arch Square Linked to transport - remove lift from Victory Arch to subway	Creation of new public square, including realignment of Cab Road, raising Cab Road (and converting a section of the wall) and Mephram Street, a new pedestrian link towards Tenison Way and widening York Road at the SUTTON Walk crossing.	Chelsfield and London and Regional Properties Transport for London /LB Lambeth	See site allocation 5 - Elizabeth House.	Not known	Refer to section 106 agreement when signed.	Subject to section 106 from Elizabeth House	Not Known	To be delivered as site specific works under Elizabeth House.	Needs to be considered as a stand alone project in conjunction with Elizabeth House redevelopment. If above development does not go ahead may be considered as part of overall Waterloo station redevelopment
Emma Cons Gardens	Redesign of gardens, new paving, lighting and planting, potential new outdoor seating for restaurant.	LB Lambeth, landowner and developer	None	Not known	Not known	No funding currently in place	Not known	To be delivered through agreement with adjoining landowner.	None
Lower Marsh Regeneration Project: Area 2 Westminster Bridge Road/Upper Marsh	Streetscape improvements to Westminster Bridge Road from (and including) railway tunnels to borough boundary (Morley St) and improvements to Upper Marsh tunnels. Includes lighting and paving.	Lambeth Council/ Network Rail	Not yet known	Not known	Not fully identified	£679,000 – section 106, not yet at detailed design	Not known	To be funded through section 106 contributions of development in Waterloo Area SPD	Required to address public realm impacts identified through Waterloo Steering Group.
Pedestrian connection from Upper Ground - street level to Waterloo Bridge – bridge approach.	Facilitate direct access from Waterloo Bridge to Doon Street redevelopment site, including widening of Cornwall Road and Upper Ground.	TfL, Coin Street Community Builders	Not known	The bridge connection to Waterloo Bridge is part of the final phase of the development.	Not known	Costs/ Implementation addressed in Doon Street scheme	Not applicable	Section 106 requirement linked to granted planning permission	Dependent on Doon Street planning permission implementation
IMAX Roundabout and Waterloo Road Note – linked to: • Belvedere Road / Upper Ground – South Bank Spine Route; • Cycle Super Hub, and • Waterloo Westside Public Realm Programme.	Public realm/place making and movement network project extending along Waterloo Road from Baylis Road to bridge and encompassing street level and undercrofts; integrating and enlivening King's Plaza and St John's Church grounds.	GLA/TfL/ Network Rail/ LB Lambeth Waterloo Square, Waterloo Opportunity Framework (GLA) Better Junction Review (TfL)	Not known	Not known	Not known	No funding currently in place	Not known	Transport led and funded scheme, with potential enabling funding as requirement of Waterloo Station redevelopment	Required to address public realm impacts identified through Waterloo Steering Group.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
Waterloo East NR Station Public Realm and Way Finding	Street level access to Waterloo East NR Station is confusing and over various levels. Coordinated public realm scheme to provide signage, legibility and ease of access to the station.	LB Lambeth, TfL, Network Rail Inter-related to Waterloo Station but outside remit of Waterloo Masterplan whose study area includes bridge access from Waterloo station to Waterloo East station.	Not known	Not known	Not known	None	Not known	Not known	Potential for inclusion in Waterloo Masterplan outcomes.
Belvedere Road / Upper Ground – South Bank Spine Route Inter-related with Cycle Routes Network – London Cycle Grid as shown in Transport Section	Place making scheme to renew/improve the Spine Route - extending from Blackfriars Bridge to Westminster Bridge including surfacing, improved direct and step-free pedestrian links across the route, way-finding signage, street furniture, landscaping, lighting and the like.	LB Lambeth, TfL, South Bank Employers Group	Not known	Currently not programmed - but target to complete by 2018	Not known	No funding currently in place. Supported by London Grid Cycle Route funding from TfL	Not known	Element of Waterloo Public Realm Investment Programme. Section 106 contributions from key developments along and nearby the route.	If development does not progress and section 106 not received, London Grid Cycle Strategic Route works only. Required to address public realm impacts identified through Waterloo Steering Group.
Waterloo Westside Public Realm Programme Extent - from and including western and northern side of Waterloo Station to Riverside Walk extending from Westminster Bridge to eastern edge of Waterloo SPD area Note – linked to: • Lower Marsh Regeneration Area 2 • Belvedere Road / Upper Ground – South Bank Spine Route; and • IMAX Roundabout and Waterloo Road.	To provide on-site and off-site enhanced social, cultural or leisure activity and high quality public realm; public squares; meeting places and links to Waterloo Station, such as Elizabeth House South Square in association with redevelopment in the area. Issues include - expected increased use, current complexity and multiple levels that require integration and consistency of design to provide step-free pedestrian routes throughout the area. Programme to include way-finding signage, artworks, street furniture, landscaping, lighting and the like.	LB Lambeth, landowners, developers, TfL, Network Rail, South Bank Employers Group	Not known	Dependent on sequencing of various site allocations and other development sites in the Waterloo SPD area	Not known	No funding currently in place	Not known	Element of Waterloo Public Realm Investment Programme. On site works as requirement of development and section 106 contributions for off-site works including Shell, Elizabeth House, Festival Wing, Hungerford Carpark, among others in the area as they become known.	Dependent on level of development that progresses to completion – gaps where identified will see alternative funding sources. Required to address public realm impacts identified through Waterloo Steering Group.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
Vauxhall Cross - New High Street in place of bus station and canopy.	Create a two-sided street in place of the current bus station, commencing with the removal of the canopy Linked to Gyratory works	Transport for London/LB Lambeth	Linked to gyratory, see site allocation 13 (Vauxhall Island site)		Public realm package under development	No funding currently in place	Not known	Private development/TfL	Project dependent on introduction of two-way working and wider network/public realm improvements
Loughborough Junction framework plan	Programme of public realm improvements to enhance local environment	LB Lambeth/Loughborough Junction action Group		2014-16	Not known	LIP funding for design and development 2013/14 and pilot project implementation 2014/15	Not known	Public realm investment	None
Streatham	Programme of town centre public realm improvements	LB Lambeth	None	2013-16	Programme under development	No funding currently in place	Not known	TfL/Developers Contributions	Requirement to further define costs, and ensure programme delivery through allocation of resources.
Stockwell	Programme of town centre public realm improvements Binfield Road public realm scheme to provide public space. Removal of Stockwell gyratory.	LB Lambeth	None	2013-16	Not fully Known	LIP Funding for Binfield Road. Gyratory Removal not funded	Not known in full	TfL/Developers Contributions	Requirement to further define costs, and ensure programme delivery through allocation of resources.
Brixton Town Centre Public Realm	Public Realm improvement programme as set out in Brixton SPD.	LB Lambeth		2013 - 2023	£9,000,000 approximate	No funding currently in place	£9,000,000, approximate	Delivered predominantly through CIL, and other capital investment, (subject to resources) as non site-specific town centre public realm works programme.	Requirement to further define costs, and ensure programme delivery through allocation of resources.
Norwood	Programme of town centre public realm improvements			Not known	Programme under development	No funding currently in place			

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SPORTS & LEISURE									
Streatham Leisure centre	To provide new leisure facilities and ice rink in Streatham	Tesco are the developer building new LB Lambeth facilities to an agreed specification	LBs land requirements are facilitated by the terms of the development agreement.	2012-2013 Construction will complete in September 2013 and the centre will open, post fit out in November 2013	The council's contribution is £19,400,000	A budget of £19,400,000 has been identified which the council is meeting.	N/A	Development agreement with Tesco agreed	
Astro-turf pitches, MUGAs, tennis and basketball courts, changing facilities borough-wide	The council has a wide range of leisure facilities across the borough, largely in parks and open spaces that have potential for development/expansion to meet increasing demand for good quality facilities	LB Lambeth, no other partners identified		2014-2016	£5,000,000	No funding currently in place	£5,000,000	LBL capital project	
Flaxman Leisure Centre	Redevelopment of leisure provision Flaxman Leisure requires redevelopment to provide fit for purpose leisure facilities in the long term	LB Lambeth, no other partners identified		2014-2018	£2,000,000	No funding currently in place	£2,000,000	LBL capital project	
Ferndale Leisure Centre	Investment in existing leisure provision Requires redevelopment to be fit for purpose leisure facility in the long term	LB Lambeth, no other partners identified		2014-2018	£1,000,000	No funding currently in place	£1,000,000	LBL capital project	
Doon Street Leisure Provision	To provide new leisure facilities in Doon Street Planning permission granted in May 2010 to provide with development	Coin Street Community Builders		2014-2016	£25,000,000	(Direct provision Doon Street development as required by section 106 agreement).	NA	Development agreement with CSCB	Funding for development through wider Coin Street Developing including 329 Homes £450m annual revenue gap to meet running costs of public leisure provision
Brixton Recreation Centre	Refurbishment of the leisure provision in Brixton Brixton Rec requires major upgrade in facilities to bring it up to a suitable standard of leisure provision in the long-term	LB Lambeth, no other partners identified		2014-2018	10,000,000	No funding currently in place	£10,000,000	LBL Capital Project	
Norwood Hall	To provide new leisure facilities in West Norwood	LB Lambeth Partnership with NHS		2012-2014	25,000,000	£25,000,000 identified through PFI	£500,000 capital and £400,000 revenue gap for operating leisure centre	PFI	Scheme currently on-site

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LIBRARIES & COMMUNITY HUBS									
Stockwell Hubs sites - 157 South Lambeth Road, Springfield Centre, Old Estate office	Collection of buildings that could potentially form a linked up provision of community access in Stockwell area	LBL Stockwell Partnership		2013-2016	Not fully known	£75,000 LBL has provided £75,000 of funding to carry out some feasibility work on improved use or bringing these buildings back into use in a co-ordinated way	Not fully known (£250,000 to purchase flat above 157 South Lambeth Road to enable asset transfer to progress)	Not fully known (£250,000 to purchase flat above 157 South Lambeth Road to enable asset transfer to progress)	Requirement to develop a plan for sustainable uses for Old Estate office and Springfield Centre
The Brix	Investment in the Peace Garden	The Brix Board of Trustees	Externally owned and run building including commercial tenants who cross subsidise the voluntary sector tenants	2013-2016	£100,000 (to be confirmed once feasibility study completed)	None	£100,000	The Brix	Council has provided £70,000 for investment to interior of the building to create a hot-desking area to enable some income to be generated.
Streatham Library	Investment to the fabric of the library and also to the Tudor Hall area to facilitate increased usage by the local community as well as for cultural activities	LB Lambeth lead, Outer London Fund contributing		2013-2014	£1,400,000	£1,150,000 Final allocation to allow completion of project specifically for investment to library but also to increasing community / space	£250,000 (additional resources for 'phase 2' further investment in Tudor Hall to enable additional community / cultural uses)	LBL-led capital project	Outer London funding must be spent by Mar 2014. Start on-site October 2013. Project is fully funded as it stands though if there is potential to seek additional investment from CIL this would be used to further improve the Tudor Hall. Refurbishment should be completed by March 2014.
Waterloo Library	Investment to create a permanent location for the Waterloo library plus associated community and enterprise uses	LB Lambeth, WAC		2014-2016	£2,000,000 Options appraisal to identify permanent location for Waterloo library indicates that there is potential to either rebuild on current site or relocate to Waterloo Action Centre	£500,000 Section 106 contribution including Shell and others	£1,500,000	LBL-led capital project and to be funded through section 106 contributions of development in Waterloo area	Option assessment decision by mid 2014, to be reached.

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Brixton Library	Investment to the fabric of the building to deliver increased usage by the local community and enterprise uses	LB Lambeth		2014-2016	Tbc Potential to develop investment plan in library plus improve space used by partner organisation/ tenant for improved library or community access	£426,000 LBL capital receipt identified	Tbc	LBL-led capital project	Requirement to address cost identification over and above budget allocated
Durning Library	Restoration of a historical building, increased community and other uses, bring residential flat back into library use	LB Lambeth and Friends of Durning Library		2014- 2016	£2,000,000	£800,000 LBL capital receipt identified	£1,200,000	LBL-led capital project	Negotiation to re- house the tenant to another Lambeth Living property are progressing, an options appraisal to establish preferred use of additional floor space including income generation will shortly be commissioned. Existing capital can provide some improvements but these are at a basic level and would only cover H&S compliance and some condition works. External funding sources are being investigated.
Nettlefold Cultural and Creative Hub including West Norwood Library	Redevelopment of closed library building with commercial partner to deliver a new fit for purpose library, community spaces and a four screen cinema, bar and café	LB Lambeth plus commercial partner steering group including local community, friends of library and members		2014-2015	£4,000,000 Cost of redevelopment will be better evidenced once a full invasive site visit can take place which will only be possible once asbestos debris is cleaned, this work is in the process of being commissioned	£3,000,000 £1m confirmed from LBL, £2m proposed match from commercial partner	£1,000,000	LBL and commercial partner through development agreement	Contractual agreement between partners is underway and a conditional agreement should be in place by Dec2013, planning permission will be sought in May 2014, building issues may cause medium-term delays to the project, however, there are contractors on-site to address these and the building should be safe by Jan 2014. NB The planning change of use/refurbishment may require payment of CIL or section 106.

SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY AND SUPPORTING STRATEGY	LAND REQUIREMENTS OF SCHEME IN LAMBETH	INDICATIVE DELIVERY PHASING	COST	FUNDING ALREADY COMMITTED	FUNDING GAP	HOW FUNDING GAP WILL BE MET	CONTINGENCY PLANNING REQUIRED?
Carnegie Library/ Hub	Redevelopment of historically significant building to deliver improved library service provision, community access, enterprise and other uses	LB Lambeth		2015-2017	£3,000,000 Cost to be confirmed through feasibility study 2013/14	£400,000 LBL capital receipt identified	£2,600,000	LBL-led capital project	Identification of funding as costs exceed current budget allocation. Community-led project group has been established who are managing an options appraisal and statement of significance. There documents will be used to apply for development funding from the HLF.
Minet Library and Archives, Longfield Hall, The Remakery (Myatts Field Park via Parks so not included here) Investment to create better usage of collection of community and enterprise spaces	Minet Hub sites: a collection of community buildings and assets around the Minet Library working to develop plans to work better together and provide improved provision to the wider community. Includes Myatts Field Park but this is not included here	MFPP, Longfield Hall, Remakery, LB Lambeth		2014-2016	Not fully known Costs to be confirmed Minet Library £250,000 Archives £?m Longfield Hall £?m The Remakery £?m.	£45,000 LBL contribution of £45,000 for development and feasibility Capital receipt identified	Tbc, will be once feasibility work is completed- likely to be late 2014.	LBL-led capital project	Partners cannot agree consistent vision
Tate South Lambeth Library	Investment to increase use of Library and allow increased community provision	LB Lambeth and Friends of Tate South Lambeth Library		2013-2016	£340,000	£170,000 Capital receipt identified, further required for ongoing works once LBL funding used	£170,000	LBL-led capital project	N/A NB: the Friends of Tate South liaise directly with local developers to enable investment in the library also.
Your New Town Hall scheme	To rationalise LBL office space in line with headcount reductions & to facilitate co-operative council & flexible working	LBL Office Accommodation Strategy	See Site allocation 17 Your New Town Hall	2012- 2016	Self-funded through cost-savings from released properties	None	Not known	Procured through development partner	Full risk register being maintained
Redevelop/ relocate Lambeth Archives	The council requires a new archives facility to provide adequate space to house increasing borough records and to provide suitable research facilities	LBL, no other partners identified		2014-2020	£10,000,000		£10,000,000	LBL capital project	

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EMPLOYMENT TRAINING									
Employment Training Centre		LBW/LBL and/or trainer provider	None		£150,000 LBL contribution towards construction of training facility to meet needs of OA, cost based on 50%	No funding currently in place	£150,000		
CULTURAL FACILITIES									
Southbank Centre Festival Wing	The creation of new cultural facilities in the Festival Wing project that will benefit Lambeth residents will include a children and families arts centre, a youth space, dedicated education centre and flat floor undercroft venue for urban arts activities. The project will also deliver improvement of routes and public realm at the Hayward Gallery, Queen Elizabeth Hall and Purcell Room. Includes a new Festival Street pedestrian area between the Royal Festival Hall and Festival Wing containing a public square, cafes and restaurants. Includes improvements to Belvedere Road, a new pedestrian route from Belvedere Road to the riverside, and improved passageway under Waterloo Bridge to the National Theatre. Also includes the creation of new roof gardens, green roofs and refurbishment of all public terraces.	Southbank Centre			£177,000,000 Circa 60% of the capital cost will be incurred between 11/12 and 15/16 - £72,000,000	£30,000,000 Art's Council grant of £20m and application to HLF for £10,000,000 Total lottery £30,000,000	£147,000,000	Festival Wing project is circa £120,000,000 so the funding gap after lottery grants of £30,000,000 will be £90,000,000. This funding gap will be closed through commercial loans supported by the income from cafe's and restaurants, grants from trusts and foundations and gifts from individuals and possible contributions from CIL	The Festival Wing project as a whole has a construction and client contingency of circa £18,000,000

London Plan Opportunity Areas and Major, District and Local Town Centres

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

London Plan Opportunity Areas in Lambeth (2)

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

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

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

Major Centres are important shopping and service centres and are characteristic of Inner London. Their attractiveness for retailing is derived from a mix of both comparison and convenience shopping. They usually have more than 50,000m² 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 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.

Local 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

Upper Norwood*

Local Centres in Lambeth (41)

Abbeville Road

Acre Lane

Amesbury Avenue/Hillside Road

Ascot Parade

Black Prince Road

Brixton Hill/New Park Road

Brixton Hill/St Saviours Road

Brixton Road

Camberwell New Road

Cavendish Road/Hydethorpe Road

Clapham South*

Crown Point

Croxted Road

Elm Park

Gipsy Road/Gipsy Hill

Kennington Cross

Kennington Lane

Kennington Park Road/Kennington Road

Kennington Road

Lambeth Walk

Landon 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)

Designated Key Industrial and Business Areas

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

Abbeville Mews

Brighton House

Camberwell Trading Estate and adjoining sites

Clapham North Industrial Estate

Clapham Park Hill

Coldharbour Lane Estate and Bengeworth Road Depot

Durham Street/Oval Way

Ellerslie Industrial Estate

Eurolink Business Centre

Freemans

Hackford Walk

Hamilton Road Industrial Estate

Kennington Business Park

Lion Yard

Loughborough Road

Milkwood Road Estates

Montford Place – Beefeater/Oval Gasworks

Park Hall Road Trading Estate

Shakespeare Road Business Centre

Shakespeare Road Depot

Somers Place

Southbank House and Newport Street

Stannary Street

Timber Mill Way

Wandsworth Road

Waterworks Road

West Norwood Commercial Area

Zennor Road Estate and adjoining sites

Flood risk zones

Further information is provided in the Lambeth Strategic Flood Risk Assessment (SFRA).

FLOOD ZONE	RESTRICTIONS	SEQUENTIAL TEST	EXCEPTION TEST	FLOOD RISK ASSESSMENT
<p>Flood Zone 1 (Low Probability)</p> <p>This zone comprises land assessed as having a less than 1 in 1000 annual probability of fluvial or tidal flooding (<0.1%).</p>	<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	<p>Required for:</p> <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.
<p>Flood Zone 2 (Medium Probability)</p> <p>This zone comprises land assessed as having between a 1 in 100 and 1 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>	<p>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.</p> <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>	Required for all developments	Required for developments classed as 'highly vulnerable'	<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>

¹ A Critical Drainage Area is defined in The Town and Country Planning (General Development Procedure) (Amendment) (No. 2) (England) Order 2006 as "an area within Flood Zone 1 which has critical drainage problems and which has been notified...[to]...the local planning authority by the Environment Agency".

FLOOD ZONE	RESTRICTIONS	SEQUENTIAL TEST	EXCEPTION TEST	FLOOD RISK ASSESSMENT
<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 sea (>0.5%) in any year.</p>	<p>Development proposals are constrained to 'water compatible', 'less vulnerable' and 'more vulnerable' classification.</p> <p>Development classed as 'Highly vulnerable' will not be permitted by the council.</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> <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 areas affected by river/fluvial flooding. • 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>Required for all developments</p>	<p>Required for developments classed as 'more vulnerable' and 'essential infrastructure'</p>	<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
<p>Flood Zone 3b 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 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>	<p>Required for all developments</p>	<p>Required for developments classed as <i>'essential infrastructure'</i></p>	<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>

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
 Bernie Spain Gardens
 Clapham Park Estate Open Space
 Eardley Road Sidings Ecological Area
 Herbert Morrison Primary School
 Kennington Park*
 Kennington Park Extension
 Knight's Hill/ Lovelace Road Allotments
 Lambeth Palace Gardens*
 Lambeth Walk Public Open Space
 Larkhall Park
 Max Roach Park
 Mostyn Gardens

Myatt's Field*
 Norwood Park
 The Oval
 Peabody Estate Woodland
 Rosendale Playing Fields
 Rush Common
 Ruskin Park*
 Slade Gardens
 Spring Gardens
 St Michael's Convent, Streatham*
 Streatham Railsides
 Streatham Vale Park
 Vauxhall Park
 Waterloo Millennium Green
 West Norwood Cemetery*

This list does not include every open space in the borough, only the most significant in terms of size. Local Plan policy applies to all areas of existing open space, not just those listed in this Annex. For full information, please refer to the Lambeth Open Spaces Study 2013. Those marked with an asterisk (*) are historic registered parks and gardens.

Conservation areas and protected squares

Conservation areas

Abbeville Road	Park Hall Road*
Albert Embankment	Peabody Estate - Rosendale Road
Albert Square*	Poet's Corner
Brixton	Rectory Grove
Brixton Road	Renfrew Road
Brixton Water Lane	Rosendale Road
Brockwell Park	Roupell Street
Clapham	Rush Common and Brixton Hill
Clapham High Street	Sibella Road
Clapham Park and Northbourne Road	South Bank
Clapham Road	South Lambeth Road
Elderwood Road	St Marks*
Ferndale Road	Stockwell Green
Garrads Road	Stockwell Park*
Gipsy Hill	Streatham Common
Hackford Road	Streatham High Road and Streatham Hill
Herne Hill	Streatham Lodge Estate*
Hyde Farm*	Sunnyhill Road
Kennington	Telford Park
La Retraite	The Chase
Lambeth Palace	Trinity Gardens
Lambeth Walk and China Walk	Vassal Road
Lancaster Avenue	Vauxhall
Lansdowne Gardens*	Vauxhall Gardens
Larkhall	Walcot
Leigham Court Road (North)	Wandsworth Road
Leigham Court Road (South)	Waterloo
Leigham Court Estate*	West Norwood
Loughborough Park	Westow Hill
Lower Marsh	Conservation Areas marked with an asterisk (*) are the subject of an Article 4 direction and carry additional planning controls put in place by the council in order to preserve or enhance the character or appearance of the area. For further information, visit www.lambeth.gov.uk/planning .
Minet Estate	
Mitre Road and Ufford Street	
Oaklands Estate	

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:

Walcot Square

Cleaver Square

Open space at junction of Kennington Road and Montford Place

Hanover Gardens

Open space at junction of Claylands Road and Trigon Road

Albert Square

Brixton Road – in front of nos. 341 – 361 (north of Gresham Rd junction)

Brixton Oval (outside Ritzy Cinema/Tate Library)

Trinity Gardens

Durand Gardens

Stockwell Green (Open space at junction of South Lambeth Rd and Clapham Rd, including area in front of Stockwell Terrace)

Grafton Square

Loughborough Park

Crescent Grove

Josephine Avenue

Holmewood Gardens

Becondale Road

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.

Monitoring framework

The table below sets out the framework of performance indicators and includes targets where these apply. Progress against these indicators will be reported in the authority's monitoring report.

INDICATOR	SOURCE OF DATA	TARGET (IF APPLICABLE)
IND 1 – Proportion of planning appeals allowed	Lambeth Planning database	34%
IND 2 - Plan period and housing targets	Lambeth Planning housing development pipeline	17,925 net additional dwellings by 2029/30 (London Plan)
IND 3(a) – Net additional dwellings in previous years	Lambeth Planning housing development pipeline	1,195 (London Plan)
IND 3(b) – Net additional dwellings for the reporting year	Lambeth Planning housing development pipeline	1,195 (London Plan)
IND 3(c) – Net additional dwellings in future years	Lambeth Planning housing development pipeline	1,195 (London Plan)
IND 3(d) – Managed delivery target	Lambeth Planning housing development pipeline	2011/12 to 2020/21 – 11,950 (London Plan)
IND 4 – New and converted dwellings on previously developed land	Lambeth Planning applications database	100%
IND 5 – Net additional gypsy and traveller pitches	Lambeth Planning records	To be determined through the Gypsy and Traveller development plan document.
IND 6 – Gross affordable housing completions	Lambeth Planning housing development pipeline	50% of new build dwellings completed with grant 40% of new build dwellings completed without grant 70:30 ratio of social/affordable rented to intermediate in new build affordable dwellings completed
IND 7 – Proportion of completed homes with 3 or more bedrooms	Lambeth Planning housing development pipeline	Not applicable
IND 8 – Gross additional wheelchair-accessible homes completed	Lambeth Planning housing development pipeline	10% (London Plan)
IND 9 – Net additional student bedspaces completed	Lambeth Planning applications database	Not applicable
IND 10 - New child play spaces created in completed residential developments	Lambeth Planning housing development pipeline	Not applicable
IND 11 – Total amount of additional employment floorspace, by type	Lambeth Planning commercial development pipeline	Not applicable
IND 12 – Total amount of employment floorspace on previously developed land, by type	Lambeth Planning commercial development pipeline	100%
IND 13 – Employment land available, by type (measures the amount and type of employment land in the borough)	Lambeth Planning commercial development pipeline	No net loss of employment land in KIBAs
IND 14 – Total amount of floorspace for 'town centre uses'.	Lambeth Planning commercial development pipeline	Not applicable

INDICATOR	SOURCE OF DATA	TARGET (IF APPLICABLE)
IND 15 – Net additional serviced bedrooms (visitor accommodation)	Lambeth Planning commercial development pipeline	Indicative estimate up to 2,000 between 2015 and 2036
IND 16 – Walking mode share based on all trips originating within Lambeth	Lambeth Transport Plan monitoring returns to Transport for London	32% by 2026
IND 17 – Cycling mode share based on all trips originating within Lambeth	Lambeth Transport Plan monitoring returns to Transport for London	8% by 2026
IND 18 – Change in areas of biodiversity importance	Lambeth Parks service	No net loss of metropolitan or borough level nature conservation importance
IND 19 – Unrestricted open space per 1000 persons	Lambeth Parks service	No net loss of open space
IND 20 – Parks with Green Flag awards	Lambeth Parks service	Not applicable
IND 21 – Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.	Information provided by the Environment Agency and Lambeth planning applications database.	None
IND 22 – Carbon dioxide emissions in major developments	Lambeth Planning records	London Plan target
IND 23 – Capacity of new waste management facilities	Lambeth Sustainable Waste Management Unit records	Progress in meeting London Plan waste apportionment
IND 23a – Amount of land available for additional waste management use in KIBAs	Lambeth commercial development pipeline and KIBA survey data	No less than 4 hectares
IND 24 – Amount of municipal waste arising and managed, by management type	Lambeth Sustainable Waste Management Unit records	London Plan targets
IND 25 – Number of heritage assets on the ‘at risk’ register	Lambeth Planning records	Net decrease
IND 26 – Number of conservation areas with up- to-date character appraisal	Lambeth Planning records	100%
IND 27 – Percentage of planning approvals for ten or more residential units receiving Secured by Design accreditation	Lambeth Community Safety records	100%
Annual progress update on each of the places and neighbourhoods	Lambeth Council records	Not applicable
Annual update of infrastructure schedule	Information provided by service and infrastructure agencies	Not applicable

Policies superseded by the Lambeth Local Plan

The following Lambeth planning policies will be superseded on adoption of the Lambeth Local Plan.

All policies in the Lambeth Local Development Framework Core Strategy January 2011:

S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, PN1, PN2, PN3, PN4, PN5, PN6, PN7, PN8, PN9, PN10

All remaining saved policies and major development opportunities (MDOs) in the Lambeth Unitary Development Plan 2007 (policies saved beyond 5 August 2010 and not superseded by the Local Development Framework Core Strategy January 2011):

Policies 4, 7, 9, 12, 14, 15, 16, 17, 18, 19, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 43, 44, 45, 46, 47, 50, 55, 64, 66, 82

MDOs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 14, 17, 19, 26, 27, 28, 30, 32, 33, 37, 38, 41, 43, 47, 50, 51, 53, 55, 58, 59, 60, 61, 62, 68, 69, 71, 72, 73, 74, 76, 77, 78, 84, 85, 88, 89, 90, 91, 92, 93, 94, 97, 98, 99, 100, 101, 102, 103, 104, 105, 107, 108.

Charging Approaches

Monetary Contributions in lieu of Affordable Housing Provision on Small Sites (<10 dwellings):

Small site affordable housing monetary contributions in lieu of on-site provision will be calculated according to the following formula:

$$A-B=C$$

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 requirement;

C = payment in lieu.

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.

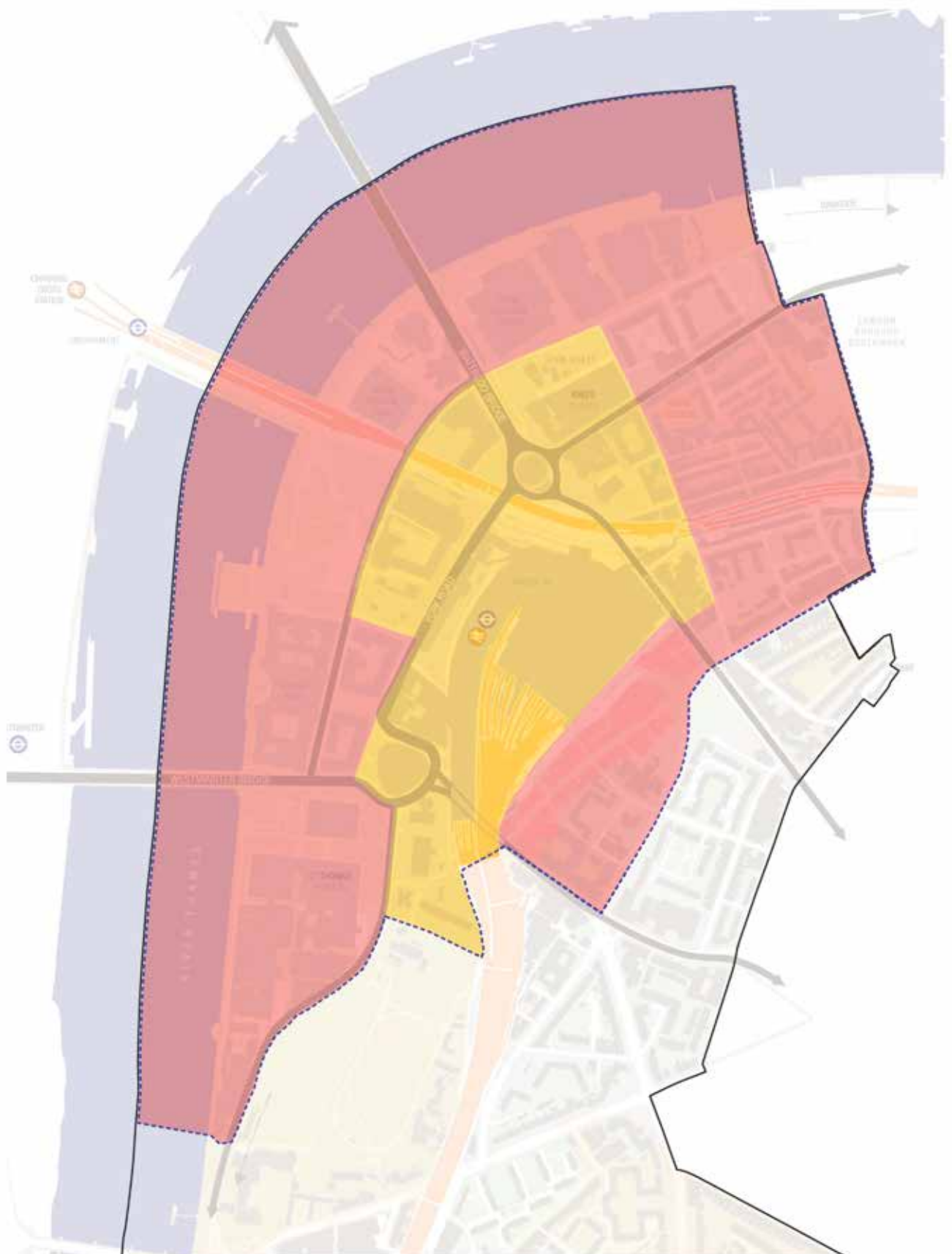
Tall buildings study summary and maps of Waterloo, Vauxhall and Brixton showing areas sensitive to and inappropriate to tall buildings





The Lambeth Tall Buildings Study was written to provide an evidence base to inform the draft Local Plan. A detailed Brixton Tall Buildings Study was prepared for the same purpose and to inform the content of the draft Brixton Supplementary Planning Document (SPD). The objective of the studies was to identify areas within the borough that are 'appropriate for', 'sensitive to' or 'inappropriate for' tall development based on best practice guidance from Historic England / CABE.

Given the borough-wide nature of the study, exact locations for new large or tall buildings cannot be identified. However, it is hoped that the studies will be a useful tool for anyone taking such proposals forward in future.

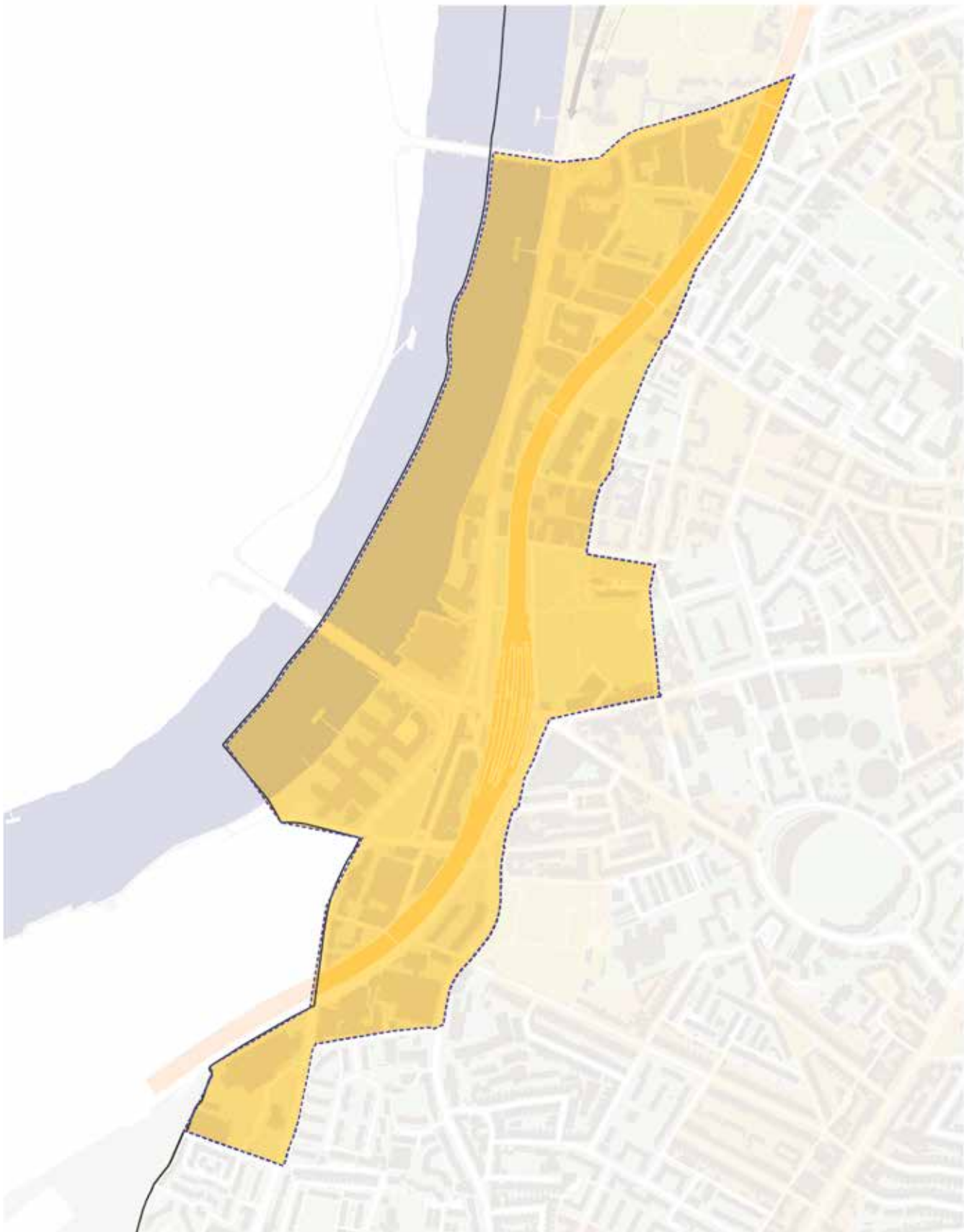
The maps in the study of Waterloo, Vauxhall and Brixton, showing areas sensitive to and inappropriate for tall buildings, are reproduced in this annex.

Waterloo SPD Area



-  Waterloo SPD Area Boundary
-  Sensitive to Tall Buildings
-  Inappropriate for Tall Buildings
-  Borough Boundary
- NB Area outside dotted line has not been assessed

Source: Lambeth Tall Buildings Study 2014



Source: Lambeth Tall Buildings Study 2014

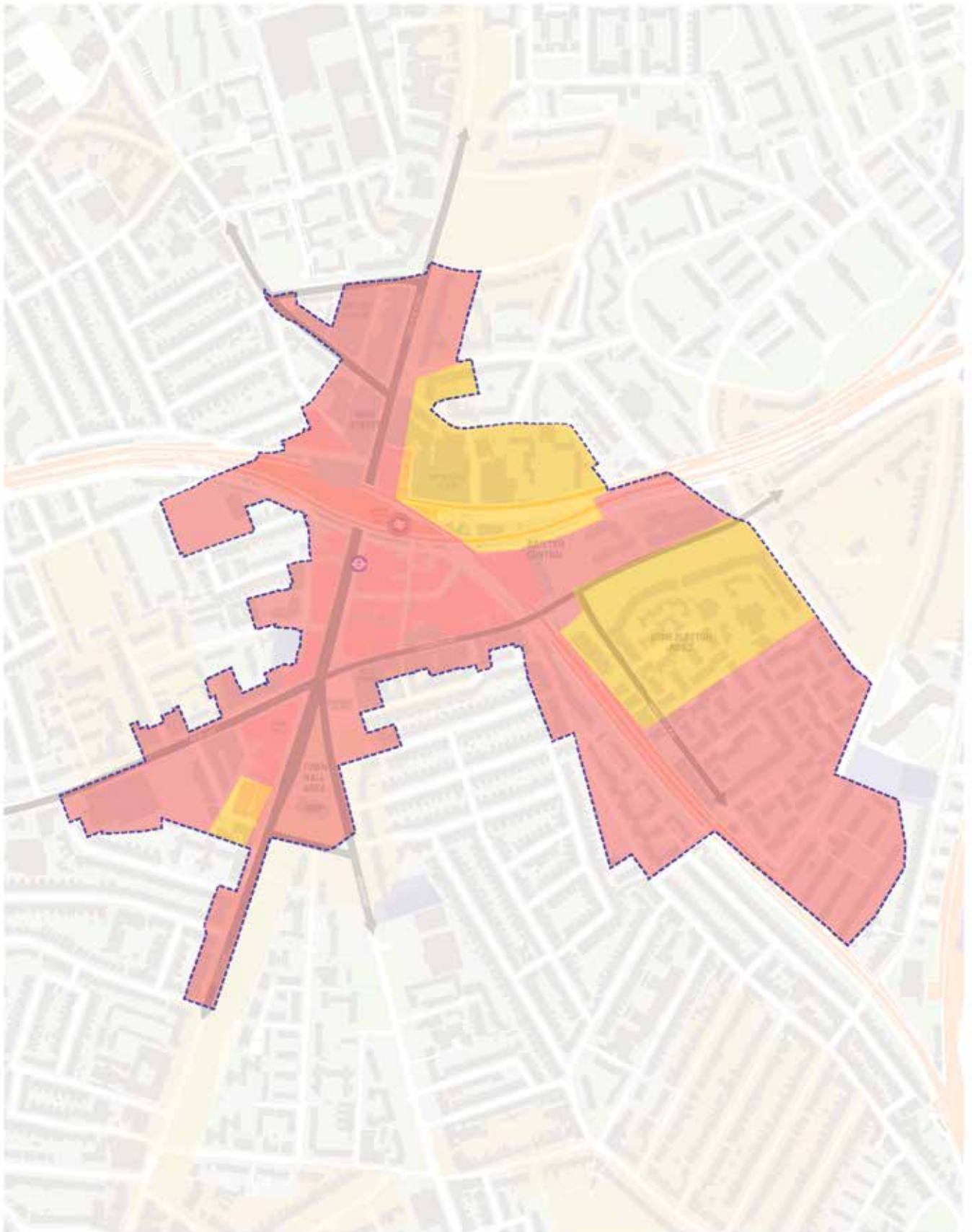
 Vauxhall SPD Area Boundry

 Sensitive to Tall Buildings


 Borough Boundary

NB Area outside dotted line has not been assessed

Brixton SPD Area



Source: Lambeth Tall Buildings Study 2014

-  Brixton SPD Area Boundary
-  Sensitive to Tall Buildings
-  Inappropriate for Tall Buildings

NB Area outside dotted line has not been assessed



Glossary:

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.

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.

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

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

Apart-hotel Self-contained hotel accommodation (C1 use class) that provides for short-term occupancy purchased at a nightly rate with no deposit against damages. This will usually include

concierge and room service, and include formal procedures for checking in and out.

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

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 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 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 confectionary.

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

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 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.

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.

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.

Work-live space The flexible use of buildings and space to allow both functions within them.

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

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

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

London Plan Central Activities Zone (CAZ) frontage Mixed-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 wider area such as town centres.

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

Original floor area (for house conversions) This is calculated so as to exclude any extensions, garages (including converted garages) or 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.

Planning obligation See section 106 agreements below.

Primary shopping area Defined area where retail development is concentrated.

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.

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

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

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

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

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



Graphic design and cartography by Urban Graphics
in association with the London Borough of Lambeth





Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 1249

Portuguese

Se desejar esta informação noutra idioma é favor telefonar para 020 7926 1249

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 1249

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 1249

Polish

Aby otrzymać niniejsze informacje w innej wersji językowej, prosimy o kontakt pod numerem 020 7926 1249

Cantonese

如你需要其它語言的譯本，請致電
020 7926 1249

Somali

Haddii aad jecdaan lahayd in aad warbixintan ku hesho luqad kale, fadlan annaga nagala soo xiriir lambarka. 020 7926 1249

Farsi

اگر علاءمندیء این اطلاعات را به زبان
دیگری دریافت کنید خواهشمند است با تلفن
020 7926 1249 تماس بگیرید.



Lambeth

London Borough of Lambeth

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