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# Section 1: **Introduction**

# Section 1: Introduction

## The Local Plan

- 1.1 All local councils are required to produce an up-to-date local plan for their area, to guide the spatial development of the borough over the next 15 years.
- 1.2 A local plan must achieve sustainable development for the area it covers. As set out in national planning policy, sustainable development has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
  - an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
  - an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 1.3 Lambeth adopted its Local Plan in September 2015 and started work on a partial review of this Plan in 2016.
- 1.4 This revised Local Plan sets out:
  - the national, regional and local policy context (this section)
  - the evidence base and a summary of the spatial issues affecting the borough (section 2)
  - the spatial strategy, vision and strategic objectives to be achieved (section 3)
  - the process, mechanisms and policies for delivery and monitoring of the strategy (section 4)

- borough-wide policies setting out the strategic policy approach with supporting development management policy and site allocations where required (sections 5 to 10, organised by topic)
  - policies (including a limited number of site allocations) for shaping individual places and neighbourhoods (section 11).
- 1.5 The policies in this revised Local Plan are designed to be read and applied as a whole, alongside the policies in the London Plan. Proposals for development should address all relevant policies in both plans, including site allocations where relevant. Existing site allocation policies have been retained where still relevant in order to:
- add value to the strategic and development management policies
  - provide greater clarity and steer about the sort of scheme that is likely to be acceptable over and above the assessment required against the other policies in the Local Plan
  - assist the council’s development management function in its consideration of proposals
  - secure the delivery of essential infrastructure in some cases.
- 1.6 Additional site allocation policies will be brought forward in a subsequent Site Allocations Development Plan Document.
- 1.7 A limited number of supplementary planning documents (SPDs) will elaborate on particular aspects of policy in the Local Plan. These are listed in the Local Development Scheme 2019, although others may be brought forward if considered necessary at a later date.

## **The Process**

- 1.8 The revised Local Plan updates the spatial strategy, vision and strategic objectives of the Lambeth Local Plan adopted in September 2015. The approach to some policy issues has been reviewed in light of the council’s Borough Plan update 2019, new evidence, the publication of the revised National Planning Policy Framework in February 2019 and associated Planning Practice Guidance, and new the London Plan.
- 1.9 Consultation on issues for the partial review of the Lambeth Local Plan took place between October and December 2017. A full Draft Revised Local Plan underwent public consultation for an eight-week period between October and December 2018.
- 1.10 This revised Local Plan has been the subject of ongoing sustainability appraisal during its preparation. The sustainability appraisal includes assessment of equalities and health and wellbeing impacts and was published for consultation at each stage of the plan preparation process.

## National Planning Policy Framework

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

## The London Plan

- 1.14 The London Plan is the spatial development strategy for London, produced by the Greater London Authority on behalf of the Mayor of London. Every London borough local plan must be in general conformity with the London Plan. The policies in the London Plan and in Lambeth’s Local Plan together constitute the statutory local development plan for the London Borough of Lambeth, along with neighbourhood development plans once made.
- 1.15 As with national policy, Lambeth’s Local Plan only elaborates on London Plan policy where this is considered necessary to meet local objectives and achieve local distinctiveness. Otherwise, cross-references are made to London Plan policies and these will be applied in addition to the policies in the revised Local Plan.
- 1.16 All references to ‘The London Plan’ in this revised Local Plan relate to the London Plan 2021.

1.17 The objectives of the London Plan are to ensure London achieves good growth by:

- building strong and inclusive communities
- making the best use of land
- creating a healthy city
- delivering the homes Londoners need
- growing a good economy
- increasing efficiency and resilience

1.18 In relation to Lambeth, the London Plan:

- requires at least 1,335 net additional homes to be delivered in Lambeth every year between 2019/20 and 2028/29
- requires the borough to contribute to the Mayor’s strategic target of 50 per cent affordable housing
- designates Waterloo and Vauxhall/Nine Elms/Battersea (now referred to as Nine Elms Vauxhall or NEV) as Opportunity Areas, promoted to accommodate both new jobs and new homes with a mixed and intensive use of land
- designates the north of the borough as part of the Central Activities Zone, promoted for finance, specialist retail, tourist and cultural uses and activities
- designates the South Bank, along with neighbouring Bankside in Southwark, as a Strategic Cultural Area
- designates a River Thames Policy Area to protect and enhance the special character of the River Thames and Thames-side
- designates Clapham Common, Jubilee Gardens (and part of the adjacent Hungerford car park), Brockwell Park, Streatham Common, Abbotswood Road Playing Field and Woodfield Recreation Ground as Metropolitan Open Land
- identifies the town centres of Brixton and Streatham as Major Centres, with an additional seven District Centres in Lambeth (of which four cross borough boundaries)
- identifies CAZ retail clusters at Waterloo and Vauxhall
- requires no release of industrial floorspace capacity in Lambeth, although intensification is encouraged in defined circumstances
- sets London wide targets for minimising carbon dioxide emissions
- identifies a waste apportionment of 220,000 tonnes per annum by 2041
- seeks the promotion of tall buildings on suitable sites

- protects strategic views including those of the Palace of Westminster and St Paul’s Cathedral.

## **Neighbourhood Planning**

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

## **Duty to Co-operate**

- 1.21 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.
- 1.22 Lambeth has borders with the City of London and the London boroughs of Westminster, Southwark, Croydon, Merton, Wandsworth and Bromley. Each of these boroughs has its own local plan at various stages of preparation or review. Meetings have been held with these boroughs and other public bodies periodically, both individually and collectively, to help achieve a full assessment of cross-border issues and strategic alignment of objectives and policies. There is a well-established governance framework for NEV, which includes the London Borough of Wandsworth. In addition, neighbouring boroughs and other public bodies have been formally consulted at each stage of preparation of the Lambeth Local Plan. A Statement of Common Ground has been agreed between Lambeth and each of its neighbouring boroughs.
- 1.23 Neighbouring boroughs and other public bodies will continue to be actively engaged during the delivery and implementation of the revised Lambeth Local Plan.
- 1.24 The key cross-border strategic planning issues affecting Lambeth are:
- the regional and sub-regional housing market affecting housing need and supply, within the context of London Plan housing targets
  - protected strategic views and setting of the Westminster World Heritage Site and St Paul’s Cathedral in Westminster and the City, which requires assessment of impact by development proposed in north Lambeth
  - Nine Elms Vauxhall Opportunity Area which is partly in Wandsworth and is the subject of a joint Opportunity Area Planning Framework

- 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 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 Overground line from Clapham Junction to north of the river spanning Southwark, Lambeth and Wandsworth
- improvements to rail services in south London to improve frequency, capacity and reliability to achieve the objectives of ‘metroisation’
- existing and planned strategic bus corridors and cycle routes running through Lambeth and neighbouring boroughs to enable orbital as well as radial journeys
- the planning and management of controlled parking areas and area traffic management measures around borough boundaries and parking policies in central London which have the potential to attract private motor vehicle trips
- potential extension of the Croydon Tramlink to Crystal Palace
- the provision of school places which affects pupils travelling across borders to attend schools in neighbouring boroughs, as well as other provision for children and young people
- the management of waste arisings, a proportion of which currently travels out of Lambeth
- the approach to meeting needs for gypsy and traveller accommodation
- planning for flood risk and mitigating and adapting to climate change

## **Strategic and Local Policies**

1.25 The NPPF 2019 requires Local Plans to identify which policies are strategic and which are non-strategic, to assist groups preparing neighbourhood development plans. All the policies in the London Plan are strategic. In addition, many of the policies in the revised Lambeth Local Plan are strategic because they contribute to achieving strategic objectives across the borough. The strategic and non-strategic policies in the revised Lambeth Local Plan are listed in Annex 11.

# Section 2: **Evidence Base and Issues**

# Section 2:

## Evidence Base and Issues

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

### Evidence Base

2.2 The following evidence has been used to develop this strategy:

- statistical data and borough-wide studies
- area based studies and masterplans
- engagement with service and infrastructure providers
- the baseline review for the sustainability appraisal.

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

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

### Spatial Portrait - Lambeth Today

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

### Population

2.6 In common with the rest of inner London, Lambeth's population has grown rapidly in recent years, expanding from a quarter of a million in the 1990s to 303,100 in 2011 (2011 Census data, ONS). The Greater London Authority (GLA) project that the population will grow to over 359,000 by 2035 (Lambeth Strategic Housing Market Assessment (SHMA) 2017).

2.7 Lambeth is among the most densely populated areas in the country, with over 11,300 people per square kilometre. The number of households in the borough is projected to grow from 143,655 in 2016 to 172,649 in 2036

(Lambeth SHMA). Current household composition includes a high proportion of lone parent households with dependent children. One person households, in particular, are projected to increase.

- 2.8 Lambeth is a largely residential borough with many long-term residents. Around 80 per cent of the population has been resident in Lambeth for over two years and 50 per cent over five years. However, population turnover, or ‘churn’, is high and is currently estimated at 22-24 per cent every year (State of the Borough (SOB) report 2016).

### *Diversity*

- 2.9 Lambeth has an even more ethnically diverse population than the rest of the capital. During the early post World War II period the borough became known as an important focus for the Black Caribbean population. It also has a growing African population and is the district with the highest proportion of Portuguese-born people in the country (Census 2011). New job-seeking immigrants continue to settle in Lambeth. The largest group between 2002 and 2011 was from Poland, followed by African countries and Australia and New Zealand. More recently, Lambeth has seen significant levels of international migration from EU countries affected by the Eurozone crisis, especially from Spain, Italy and Portugal (SOB report 2016).
- 2.10 The proportion of white British people in Lambeth decreased from 50 per cent to 39 per cent between 2001 and 2011 (Census data ONS). Lambeth ranks in the lowest ten per cent of districts nationwide for the proportion of the population that is white British (Census 2011). This is comparable to other inner London boroughs.
- 2.11 Lambeth has a relatively young age profile compared to both the whole country and London. A growing number of residents are aged between 20 and 44 and this group now represents over half of the population (SOB 2016). Though only eight per cent of people are aged 65 or over, a proportion that has been reducing, the number of older people is projected to rise (SHMA 2017).

### *Deprivation*

- 2.12 The 2015 Index of Multiple Deprivation (IMD) places Lambeth as the eighth most deprived borough in London and 22nd most deprived in England. This is an improvement over the position in 2010, but still places Lambeth in the top 10 per cent of most deprived local authorities in the country (SOB report 2016).
- 2.13 Lambeth combines areas of affluence with areas of severe poverty and deprivation. The most deprived areas are spread throughout the borough but are particularly concentrated in Coldharbour and Vassall wards in Brixton and in parts of Knights Hill ward, in the south of the borough. The most affluent areas include the Thames-side part of Bishops ward, parts of Clapham and the Dulwich border area of Thurlow Park. Thirteen of Lambeth’s super-output

areas are in the top 10 per cent nationally, which has risen since 2012 when only eight areas were in this range (SOB report 2016).

## *Housing*

- 2.14 According to Census data, Lambeth's housing stock is typical of inner London, with a large proportion of flats - 73 per cent in total. Around two-thirds of the flats are purpose built and one-third are conversions. A correspondingly small proportion, 27 per cent of the stock, are houses (SHMA 2017). Around 67 per cent of households live in rented accommodation (both social and private rented) and 33 per cent own their own home, similar to other inner London boroughs. Seventeen per cent of households rented from the council in 2016, down from 29 per cent in 2001. The proportion of private renters increased from 18 per cent to 33 per cent during this period (SHMA 2017).
- 2.15 The average house price in Lambeth in July 2017 was £553,312, which is slightly higher than the average for London but more than double the national average (SHMA 2017). The average monthly private rent for a two-bedroom property in Lambeth in January 2017 was £1,447, slightly higher than the average rent in London (SHMA 2017).
- 2.16 Average rents in Lambeth equate to 56 per cent of average household income, highlighting that the private rented sector is unaffordable to many residents. Accordingly, the need for affordable housing in Lambeth is very high and there are over 23,000 households on the waiting list for affordable housing (SHMA 2017).
- 2.17 There are 16 pitches for gypsies and travellers at the Lonesome Way site in Streatham Vale. Future need for gypsy and traveller accommodation was assessed during 2014 and updated in 2016.

## *Economy*

- 2.18 Lambeth is an important part of London's economy, which has experienced growth more strongly than the rest of the UK as a whole. The north of Lambeth is an integral part of London's Central Activities Zone (CAZ), home to significant employers and cultural and tourism assets. Further south are a series of important town centres including Brixton, Clapham, Streatham and West Norwood/Tulse Hill. As well as being an important employment location, Lambeth makes a crucial contribution to London's economy as a place where young, highly skilled people live – over 45 per cent of residents are educated to degree level which is comparable with many inner London boroughs (SOB report 2016).
- 2.19 The two biggest sectors for employment are human health and social work and administrative and support services. This is linked to the fact that two major hospitals – King's College and St. Thomas' Hospital are located within Lambeth and account for around 16,000 jobs – approximately half of the borough's jobs in health and social work. Almost two-thirds of the jobs in the

administrative and support services sector comprise jobs in security, services to buildings and landscape activities (SOB report 2016).

- 2.20 The borough has a large proportion of public sector jobs, much higher than those for most other inner London boroughs and consequently a lower share of employment is found in professional and business services. However, Waterloo and Vauxhall will see a large increase in employment space with capacity for 23,000 jobs, much of which will be in office based sectors. This coincides with sectors that are expected to grow and will help to offset declining public sector employment in the borough (SOB report 2016).
- 2.21 Lambeth’s creative and digital industries sector provides 22,000 jobs and generates £1.8 billion for the economy. This sector includes businesses in design and fashion, crafts, creative tech, games, publishing, film and TV and advertising. They provide significant support and fuel growth in other parts of the economy, such as the visitor and night-time economy, which is one of the borough’s strengths (Lambeth Creative and Digital Industry Strategy 2018).
- 2.22 The business base in Lambeth is comparatively small but the number of new businesses being created in the borough has increased significantly, with 1,445 small business enterprises in the borough. Following the national trend, self-employment and part-time working have both increased in Lambeth and 35,000 Lambeth residents are estimated to be self-employed (Lambeth Investment and Opportunity Strategy 2015).
- 2.23 Unemployment has fallen dramatically in Lambeth since 2010 and is lower than both the London and national rate. There are 11,500 residents who are unemployed; and social housing tenants, BME residents and residents aged over 50 are more likely to be unemployed than other residents (Lambeth Investment and Opportunity Strategy 2015).
- 2.24 Lambeth is facing a period of unprecedented opportunity, and many residents have benefited from the economic recovery through rising asset prices and a strong labour market. However, there were 7,525 working age residents claiming benefits principally for the reason of being unemployed in Lambeth in November 2018 (ONS Claimant Count). By far the largest group of out-of-work benefits claimants are claiming for health reasons, with 12,350 people claiming for Incapacity Benefits in November 2016 (DWP Benefit Claimants – working age group).
- 2.25 64.4 per cent of working age residents (16-64 year olds) were qualified at NVQ Level 4 or above in 2016. 23,700 Lambeth residents qualified at NVQ Level 1 or below, totalling 9.7 per cent of working age residents. There is also evidence of Lambeth employers facing skills shortages in the local labour pool: 25 per cent of the job vacancies in Lambeth in 2015 were hard-to-fill due to skill-shortages – above both the London (21 per cent) and England (23 per cent) averages (Lambeth Investment and Opportunity Strategy 2015).

## *Children and Young People*

- 2.26 Lambeth has five nursery schools, 62 primary schools and 17 secondary schools. There are also five special schools, two pupil referral units and five colleges.
- 2.27 There was a 19 per cent increase in demand for Reception places in Lambeth schools between 2009 and 2014 and Lambeth responded by adding over 500 permanent Reception places as well as over 800 temporary expansion places into schools. Lambeth built, refurbished and redeveloped schools across the borough to account for the fast-growing resident population and to meet the needs of pupils and the wider community. Overall 2,300 primary places were added during that time, the equivalent of one 1-form-entry and five 2-form-entry schools. More places are still being added as these expansions proceed through the year groups in some areas. Planned additional primary places are proposed to be added in 2021 to Wyvil Primary School in Vauxhall and Sudbourne Primary School in Brixton.
- 2.28 Lambeth has also seen significant expansion of places in recent years for secondary provision. Four new academies and free schools were created between 2012 and 2014 adding 2,725 secondary places in Years 7-11. Since then two schools have permanently expanded and Woodmansterne opened a 5 form entry secondary department to become an all-through school. They opened to full capacity in September 2019. Durand Academy closed its secondary department in September 2018 bringing the total Year 7 places to 2,643 in 2019. In addition, 450 additional sixth form places and 165 additional Special Education Needs and Disabilities (SEND) places have been created.
- 2.29 Around 150 community languages are spoken in Lambeth schools in addition to English; Portuguese and Spanish are the most common of these (SOB report 2016). Overall, educational attainment levels in Lambeth's schools continue to improve and are now above the national average in some cases. Lambeth has a high rate of young people not in employment, education or training (NEET) at 6.4 per cent compared to 5.3 per cent in London as a whole (Department for Education 2017).

## *Transport*

- 2.30 Public transport infrastructure in the borough is generally good but while north and central Lambeth benefit from access to Underground services, providing fast and frequent connections to central London, in the southern part of the borough National Rail links do not provide the same level of service or reliability. There are 14 railway stations evenly spread throughout the borough and nine Underground stations predominantly in the north. The extension of the Northern underground line to Battersea is under construction and will see a new station opened at Nine Elms in 2021. The majority of rail and underground services operate at capacity from the central section of the borough, making it difficult to board trains at busy times. There are limited public transport options which connect the northern and southern sections of Lambeth together and east – west movements are not as well served

as connections into central London. Many Lambeth residents rely on bus services, particularly to access key interchanges such as at Brixton.

- 2.31 A significant number of rail and tube stations in Lambeth lack step free access and this is severely detrimental to people with disabilities and others with specific access needs. Accessibility at Lambeth’s train stations is graded as poor at 8 of the 14 stations and of the nine underground stations, only Brixton and Vauxhall are fully step free along with the Jubilee line at Waterloo.
- 2.32 Rail services in the borough are split across four franchises, the terms of which are set by the Department for Transport; South Western, South Eastern, Southern & Thameslink. In addition Transport for London is responsible for London Overground and Underground services. Over the past 10 years growth in passenger numbers has been strong (Lambeth Transport Strategy 2019).
- 2.33 During peak periods rail services in Lambeth are currently at or over capacity, particularly services from Clapham Junction to Waterloo and Herne Hill to Victoria and Blackfriars (Lambeth Transport Strategy Baseline Report 2017). Investment is needed to improve conditions for passengers, to provide full access to all stations and to enable the planned increases in resident and working population. The implementation of Crossrail 2 and metroisation will be required to meet future demand.
- 2.34 There are many bus routes with major interchanges at Waterloo, Vauxhall and Brixton. Public transport accessibility is good in north and central Lambeth. However, residents in Streatham and Norwood are without direct access to the underground and are dependent on rail and bus connections. With bus routes focussed on the main north-south radial routes into central London and a lack of east-west services, some areas of the borough continue to have relatively low levels of accessibility compared to the rest of Lambeth. Buses generally provide accessibility for those with disabilities and are therefore particularly important for this section of the population as an alternative to reliance on a private car.
- 2.35 The vast majority of trips made by Lambeth residents are walked, cycled or made by public transport. There is great potential for more walking and particularly more cycling in the borough and significantly improved infrastructure is required to enable this (Lambeth Transport Strategy 2019). The proportion of households with no car or van increased from 51 per cent in 2001 to 58 per cent in 2011 (Census data ONS). Traffic congestion is nonetheless an issue that is prevalent in parts of the borough. Average bus speeds have suffered in recent years due to congestion and in some parts of the borough there are problems with ‘rat running’ where drivers cut through residential areas to avoid congestion on main roads (Lambeth Transport Strategy 2019).
- 2.36 Lambeth has a low live-and-work ratio: only 15 per cent of the 136,000 Lambeth residents in employment, live and work in the borough. 87,000 people commute into the borough and 116,000 commute out of the borough. Thirty per cent of borough residents commute to Westminster/City

of London, 8 per cent to Southwark, 7 per cent to Camden and 6 per cent to Wandsworth (Lambeth Transport Strategy 2019). Commuting by different modes varies across different parts of the borough with between 55.3 and 66.9 per cent of commuting trips being made by public transport, which is higher than the national average (Transport Strategy Baseline Report 2017).

- 2.37 The borough also benefits from river transport, both for passengers and transporting freight. There are two Thames Clipper stations in the borough.

## *Environment*

- 2.38 The total area of open space in Lambeth is just less than 844 hectares, representing 31 per cent of the area of the borough.

- 2.39 In 2016, Greenspace Information for Greater London (GiGL) prepared maps of deficiency for three different types of open spaces (local, small and pocket parks; district parks; and metropolitan parks) in the borough. This identified that around one third of the borough, generally areas focused around large open spaces, had sufficient access to the three types of open spaces but two per cent of the borough was deficient in access to all categories of open spaces – in locations near King’s College Hospital, Kennington and West Norwood (Lambeth Green Infrastructure Strategy 2018).

- 2.40 Sixteen parks or open spaces were awarded the Green Flag in 2019 in recognition of high environmental quality and management and access to the community. These are Archbishop’s Park, Brockwell Park, Kennington Park, Milkwood Community Park, Myatt’s Fields Park, Ruskin Park, The Rookery (Streatham), St. Paul’s Churchyard, Vauxhall Park, St John’s Churchyard, Eardley Road Sidings Nature Reserve, Hillside Gardens Park, Palace Road Nature Garden and West Norwood Cemetery. West Norwood Cemetery is the only council-owned burial space within the borough. Lambeth Council also owns and manages Streatham and Lambeth Cemeteries, both of which are located in the London Borough of Wandsworth.

- 2.41 Through the Lambeth Biodiversity Action Plan 2019 and the Lambeth Local Wildlife Sites Review 2018, seven priority habitats have been identified for the borough, with each habitat incorporating a diversity of priority species for London and the UK. There are 49 designated Sites of Importance for Nature Conservation (SINCs), including two Metropolitan, 24 Borough and 21 Local Grade 96 per cent of the borough’s SINCs are or have been in positive conservation management in the five years prior to 2019. 13.8 hectares of Streatham Common was designated as a Local Nature Reserve (LNR) in January 2013 with another site, Unigate Wood, newly adopted in 2020 and two other candidate sites, Eardley Road Sidings and Palace Road Nature Garden, being declared by 2022.

- 2.42 Just under a quarter of properties in Lambeth are at risk of tidal flooding, but risk is low due to protection from the Thames Barrier. The Thames Estuary 2100, November 2012 identifies Lambeth within Action Zone 2 – Central London. The Strategic Flood Risk Assessment 2013 also identifies spatial variation in flood risk from different sources of flooding. The Strategic Flood

Risk Assessment Addendum 2018 takes account of the Environment Agency's Thames Tidal Breach Scenario modelling update.

- 2.43 The Government publishes national statistics on total final energy consumption at regional and local authority level for four main fuel categories including gas, electricity, road transport fuels and residual (non-electricity, non-gas and non-road transport) fuels. This data shows that in 2017, total energy consumption in Lambeth equates to 3.1 per cent of the total energy consumption in London and Lambeth ranks 20<sup>th</sup> out of the 33 London boroughs. Over the period 2007 – 2017 total energy consumption has fallen 14 per cent from 408.7 thousand tonnes of oil equivalent (ktoe) to 352.5 ktoe. The domestic sector accounts for 45 per cent of consumption in the borough and gas is the primary fuel type (over half), though this is reducing. It has been estimated that 13,864 households in Lambeth are in fuel poverty, representing over 10 per cent of the households in the borough (Department for Business, Energy and Industrial Strategy 2019), whereby the household is one which cannot afford to keep adequately warm by spending a reasonable proportion of its income).
- 2.44 In 2017, Lambeth had lower levels of carbon dioxide emissions at 2.8 tonnes per capita than London as a whole (3.4 tonnes) and England (5.1 tonnes) and the carbon dioxide emissions continue to fall (Department for Business, Energy and Industrial Strategy, June 2019).
- 2.45 The Government publishes national statistics on UK Local Authority and regional carbon dioxide emissions. This data shows that in 2017, 34 per cent (308.8 kt CO<sub>2</sub>) of end-user CO<sub>2</sub> emissions for Lambeth (excluding emissions from Land Use, Land Use Change and Forestry and those that could not be allocated) were attributed to the industrial and commercial sector, 41 per cent (375.3 kt CO<sub>2</sub>) to the domestic sector and 25 per cent (226.0 kt CO<sub>2</sub>) to transport. The end-user CO<sub>2</sub> emissions for Lambeth has fallen by 36 per cent since 2005, from 1,414.1 kt CO<sub>2</sub> in 2005 to 909.8 kt CO<sub>2</sub> in 2017 (Department for Business, Energy and Industrial Strategy, June 2019).
- 2.46 The whole borough is within an Air Quality Management Area in relation to a breach of nitrogen dioxide (annual mean and hourly mean) and particulate matters (daily mean and annual mean) objectives as specified in the Air Quality Regulations 2000. Road traffic continues to be the primary cause of air pollution in London and in Lambeth the majority of air pollution is caused by road vehicles. The Greater London Authority designates Air Quality Focus Areas in London which are areas that have high levels of pollution and human exposure. In Lambeth, there are five Focus Areas which lie along major transport corridors (A23 from Brixton to Streatham, Kennington Oval/Camberwell New Road (A202)/Kennington Park Road (A3), Vauxhall Cross, Clapham Road (A3), Waterloo Road). The other major sources of emissions in the borough are from residential and commercial premises (mainly gas boilers) and construction sites (dust and machinery emissions) – with emissions from construction activities noted to be increasing (Lambeth Air Quality Action Plan 2017-2022).
- 2.47 The main types of waste arising in Lambeth are household, business and construction waste. Lambeth produces around 121,000 tonnes of local

authority collected waste a year and around 100,000 tonnes of business waste. The majority of Lambeth’s waste is exported to facilities within London in the first instances (Lambeth Waste Evidence Base 2019). The London-wide recycling target is 50 per cent by 2025. By achieving a 37 per cent household recycling rate and 60 per cent recycling rate of local authority collected commercial waste, Lambeth plans to achieve a 44 per cent Local Authority Collected Municipal Waste recycling rate by 2025 (Lambeth Municipal Waste Management Strategy 2011 – 2031). Lambeth’s current recycling rate for 2018/19 was 23.7 per cent.

### *Built heritage*

- 2.48 Lambeth has approximately 2,500 listed buildings. The vast majority of these are residential properties erected between 1800 and 1850; they are generally in good condition. Typically two or three structures are added to the statutory list each year. There are 62 conservation areas in Lambeth covering approximately 30 per cent of the borough. Although largely residential in character, some cover town centres. Lambeth Palace and its environs are of particular significance, as are The South Bank, characterised by post-war cultural and civic buildings, and West Norwood Cemetery. Some have been subject to much investment and refurbishment. Others have been subject to a very gradual erosion of historic detailing through incremental change over many years. However, it should be noted that the character of some was already in a relatively eroded state at the time of designation - the objective at that time being their enhancement. The borough also has eight registered parks and gardens; two of which are private. Statutory listed buildings, conservation areas and registered parks and gardens are designated heritage assets.
- 2.49 A local heritage list of buildings, designed spaces and archaeological priority areas was established in 2010 with a priority being placed on the identification of properties outside conservation areas. This list was last updated in 2017 and will continue to be expanded and updated. Assets on the local heritage list are non-designated heritage assets.
- 2.50 Heritage assets, both designated and non-designated, are exceptionally important across Lambeth. They are our most recognisable landmarks and most cherished places - they contribute in very great part to reinforcing Lambeth’s local distinctiveness as part of the wider city. The range of significant buildings and places and the uses they contain create a unique and very distinctive sense of place which is what attracts residents, visitors and investors alike to Lambeth. In this respect their contribution to the local economy and to the perception of Lambeth as a place is significant.

### *Health and social care*

- 2.51 Lambeth fares comparatively worse for health inequalities when compared to national rates. The burden of ill-health results from lifestyle issues as well as resulting diseases and/or long-term conditions such as heart disease

and cancer. Life expectancy in Lambeth has improved over time but the improvement has slowed down since 2010-2012. Male life expectancy is around a year lower than the national average at 78.7 years whereas female life expectancy is 0.4 higher than the national average at 83.5 years. In Lambeth male life expectancy is 4.8 years shorter than female life expectancy. However, in some of the most deprived areas in Lambeth, life expectancy is 5.5 years shorter for men and 3.7 years shorter for women when compared with the borough's least deprived areas. This reflects the significant adverse effect of poverty and deprivation on health.

- 2.52 Conditions that contribute to Lambeth's lower (when compared against England) life expectancy include mainly circulatory diseases such as coronary heart disease and stroke; cancer (especially lung cancer); respiratory diseases (chronic obstructive pulmonary disease); digestive diseases such as cirrhosis of the liver; and external causes such as suicide and violence in men (Joint Strategic Needs Assessment 2019 – 2020). The gap in life expectancy in Lambeth is due to an excess of deaths from circulatory diseases, cancers and respiratory diseases (Joint Strategic Needs Assessment 2019 – 2020).
- 2.53 The five most common causes of death in Lambeth are heart disease, dementia, lung cancer, chronic airways disease and lower respiratory infections. When this takes into account the age of death the main causes are heart disease, lung cancer, chronic airways disease, dementia and lower respiratory infections. The five most common conditions that people are living with include low back pain, migraine, neck pain, major depression and falls. However people often have more than one condition that they are living with.
- 2.54 Preventable risk factors attributable to these deaths and conditions include smoking, obesity, dietary risks, alcohol use, high blood sugars, high blood pressure and drug use. 1.7 per cent of Lambeth's population are dependent on alcohol compared to the national average of 1.4 per cent. Levels of sexually transmitted infections are also high. Obesity is a growing problem among children and young people in the borough (Joint Strategic Needs Assessment 2019 – 2020).
- 2.55 There are a growing number of people with learning disabilities living in the borough (estimated at 6,462 in 2019, projected to reach 7,016 people by 2035). The proportions of people with mental health problems and with physical disabilities and older people helped to live at home are increasing. One-third of those aged 65+ is estimated to live alone. The number of those aged over 85 is expected to increase which will significantly increase age-related long-term conditions and demand for care services. This includes some people with enduring mental health needs who will become part of the ageing population, with particular housing needs.
- 2.56 Lambeth has a lower birth rate compared to London and England. Over the last five years the birth rate in Lambeth has been reducing (from 56 per 1000 female in 2012 to 49 per 1000 female in 2017). The infant mortality rate (death in babies under 1 year) has decreased steadily in Lambeth but this has slowed recently and the latest data shows a slight increase of 4.7 deaths per 1,000

live births, compared to 3.3 deaths per 1000 in London and 3.9 deaths per 1000 in England (Lambeth Public Health Figures 2019).

- 2.57 Lambeth Together is the council’s ambitious plan to put in place a new health and social care system for Lambeth. This will make services better and easier to access for everyone who lives or works in the borough and will help the population achieve better wellbeing for decades to come. Organisations include public bodies (including the council, NHS Lambeth CCG and South London and Maudsley NHS Foundation Trust), voluntary bodies (including Thames Reach and Certitude) and community groups. The Lambeth Public Health Directorate now sits within the council.

### *Community Safety*

- 2.58 Crime reduction and public safety are among the top concerns of Lambeth residents (SOB 2016).
- 2.59 Crime and disorder in Lambeth has been reducing on an annual basis within a range of 2 – 4 per cent, however from 2017/18 Lambeth experienced the most significant reduction of 34 per cent. This is the biggest reduction in Total Notifiable Offences (TNOs) (all offences which are statutorily notifiable to the Home Office) in the last four years. Although Lambeth is ranked 5th highest for TNOs in London, this is an improvement from being 3rd in 2017.
- 2.60 Knife crime offences experienced an unprecedented increase in 2017/18, although this had reduced by 50 per cent by September 2018. Lambeth is ranked 10th highest in London for this type of offence which is a reduction from being 3rd highest in London from the last reporting period. However, Lambeth’s gun crime offences have increased by 5 per cent from 2017/18 to 2018/19.
- 2.61 From 2017/18 to 2019/20 there has been a 38 per cent reduction in Serious Youth Violence offences in Lambeth. Lambeth has historically been in the top five offending London boroughs for Serious Youth Violence but is now ranked 8th in London.
- 2.62 Robbery has declined from 2017/18 by 36 per cent and decreased by a further two per cent in 2019. Lambeth is ranked 11th in London for robbery offences, an improvement from being ranked the 9th highest offending borough for robberies. Burglary has decreased by 32 per cent, the highest decrease in the last four years, but Lambeth frequently ranks in the top 10 offending boroughs for burglary, appearing in the top ten three years running.

### **Summary of Spatial Planning Issues**

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

**A. Accommodating population growth**

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

- C. Tackling and adapting to climate change**
- D. Providing essential infrastructure**
- E. Promoting community cohesion and safe, liveable, inclusive neighbourhoods**
- F. Creating and maintaining attractive, distinctive places**

Each of these themes is explained more fully below.

## **A. Accommodating population growth**

- 2.64 Lambeth is the fifth most densely populated local authority in England (SOB 2016) and there is very limited additional land available for new development. There is a high degree of competition for this land to meet different needs, including for the essential infrastructure to service the growing population.
- 2.65 The Mayor has identified in the London Plan that there is a housing crisis across London, as housing supply has not kept up with identified needs. The housing crisis is apparent in Lambeth and demand for housing continues to increase, caused by factors such as population growth, current Lambeth children growing up and forming new households and existing households breaking up into smaller units. A mix of housing types and tenures will be required to meet the range of local housing needs (SHMA 2017).
- 2.66 Affordability is a major challenge in Lambeth, where the entry level price for housing is very high in relation to average household income and average rents represent over half of a household's income. Although there is already a large stock of social housing in Lambeth, there is little movement within this. Consequently there are over 23,000 households on the waiting list for affordable housing. Based on households spending 40 per cent of their gross income on rent, 1,047 affordable homes are needed annually to meet needs. The annual need for affordable homes would be 1,573 based on households spending 30 per cent of their gross income (SHMA 2017).
- 2.67 The Welfare Reform Act 2012 introduced major changes to the calculation and entitlement to housing benefit, which have had a significant impact on the affordability of housing for some residents. The Lambeth Housing Strategy (2017) recognises that affordability is an issue and identifies the priorities of increasing the provision of family housing and ensuring the needs of vulnerable groups and those with social care needs (young people, old people, those with mental health issues and people sleeping rough) are met.
- 2.68 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. According to the Census, 38,113 households in Lambeth rent privately, nearly a third of which are families with children, and the private rented sector is now estimated to represent 33 per cent of Lambeth's housing stock (SHMA 2017). The council wants to ensure that the options for private renters improve with better management and more secure tenancies (Lambeth Housing Strategy 2017).

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.

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

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

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

2.70 The borough benefits from a unique mix of economic assets in the borough which include:

- internationally recognised locations (Waterloo, the South Bank, the Thames, Vauxhall and Brixton)
- London’s most significant agglomeration of cultural facilities at the South Bank
- Europe’s busiest station terminal (Waterloo) with excellent connectivity over most of south London and London’s commuter hinterland, and an immediately surrounding area of development opportunity
- Thames-side locations with development potential and easy access to the West End and many of London’s key tourist destinations
- part of one of London’s largest opportunity areas which is already delivering growth (Nine Elms Vauxhall)
- one of London’s most distinctive and recognisable town centres in Brixton
- King’s College London and two of London’s largest teaching hospitals
- successful and strongly performing industrial locations (Key Industrial and Business Areas)
- established mechanisms to support people into employment and enterprise
- emerging sector specialisms, such as those in the creative and digital industries
- 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.

- 2.71 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.
- 2.72 Lambeth’s future sectoral growth will in large part be linked to that of London. Across London employment growth is projected to be the highest in the professional and technical sector, which will be served well by new development in Vauxhall and Waterloo (Investment and Opportunity Strategy 2015). The number of people employed in the Creative and Digital Industries (CDI), which includes businesses related to art, design, architecture and media, is also expected to increase (Lambeth CDI Study 2017). The number of public sector jobs is expected to fall in Lambeth (Lambeth Borough Plan update 2019).
- 2.73 Demand for premises to support this growth will vary enormously. Although continued growth is likely to be driven in part by companies who traditionally demand office space, the spatial demands of these companies is likely to change. Work patterns are becoming more fluid and flexible, particularly with the rise of technology, resulting in more efficiently utilised employment space and higher employment densities. As well as having the space to create a new generation of commercial accommodation in the north of the borough, Lambeth will also need to ensure that the right amount of flexible and affordable business space exists to support flexibility for small businesses and new entrepreneurs, including those in the CDI sector.
- 2.74 The challenge is to build upon success in delivering workspace for small and medium enterprises and new start-ups and continue to ensure there is a strong supply of new, relevant and affordable space for small businesses, including move-on space. There is potential for new flexible business space in the vicinity of transport nodes which could provide a useful means of stimulating growth within the business community.
- 2.75 Lambeth’s 31 Key Industrial and Business Areas represent the borough’s strategic stock of land for industrial uses. They are well-occupied and provide land for lower value uses, support functions and the growing low-carbon economy (including waste management), as well as growth sectors such as the creative and digital industries and food preparation and distribution (see Annex 3 for a full list) (Review of KIBAs 2019).
- 2.76 The London Plan Opportunity Areas of Waterloo and Vauxhall present continued potential for commercial development and jobs growth in the borough, alongside their potential to provide new housing. Waterloo is a major office location, one of the capital’s most successful tourist areas and an international centre for culture and the arts. Vauxhall is undergoing rapid change linked to the wider regeneration of Battersea/Nine Elms. Both areas can make an even greater contribution to the central London economy than they already do, if they are planned and managed effectively as part of the London Plan Central Activities Zone, in partnership with key stakeholders.

- 2.77 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). 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.
- 2.78 Lambeth’s hierarchy of town centres presents another significant opportunity (see Annex 2 for a full list of centres in the borough). This includes recognising the significance of Waterloo and South Bank as an Opportunity Area (in the London Plan) and Central Activities Zone (CAZ) retail cluster. New shops, services and food and drink businesses need to be located in a way that supports rather than undermines Lambeth’s existing town centres, and in areas of high public transport accessibility. Maintaining active street frontages and an appropriate mix of ground-floor uses are priorities, along with the need to maintain and improve the environment, public realm and community safety. The evening economy presents a significant opportunity for economic growth and place-making, but its impacts need to be mitigated and carefully managed. The impact of betting shops, pawn-brokers and ‘money shops’ on town centre vitality, crime levels and public health is another issue.
- 2.79 Lambeth’s two major centres, Brixton and Streatham, have significant potential for new commercial and residential development, supported by an independent retail and cultural offer and a significant creative and digital industries sector in the case of Brixton. This will help to consolidate its role as one of London’s most distinctive town centres and a model for integrated town centre development. In Streatham, the priority is to diversify the retail offer to develop a more resilient town centre alongside an increased office and leisure provision. The Streatham Hub development has made a significant contribution but there is still a need to support local small businesses to achieve their aspirations and to increase the amount of office floorspace and workspace for creative and digital industries.
- 2.80 Some of Lambeth’s district centres are thriving, such as Clapham High Street. Others require carefully planned intervention to support their economic future, such as West Norwood/Tulse Hill, in place of town centre uses along the southern part of Norwood High Street. Lambeth’s local centres and street markets need strong protection given the essential contribution they make to neighbourhoods and communities, to local distinctiveness and to reducing the need to travel.

- 2.81 Underpinning the Local Plan is the need to maximise the contribution of Lambeth’s limited employment land resources to job creation in the borough.
- 2.82 Young people leaving education can face specific challenges in accessing employment. The rate of youth unemployment is above the London average in Lambeth, and with a smaller proportion of jobs requiring low levels of qualifications or experience, competition for entry level jobs in London is particularly fierce.
- 2.83 The jobs being created in London are increasingly requiring higher levels of skills, placing an ever greater emphasis on the need for high levels of qualifications amongst Lambeth residents. High competition for jobs makes it particularly difficult for residents with low or no qualifications to find work.

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

- 2.84 Climate change is an increasingly high priority for Lambeth residents as well as in European, national, regional and local policy. National legislation requires all greenhouse gas emissions to be net zero by 2050, compared with the previous target of at least 80 per cent reduction from 1990 levels. This is reflected in the London Plan. In January 2019, the council declared a climate emergency and in July 2019 it agreed a corporate carbon reduction plan to achieve net zero carbon for council operations by 2030. The council is also developing a wider Lambeth climate change response plan to be published in 2020 and will be engaging widely, including through a Citizens’ Assembly. This requires approaches which contribute to tackling (or mitigating) climate change on the one hand, and to adapting to its effects on the other. This is important to maintain energy security, reduce fuel poverty and address the unequal effects of climate change on the most vulnerable communities.
- 2.85 There are a number of ways in which Lambeth can make a contribution to mitigation and adaptation to climate change. The most important of these is reducing greenhouse gas emissions. In addition to programmes to promote changes in the behaviour of individuals, businesses and public services, this will involve a growing emphasis on the following measures: engaging with appropriate partners to identify relevant local approaches to climate change; reducing the need to travel by meeting needs locally and investing in digital connectivity; promoting alternatives to the private car, including public transport, walking and cycling; increased use of the River Thames for transport of passengers and freight; the sustainable design and construction of buildings; the appropriate reuse of existing buildings in recognition of their ‘embodied energy’; retrofitting existing buildings to achieve greater energy efficiency; renewable energy production through micro-generation and solar technologies; provision for and maximising connection to decentralised energy and heating; promoting design responses to flood risk, water efficiency and quality; safeguarding allotments and encouraging small-scale local food production on other appropriate sites; retaining existing trees and promoting further tree planting, urban greening, multi-functional green infrastructure and biodiversity-rich gardens; and reducing the amount of waste going to landfill.

- 2.86 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.
- 2.87 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.
- 2.88 Measures to reduce carbon emissions can have positive impacts on other issues affecting Lambeth. More energy efficient buildings and micro-generation 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.
- 2.89 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 CO<sub>2</sub> 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 for those with mobility difficulties, servicing local businesses and providing essential local services (such as GPs and nursing teams).
- 2.90 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.
- 2.91 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 2013 and Addendum 2018).

- 2.92 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 green 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.
- 2.93 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**

- 2.94 Lambeth’s future housing growth, economic development and environmental sustainability cannot be achieved without a wide array of essential infrastructure provided by a combination of council run services, partner statutory agencies and private sector companies.
- 2.95 The Infrastructure Delivery Plan provides a list of infrastructure necessary to be provided to deliver growth, the agencies responsible for their delivery and their current infrastructure strategies or programmes.
- 2.96 Some areas of infrastructure provision are particularly critical over the next 15 years because they are already subject to considerable pressure for resources and/or additional land and facilities are required in order to support projected population and economic growth. These include public transport, school places, parks and open spaces, utilities and health and social care services.
- 2.97 As already highlighted under section B above, it will not be possible to achieve the significant levels of housing and economic growth set out in the Local Plan without the supporting transport infrastructure required for people to travel to and from work, shops and leisure destinations. Existing public transport in Lambeth is already very well used and over capacity in some cases, and current improvements will not achieve the level of capacity increase that is needed. Public transport accessibility also varies, with some parts of the borough – particularly in the south – quite poorly served. Overall, radial transport (into the centre of London) is better in Lambeth than orbital transport (east-west). Investment in station capacity, track layouts and signalling improvements as part of the ‘metroisation’ of rail services is required

to support the transport infrastructure capacity needed in the borough. Improved sustainable transport links will also help to reduce borough wide carbon emissions.

- 2.98 Following the recent expansion of school places, and taking account of additional planned provision, the council has a sufficient supply of school places to meet future primary, secondary and sixth form education needs to at least 2025/26. This position will be monitored through the annual pupil place planning process.
- 2.99 In further education, the support for and creation of regional centres of excellence within high-quality educational buildings is required in order to attract investment and talent to the borough. Lambeth College is the largest provider of adult and community learning in the borough. It has recently become a member of the London South Bank University group of educational providers and is reviewing its plans to redevelop its estate.
- 2.100 The configuration of health and social care facilities is undergoing considerable change across London to meet the current and future needs of the growing population, the challenges of high population turnover and the requirements of modern service delivery. This includes additional GP provision and the reconfiguration of the Kings College Hospital, Guy's and St Thomas' and South London and Maudsley NHS Trust estates to ensure future requirements are met.
- 2.101 Lambeth has many highly valued areas of open space (see Annex 5 for the list of the most significant Metropolitan Open Land, district and local open spaces) but residents in some parts of the borough are deficient in access to multiple types of open space. With the planned population increase, pressures on open space will become even more intense across the borough. The same will be true of burial space in the borough. Existing open space (including burial space) therefore needs to be safeguarded and its quality and access improved. There are very limited opportunities to create new public open space in the borough; one is the extension to Jubilee Gardens. Existing open spaces can be linked and other opportunities may arise through the redevelopment of major sites, such as the new green spine in Vauxhall/Nine Elms. Growing levels of usage places increasing demands on the management and maintenance of these valued spaces.
- 2.102 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.
- 2.103 A general theme running through many partners' infrastructure programmes – particularly in the public services - is the trend towards neighbourhood-based service delivery. Neighbourhood community facilities need increasingly to accommodate services promoting health and wellbeing, housing support, adult learning, skills training, English language tuition, employment support, childcare, play, youth provision, and community policing, for example.

- 2.104 This presents a unique opportunity to co-locate services within neighbourhoods through a co-ordinated partnership approach and to achieve a significant improvement to the strength and cohesiveness of communities as a result. The co-location of services within neighbourhoods can optimise use of facilities, minimise the need to travel (where it is not essential to deliver specialist services more centrally) and maximise opportunities for social networking and integration. This includes the co-location of services with local shops and community meeting spaces, and the dual use of facilities such as the use of school premises after hours.
- 2.105 Digital technology is increasingly important for people to communicate and collect information and its use is likely to further increase. Investment in the latest digital infrastructure will therefore be necessary to support businesses, visitors and residents and the council is working with partners to deliver free borough-wide Wi-Fi and improved network coverage.

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

- 2.106 Alongside planning for housing, jobs, climate change and infrastructure, the Local Plan's key priority is to maintain and develop safe, liveable and accessible neighbourhoods in accordance with the Mayor's Accessible London Supplementary Planning Guidance. Many of Lambeth's neighbourhoods are already known and valued for their mixed communities that include both young and old, people with and without disabilities, a variety of income levels and the full range of ethnic and cultural backgrounds. The 'lifetime' neighbourhoods of the future need to maintain and improve this mix while providing high-quality, well-serviced residential environments with a sense of place, in which people and families wish to settle and prosper.
- 2.107 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.
- 2.108 A number of Lambeth's neighbourhoods are currently struggling with high levels of ill-health (including mental ill-health), educational under-achievement, child poverty, worklessness, crime and fear of crime, gang-related and youth violence and anti-social behaviour. In addition, large parts of the borough are identified as Strategic Areas of Regeneration in the London Plan which are areas that fall within the most 20 per cent most deprived areas in England, according to the Index of Multiple Deprivation (see Annex 13). These multiple problems are frequently (although not always) concentrated on existing social housing estates and this concentration of problems can create numerous barriers for individuals, families and communities wishing to make positive changes to their lives. Lambeth is bringing forward an ambitious programme to

renew its own housing stock and implement the Lambeth Housing Standard; and to deliver 1,000 new homes at council rents through Homes for Lambeth.

- 2.109 In order to become strong, safe, healthy and self-reliant, communities need local spaces that can accommodate a wide range of community activity. This is particularly true in Lambeth, which is home to such diverse groups. Community activity contributes positively to community cohesion and wellbeing and can include active citizenship and volunteering, activities and meeting space for young people, parenting support, projects to prevent social isolation among the elderly and vulnerable and among people recently arrived in the borough, social events, cultural, cross-cultural and inter-generational activity, community group meetings, social enterprise and enterprise start-up, internet access, interest in co-housing and the aspiration for community gardens and local food production. Above all, communities need local spaces that allow informal day-to-day contact and social interaction among their members that are equally accessible to all users irrespective of mobility or disability.
- 2.110 There is already a wide range of community facilities across Lambeth that can help to meet these needs, including parks, open spaces, play areas, allotments, community gardens, customer centres, community centres, day care centres, nurseries, children’s centres, youth centres, local schools with extended opening hours, faith buildings (such as churches, church halls and mosques), libraries, leisure centres, pubs, cafes, post offices, post boxes and local shops. There is potential for investment in and consolidation of some facilities to improve the quality and distribution of provision. Faith groups may continue to need support in finding appropriate premises in the borough.
- 2.111 Community, play and youth facilities, libraries, 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.
- 2.112 Lambeth currently offers a good range of play facilities with recent improvements made in a number of cases. As the population of the borough increases, access to quality play provision will become an increasing priority across the borough as a whole.
- 2.113 An additional, critical feature of strong neighbourhoods is community safety. People who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. Opportunities for crime and criminal behaviour can be prevented through the design of buildings and the public realm, as can the risk of fire. It is also important to address communities’ fear of crime because this influences the way people behave and interact in public spaces. This involves designing the urban environment in a way that enables communities to ‘own’ and take pride in their local spaces. To achieve this, the council will work

in partnership with Metropolitan Police Designing Out Crime officers using Secured by Design principles.

- 2.114 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**

- 2.115 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.
- 2.116 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.
- 2.117 Place-shaping will need to take place in the context of Lambeth’s listed buildings, conservation areas, protected strategic views (see Annex 6), local views and landmarks, historic registered parks and gardens and archaeological priority zones.
- 2.118 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.
- 2.119 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.

- 2.120 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 and West Norwood Picturehouses, the Oval House theatre, the O2 Academy, B3 Media, Raw Material Music and Media, Photofusion, 198 Contemporary Arts, the South London Theatre, the Cinema Museum, Italia Conti Drama School and Learning and Beaconsfield all make a vital contribution to the identity, economy and regeneration of their local areas and they wish to expand and grow in the borough (see the Creative and Digital Industries Strategy 2018). The council wishes to promote these assets by encouraging the growth of Creative and Digital Industries enterprises. The council was awarded a Cultural Impact Award and funding to provide skills, jobs and opportunities for young people and those underrepresented in the cultural workforce. In addition Streatham’s ice rink was reinstated in 2013 which is home to an extensive ice skating and ice hockey programme. Many of these organisations contribute to or deliver programmes of activity for young people and deprived communities, which have a direct impact on community cohesion and reducing worklessness.
- 2.121 The large number of artists is another distinctive feature of Lambeth - as it is in neighbouring boroughs - contributing to local economic development, local skills development and the identity of local areas, including Brixton, Loughborough Junction, West Norwood/Tulse Hill, Clapham, Kennington/Oval and Vauxhall. This includes visual artists, performers and musicians with specific needs for affordable studio, rehearsal, exhibition and performance space.
- 2.122 Finally, local shops, independent businesses and street markets are essential to the identity of the different parts of the borough, and much valued by local residents as well as the growing number of people who visit the borough. This includes the cluster of LGBT owned businesses and venues in Vauxhall, the unique multi-cultural indoor markets in Brixton, historic street markets in Brixton and Lower Marsh and newer markets in West Norwood, Clapham, Streatham and the Oval, Portuguese-owned businesses in and around Stockwell, Polish and Somali-owned businesses in Streatham, the valued local shops in Herne Hill and West Norwood and many other examples.

# Section 3: **Spatial Strategy, Vision and Strategic Objectives**

# Section 3: Spatial Strategy, Vision and Strategic Objectives

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

## Spatial Strategy

- 3.2 The Local Plan sets out the spatial strategy for Lambeth for a fifteen year period between 2020 and 2035.
- 3.3 The new London Plan requires at least 13,350 additional dwellings in Lambeth over the period 2019/20 to 2028/29, with an annual target of at least 1,335 net additional dwellings per annum (dpa). These targets are derived from an assessment of housing sites within the borough, carried out as part of the London-wide Strategic Housing Land Availability Assessment (SHLAA 2017). The housing trajectory for this ten year period is included in Annex 12, along with the indicative housing requirement figures for the five designated neighbourhood planning areas in Lambeth (or the part of those cross-border areas that fall within Lambeth). The indicative target for years 11-15 of the plan period is 5,066 net additional dwellings (or 1,013 dpa), based on the 2017 SHLAA findings and by rolling forward the borough’s small housing sites figure in accordance with paragraph 4.1.12 of the London Plan.
- 3.4 In addition, to meet various other needs and priorities in the plan period, the borough has potential to accommodate:
- approximately 800m<sup>2</sup> net additional comparison retail floorspace in the period up to 2041, taking into account existing commitments, the re-occupation of vacant floorspace in the borough and changing patterns of retail behaviour (Consumer Expenditure and Comparison Goods Floorspace Need in London (Experian, October 2017)).
  - approximately 160,000m<sup>2</sup> GIA net additional office floorspace between 2016 and 2041, based on office employment projections with allowance for vacancy (London Office Policy Review 2017, figure 9.8).
  - an indicative estimate of 3,368 net additional serviced visitor accommodation rooms between 2015 and 2041, based on GLA Working Paper 88 (Projections of demand and supply for visitor accommodation in London to 2050, April 2017 – table 20).

- 3.5 A number of key elements of local infrastructure have been identified to support growth in housing and jobs over the plan period:
- Climate Change Response and Air Quality – Low Emission Neighbourhoods, retrofitting Lambeth’s schools, public buildings and housing stock, projects to deliver combined heat and power and a programme of flood-risk reduction measures.
  - Cemeteries and Crematoria – measures to improve and increase capacity of the council’s cemeteries.
  - Education – delivery of planned school expansion and new school projects.
  - Emergency Services and Justice – provision of upgraded Fire Station at Albert Embankment
  - Health and Social Care – reconfiguration and expansion of primary healthcare facilities to increase capacity.
  - Community Facilities and Libraries –upgrade of community facilities (including youth and play), replacement archives facility and Waterloo Library.
  - Parks and Green Infrastructure – borough-wide programme of parks and green infrastructure improvements and extension of Jubilee Gardens.
  - Sports and Leisure – refurbishment of Brixton Recreation Centre, 3G sports pitches and facilities upgrades in parks and provision of additional leisure facilities in the north of the borough as part of new development.
  - Transport/Public Realm – electric vehicle charging infrastructure, delivery of the Healthy Route Network, Low Traffic Neighbourhoods and Brixton Liveable Neighbourhoods, and a range of measures to improve the public realm and public transport accessibility borough-wide.
  - Utilities – new digital infrastructure and waste infrastructure.
- 3.6 The projects to deliver this infrastructure are summarised in the Lambeth Infrastructure Delivery Plan, along with a list of additional regional and sub-regional infrastructure in Lambeth that will support growth across London.
- 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 of open space will be pursued through the planned extension to Jubilee Gardens and on major development sites as opportunities arise, along with increases in the quantity and coverage of wider green infrastructure provision.
- 3.8 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

- promoting and enhancing the international, national and London-wide roles of the Central Activities Zone (CAZ) in South Bank, Waterloo and Vauxhall, to support a rich mix of CAZ strategic functions; and enhancing the role of the South Bank as an international centre for culture and the arts within the South Bank and Bankside Strategic Cultural Area
- 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
- contributing to the Mayor’s strategic target of 50 per cent affordable housing by implementing London Plan policy alongside the preferred borough-wide tenure and dwelling-size mix for affordable housing defined in Local Plan policy, based on updated evidence of housing needs in the borough
- an updated approach to managing residential conversions, using a minimum property size threshold and clearly defined criteria
- an approach to density that reflects the London Plan approach of design-led optimisation
- support for tall buildings in appropriate locations to deliver regeneration and economic objectives in accordance with London Plan and Local Plan policies, based on local evidence
- retaining industrial floorspace capacity to support the London Plan Central Services Area and to provide capacity for waste management in the borough by updating the policy approach to Key Industrial and Business Areas (KIBAs) to align with the London Plan, but with some revisions to designations and boundaries
- support for community facilities both to enable local service delivery at neighbourhood level and to meet the changing needs of Lambeth’s communities, including planned additional school places.

## **Spatial Vision**

By 2035 Lambeth will be a key part of, and contributor to, central London’s thriving economy and the benefits of this will be shared throughout the borough. This will include a rich mix of strategic functions in the Central Activities Zone locations of South Bank, Waterloo and Vauxhall and an enhanced role for the South Bank as an international centre for business and leisure and a world-class destination for the

arts, culture and creativity. Lambeth will be home to centres of innovation, a skilled workforce and a growing number of businesses and jobs providing opportunities for local people. The achievements of Lambeth’s young people will be widely celebrated and the levels of worklessness in the borough will have significantly declined. Lambeth will be at the forefront of tackling and adapting to climate change to contribute to achieving zero carbon London-wide.

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

This growth will be supported by planned additional school places, and reconfigured primary health care, hospital and social care facilities. Levels of walking and cycling will have increased substantially as a result of improved, healthy routes and supporting facilities. The capacity of the public transport infrastructure, including the interchanges at Waterloo, Vauxhall and Brixton, will have increased sufficiently to accommodate all those travelling to, from and through the borough for work, shopping, recreation and tourism. Lambeth’s air quality will be significantly better.

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

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

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

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

## Strategic Objectives

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

### A. **Accommodating population growth**

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

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

1. Support the growth of key economic sectors and innovation through the development of new offices and commercial premises including new affordable workspace by maintaining a varied supply of business premises, by maintaining industrial floorspace capacity to support the Central Services Area, and through plans for town centre regeneration and the development of a new MedTech, healthcare and life sciences cluster at Waterloo.
2. 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**

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

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

1. Provide the essential physical, social and green infrastructure to support population and economic growth through the co-ordinated delivery of infrastructure programmes.
2. 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.

3. Provide planned additional school places to meet existing and future demand in Lambeth and support the reconfiguration of further education premises.
4. Contribute to improving health and wellbeing and reducing health inequalities by supporting the reconfiguration and expansion of primary health care, hospital and social care facilities, and by encouraging healthy lifestyles in the design of the built environment.
5. Increase the quality of open space and multi-functional green infrastructure in Lambeth by safeguarding, linking and upgrading existing open space, improving access, retaining existing trees and planting more trees (through delivery of the Lambeth Green Infrastructure Strategy), and seek new open space wherever possible including through an extension to Jubilee Gardens.
6. 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.
7. Supporting a low carbon circular economy/circular economy principles that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.

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

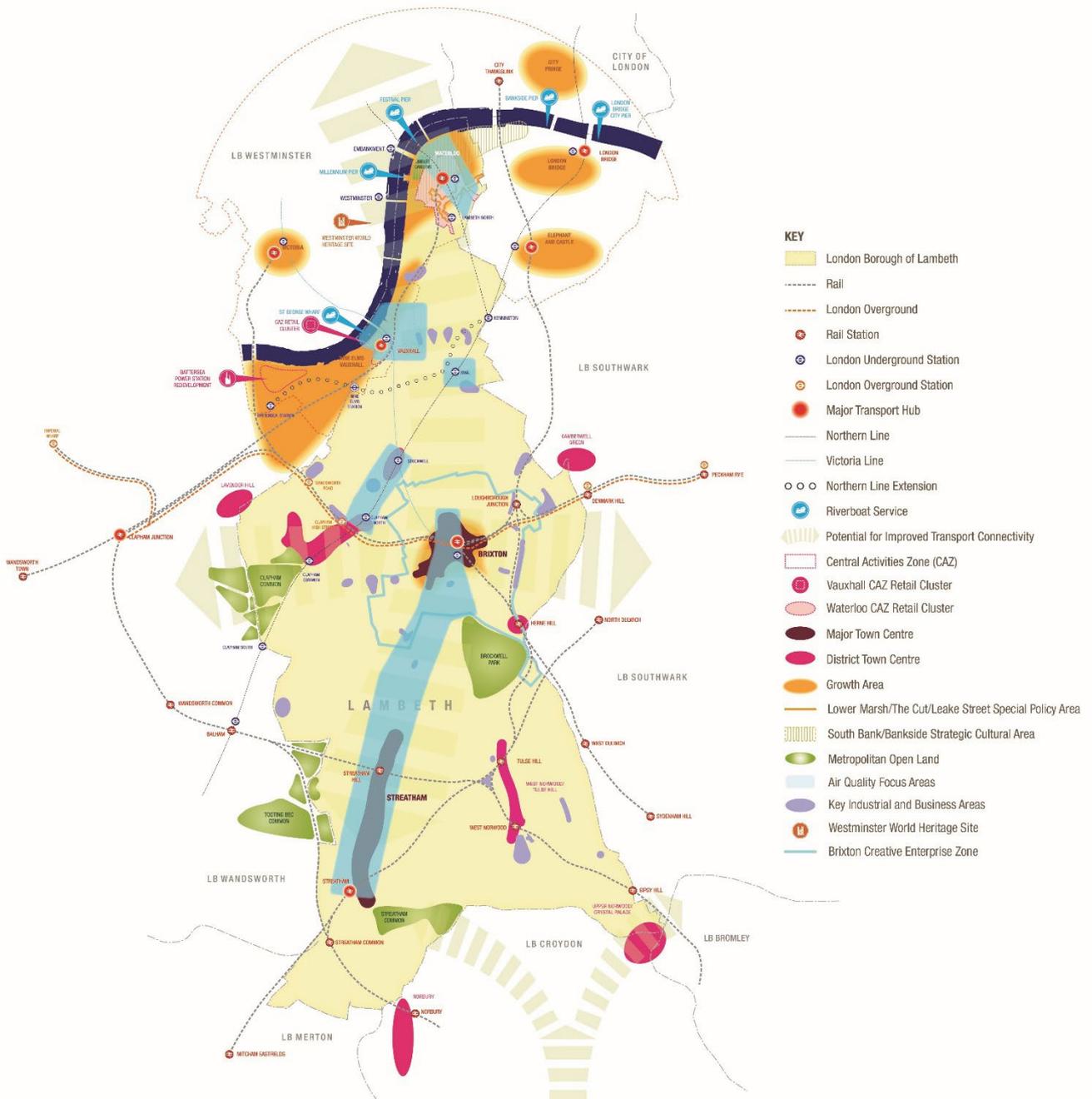
1. Develop and sustain stable neighbourhoods with a high quality, liveable, green, healthy and inclusive residential environment, respect for local amenity, good access to local services and transport, and mixed populations (including different ethnic groups, faiths and sexual orientations, the young, older people and those with disabilities).
2. Increase community safety, including reduction in youth violence and resilience to terrorism by designing out crime and fear of crime in the built environment and through joint working within the Lambeth First (LSP): Safer Lambeth Partnership Executive.

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

1. 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.
2. Conserve and enhance the historic environment (with a particular focus on addressing Heritage at Risk), the setting and Outstanding Universal Value of the Westminster World Heritage Site and strategic views by working in partnership with Historic England, neighbouring boroughs and community groups.

3. Support and develop the strategic functions of the Central Activities Zone in South Bank, Waterloo and Vauxhall and the regeneration and renewal of the London Plan Opportunity Areas at Waterloo and Nine Elms Vauxhall to reflect their role in central London, working in close partnership with the neighbouring boroughs of Southwark and Wandsworth and all key stakeholders.
4. Support the delivery of Lambeth’s Creative and Digital Industries Strategy and maintain and develop Lambeth’s strength in arts and culture. Ensure that the role of the South Bank as one of London’s leading international cultural and tourist destinations reflects its status as part of the South Bank and Bankside Strategic Cultural Area.

### Key diagram



# Section 4: **Delivering the Vision and Objectives**

# Section 4: Delivering the Vision and Objectives

## Policy D1: **Delivery and monitoring**

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

### Supporting text

- 4.1 A number of parts of the borough, including both town centres and residential neighbourhoods, are the subject of area regeneration programmes. In the case

of Waterloo and Vauxhall, the process is driven by the status of the areas as Opportunity Areas in the London Plan. These are the subject of Opportunity Area Planning Frameworks, with Vauxhall, Brixton Central and Norwood High Street also being supported by area-specific supplementary planning documents (SPD).

- 4.2 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.
- 4.3 In some parts of Lambeth, community-led neighbourhood plans are coming forward to provide additional, area-specific policy that is in conformity with the strategic objectives and policies of the Local Plan. The council fully welcomes local groups' interest in bringing forward neighbourhood plans and will work with groups from the beginning of the process to explore the scope for neighbourhood plan content within this strategic context.
- 4.4 The day-to-day management of places and neighbourhoods plays a critical role in achieving the objectives of the Local Plan, such as in the management of the historic environment. This includes management of the public realm, of town centres, of housing schemes and of wider residential neighbourhoods. Wherever possible, the council will seek to work co-operatively with communities to achieve effective neighbourhood management. The council supports business-led neighbourhood management initiatives such as the South Bank Employers Group and business improvement districts (BIDs), including Waterloo (WeAreWaterloo), Vauxhall (Vauxhall One) and Streatham (In Streatham). Further BIDs exist in Clapham (This is Clapham), Brixton (Brixton BID) and West Norwood and Tulse Hill (Station to Station).
- 4.5 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 7.

## Policy D2: **Presumption in favour of sustainable development**

- A. The policies in this Plan reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. When considering planning proposals, the council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Lambeth.
- B. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- C. Where there are no policies relevant to a planning application, or the policies which are most important for determining the application are out

of date the council will grant permission unless material considerations indicate otherwise – taking into account whether:

- i. the application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

### Supporting text

- 4.6 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. (Some major and other applications are also subject to the Mayor’s powers of refusal or determination.) This provides an opportunity to manage the form that development takes in the borough, in relation to its location, scale, design and appearance, and the use of land.
- 4.7 Pre-application discussions are an important tool for achieving the best outcome on a site and for ensuring that wider spatial planning objectives are met, including the alignment of development proposals with infrastructure programmes and the delivery of green infrastructure. They also provide an opportunity to consider proposals in relation to area regeneration schemes and wider aspirations for neighbourhoods. Developers in both the private and public sectors are strongly encouraged to engage with the council’s planning service early in their thinking, and to seek initial advice from specialists (such as conservation and urban design officers, tree officers, sustainability officers, transport officers, crime prevention design advisors, Thames Water) and from statutory partners (such as Historic England, Natural England and the Environment Agency). The council will promote the use of planning performance agreements in appropriate cases. Community participation is also a key component in the delivery of good planning outcomes. Applicants are, in certain circumstances required by the Localism Act, and in all cases encouraged, to engage with the local community before submitting their applications.
- 4.8 With reference to policy D2 part (c), the NPPF sets out 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 additional infrastructure. The potential and predicted infrastructure requirements over the lifetime of the Local Plan are identified in the Infrastructure Delivery Plan.
- 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 also be used to secure delivery of infrastructure.
- D. The council, where required and necessary, will co-produce co-operative local investment plans that identify, prioritise and cost projects to be delivered locally via agencies working in co-operation with the council or by the council itself. Projects will be brought forward as appropriate and relevant in mitigating the direct impact of development through section 106 planning obligations or the council will retain funds on behalf of the community to deliver local neighbourhood facilities and improvements through the use of a neighbourhood funding element of CIL.

### Supporting text

- 4.9 Physical, social and green infrastructure is provided and managed by a wide range of organisations in Lambeth. This includes Transport for London and Network Rail, statutory undertakers such as Thames Water, other parts of the public sector such as Lambeth College or the National Health Service (NHS Lambeth Clinical Commissioning Group and Hospital Foundation Trusts), council services such as education, sport, leisure, parks and culture, and the private sector in the case of telecommunications and energy services. A full list is provided in the Infrastructure Delivery Plan.
- 4.10 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.
- 4.11 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.

- 4.12 A number of infrastructure projects are critical to the successful implementation of the Local Plan because without them projected growth in the borough could not be achieved in a sustainable manner. This includes major transport projects, health facilities, school places and further educational facilities. Known infrastructure projects are listed in the Infrastructure Schedule in the Infrastructure Delivery Plan, with information about the phasing of delivery, estimated cost and funding.
- 4.13 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. Any issues with delivery will be addressed in discussion with the relevant agency and partnership body.
- 4.14 In addition, as development-led change occurs at a neighbourhood level, local infrastructure will be considered and co-ordinated to address local needs. Co-operative local investment plans will be considered and co-produced with citizens, developers and agencies during the plan period. This approach will help to link investment opportunities and achieve effective management. It is likely that delivery plans will draw on a range of tools to bring forward local infrastructure, including section 106 planning obligations where available; a ‘meaningful proportion’ of the CIL receipts generated by development in the neighbourhood; and other area or regeneration based funds as they arise.
- 4.15 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. Depending on the nature of the development, this may include:
  - i. provision of infrastructure, such as transport, education, health, libraries, sport and leisure, waste, energy, emergency services and cultural and community provision;
  - ii. local public realm improvements including streetscape, local public open space, play facilities and community safety;
  - iii. mitigation of impacts on and/or enhancement of heritage assets;
  - iv. mitigation of noise impacts;
  - v. highways and traffic works;
  - vi. public transport improvements;

- vii. local walking and cycling improvements;
  - viii. car clubs, parking restrictions, and travel plans;
  - ix. hotel and visitor management measures;
  - x. access to employment opportunities created by the development by securing employment premises and learning and skills initiatives;
  - xi. access for local businesses to supply chain opportunities created by the development;
  - xii. small and flexible office space, affordable workspace and affordable retail units;
  - xiii. maintenance and management arrangements;
  - xiv. town centre management
  - xv. public access to on-site facilities;
  - xvi. low carbon and renewable energy, including carbon offset;
  - xvii. sustainable drainage systems and flood risk mitigation;
  - xviii. connection to, and support of, quality broadband and other telecommunication and information technology support networks;
  - xix. green infrastructure;
  - xx. local food production and growing; and
  - xxi. other sustainability measures, including mitigation of impacts on and/or enhancement of biodiversity and wildlife habitats.
- C. secure appropriate scheme implementation and control phasing where necessary;
- D. secure an appropriate contribution towards monitoring of planning obligations.

### Supporting text

- 4.16 Section 106 planning obligations assist in mitigating the impact of development to make it acceptable in planning terms. Planning obligations must meet the statutory tests in the CIL Regulations (necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development). The obligations sought will depend on the nature of the development proposed. Further information about the requirements for the obligations listed in Local Plan Policy D4 is provided in relevant policies elsewhere in the plan. The policies in this plan and requirements for developer contributions have been tested for their cumulative impact on development viability and are therefore considered deliverable. In situations where it has been demonstrated that planning obligations cannot viably be supported by

a specific development, the priorities set out in London Plan Policy DF1 D will apply.

- 4.17 For some obligations, charging approaches for monetary contributions are set out in Annex 9, with further information in the relevant policies about how and when these charging approaches will be used. Planning obligations secured for improvements to open space and play space can be spent on all types of open space/play space, including those on housing estates. A monetary contribution to the monitoring of planning obligations will be sought and this will be calculated on a case-by-case basis according to the nature of the proposed development and the obligations secured. The overall level of monitoring fees will not exceed 5 per cent of the total value of the obligations secured in any given case. The council will report on developer contribution receipts and spend in an annual Infrastructure Funding Statement.

### Policy D5: **Enforcement**

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

### **Supporting text**

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

# Section 5: **Housing**

# Section 5: Housing

- 5.1 The policies in this section support the implementation of the Lambeth Housing Strategy and the delivery of the London Plan ten year housing target for Lambeth (see London Plan policy H1 and Table 4.1).

## Policy H1: Maximising housing growth

The council will seek to maximise the supply of additional homes in the borough to meet and exceed Lambeth’s housing requirement of 13,350 homes for the ten year period 2019/20 to 2028/29 by:

- i. working with relevant partners to optimise the potential for housing delivery on all suitable and available brownfield sites, and in particular maximise the delivery of affordable housing, including through estate renewal and regeneration strategies;
- ii. supporting development proposals that provide a mix of housing sizes, types and tenures to meet current and future housing need and accord with applicable policies set out in the development plan;
- iii. seeking to optimise levels of residential density in accordance with the design-led approach set out in London Plan policy D1B, having regard to site context; connectivity and accessibility by walking and cycling and existing and planned public transport (including PTAL); and the capacity and quality of provision of surrounding infrastructure;
- iv. bringing forward a Site Allocations Development Plan Document to provide detailed policy for key sites, based on a design-led assessment of capacity;
- v. encouraging development on appropriate windfall sites not identified in the development plan;
- vi. supporting the delivery of well-designed new homes on small sites;
- vii. supporting self-build and custom-build housing where it can be demonstrated that the residential density of the site has been optimised and other policy requirements have been met, including those for affordable housing.

## Supporting text

- 5.2 Lambeth’s housing trajectory is included in Annex 12: this demonstrates how the council plans to meet and exceed its London Plan housing target over the ten year period 2019/20 to 2028/29 and identifies a supply of specific

deliverable sites sufficient to provide a minimum of five years' worth of housing against this housing requirement. The council will publish an annual update of this housing trajectory in a monitoring report.

- 5.3 Lambeth has a strong track record of housing delivery. Lambeth's ambition is to maintain this record and exceed its London Plan housing target by keeping levels of delivery as close as possible to those achieved in recent years. To fulfil this ambition, Lambeth will be pro-active in promoting opportunities for new housing development on all suitable sites, including windfall sites and small sites.
- 5.4 The council will expect all schemes to optimise the housing potential of suitable under-used or vacant sites consistent with a high-quality environment for all and the principles of sustainable development. With reference to the London Plan, this means ensuring the best balance of numbers, quality, mix of tenure and different types of home, while respecting local context and shaping high quality places. Lambeth's Design Code SPD provides guidance on optimising capacity through good design, including where new housing is proposed on small sites.
- 5.5 Lambeth will bring forward a Site Allocations Development Plan Document to provide detailed policy for key sites, based on a design-led and viability tested assessment of capacity. It is anticipated this will add certainty to the planning process and accelerate delivery, whilst maximising provision of affordable housing.

## Policy H2: **Delivering affordable housing**

- A. The council will seek to maximise delivery of affordable housing in accordance with London Plan policy and the following borough-wide approach:
- i. Residential developments and mixed-use developments that include residential should provide affordable housing through the threshold approach set out in London Plan policy H5.
  - ii. Applications proposing more than 25 units (gross) must provide all affordable housing on site to be eligible for the Fast Track Route. Where it is demonstrated to the satisfaction of the council that this is not feasible, or that it would be more effective in meeting needs for affordable housing, off-site affordable accommodation provided by the developer may be accepted. Exceptionally, a payment in lieu may be accepted. Schemes of more than 25 units (gross) that propose off-site affordable housing or a payment in lieu must follow the Viability Tested Route.
  - iii. Applications proposing between 10 and 25 units (gross) may follow the Fast Track Route where they meet the relevant threshold level of affordable housing off-site or as an in lieu payment.

- iv. 70 per cent of new affordable housing units should be low cost rented homes allocated according to need in line with the council’s allocation scheme and for Londoners on low incomes (Social Rent/London Affordable Rent) and 30 per cent should be intermediate products, including London Living Rent and London Shared Ownership, in accordance with the principles set out in the council’s Tenancy Strategy. Where affordable homes are provided above the required threshold level, the tenure of these homes can be flexible provided they are genuinely affordable (as defined in London Plan policy H6).
  - v. Review mechanisms will be required in accordance with the approach set out in the London Plan and associated Supplementary Planning Guidance, and the Lambeth Development Viability SPD 2017.
- B. Affordable housing should comply with the preferred dwelling size mix set out in Local Plan policy H4 and should meet the full range of housing needs, particularly those of low income households within the borough.
- C. The affordable housing should be equivalent in siting, appearance and layout to the rest of the development. Proposals will be required to demonstrate that the integration of different tenures has been considered from the outset of the design process.

### Supporting text

- 5.6 Affordable housing as defined in the NPPF (2019) is housing for sale or rent for those whose needs are not met by the market, including housing that provides a subsidised route to home ownership and/or is for essential local workers. It must comply with one or more of the definitions set out in the NPPF. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
- 5.7 Proportions of affordable housing should be measured by habitable rooms to ensure that a range of sizes of affordable homes can be delivered, including family sized homes, having regard to site-specific circumstances. Habitable rooms in affordable and market elements of the scheme should be of comparable size when averaged across the whole development. Applicants should present affordable housing figures as a percentage of total residential provision by habitable rooms, by units and by floorspace to enable comparison.
- 5.8 To be eligible for the Fast Track Route as set out in the London Plan, applications proposing 10 or more units (gross) must meet all of the following criteria:
- i. meet and exceed the relevant threshold level of affordable housing on site without public subsidy (subject to paragraph 5.16 below);

- ii. be consistent with Lambeth’s tenure split policy (H2(b)) up to the required threshold (although in accordance with London Plan policy H6B, the Fast Track Route is also available to applicants that elect to provide low cost rented homes in place of intermediate homes, provided the relevant threshold level is reached);
- iii. meet other relevant policy requirements and obligations to the satisfaction of Lambeth (and the Mayor where relevant): this includes policies and obligations where relevant relating to dwelling size mix and housing standards; residential amenity space and children’s play space; provision of employment floorspace and affordable workspace; town centre uses; mitigation of any visitor impacts; employment and training; provision of social infrastructure; transport and parking; air quality; open space and urban greening; zero and low carbon; sustainable design and construction; flood risk; sustainable drainage; sustainable waste management; and design; and
- iv. demonstrate they have taken account of the strategic 50 per cent target in London Plan policy H4 and have sought grant where required to increase the level of affordable housing beyond 35 per cent.

5.9 Affordable housing is required on site in schemes providing more than 10 units (gross) and this is an essential requirement to be eligible for the Fast Track Route. Mixed-tenure developments are essential to provide the homes needed in Lambeth while creating mixed and balanced communities. In exceptional cases, where it can be demonstrated robustly and to the satisfaction of the council that this is not feasible in terms of site configuration and layout and the policies in the development plan, it may be provided off-site. Examples of circumstances in which off-site provision may be considered include where, having secured an alternative site, it would be possible to:

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

5.10 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.

- 5.11 Where off-site provision is proposed the percentages of affordable housing set out in Local Plan policy H2(a) shall be applied to the total of the on-site housing provision and the off-site housing provision. Further detail regarding calculating off-site provision is set out in the Mayor’s Affordable Housing and Viability SPG 2017.
- 5.12 Where it is demonstrated to the satisfaction of the council that neither on-site nor off-site provision is appropriate, a payment in lieu may be accepted. This will be calculated on the basis of the approach set out in the Mayor’s Affordable Housing and Viability SPG 2017 and the calculation of the proportion of affordable housing this would achieve should be based on land values within one mile of the application site. Contributions will be ring-fenced to secure additional affordable housing either on identified sites elsewhere in Lambeth or as part of an agreed programme for the provision of affordable housing in Lambeth.
- 5.13 Viability alone is insufficient justification for off-site affordable housing provision or a cash in lieu payment.
- 5.14 If the level of affordable housing provided exceeds the threshold level, there is scope for flexibility in the tenure of those affordable units provided above the threshold level provided these homes are genuinely affordable as defined in London Plan policy H6. These schemes can follow the Fast Track Route provided all other eligibility requirements are met.
- 5.15 For developments that provide 75 per cent or more affordable housing, it may be possible to consider a variation from the normal 70:30 tenure split for all of the affordable housing in the scheme. This will be considered on a case by case basis, having regard to the housing need met by the scheme and the level of public subsidy involved. The council will require all schemes proposing this approach to be viability tested, to ensure the level of genuinely affordable housing is maximised in every case.
- 5.16 The council acknowledges that schemes providing between 10 and 25 units (gross) may find it difficult to provide on-site affordable housing given the small numbers of units involved and difficulties in some cases in finding registered providers of affordable housing willing to manage them. In these cases, where a difficulty of this nature has been demonstrated to the satisfaction of the council (through evidence of contact made with registered providers), the council will consider proposals to provide the threshold level of affordable housing as an in lieu payment under the Fast Track route. The value of the in lieu payment should be based on the relevant threshold as a percentage of on-site units. The payment in lieu should be calculated through two appraisals – one with the level of affordable housing required by policy and the other with 100 per cent market housing: the payment in lieu will equate to the difference between the two residual values. Applicants should use the methodology set out in Annex 9, making use of the online calculator provided on the council’s website.
- 5.17 The council’s preferred mix of rental levels for affordable housing secured through the planning system is set out in its Tenancy Strategy. This strategy

also sets out the council’s preferences for provision of intermediate affordable housing, taking account of the relative affordability of different intermediate products and their ability to meet priority local housing need; and its approach to allocating this accommodation. Lambeth’s Tenancy Strategy will be a material consideration in the determination of planning applications required to provide affordable housing. As set out in the Mayor’s Affordable Housing and Viability SPG, shared ownership will not normally be appropriate in locations where market sales values exceed £600,000. In those areas London Living Rent should be the intermediate product provided.

- 5.18 Rented affordable housing should normally be managed by a registered provider of social housing (other than in Build to Rent schemes, see Local Plan policy H12). The council will expect developers to demonstrate they have engaged with a registered provider prior to submitting a planning application and to have secured from them a commitment to provision. The council will seek to work with its preferred partners for delivery of affordable housing, to achieve the highest possible standards of management. Applicants should therefore set out how they have sought to engage with the council’s preferred register provider partners in the first instance. Where it can be demonstrated to the satisfaction of the council that it has not been possible to engage a preferred partner, an alternative registered provider may be considered. In that case, the council will need to be satisfied that the alternative provider can meet and sustain a high standard of management.
- 5.19 Where a registered provider is not involved in the delivery of intermediate affordable housing, the affordable housing provider must be approved by the council, satisfy due diligence requirements and provide detailed information regarding allocation, management and maintenance arrangements, service charges and rent levels. In all cases affordable housing will be secured through a legal agreement to ensure it remains at an affordable price for future eligible households in perpetuity (or that the subsidy is recycled for alternative affordable housing provision in Lambeth).
- 5.20 The council’s approach to provision of affordable housing in Build-to-Rent developments is set out in Local Plan policy H12. The approach to affordable housing in estate regeneration schemes is set out in Local Plan policy H11.
- 5.21 Where applications follow the Viability Tested Route, the council’s approach to transparency and viability appraisal methodology will be as set out in the Lambeth Local Application Requirements and Lambeth Development Viability Supplementary Planning Document 2017.
- 5.22 The council will follow the approach to review mechanisms set out in London Plan policy H5 and associated supplementary planning guidance. For applications following the Viability Tested Route, the ‘cap’ on the additional provision that will be sought will be 50 per cent as required by the Mayor’s Affordable Housing and Viability SPG.

### Policy H3: Safeguarding existing housing

- A. Existing self-contained C3 housing will be safeguarded in accordance with London Plan policy. Exceptionally, the net loss of self-contained residential accommodation may be acceptable where the proposal is for specialist non-self-contained accommodation (use class C2) to meet an identified local need in accordance with the requirements of Local Plan policy H8.
- B. Where loss of existing affordable housing is proposed, the council will follow the approach set out in London Plan policy H8.
- C. Proposals that would bring back into use long-term empty homes and derelict empty homes will be supported.
- D. Homes should not be used as short-term holiday rental accommodation for a cumulative period of more than 90 days a year. Applications for change of use of permanent residential accommodation to short-term holiday lets will not be permitted.

### Supporting text

- 5.23 The use of residential premises in London as temporary sleeping accommodation involves a material change of use requiring planning permission by virtue of the Greater London Council (General Powers) Act 1973 (as amended) unless it benefits from the new exception introduced by the Deregulation Act 2015 which came into force on 26 May 2015. This provides that the use of temporary sleeping accommodation of any residential premises in London does not constitute a change of use, (for which planning permission would be required), if certain conditions are met. The conditions are: 1) that the sum of (a) the number of nights of use and (b) the number of nights of any previous use of the same premises as temporary sleeping accommodation in the same calendar year, does not exceed 90 nights 2) for each night counted under (a), the person who provided the sleeping accommodation must be liable to pay council tax (which would therefore include people who are liable to council tax but are in receipt of a discount). If the two conditions in the new exception are not met use as temporary sleeping accommodation of residential premises involves a material change of use requiring planning permission. The policy protects existing housing (C3) from change of use to non-permanent accommodation, including timeshare, short-term lets, C1 uses, and bed and breakfasts. Demand for short-term sleeping accommodation of these types in the borough should be met from appropriate sites in non-residential use, rather than sites used for permanent housing.
- 5.24 The Lambeth Housing Strategy 2017 seeks a reduction in the number of empty homes in the borough through better management.
- 5.25 When demonstrating a proposal would meet an identified local need, applications should be clear about the client group(s) the accommodation would provide for; have regard to the Lambeth Housing Strategy and

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

#### Policy H4: **Housing size mix in new developments**

A. The council will support proposals which offer a range of dwelling sizes and types to meet current and future housing needs. All residential developments are expected to provide a mix of dwelling sizes as set out below.

i. The low cost rented element of residential developments should reflect the preferred borough-wide housing mix set out below.

1-bedroom units	2-bedroom units	3-bedroom+ units
Not more than 25%	25–60 %	Up to 30%

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

B. The size of accommodation provided through housing for specific community needs will be dependent the needs of the intended occupiers of the specialist housing.

#### Supporting text

5.26 The preferred borough-wide housing mix for social / affordable rented housing is informed by Lambeth’s 2017 Strategic Housing Market Assessment (SHMA).

5.27 To ensure mixed and balanced communities, a range of dwelling sizes including family-sized housing will be sought from all new developments. Family-sized accommodation is defined as having three or more bedrooms (at least one of which is a double-bedroom as defined in the Nationally Described Space Standards 2017).

5.28 While developments are expected to reflect the preferred dwelling mix set out above, rigid application of these requirements may not be appropriate in all cases. When considering the mix of dwelling sizes appropriate to a development, the council will have regard to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities. In all cases proposals will be expected to demonstrate that the provision of family-sized units has been considered.

5.29 The dwelling mix requirements set out in Local Plan policy H4 (a) do not apply to developments that provide housing for specific community needs. In such developments, the appropriateness of the proposed mix of dwelling sizes

will be assessed in terms of the needs of the intended occupiers. See Local Plan policy H11 for the approach to dwelling size mix in estate regeneration schemes and Local Plan policy H6 for the specific requirements relating to residential conversions.

### Policy H5: **Housing standards**

- A. Proposals for new residential development, including new-build dwellings, conversions and change-of-use schemes where new dwellings are created, should accord with the principles of good design and will be expected to:
- i. provide dual-aspect accommodation, unless exceptional circumstances are demonstrated;
  - ii. meet the minimum private internal space standards set out in London Plan policy D6; and
  - iii. meet the requirements for accessible housing in London Plan policy D7.
- B. The council will require at least the following level of external amenity space for all residential units.
- i. For new houses, 30m<sup>2</sup> private amenity space per house should generally be provided.
  - ii. For new flatted developments, amenity space should be provided to the following quantities: 10m<sup>2</sup> per flat either as a balcony/terrace/private garden or consolidated with communal amenity space; and for development of 10 or more residential units a further 50m<sup>2</sup> per scheme of communal amenity space.
  - iii. Houses, ground-floor flats, and family-sized units should preferably have direct access to a private garden.
  - iv. For non-self-contained accommodation, external amenity space of 50m<sup>2</sup> for developments up to 100 occupants should be provided, with a further 0.5m<sup>2</sup> per each additional occupant.
- C. Communal amenity space should:
- i. receive natural light;
  - ii. be screened from parking areas;
  - iii. be designed to be inclusive for all users;
  - iv. be overlooked by habitable rooms to ensure safety and surveillance;
  - v. incorporate sustainable landscape principles and practices, including effective water management, efficient energy use, use of sustainable materials, and promotion of biodiversity and, where appropriate, food growing;

- vi. be accessible to all residents of the development, irrespective of tenure;
  - vii. be designed to support an appropriate balance of informal social activity and play opportunities for various age groups and;
  - viii. have a landscape, management and maintenance plan.
- D. The council will follow the approach to play space set out in London Plan policy S4 and associated Supplementary Planning Guidance. Play areas should be inclusive and accessible to all residents of the development irrespective of tenure.

### Supporting text

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

- 5.33 The council expects that all developments should be able to provide amenity space in accordance with the standards set out in policy Local Plan policy H5. The quality of amenity space should meet the requirements of Local Plan policy Q2. The use of roof areas for additional amenity or garden space is encouraged. Where buildings utilise roofs to provide private outdoor space and other outdoor amenity space the proposal should take into consideration issues of design, amenity (including overlooking), safety, crime prevention and the need to deliver other sustainability objectives (e.g. biodiversity and carbon reduction). Because of traffic and overlooking front gardens lack the privacy required to serve residents' need for leisure, play or relaxation. For that reason front gardens should not be counted towards private or communal amenity space provision. See also Local Plan policy EN1 on open space.
- 5.34 In exceptional circumstances, having regard to London Plan guidance, where it is demonstrated that site constraints make it impossible to provide private open space for all dwellings in flatted developments in line with the standards set out above, the provision of additional internal living space equivalent to the amenity space requirement within a proportion of dwellings may be accepted. In the case of houses, the policy requires 30m<sup>2</sup> private external amenity space per dwelling. In exceptional circumstances the council may consider a smaller quantity of private amenity space per house and some communal provision where it is demonstrated to the satisfaction of the council that the space provided will adequately meet the needs of the intended occupants. Proximity of a development site to an existing park or open space alone does not constitute a sufficient reason not to provide on-site external amenity space.
- 5.35 Play areas should be easily accessible, overlooked by habitable rooms and enclosed either through fencing, railings or other safety features. Appropriate play equipment that complies with current safety standards should be installed. As set out in London Plan policy S4, formal play provision should normally be made on-site and where development is to be phased, there should be an early implementation of play space. Off-site provision, including the creation of new facilities or improvements to existing provision, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents. This is likely to be more appropriate for the provision of play facilities for older children, who can travel further to access it, but should still usually be within 400 metres of the development and be accessible via a safe route from children's homes (measured by walking routes). Formal play space can be provided in a variety of forms, including playable space, natural landscaping features and more traditional play equipment. Arrangements for the exceptional provision 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 9. Planning obligations will also be sought for the maintenance of play equipment provided on-site; and for the maintenance of any additional or improved equipment provided for off-site.
- 5.36 In designing developments outdoor amenity space provision should take precedence over parking provision. Where parking is provided, this should comply with the standards set out in Local Plan policy T7.

- 5.37 In accordance with London Plan policy D6 all residential development should incorporate appropriately designed security features and be designed having regard to the on-going management and future maintenance costs of, and responsibility for, the particular safety and security measures proposed (see also Local Plan policy Q3).

### Policy H6: **Residential conversions**

- A. To ensure mixed and balanced communities with a choice of family-sized housing and to manage the cumulative effects of residential conversions on environmental quality and local amenity, the council will protect dwellings suitable for occupation by families of less than 130m<sup>2</sup> (as originally constructed) from conversion into flats.
- B. Where a dwelling has a floor area (as originally constructed) of at least 130m<sup>2</sup>, conversion of the property into self-contained units may be acceptable provided:
- i. the development provides a high quality of accommodation and each new self-contained unit meets the standards for new residential accommodation set out in Local Plan policy H5;
  - ii. the proposal provides a mix of unit sizes including the provision, where practicable, of a family-sized home; at ground-floor level with direct access to a rear garden;
  - iii. the conversion will not lead to an unacceptable level of noise and disturbance to occupiers and adjoining properties (see Local Plan policy Q2);
  - iv. the cycle parking and refuse storage arrangements are adequate and do not, by design or form, adversely affect the quality of the street scene (see Local Plan policies Q12 and Q13); cycle parking standards in Local Plan policy T3 will also apply;
  - v. where a Controlled Parking Zone is in place, no additional car parking permits will be issued to any occupiers of additional housing units created through the conversion;
  - vi. where there is no Controlled Parking Zone the occupants of the additional housing units created will not be eligible for car parking permits in the event that a CPZ is introduced at a later date.

### **Supporting text**

- 5.38 The conversion of larger homes into several flats can provide both additional housing and a range of accommodation sizes. However, numerous residential conversions in one street can affect the mix and balance of communities and result in stress arising from harmful cumulative impacts to environmental quality, local amenity and parking capacity. Local Plan policy H6 therefore

seeks to achieve the right balance in managing residential conversions by setting a minimum size threshold for the existing property to be eligible; by requiring conversions to include a mix of unit sizes, at least one of which is a family-sized home; and by restricting access to additional parking permits.

- 5.39 In applying this policy to existing dwellings being considered for conversion, ‘dwellings suitable for occupation by families’ means houses, purpose-built maisonettes and duplex dwellings with ground-floor access to a rear garden, with three or more bedrooms. These types of properties lend themselves to family occupation. The policy will also apply where a was originally constructed as a dwelling suitable for occupation by families and was subsequently converted to a non-residential use, assuming the loss of the non-residential use is acceptable under other development plan policies. If the existing property is in lawful use as a house in multiple occupation (HMO), Local Plan policy H9 will apply.
- 5.40 Attempts to circumvent this policy, including through reconfiguration of the internal layout of the property, will not be permitted.
- 5.41 ‘As 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.
- 5.42 Other council priorities to bring long-term empty properties back into residential use (Local Plan Policy H3 (c)) may be taken into account in the assessment of individual applications.
- 5.43 Further guidance and standards relating to the design and quality of residential developments is set out in the London Plan and associated guidance. See also Local Plan policies Q7 Urban design: new development, Q12 Refuse/recycling storage and Q13 Cycle storage. Proposals should demonstrate mitigation of potential noise disturbance to lower floor occupants arising from conversion.
- 5.44 The acceptability of conversions of statutory Listed Buildings will be assessed on a case-by-case basis and with a presumption against harm to their significance. The Design Code SPD will provide further guidance on residential conversions, including in Conservation Areas.
- 5.45 Outside of Controlled Parking Zones, future controls will be secured through planning obligations in section 106 legal agreements.

### Policy H7: **Student housing**

- A. The council will seek to manage the development of sites for student housing to ensure the availability of land to meet priority housing and employment needs and the achievement of mixed and balanced

communities. Proposals for student housing will be supported where it can be demonstrated that the development:

- i. does not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, nor displace other key uses such as employment development. Proposals should not result in the loss of employment land or floorspace, unless relevant policy tests (set out in section 6 of the Local Plan) are met, or the loss of existing self-contained dwellings;
  - ii. forms part of a mixed-use development;
  - iii. is supported by evidence of a linkage with one or more higher education provider (HEP) in Lambeth, or within a reasonable travelling distance of Lambeth, as defined in the London Plan. This evidence must include confirmation that the proposed rental levels for the student accommodation are supported by the linked HEP(s) and that the majority of the bedrooms in the development including all of the affordable student accommodation will be secured through a nominations agreement for occupation by students of one or more HEP, for the lifetime of the scheme, as required by London Plan policy H15;
  - iv. would not lead to an over-concentration of similar uses which may be detrimental to the balance and mix of uses in the area or place undue pressure on local infrastructure, and includes a student management plan that, to the satisfaction of the Council, will appropriately mitigate potential harm to residential amenity;
  - v. is located in an area with good public transport access, and easy access to local shops, work places, services and community facilities;
  - vi. provides a range of accommodation types, including cluster flats with shared kitchen and bathroom facilities unless justification is provided as to why this would not be appropriate;
  - vii. is well-designed, providing appropriate space standards and facilities and is sustainable by virtue of being adaptable to alternative residential use;
  - viii. provides high-quality cycle parking facilities in accordance with Local Plan policies T3 and Q13. Pool bikes are particularly appropriate for student housing.
- B. Student housing will be secured by planning obligation or condition relating to the use of land or to its occupation by members of specified educational institutions. Where the accommodation is not secured for students, the development will be considered large-scale purpose-built shared living and considered under London Plan policy H16 and Local Plan policy H13.
- C. The requirements of London Plan policy H15A4 relating to provision of affordable student accommodation will apply.

- D. Leisure facilities within purpose-built student accommodation should be made available for public use in locations where there is an identified shortage of provision. This will be secured through planning obligations.
- E. Temporary use of purpose-built student accommodation during vacation periods for ancillary uses will normally be supported.
- F. The loss of existing student accommodation will be resisted unless it is demonstrated that the facility no longer caters for current or future needs and the floorspace is replaced by another form of residential accommodation that meets other development plan requirements.

### Supporting text

- 5.46 Purpose-built student accommodation makes an important contribution to the diversity of housing in Lambeth. To ensure delivery against the London Plan housing target, the council will seek to ensure that addressing the demand for student housing does not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities.
- 5.47 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
  - whether a site has been identified in the London SHLAA and/or Local Plan housing trajectory as having capacity for conventional housing
  - whether a site has an extant or historic planning permission for C3 housing.
- 5.48 Higher Education Providers (HEPs) are defined in London Plan footnote 77. While the council recognises that provision for specialist student accommodation is needed to support the growth of London’s higher education providers, speculative development of student housing will not be permitted. Proposals must be supported by evidence of a linkage with one or more higher education provider (HEP) This evidence should be provided on submission of a planning application, and will be requested at pre-application stage if this takes place. The accommodation should either be operated directly by a HEP or have a nominations agreement in place in accordance with London Plan policy H15 (see also London Plan paragraph 4.15.3). Applications that do not demonstrate to the satisfaction of the council that the accommodation is linked with a HEP will not be permitted. It is important for private providers of student accommodation to have early discussions with HEPs to ensure the accommodation is designed and built to meet their requirements. The council will expect developers to demonstrate that

they have engaged with the appropriate organisations to ensure that new developments will meet identified need.

- 5.49 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 HEP(s). Where the development is not operated directly by a higher education provider, the affordable student accommodation bedrooms should be part of the purpose-built student accommodation that is subject to a nominations agreement with named HEPs, secured in a legal agreement. The affordable student accommodation should be allocated by the HEP(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. In applying part H7(c)(iii) of this policy, the council will have regard to paragraph 4.15.4 of the London Plan where 100 per cent affordable student accommodation is proposed.
- 5.50 To be sustainable, sites should be located close to the institution they are intended to serve (reachable within 30 minutes) or otherwise have good public transport accessibility (Level 4 or above), and easy access to shops, services and community facilities. The council expects developments to provide high quality cycle parking facilities, which are secure, sheltered, integrated and accessible, in line with policies Local Plan T3 and Q13.
- 5.51 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. An appropriate student management plan will be required to mitigate potential harm to residential amenity and monitoring of this plan will be secured as a planning obligation. Schemes will be considered on a site-by-site basis having regard to their scale and any existing concentrations (including any sites with extant planning permissions). Given the existing concentration of this type of accommodation in the Miles Street character area of Vauxhall (as shown in figure 5.01 and section 5.5 of the Vauxhall Area SPD), additional purpose-built student accommodation is unlikely to be supported in this location to ensure a mixed and balanced community across the Vauxhall part of the NEV Opportunity Area.
- 5.52 Student accommodation should form part of a mixed-use development. Schemes that comprise solely student accommodation will not normally be supported.
- 5.53 Developments should not place undue pressure on local infrastructure, in particular transport or open space. In this regard, the council will consider whether public transport services have existing or committed capacity to accommodate the additional demand generated and whether public open space has adequate capacity to absorb further use, particularly in open space deficiency areas. Where there is an identified shortage of leisure facilities in the location of the proposal (particularly swimming pools, gyms and other indoor or outdoor sports facilities) as set out in the Infrastructure Delivery Plan, any leisure facilities of this type provided as part of the development should be made available for use by the general public at times to be agreed with

the council. This provision and associated maintenance requirements will be secured through a legal agreement.

- 5.54 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 students with disabilities should be fully integrated into any student housing development, with 10 per cent of rooms wheelchair-accessible or easily adaptable for occupation by a wheelchair user in line with London Plan policy D7.
- 5.55 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.
- 5.56 A student management plan should be submitted with all applications, to ensure student welfare and mitigate potential impacts on the local community. This should include an explanation of how student accommodation will be used and managed during university vacations. Examples of temporary use of purpose-built student accommodation during vacation periods for ancillary uses include providing accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses at any institution approved in advance by the council. Conditions and/or legal agreements will be used to ensure that the ancillary use does not result in a material change of use of the building.
- 5.57 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.
- 5.58 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 parking for visiting health and care professionals and, where appropriate, for the safe storage of wheelchairs and mobility scooters, in accordance with London Plan policy H13B;
  - vi. is on a site and in a location suitable for that particular use, having regard to amenity, transport and other environmental impacts; and
  - vii. contributes to creating a mixed, balanced and inclusive community.
- B. The loss of existing housing which meets identified specific community needs will be resisted unless it can be demonstrated that:
- i. the accommodation is no longer needed and the new accommodation will instead meet another identified priority local need; or
  - ii. the existing floorspace will be adequately re-provided to an equivalent or better standard on-site or elsewhere in the borough.
- C. The council will support and encourage proposals which provide adaptations enabling residents to live independently and safely in their own homes.
- D. The council will support new specialist older persons' housing as defined in London Plan policy H13, where it meets identified need. The requirements of London Plan policy H13B will apply and applicants for specialist older persons' housing should demonstrate how the design will address the needs of people with dementia and other long-term health conditions.

### Supporting text

- 5.59 Housing to meet specific community needs in Lambeth can include temporary accommodation for homeless households, sheltered housing with care support, reablement accommodation (intensive short-term), accommodation

for victims of domestic abuse and/or violence, staffed hostels, residential-care and nursing-care homes, extra-care housing, and supported housing provision for children, people with physical and learning disabilities or those with mental health issues who require additional support, older persons and other client groups. These forms of specialist housing often provide essential accommodation for the most disadvantaged and vulnerable residents. Housing to meet specific community needs does not include visitor accommodation. The need for short-term, medium-term and permanent supported and specialised accommodation within Lambeth is assessed in the Lambeth SHMA 2017.

- 5.60 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.
- 5.61 The need for specialist older persons' housing in Lambeth over the plan period is set out in the Lambeth SHMA 2017 and reflected in the London Plan indicative benchmark of 70 additional units per annum (IND5 in the monitoring framework of this Plan, see Annex 7). Provision will be monitored against this indicative benchmark. This need is for the types of specialist accommodation identified in paragraphs 4.13.3 to 4.13.9 of the London plan and does not include nursing homes. There is sufficient nursing home accommodation in Lambeth to meet need over the plan period: the priority is to continue to support people to remain independent for as long as possible in their own home whilst also maintaining the stock of existing nursing home accommodation.
- 5.62 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 as well as the advice of the Council and NHS integrated commissioning service for adult health and social care. Proposals for the development of specialist housing should demonstrate that there is a local need for such accommodation.
- 5.63 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 have regard to the Housing LIN Design Principles for Extra Care housing (2009) in the case of sheltered housing schemes; and to the Care homes for older people: national minimum standards (2003) in the case of residential and nursing care homes. Applicants are also advised to have regard to the 'HAPPI' design principles (Housing our Ageing Population Panel for Innovation Report 2009) and the Royal Town Planning Practice Guidance on Dementia and Town Planning (January 2017). Applications should demonstrate that appropriate provision is made on-site for the safe storage of wheelchairs and mobility scooters.

- 5.64 The council will also seek to ensure that developments make adequate provision for parking with reference to policy Local Plan policy T7, including for visiting health and care professionals.
- 5.65 Applications should include detailed information regarding staffing requirements and visitors (including numbers of staff and visiting care professionals, staff working hours, visiting hours).
- 5.66 London Plan policy H13 sets out specific requirements for specialist older persons' housing, including in relation to delivering affordable housing when the accommodation falls into the C3 use class (which includes sheltered accommodation and extra care accommodation). Co-housing schemes for older people are encouraged, subject to meeting other policy requirements.
- 5.67 Local Plan policy H3 sets out the exceptional circumstances in which proposals for change of use from C3 to C2 accommodation may be considered, with reference to the tests in Local Plan policy H8(a). Proposals for change of use from C2 to C3 accommodation must meet the tests set out in Local Plan policy H8(b) and Local Plan policy H5 with regards to external amenity space.

### 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 as defined in Local Plan policy H6;
  - ii. would meet an identified local need;
  - iii. will be suitable for the intended occupiers in terms of the standard of facilities;
  - iv. will be accessible to public transport, shops, services, community facilities and social networks appropriate to the needs of the intended occupiers;
  - v. will not provide additional off-street car parking where a Controlled Parking Zone exists or is planned, will provide cycle parking in accordance with Local Plan policy T3 and will not have an unacceptable impact on parking conditions and traffic congestion in the area;
  - 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 an inclusive community and would not result in an over-concentration of such uses within a neighbourhood that would harm the mix, balance and well-being of communities by giving rise to anti-social behaviour.

- B. The loss of existing hostels and houses in multiple occupation will be resisted unless it can be demonstrated that:
- i. the accommodation is no longer needed and the floorspace is replaced by another form of residential accommodation that will meet another identified priority local need; or
  - ii. the property is incapable of meeting modern standards; or
  - iii. the existing accommodation will be adequately re-provided to an equivalent or better standard on-site or elsewhere in the borough.

### Supporting text

- 5.68 HMOs are flats or houses permanently occupied by more than one household, where each household does not have exclusive access to all cooking, washing and toilet facilities behind a locked front door. They are classified as either ‘small’ (housing 3 to 6 people) or ‘large’ (housing more than 6 people). The former are classified as class C4 in the Town and Country Planning (Use Classes) Order 1987 (as amended), while the latter are *sui generis*, meaning the use does not fall within a specific use class (see Glossary). This policy covers both categories, unless the proposal meets the Local Plan definition of large-scale purpose-built shared living (paragraph 5.120), in which case London Plan policy H16 and Local Plan policy H13 will apply.
- 5.69 There are permitted development rights which allow changes between small HMOs (Class C4) and residential (Class C3) without the need for planning applications. Planning permission is required for a change of use to a large (*sui generis*) HMO.
- 5.70 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.
- 5.71 In addition to planning requirements, some HMOs require an HMO licence from the council. HMOs let to five or more people living as more than one household, are subject to mandatory licensing requirements. These include minimum bedroom sizes of 6.51m<sup>2</sup> for one person over 10 years of age, 10.22m<sup>2</sup> for two persons over 10 years of age and 4.64m<sup>2</sup> for one child under the age of 10 years. HMO licensing does not grant exemption from the need to obtain planning permission. Further information about HMO licensing can be sought from the Lambeth Private Sector Housing Team.
- 5.72 HMOs and hostels can play an important role in providing accommodation for single people who cannot afford self-contained housing. To demonstrate a proposal is meeting an identified local need, reference should be made to the Lambeth Strategic Housing Market Assessment 2017, the Lambeth Housing Strategy and associated Lambeth strategies for individual client groups; and to Lambeth’s strategy for commissioning accommodation to meet the needs of specific client groups in the borough. The London Plan states that, where they

are of reasonable standard, HMOs should generally be protected. HMOs that are lawful in planning terms (i.e. those with planning permission or established-use rights) and, where applicable, licensed, are protected, subject to the criteria set out in part (b) of the policy. Similarly, hostels for which there is an identified need will be protected.

- 5.73 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.
- 5.74 In addition to the criteria set out in policy H9, proposals must also comply with any relevant standards for houses in multiple occupation; for example regarding fire precaution, WCs and baths/showers and facilities for the storage, preparation and cooking of food, which apply to both licensable and non-licensable properties.
- 5.75 Hostels and small HMOs that meet an identified local need are not subject to the requirement to provide affordable housing under Local Plan policy H2. New large HMOs that are intended as general needs housing for single people (and not to meet the needs of an identified client group) will be expected to make a financial contribution towards affordable housing. This will be calculated on the same basis as for large-scale purpose-built shared living (see Local Plan policy H13).
- 5.76 Hostels and HMOs providing accommodation for vulnerable groups (such as young offenders undergoing rehabilitation or half-way house accommodation for those returning to independent living) are important and necessary uses to meet specific forms of housing need. However, they can in some cases result in anti-social behaviour when too many such uses are located in close proximity, which can in turn have a harmful impact on the mix, balance and well-being of communities. To avoid harmful over-concentration, new uses of this nature should generally be located at least 150 metres away from similar premises (measured by walking distance at street level).

### Policy H10: **Gypsy and traveller needs**

- A. Three pitches for gypsies and travellers will be needed in Lambeth over the plan period to meet identified need. This equates to one pitch every five years. There is no identified need for plots for travelling showpeople in the borough.
- B. The council will meet the needs of Lambeth's gypsy and traveller community by safeguarding the existing gypsy and traveller site in Streatham Vale and managing the churn in vacant pitches on this site to meet the identified future need.
- C. To ensure any new site proposed is economically, socially and environmentally sustainable, proposals should meet the following criteria:
- i. The site is suitable for residential occupation.

- ii. The site does not have an unduly adverse impact on the local environment, the character of the area and the amenities of both local residents and the future occupiers of the site, including the potential for noise, traffic movements and other activities likely to be taking place within or in the vicinity of the site.
- iii. The site has, or will have, a supply of essential services, such as mains gas and electricity, water, sewerage and drainage and waste disposal.
- iv. The site provides accommodation from which travellers can access services and community facilities, in particular schools and health services.
- v. The layout of the site, associated facilities and landscaping, including pitches, hard-standings, amenity blocks, parking and turning areas, amenity and play spaces and boundary treatments, are well planned to ensure the amenity of site residents and adjoining occupiers and facilitate the integration of the site within the surrounding environment.
- vi. The site is not located in an area at high risk of flooding.

### Supporting text

5.77 The council owns and manages a long-established gypsy and traveller site, at Lonesome Way in Streatham Vale, currently with 16 residential pitches. Capacity was increased by one pitch through improvement works in 2015.

A new assessment of need for future accommodation for gypsies and travellers in Lambeth was undertaken during 2014 and updated in 2016 to address national Planning Policy for Traveller Sites as amended in August 2015 (PPTS 2015). The 2016 Gypsy and Traveller Accommodation Assessment update (GTAA update 2016) found there would be a need for three additional gypsy and traveller pitches over the period 2016 to 2031, one every five years, to meet need arising from net new household formation. It found no need for plots for travelling show-people in Lambeth over this period.

5.78 An assessment was undertaken in 2016 of the potential supply of land to meet identified gypsy and traveller needs in the borough. This assessed (a) capacity on the existing site and (b) the supply of other land in Lambeth that is suitable, available and deliverable to meet gypsy and traveller need. This land supply study identified two vacant pitches at the existing Lonesome Way site. The study concluded that re-letting vacancies on the existing site was the most deliverable approach to meeting current and future gypsy and traveller accommodation needs in the borough. Analysis of past lettings demonstrates it is very likely at least one pitch will become available every five years, as required to meet the identified need for three pitches over 15 years. The availability of pitches will be monitored annually.

5.79 The council will continue to protect the pitches on the existing site from change to alternative uses unless they are replaced by equivalent or improved

sites, plots and/or pitches in suitable locations, or are demonstrably no longer needed.

- 5.80 Any applications for new sites should demonstrate that the criteria in Local Plan policy H10 can be met and that consideration has been given to the principles of good design (including adequate landscaping) in the layout of the site. Sites should be designed having regard to the CLG good practice guide ‘Designing Gypsy and Traveller Sites’ (2008), or any guidance that replaces it.

### Policy H11: **Estate regeneration**

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

Lambeth Housing Design Principles, privacy, safety, overlooking, appropriate separation between residential units, and management and maintenance arrangements.

- G. Provision for play and informal recreation should follow the approach set out in London Plan policy S4 and associated Supplementary Planning Guidance.
- H. Estate regeneration schemes should seek to increase permeability and integration into the existing urban fabric; improve safety and access for walking, cycling and public transport use to local amenities for residents; improve the public realm within the estate; and create new walking and cycling routes through estates as appropriate.
- I. General parking standards will apply to estate regeneration schemes, as set out in Local Plan policies T3 and T7, unless exceptional local circumstances are demonstrated.
- J. Applicants for estate regeneration schemes should set out in a supporting statement the overall social, economic, environmental and health benefits of the proposal.

### Supporting text

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

of other benefits (such as improvements to the wider external environment). Viability review mechanisms will be applied in appropriate cases.

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

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

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

5.91 The NPPF requires planning decisions to consider the social, economic and environmental benefits of estate regeneration. In Lambeth’s view, health benefits are equally important to address the objectives of sustainable development. Applicants for estate regeneration schemes should set out in a supporting statement the overall social, health, economic, environmental benefits of their proposal to enable consideration in the decision-making process.

### Policy H12: **Build to rent**

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

- A. Where a development proposal involving Build to Rent has potential to include more than one residential core and/or block, applicants should use this separate core and/or block to provide low cost rented housing to be managed independently by a registered provider of affordable housing. To follow the Fast Track Route, the council will seek 70 per cent

of the overall affordable housing requirement for the development as low cost rented accommodation within this separate core and/or block. The 30 per cent intermediate affordable housing requirement will normally be accepted as discount market rent accommodation within the Build to Rent element of the scheme at London Living Rent levels. If the low cost rented accommodation to be managed by a registered provider in the separate core and/or block equates to less than 70 per cent of the overall affordable housing requirement for the development, the proposal must follow the Viability Tested route. In these circumstances, the council will seek from the applicant the optimum affordable housing offer for the development as a whole.

- B. Where an applicant can demonstrate to the council's satisfaction that it is not feasible in design terms to include a separate residential core and/or block in the development proposal, the council will accept the full affordable housing requirement for the scheme as discount market rent units managed alongside the market rent units, in accordance with the requirements of London Plan policy. To follow the Fast Track Route, the council will seek 30 per cent of the affordable provision at rents equivalent to London Living Rent level, with the remainder at a range of genuinely affordable rents to meet priority housing need in Lambeth, in accordance with the preferred approach set out in the council's Tenancy Strategy. If these requirements are not met, the scheme must follow the Viability Tested route.
- C. The package of discounted units below market rent will be secured through a section 106 legal agreement. This agreement will also cover the approach to letting the discounted market rent units and associated management and monitoring arrangements.
- D. The minimum covenant period for all Build to Rent schemes in Lambeth will be 25 years, to be secured through a section 106 legal agreement. A claw-back mechanism will apply in accordance with London Plan policy.

### Supporting text

- 5.92 The council supports the provision of more high quality, stable rented homes in the borough through the Build to Rent model. The council will apply the definition of Build to Rent and eligibility of Build to Rent schemes for the Fast Track Route in accordance with London Plan policy H11, subject to the additional Lambeth-specific requirements set out in this policy. Schemes that propose a proportion of homes as Build to Rent and a proportion for sale to the market will be considered in accordance with London Plan policy H11E.
- 5.93 The council's preference is to secure low cost rented housing where possible through schemes involving Build to Rent by including this in a separate core and/or block managed independently by a registered provider of affordable housing. The reason is to increase the stock of low cost rented housing secured in perpetuity through management by a registered provider in

Lambeth to meet priority housing need, including through nominations from the council’s housing register. Low cost rented accommodation refers to London Affordable Rent, in accordance with the preferred approach set out in the council’s Tenancy Strategy. Applicants are therefore required to demonstrate that this possibility has been fully explored from the outset in the design of Build to Rent proposals. The onus will be on the applicant to explain the design reasons why it is not feasible to provide a separate core and/or block for low cost rented housing. Only where this has been demonstrated to the satisfaction of the council will the council accept the full affordable housing requirement as discount market rented accommodation managed alongside the market rented accommodation.

- 5.94 Where low cost rented housing is provided in a separate core or block, this should be equivalent in design and appearance to the rest of the housing proposed in the scheme and maintained as such.
- 5.95 Percentages of affordable housing will be calculated on the basis of habitable rooms. The levels of discount for the affordable units to be provided in Build to Rent schemes have been tested through the viability evidence supporting this Plan.
- 5.96 The covenant period for Build to Rent schemes in Lambeth will be 25 years to ensure they make a long-term contribution to meeting housing need in the borough across all tenures. A claw-back mechanism will be applied in accordance with London Plan policy and national planning practice guidance on Build to Rent, to recoup the value of the affordable housing provision that is withdrawn if affordable housing units in Build to Rent blocks are converted to another tenure after the expiry of the 25 year covenant period. If a Build to Rent scheme includes more than one Build to Rent block, each block may be subject to a separate covenant and claw-back provision in the legal agreement. A valuation of the market and affordable units must be included within the S106 agreement to enable the level of clawback to be calculated in the event that the covenant is breached. Prior to the end of the covenant period, if the applicant wishes to deviate from the covenant in any way they must apply to vary the s106 agreement. This will be assessed using the methodology set out in the London Plan and associated guidance. Subsidy for affordable housing recouped through the use of a claw-back mechanism will be recycled for alternative affordable housing provision in Lambeth.
- 5.97 The Discount Market Rent units within Build to Rent blocks should be marketed in the following way:
- Under parts (a) and (b) of the policy, for the 30 per cent secured at rents equivalent to London Living Rent levels, the units should be advertised via the GLA Homes for Londoners portal and allocated in accordance with the criteria for eligibility for intermediate affordable housing set out in the council’s Tenancy Strategy.
  - Under part (b) of the policy, the 70 per cent secured at a range of genuinely affordable rents to meet priority housing need in Lambeth should be advertised via the Lambeth Private Sector Solutions service. This offers

a tenant-finding service and dedicated tenancy sustainment team who support tenants after they move in. The service carries out affordability checks on prospective tenants and typically arranges viewings with multiple candidates, allowing the landlord to choose the tenant. If the landlord has not found a suitable tenant through this process within six months, the landlord will be free to market the properties more widely to other priority groups in the borough subject to income thresholds appropriate to the level of rent secured for the units (social tenants, local residents and those working in the borough)

- 5.98 The arrangements for management and monitoring of these tenancies, and provisions for tenants at the end of the covenant period, will be set out on a scheme by scheme basis in a section 106 legal agreement in accordance with national planning practice guidance on Build to Rent.
- 5.99 The council will generally follow the approach to review mechanisms for Build to Rent schemes set out in the Mayor’s Affordable Housing and Viability SPG.
- 5.100 The mix of dwelling sizes should be as set out in Local Plan policy H4. Applicants will be asked to demonstrate how family-sized units with three or more bedrooms have been designed with a layout primarily to be suitable for family use. This is likely to include a range of bedroom sizes and generous living space, which will also contribute towards optimising density. It is acknowledged that some larger flats may be used by sharing adults as opposed to families, however it is considered that this form of occupation can still occur appropriately within flats designed primarily for family use. Design standards for Build to Rent developments are as set out in London Plan policy H11 and Local Plan policy H5.

### Policy H13: **Large-scale purpose-built shared living**

- A. Development proposals for large-scale purpose-built shared living will be supported where they meet both the requirements of London Plan policy H16 and the following additional Lambeth-specific requirements:
- i. each private unit includes at least 15m<sup>2</sup> functional living space separate from the communal facilities;
  - ii. communal space meets the minimum requirements for houses in multiple occupation;
  - iii. the location has good or excellent public transport accessibility and is well-served by local services; and
  - iv. includes a management plan that, to the satisfaction of the Council, will appropriately mitigate potential harm to residential amenity.
- B. A development proposal for large-scale purpose-built shared living will not be permitted where:
- i. it would result in the loss of existing self-contained residential accommodation (C3);

- ii. it is proposed on a site allocated or protected for other uses;
  - iii. it is proposed on a site with an extant planning permission for C3 housing; and/or
  - iv. it would result in an over-concentration of similar uses, including purpose-built student accommodation, which may be detrimental to the balance and mix of uses in the area or place undue pressure on local infrastructure.
- C. Affordable housing contributions should be made in accordance with London Plan policy H16 in the form of a single upfront payment to Lambeth based on 50 per cent discount to market value of 35 per cent of the units (or 50 per cent of the units where the London Plan threshold applies), to be secured through a section 106 legal agreement.

### Supporting text

- 5.101 In Lambeth, large-scale purpose-built shared living developments are generally considered to consist of at least 30 non-self-contained units.
- 5.102 Given the very high density nature of this type of accommodation, proposals should be located in parts of the borough with good or excellent public transport accessibility levels and well-served by local services. An appropriate management plan will be required to mitigate potential harm to neighbouring residents and monitoring of this plan will be secured as a planning obligation. Car and cycle parking standards set out in the London Plan and Local Plan policies T7 and T3 will also apply.
- 5.103 Large-scale purpose-built shared living schemes may be able to help meet housing need among single-person households in Lambeth by adding to the stock of rooms available for rent in the borough.
- 5.104 15m<sup>2</sup> is the minimum personal living space considered acceptable in a large-scale purpose-built shared living development in Lambeth. A smaller area per person would not provide an adequate living environment for the health and well-being of people in the borough. Each personal room should include windows to provide natural daylight. Community space should meet the minimum standards expected of houses in multiple occupation (including at least one set of cooking facilities for every 2-5 persons and two sets for every 6-10 persons). Storage space should be provided in both private and communal areas.
- 5.105 Proposals for large-scale purpose-built shared living should not compromise delivery of self-contained housing to meet Lambeth's London Plan housing target. When considering whether a proposal for large-scale purpose-built shared living would compromise capacity to meet the need for conventional dwellings in the borough the council will have regard to:
- whether a proposal would displace existing C3 residential accommodation

- whether a site has been allocated for housing
- whether a site has been identified in the London SHLAA and/or Local Plan housing trajectory as having capacity for conventional housing\_
- whether a site has an extant planning permission for C3 housing

5.106 Several schemes of this nature in close proximity, and/or in proximity with student housing schemes, could adversely affect the mix and balance of population in a neighbourhood or result in particular local pressures on services and infrastructure given their very high-density characteristics. The policy therefore would not support proposals with potential to result in an over-concentration of such uses in a neighbourhood. Over-concentration, including purpose-built student accommodation, will be assessed on a case by case basis, having regard to the location of the site and local circumstances. Generally two uses of this nature, including purpose-built student accommodation, will not be permitted on adjacent sites.

# Section 6: **Economic Development, Retail and Town Centre Uses**

# Section 6: Economic Development, Retail and Town Centre Uses

- 6.1 The policies in this section take forward the spatial approach set out in section 3 based on:
- the London Plan Central Activities Zone
  - London Plan Opportunity Areas
  - Key Industrial and Business Areas (KIBAs) (see Annex 3)
  - the hierarchy of major, district and local town centres (see Annex 2).
- 6.2 Various policies in this section require evidence of unsuccessful marketing of business and other commercial premises 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.
- 6.3 The council will apply London Plan policy S6 public toilets in relation to the provision of free publicly-accessible toilets in large-scale commercial developments that are open to the public. These should include fully accessible and fully equipped changing facilities for people with disabilities and their carers.

## Policy ED1: Offices

- A. Proposals for large offices (1,000m<sup>2</sup> or more gross external area) will be supported in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and Brixton and Streatham major town centres. Elsewhere, large office development will be supported where the scale of the proposal is appropriate to its location and the PTAL level is 4 or above and subject to the sequential test in section 7 of the NPPF.
- B. Proposals for smaller offices (up to 1,000m<sup>2</sup> gross external area) will be supported in the Central Activities Zone, Opportunity Areas and all town centres, subject to other plan policies relating to the existing use of the land, environment, transport and design. Proposals for smaller offices outside town centres will be subject to the sequential test in section 7 of the NPPF and other plan policies.

C. Proposals involving a complete loss of office floorspace will not be permitted unless the following tests are met.

Either

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

or

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

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

D. Redevelopment of offices for a mix of uses will be supported if the quantity of original office floorspace is replaced or increased as part of the development or elsewhere in the vicinity within Lambeth, incorporating existing businesses where possible. Outside of the CAZ, partial replacement of existing office floorspace in a mixed use redevelopment may be supported where other significant planning benefits are delivered and it can be demonstrated that the maximum feasible and viable proportion of office floorspace is included in the scheme, and/or that the replacement space will result in an intensification of office use. In these circumstances, viability evidence must be provided.

E. Where appropriate to the scheme, the phasing of delivery of different uses within mixed-use schemes may be secured by planning obligation.

F. Development proposals for new office floorspace greater than 2,000 m<sup>2</sup> (gross external area) should consider the scope to provide a proportion of flexible workspace suitable for micro, small and medium-sized enterprises, in accordance with London Plan policy E2. This can include a variety of types of space including serviced offices and co-working space. Opportunities for long-term management of the flexible workspace by a company specialising in the management of this type of space should be fully explored.

G. All new office floorspace intended for use by micro, small and medium-sized enterprises should be made available to the market fully fitted out to turn-key standard, unless an agreement is in place prior to occupation with a specialist small business space management company.

H. Planning obligations or conditions will be used as appropriate to secure the provision of small or flexible office space and any measures for its fitting out and future management.

## Supporting text

- 6.4 Lambeth needs to protect and increase its stock of office floorspace to support investment and economic growth. The presumption in policy is therefore no loss of existing office floorspace and support for new office space in appropriate locations in accordance with London Plan policy E1. However, office floorspace will not be protected where it is demonstrated that it is ancillary to, or integral to the operation of, a hospital or other strategically important health facility. Where replacement office floorspace is provided within the vicinity of the proposed development, this should be in Lambeth and generally be within a one kilometre radius of the proposal site. Intensification of office use will be measured through an increase in worker to floorspace ratio, taking account of potential for flexible working.
- 6.5 In some locations in Lambeth, demand for smaller office units is stronger than demand for large-scale offices of 1,000 m<sup>2</sup> or more. When submitting a planning application for change of use, it is not sufficient to demonstrate that there is no demand for large-scale offices of the existing type on the site. It is also necessary to explore the potential to upgrade the building to meet modern requirements, or to adapt the building to meet the needs of smaller firms, including those in growth sectors such as the creative and digital industries.
- 6.6 The appropriate supporting evidence required in section (c) of the policy should include a viability assessment which addresses the feasibility and economic viability of refurbishing, renewing or modernising larger office buildings for use as smaller office units. It should be produced by a qualified surveyor familiar with the local market for business premises. The council may seek independent validation of the report in order to assess the quality of the evidence provided; the applicant will be expected to cover the cost of this assessment. Independent verification of the applicant's marketing evidence and feasibility/viability assessment will be at the applicant's expense. The use of vacant office space for short-term meanwhile uses is supported, subject to other development plan policies. Short-term meanwhile uses within the two year marketing period would not count as occupation for the purposes of the marketing requirements.
- 6.7 Under clause (d) of the policy, partial replacement of office-floorspace in a mixed-use redevelopment may be considered outside of the CAZ. Generally, no less than 50 per cent replacement floorspace will be expected in these circumstances; and in all cases the applicant must demonstrate the maximum feasible and viable quantity of replacement office floorspace has been provided. Supporting evidence must be provided with the application, including viability information; the council may seek independent validation of

this information and the applicant will be expected to cover the cost of this assessment. It will also be necessary to demonstrate that other significant planning benefits will be achieved through a mixed-use approach, such as improvements to the quality, flexibility and adaptability of the office space and delivery of new housing with a threshold level of affordable housing (or the maximum viable level of affordable housing subject to viability testing).

- 6.8 Applicants should make clear in their submission whether some or all of the proposed new office floorspace is intended for use by micro, small and medium-sized enterprises.
- 6.9 Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy. The council has introduced Article 4 directions removing permitted development rights for change of use from B1a office to C3 residential across the whole of the Central Activities Zone in Lambeth, and in Brixton Town Centre, parts of Clapham and ten KIBAs. The council will consider the introduction of further Article 4 directions of this nature in other parts of the borough where there is evidence that office to residential permitted development rights are harming the stock of office floorspace in the borough to the detriment of businesses and the borough’s potential for economic growth.

### Policy ED2: **Affordable workspace**

- A. In accordance with London Plan policy E3, the council will apply the following requirements for the uplift of affordable workspace in the following locations:
- i. In Waterloo/Southbank and Vauxhall developments proposing at least 1000m<sup>2</sup> gross office floorspace should provide 10 per cent of the rentable floorspace (Net Internal Area (NIA)) at 50 per cent of market rents for a period of 15 years;
  - ii. In Oval, Kennington and Clapham developments proposing at least 1000m<sup>2</sup> gross office floorspace should provide 10 per cent of the rentable floorspace (NIA) at 80 per cent of market rents for a period of 15 years;
  - iii. In the Brixton Creative Enterprise Zone (CEZ) developments proposing at least 1000m<sup>2</sup> gross office floorspace should provide 10 per cent of the rentable floorspace (NIA) as affordable workspace for a period of 25 years with the following discounts on market rents:

	CEZ within town centre boundary	CEZ outside town centre boundary
Between 1000m <sup>2</sup> and 5000m <sup>2</sup>	No discount	50 per cent of market rents
Between 5,001m <sup>2</sup> and 10,000m <sup>2</sup>	65 per cent of market rents	65 per cent of market rents
Greater than 10,000m <sup>2</sup>	50 per cent of market rents	80 per cent of market rents

- B. The affordable workspace secured should be provided on-site and be designed to meet a local need for office, light industrial or research and development workspace.
- C. Affordable workspace must be made available in one of the following ways:
- i. Leased and managed by an affordable workspace provider on the council's approved list in accordance with an agreed workspace management plan.
  - ii. Managed directly by the owner where it is demonstrated to the satisfaction of the council that they have the necessary skills and experience and an agreed workspace management plan is in place.
  - iii. Leased by the owner to one or more end users on the council's approved register of organisations that require non-managed affordable workspace.
- D. The affordable workspace should be made available for occupation within 12 months of first occupation of the non-affordable workspace. In phased developments, the affordable workspace can be delivered on a pro-rata basis, requiring that at least the minimum amount triggered for that phase is delivered and ready for occupation within 12 months of the occupation of the non-affordable workspace element. Where affordable workspace is being provided through a phased mixed-use development, planning obligations will be required to ensure timely delivery.
- E. In exceptional circumstances, a payment in lieu may be accepted where it can be demonstrated to the satisfaction of the council that on-site provision is not feasible and/or that a greater economic impact would be achieved through this route. The payment should be calculated using the method set out in Annex 9. Payments in lieu will be used by the council to support the provision of affordable workspace anywhere in Lambeth.
- F. Proposals that do not provide the level of affordable workspace required by this policy will be required to submit viability information, which will be independently assessed. Where this assessment determines that a greater level of affordable workspace could viably be supported, a higher level

of affordable workspace will be required, capped at the level required by the policy. In addition, early and late viability reviews will be applied to all schemes that do not provide the level of affordable workspace required by the policy.

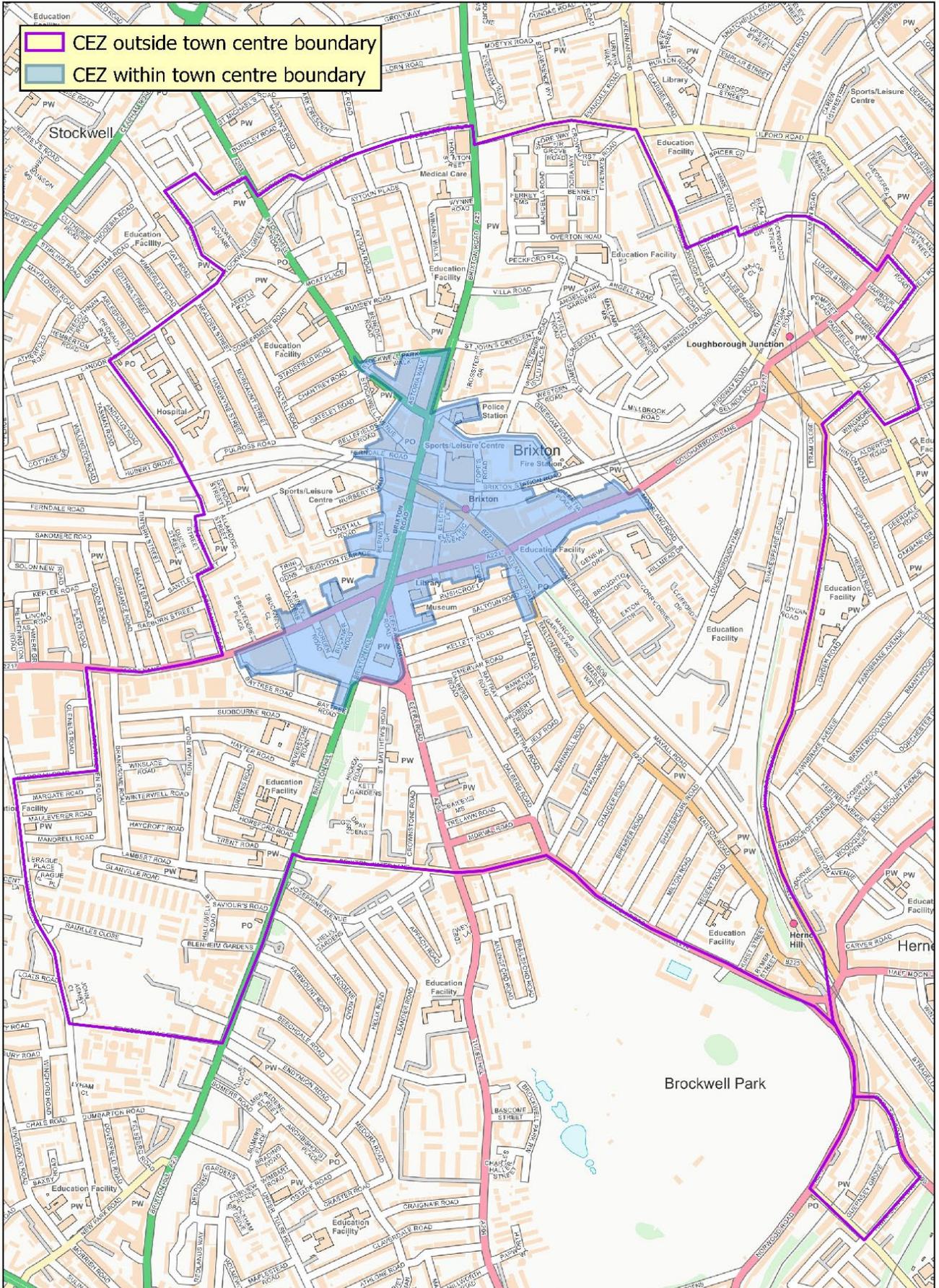
- G. Proposals requiring planning permission that involve the loss of existing affordable workspace will not be permitted unless the quantum of affordable workspace is replaced on-site or re-provided elsewhere in Lambeth on equivalent terms to the satisfaction of the council.

## Supporting text

- 6.10 The London Plan defines affordable workspace as workspace that is provided at rents maintained below the market rate for the space for a specific social, cultural, or economic development purpose. These types of workspaces, for example business incubators, accelerator spaces and creative production spaces, are an integral part of London’s ecosystem, including for creative and digital innovation.
- 6.11 Local evidence highlights that the borough provides a focus for micro, small and medium-sized enterprises, however rising rents and changes to permitted development rights have put this identity at risk. Brixton is a designated Creative Enterprise Zone which supports the growth of creative and digital industries. Lambeth therefore needs to maintain its existing affordable workspace and provide a new supply of affordable workspace to ensure that the cost of space does not prevent micro, small and medium-sized enterprises in key business sectors (such as social enterprises, third sector organisations, and in the creative and digital industries) from continuing to operate and grow in the borough. Further justification for the policy is set out in the Workspace Topic Paper 2019.
- 6.12 The levels of affordable workspace required by the policy, and the time periods for which the discount will be applied, have been tested for viability in the Local Plan and Community Infrastructure Levy Viability Review July 2018 and The Brixton Creative Enterprise Zone: Affordable Workspace Analysis 2018. The areas referred to in the policy ED2 a) i) and ED2 a) ii) correspond to CIL charging zones A (Waterloo/ Southbank and Vauxhall) and B (Kennington, Oval and Clapham).
- 6.13 The policy will apply to all applications involving 1,000m<sup>2</sup> or more gross office floorspace in the areas of Lambeth identified in part (a) the policy, but the requirement for affordable workspace would only apply to the net uplift in office floorspace. This includes applications for the redevelopment and extension of existing offices, but will not include office floorspace that is ancillary to, or integral to the operation of, a hospital or other healthcare facility. The policy will also apply to planning applications that involve refurbishment of existing office space where this would result in an increase in the quality and rental value of the space. Affordable workspace will be secured through s106 planning obligations. Further information on the implementation of the policy

and approach to planning obligations is set out in the council's Affordable Workspace SPD. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy. The application of the policy would require an applicant to demonstrate at least 6 months' continuous lawful use during the three years prior to the permission, mirroring the approach taken in the application of CIL.

- 6.14 The affordable workspace secured should be provided on-site and be designed to meet a local need for office, research and development or light industrial floorspace. In the majority of cases affordable workspace will be provided as affordable office space. In the Creative Enterprise Zone, and elsewhere in support of CDIs in particular, it may be appropriate to provide the affordable workspace as discounted light industrial and/or research and development space, where this is feasible in design terms. In these circumstances, the proportion of affordable workspace provided could be lower than the policy requirement given the lower values associated with this type of space. The proportion of discounted floorspace in these cases will be determined through consideration of site characteristics and viability.
- 6.15 For the purposes of calculating the reduced rents for affordable workspace, the market rent is the expected rent that would have been achieved at market rates for the discounted space. Service charges should be set at a reasonable level that does not offset the overall affordability of the space. The market rent (and associated service charges) will be assessed on a case by case basis at the time of the application, taking into account the nature and location of the proposed development.
- 6.16 The boundary of the Brixton Creative Enterprise Zone (CEZ) is defined on the map on page 89. The Brixton CEZ covers the whole of Brixton town centre plus a wider area outside of the town centre. The Brixton Creative Enterprise Zone: Affordable Workspace Analysis 2018 identified that development viability generally differs in these two parts of the CEZ. Consequently, in the policy ED2 a) iii), different affordable workspace discount rates are required in different parts of the CEZ, depending on the quantum of office floorspace being proposed.



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- 6.17 In exceptional circumstances the council may accept a payment in lieu (PIL) where the applicant has demonstrated to the satisfaction of the council that on-site provision is not feasible and/or that a greater economic impact would be achieved through this route. The PIL calculation for affordable workspace is shown in Annex 9. PIL will be spent anywhere in Lambeth because there is a need for affordable workspace borough-wide (see Workspace Topic Paper 2019).
- 6.18 The council will expect affordable workspace to be provided through one of the three routes referenced in part (c) of the policy. In relation to part (c)(i) and (iii), the council will maintain a council-approved list of workspace providers and a register of organisations requiring non-managed affordable workspace. Applicants are encouraged to engage with providers at an early stage in the planning process.
- 6.19 Under (c)(ii), the workspace can be managed directly by the owner of the building. Whilst the policy requirement is expressed as a percentage of floorspace, it is acknowledged that in some cases a building owner may wish to provide the affordable workspace in the form of discounted memberships giving access to a range of spaces rather than discounted rents on a defined percentage of space. In these circumstances, the value of the discounted memberships should be equivalent to the capital value of providing the required percentage of discounted floorspace. The PIL calculation in Annex 9 can be used to identify the capital value.
- 6.20 Applications that include an element of affordable workspace to be managed by an affordable workspace provider (c)(i) or managed by the building owner (c)(ii) must include a draft Workspace Management Plan (WMP) that sets out how the workspace will be managed and the terms of its provision. This requirement will be secured through a planning obligation. Further guidance relating to the content of WMPs is set out in the Affordable Workspace SPD.
- 6.21 Applications that propose the required level of affordable workspace may be eligible for the Fast Track Route, assuming all other policy requirements are met to the satisfaction of the council. For mixed-use schemes involving housing, applications will only qualify for the Fast Track Route if they propose the required level of both affordable housing and affordable workspace.
- 6.22 Applications that propose levels of affordable workspace below the policy requirement will be viability tested. Viability information must be submitted with the planning application in accordance with the requirements set out in the council's Development Viability SPD. Applicants will be expected to pay for the cost of the independent viability assessment. Viability tested schemes will be subject to viability reviews as set out in the Affordable Workspace SPD. Review mechanisms provide a reappraisal mechanism to ensure that maximum public benefit is secured over the period of the development. They allow increases in section 106 contributions up to the level required by the policy, to reflect changes in the value of a development from the date of planning permission to specific stages of the development programme.

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

### Policy ED3: **Key Industrial and Business Areas (KIBAs)**

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

### Supporting text

- 6.26 KIBAs are Lambeth's Locally Significant Industrial Sites (LSIS) and are listed in Annex 3 and shown on the Policies Map. In accordance with London Plan policy E4, Lambeth's KIBAs are a vital part of the local economy representing the borough's strategic supply of land for industry, business, logistics and services to support London's economic function and to enable sufficient land of the right type is available in the right places and at the right time to support growth and innovation and be flexible enough to accommodate needs not anticipated in the Plan, allow for new and flexible working practices and enable a rapid response to changes in economic circumstances. The London Plan

places Lambeth within the Central Services Area and optimising employment use. (CSA). CSA status requires a particular focus on sustainable ‘last mile’ distribution/logistics, ‘just-in-time’ servicing (such as food service activities, printing, administrative and support services, office supplies, repair and maintenance), waste management and recycling, and land to support transport functions, to service the functioning of the Central Activities Zone. Waste management and recycling are also particularly important uses in KIBAs given the requirement to meet the London Plan waste apportionment (see Local Plan policy EN7).

- 6.27 Lambeth undertook a review of its KIBAs to inform the partial review of the Lambeth Local Plan 2015 in the context of the Mayor’s evidence on industrial land and capacity in the revised London Plan (Lambeth Review of KIBAs 2019, updated 2020). This study included an analysis of occupancy and development activity in the existing KIBAs in Lambeth and assessed whether any changes were needed to current designations, as well as considering potential for intensification. It also assessed potential for designation of additional land as KIBA. The assessment was carried out in parallel with Lambeth’s input to the London Strategic Housing Land Availability Assessment (SHLAA) 2017. It also took account of comments in response to public consultation on the Draft Revised Lambeth Local Plan in 2018, and of the parallel assessment of waste management capacity in the borough (Waste Evidence Base updated 2020). Overall, the study presents a strong picture, finding very high levels of occupancy and industrial/business related development activity in the majority of existing KIBAs in Lambeth. However, changes to the boundaries of nine existing KIBA are proposed in the study as a result of changing circumstances, as is one full de-designation. Four new KIBAs are proposed but the result is an overall net loss of designated industrial land.
- 6.28 The level of industrial floorspace capacity lost in Lambeth in recent years, in combination with these boundary changes, means that any scope for intensification within KIBAs must be prioritised for industrial floorspace capacity, rather than to allow space for non-industrial uses. Lambeth does not need to rely on KIBA land to meet and exceed its London Plan housing target. KIBA land must be prioritised instead to meet the requirements of Lambeth’s CSA location and the London Plan waste apportionment. Industrial intensification appropriate within the KIBAs includes intensification for light and general industry including emerging industrial-related sectors; storage and logistics/distribution including ‘last mile’ distribution close to central London, wholesale, consolidation centres and collection points business and waste management uses use; utilities infrastructure; some rail and bus infrastructure; flexible hybrid spaces to accommodate services that support the wider London economy and population; low-cost industrial and related space for micro, small and medium-sized enterprises (including many in the creative, cultural and digital industries and other sectors such as food-making and distribution); and research and development of industrial and related products and processes. New B2 and B8 uses are particularly encouraged. The

approach to industrial intensification should follow that set out in the London Plan and the guidance in the Mayor’s Industrial Intensification Primer.

- 6.29 Given the position explained above, only three KIBAs or parts of KIBAs are identified on the Policies Map as having potential for industrial intensification and co-location with other uses, based on particular circumstances affecting those locations. See the Review of KIBAs for further information. For sites in KIBAs with potential for industrial intensification and co-location, the appropriate amount of industrial floorspace to be re-provided will be assessed as the existing quantum of floorspace and/or actively used yardspace, or 65 per cent plot ratio (defined as total proposed industrial floorspace divided by total proposed site area), whichever is greater for the site in question; unless a site specific policy in the Site Allocations DPD specifies an alternative approach. This is based on the methodology in the Mayor’s evidence on London Industrial Land Demand (CAG October 2017).
- 6.30 Some KIBAs include existing office space, usually in the form of small business units and/or as part of a permission for flexible B1 space. These business units are important to the Lambeth economy and in some cases are protected by an Article 4 direction removing permitted development rights for change of use from office to residential. However, going forward any potential for intensification within KIBAs should be for industrial uses that meet the definition in London Plan policy E4. This could include flexible workspace within Class E, so long as it is not used for retail, food and drink or leisure uses (which will be controlled as appropriate through conditions or planning obligations). Proposals for intensification in KIBAs that affect existing office floorspace should ensure that the uplift in floorspace is provided in the form of space that falls within the London Plan definition, which could include flexible workspace within Class E as described above. Proposals for additional floorspace intended for office use only will not generally be permitted in KIBAs because office space is a main town centre use and none of the KIBAs is located in a town centre.
- 6.31 In some cases, uses such as small-scale cafés and gyms intended primarily to serve the needs of those working in and visiting the KIBA, may be considered appropriate. Proposals for café, restaurant or leisure uses that would, by virtue of their use, location or configuration, attract significant numbers of customers with no connection to the KIBA will not be permitted. Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses in KIBAs.
- 6.32 The council’s approach to waste management uses is set out in Local Plan policy EN7. The approach to land in existing use for transport or support functions is set out in Local Plan policy T4.
- 6.33 ‘Green industries’ refer to businesses which contribute to achieving a low carbon economy such as environmental goods and services. Examples include recycling; refurbishing and repair; production and distribution of renewable energy technologies; and facilities that enhance the recovery of materials and resources from waste streams (resource recovery or ‘upcycling’).

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

#### Policy ED4: Non-designated industrial sites

- A. The intensification of industrial uses on non-designated industrial sites is encouraged through introduction of small units, development of multi-storey schemes, addition of basements or more efficient use of land through higher plot ratios. Development proposals of this nature should have regard to operational yard space requirements (including servicing) and mitigate impacts on the transport network where necessary.
- B. Development proposals for change of use, mixed-use or residential development on non-designated industrial sites will be assessed under London Plan policies E2 and E7 sections C and D. Where marketing is required by the policy, this should be for at least one year and the site should be vacant during this period. To be eligible for the Fast Track Route, a 50 per cent affordable housing threshold will apply to proposals of this nature if there is a net loss of industrial floorspace capacity, in accordance with London Plan policy H6. London Plan policy D13 Agent of Change will also apply to mixed-use developments on non-designated industrial land.
- C. Development proposals involving the provision of new industrial floorspace and/or operational yard space outside of KIBAs will be assessed under London Plan policies E2 and E4. New B2 and B8 uses should generally locate in KIBAs, away from neighbouring residential uses. For new waste management uses, see Local Plan policy EN7.
- D. Development proposals for new commercial, business and service floorspace greater than 2,500 m<sup>2</sup> (gross external area) should consider the scope to provide a proportion of flexible workspace or small units suitable for micro, small and medium-sized enterprises.

#### Supporting text

- 6.36 Non-designated industrial sites are defined in the London Plan as sites containing industrial and related functions that are not formally designated as Locally Significant Industrial Sites in the Local Plan. In Lambeth, this means industrial sites outside of KIBAs.

- 6.37 Intensification proposals under section (a) of the policy that involve the creation of basements will not generally be permitted where the costs involved in the creation of the basement adversely affect development viability to the detriment of affordable housing provision.
- 6.38 ‘Industrial uses’ are as defined in London Plan policy E4A and include a number of *sui generis* uses such as builders’ yards, telecommunications centres and postal sorting offices, bus depots, freight interchanges, tyre retail and fitting, cash and carry warehouses. Industrial floorspace capacity includes operational yard space capacity as defined in London Plan Policy E4A.
- 6.39 Some specific employment-generating *sui generis* uses are covered by separate policies in the Local Plan and are not considered to be industrial uses for the purposes of this policy. These are:
- ambulance, fire or police stations – policy S2
  - theatres and rehearsal rooms – policy ED13
  - work-live accommodation – policy ED5
  - mini-cabs, taxis and private hire vehicles – policy T9
- 6.40 Land in existing use for transport or support functions is also covered by Local Plan policy T4. Waste related uses are also covered by Local Plan policy EN7.
- 6.41 There is a shortage of lower-cost workspace for small businesses across Lambeth, particularly for businesses in the creative sectors, as set out in Topic Paper 3: Workspace. In addition to the lower cost space within KIBAs, non-designated industrial sites can contribute to providing a range of types of space available to small businesses in these sectors. Development proposals that involve the loss of existing industrial space outside of KIBAs will be assessed against the tests in London Plan policy E2C. Requirements for affordable workspace in Local Plan policy ED2 only apply to development proposals for office floorspace.
- 6.42 Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.

### Policy ED5: **Work-live development**

- A. Work-live development will not be permitted in Key Industrial and Business Areas. It may be acceptable on non-designated industrial land and in the Brixton Creative Enterprise Zone and the West Norwood Creative Business Cluster, provided it does not result in the loss of a site which is suitable for continued business use and it meets the provisions set out within this policy.
- B. The work element should be physically distinct from the residential accommodation with a separate access. Servicing arrangements should

be appropriate to the scale of the use proposed and located so as to minimise impacts on residential accommodation. The residential element should aim to meet the standards for housing development in policy H5 wherever practical.

- C. Change of use of work-live accommodation to residential use will not be permitted.
- D. Where planning permission is required, the use of existing housing for home-working purposes will be supported where:
  - i. it is a subsidiary part of the use of the dwelling and does not compromise the continuing use of the accommodation for residential purposes; and
  - ii. the nature and form of the work activity would not have an unacceptable impact on the residential amenity of an area through for example noise, servicing, goods deliveries, traffic generation or hours of hours of activity that would be likely to cause nuisance.

### Supporting text

- 6.43 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.
- 6.44 It is recognised that combined work-live units contribute to the range of homes and the range of business premises in the borough and can offer a number of benefits including a reduction in traffic, more efficient use of land, minimising business start-up costs, and supporting flexible working. Work-live development will generally be supported where it does not result in the loss of sites that are suitable for continued business use or the loss of permanent housing (see Local Plan policy H3). It will generally be treated in the same way as housing in applying all other Local Plan policies, including the provision of affordable housing.
- 6.45 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 description potentially used to circumvent policies designed to protect employment space and affordable housing obligations. Existing work-live properties will be safeguarded from changes of use to residential.
- 6.46 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.

- 6.47 Plans accompanying planning applications will be assessed for adequate separation of residential and business uses. Servicing should be located appropriately and not impact on residential accommodation, particularly in terms of amenity or traffic movements.

### Policy ED6: Railway arches

- A. The use of railway arches within London Plan Opportunity Areas and major, district and local centres for commercial, business, service, leisure and community uses and appropriate *sui generis* uses will be supported. B2 micro-breweries will also be supported in town centre locations, subject to assessment and mitigation of potential harm to neighbouring uses. Within town centres, the requirements of other relevant Local Plan policies, including places and neighbourhoods policies, will apply.
- B. Elsewhere, industrial uses will be supported. Proposals for nightclubs in railway arches outside of town centres will not be permitted. Proposals for change of use of railway arches from industrial uses to other commercial or community uses will be considered against other development plan policies relevant to the proposed use. Proposals for contiguous sets of railway arches are encouraged to enable a comprehensive approach.
- C. Proposals to use railway arches for car parking will not be permitted.
- D. Class C and residential *sui generis* uses will not be permitted in railway arches.
- E. Where necessary to make a development proposal acceptable in planning terms, applications affecting railway arches will be required to improve the immediate environment around the arches, including the public realm. This will include accessibility, safety, servicing and lighting appropriate to the location and the opening up of routes that contribute to the ‘Low Line’ project. In some circumstances the loss of useable railway arch floorspace may be supported as part of major development proposals where it is demonstrated this is necessary to increase site permeability and/or achieve public realm improvements.

### Supporting text

- 6.48 In relation to section (a) 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. ‘Industrial uses’ in part (b) are as defined in London Plan policy E4A.
- 6.49 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. Applicants are strongly encouraged to bring forward proposals for contiguous sets of railway arches, to enable a comprehensive approach and more effective consideration against the wider place-shaping objectives set out in the policies for places and neighbourhoods in section 11 of the Local Plan.

- 6.50 In the case of railway arches located within Key Industrial and Business Areas, Local Plan policy ED3 takes priority over other policies in the plan. In general, new B2 uses are encouraged to locate within KIBAs but they may be suitable in some railway arches outside of KIBAs. A micro-brewery is an example of a B2 use that may be appropriate in a railway arch outside of a KIBA. Micro-breweries may also be appropriate in town centre locations where they include an ancillary tap-room because this can add to activity levels in the centre. Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.
- 6.51 See the Places and Neighbourhoods policies for potential locations of the Low Line project.

## Policy ED7: Town centres

- A. The council will support the vitality and viability of Lambeth’s hierarchy of major, district and local centres, and Central Activities Zone retail clusters, 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 Central Activities Zone retail clusters;
  - iii. delivering the regeneration of Lambeth’s town centres;
  - iv. improving existing retail facilities;
  - v. supporting and protecting market areas and areas of specialist shopping including the Lower Marsh/The Cut/Leake Street Special Policy Area;
  - vi. safeguarding local shops and other local services to meet community need within neighbourhoods; and
  - vii. encouraging new residential development on appropriate sites as part of a wide mix of town centre uses and supporting the conversion of unused or underused space above ground floor units for new residential accommodation (subject to the requirements of other relevant policies relating to the existing use of the property).

- B. Development within centres will be encouraged in accordance with national policy to provide up to 800m<sup>2</sup> net additional comparison retail floorspace across the borough by 2041.
- C. Development in town centres and Central Activities Zone retail clusters 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 ED8 (evening economy and food and drink uses), ED10 (betting shops and payday loan shops) and ED11 (local centres). Active frontage uses will be required at ground floor level. Exceptions will be allowed only outside of the primary shopping area where the nature of the development does not allow for this and/or it can be shown that a fully serviced active frontage use is unlikely to be let, and it can be demonstrated that the proposal would contribute to enhancing the vitality and viability of the centre.
- D. Proposals for town centre uses in edge of centre and out-of-centre locations will be assessed against the sequential test and impact assessment set out in the NPPF. Applications that fail the sequential test and/or where the impact assessment (where required) demonstrates significant adverse impact will not be permitted. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Classes E, F1 or F2 in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.
- E. Major redevelopment proposals will be required to re-provide on affordable terms any small shop premises that would be lost and ensure that these are available at the same time as the main elements of the development, subject to viability. This will be secured through conditions or, where appropriate, planning obligations.
- F. In accordance with London Plan policy E9, major development proposals should provide an appropriate mix of unit sizes. Large-scale commercial development proposals (containing over 2,500m<sup>2</sup> gross shop, service and food and drink floorspace) should consider the provision of small shops.
- G. The subdivision of larger units of over 250 m<sup>2</sup> 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.
- H. The conversion or change of use of the storage and yard facilities of existing retail units will not be permitted where this would compromise the viability or future use of the remaining retail unit.

## Supporting text

- 6.52 Lambeth’s town centres are listed in Annex 2 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 uses as defined in the NPPF. The boundaries of primary shopping areas are also shown on the Policies Map. In the Central Activities Zone (CAZ) proposals for retail, service, leisure, recreation and other appropriate uses should be focussed on the identified CAZ retail clusters and the Lower Marsh/The Cut/Leake Street Special Policy Area. However, such proposals will be acceptable elsewhere in the Central Activities Zone without the need for a sequential test, provided any impact on the identified CAZ retail clusters and Lower Marsh/The Cut/Leake Street Special Policy Area is carefully considered first.
- 6.53 Future comparison retail capacity is taken from the Greater London Authority’s report on Consumer Expenditure and Comparison Goods Floorspace Need in London (Experian, October 2017). The figure in the policy relates to the period 2015-2041 and is a net figure derived from the ‘baseline’ scenarios in the study. The quantum of net additional retail floorspace completed in the borough will be monitored.
- 6.54 When considering whether a development is of an appropriate scale, consideration will be given to factors such as the size and amount of town centre floorspace being provided and where this is appropriate when considering the size, role and function of the centre and its catchment in relation to the town centre network set out in Annex 1 of the London Plan and Annex 2 of the Local Plan.
- 6.55 Active frontage uses in a town centre are those that bring activity to the street frontage through a flow of people entering and leaving the premises at ground floor level and a glazed façade through which activity can be seen from the street. This natural surveillance also has potential to discourage crime and anti-social behaviour. All commercial, business and service uses, learning and non-residential institutions, local community uses and appropriate *sui generis* uses such as beauty salons or nail bars; launderettes; nightclubs; cinemas; bingo halls; concert halls; dance halls; live music venues; public houses, wine bars and drinking establishments; hot food takeaways and theatres at ground floor will be expected to be designed to provide an active frontage. Amusement arcades are not considered to provide an active frontage when the interior cannot be viewed from the street. Mini-cab and private hire vehicle offices are considered appropriate *sui generis* uses within town centres, subject to the requirements of Local Plan policy T9. Residential use of ground floor premises in the middle of a town centre shopping parade can detract from the vitality and viability of the parade or centre and can raise safety concerns.
- 6.56 The London Small Shops Study (June 2010) defines a ‘small shop’ as being one of around 80m<sup>2</sup> 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.

- 6.57 Centre-specific policies which clarify the approach to managing the proportions of shops and food and drink uses in major and district centres and the CAZ retail clusters are set out in the Places and Neighbourhoods section of the Plan. The approach for all local centres is addressed in Local Plan policy ED11. The two other centres in Lambeth are cross borough district centres, the majority of which falls within the neighbouring borough (Lavender Hill/ Queenstown Road and Camberwell). For the purposes of assessing proposals affecting shop units within these two centres, Local Plan policy ED11 will apply.
- 6.58 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 units in a particular use 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.
- 6.59 Unless marketing evidence demonstrates no demand, larger units of over 250 m<sup>2</sup> 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.
- 6.60 The Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) establish use classes and permitted development rights for some changes of use between classes. Planning permission is not needed when both the present and proposed uses fall within the same use class (such as within the E use class) or if a change of use is permitted to another specified class. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E to achieve the objectives of this policy and to maintain the function of primary shopping areas and ensure an appropriate mix of uses in town centres. The council will monitor the impact of the changes to the Use Class Order on the function of the town centre network. Further guidance may be provided in the form of a Supplementary Planning Document. Some permitted development rights are subject to a prior approval process. For the purposes of the prior approval process, ‘key shopping area’ is defined as being a designated town centre or CAZ retail cluster.

### Policy ED8: **Evening economy and food and drink uses**

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

- A. Evening and food and drink uses should be primarily located in town centres and Central Activities Zone retail clusters in accordance with the requirements in the Places and Neighbourhoods policies in Section 11.
- B. Evening and food and drink uses will not be permitted where this would cause unacceptable harm to community safety or the amenity of neighbouring residential areas and sensitive uses as a result of:
  - i. noise;
  - ii. litter;
  - iii. increase in anti-social behaviour;
  - iv. visual intrusion arising from service plant such as ventilation and air conditioning equipment;
  - v. size and scale of the proposal;
  - vi. operating hours;
  - vii. impact of delivery vehicles/services;
  - viii. traffic generation and impact on traffic flow and road safety.
- C. Proposals for evening and food and drink uses should be accompanied by a management plan and a customer management plan, including mitigation measures for any negative impacts of these uses. Impacts such as noise and light pollution on local wildlife and biodiversity should be considered through appropriate location, design and scheduling to address the requirements of London Plan policy G6 Biodiversity and access to nature.
- D. The use of outdoor areas including garden areas, rooftops, forecourts and pavements in association with food and drink uses will be supported only where:
  - i. this would not cause unacceptable harm to the amenity of adjoining residential property and the area generally, taking into account the size and type of the proposal, the hours of use proposed and the nature and character of the area; and
  - ii. in the case of pavements, the width of the footway is adequate to allow this without obstructing pedestrian flow, and the use is arranged so as not to be a hazard to people with disabilities and older people and families with small children. This may require a suitable means of enclosure to demarcate the extent of the use. Stopping up of public highway to provide private outdoor seating areas will be resisted, especially in town centres.
- E. Proposals for hot food takeaways will not be permitted if proposed within 400 metres of the boundary of a primary or secondary school. The opening hours of hot food takeaways may be controlled through conditions where this is considered necessary to manage impacts on neighbouring residential amenity. Operators are encouraged to comply with the Healthier Catering Commitment standards. Proposals for drive-through takeaways will not

be permitted in any location. Proposals for the redevelopment of existing drive-through takeaways for other uses will be supported, subject to other development plan policies.

- F. Applications for food and drink uses where home delivery of food is proposed should include a Delivery and Servicing Plan providing details of the scale of operation, delivery collection points, locations for parking of delivery vehicles/bikes and hours of operation, to enable assessment of impacts. In areas of high footfall or where there are highway safety or amenity issues, the council will not permit home delivery services. In other situations the council will seek to agree a management plan with the applicant.

### Supporting text

- 6.61 Food and drink uses include cafes and restaurants, public houses, wine bars, drinking establishments and hot food takeaways. Evening economy uses include food and drink uses, night clubs, live music and/or dance venues and other entertainment activities. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Class E in order to achieve the objectives of this policy, to manage the impact of food and drink uses on amenity and to avoid the proliferation of main town centre uses outside of town centres.
- 6.62 Sensitive uses include nursing homes, older people’s accommodation, hospitals, hospices and places of worship.
- 6.63 The evening economy in areas such as Clapham High Street, Brixton and Vauxhall has brought investment and vitality into local areas and the London Plan identifies many of Lambeth’s town centres as making a significant contribution to London’s evening and night-time economy. However, this can have negative impacts on local residents and the local environment needs to be carefully managed. See the policies for the Places and Neighbourhoods in Section 11 and in particular, policy PN3 in relation to the Brixton night-time economy management zone. The council will monitor the impact of the changes to the Use Class Order on evening and food and drink uses, including any emerging harmful concentrations of these uses. Further guidance may be provided in the form of a Supplementary Planning Document.
- 6.64 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.
- 6.65 The council is committed to improving the health of its residents and to reducing childhood obesity. The restriction of hot food takeaway shops within 400 metres from a school equates to a walking time of 10 minutes and will help to reduce pupils’ access to unhealthy food options. 400 metres

will be calculated on the basis of the shortest walking distance from the entrances and exits of an existing or proposed primary or secondary school. In accordance with London Plan policy E9, proposals for hot food takeaway uses may be conditioned to require the operator to achieve and operate in compliance with the Healthier Catering Commitment standard. Drive-through takeaways are not permitted because they promote car-use, which adversely affects congestion, air quality and public health.

### Policy ED9: Public houses

- A. In accordance with London Plan policy HC7, the 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 24 months and evidence that all reasonable efforts have been made to preserve the facility;
  - ii. the proposal would not result in the loss of a service or facility of particular heritage, economic, social or cultural value to the local community; and
  - iii. the proposed alternative use will not detrimentally affect the vitality of the area and the character of the street scene.
- B. Changes of use 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 commercial, business and service, community or appropriate *sui generis* use in town centres; or for an alternative social infrastructure use outside of town centres, demonstrated through marketing evidence. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Classes E, F1 and F2 in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.
- 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, staff accommodation or other features within the curtilage of the public house which might render the public house use unviable.
- E. Proposals for new public houses will be supported within Lambeth's town centres, subject to other development plan policies.

F. This policy applies to lawful public houses and sites previously in lawful pub use, whether currently in use as a public house or vacant. The council will have regard to the Campaign for Real Ale (CAMRA) definition of a public house when applying this policy.

### Supporting text

- 6.66 Over recent years many pubs in Lambeth have been lost to alternative uses, or have closed and are currently vacant. Changes to the Town and Country Planning (Use Classes) Order 1987 (as amended) mean pubs are now a *sui generis* use.
- 6.67 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 contribute to the culture, identity, heritage and character of an area.
- 6.68 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.
- 6.69 Where applications for the change of use or redevelopment of a public house are received, the council will require evidence that:
- a comprehensive sustained marketing campaign has been undertaken, offering the public house for sale as a going concern and using an agreed realistic independent valuation of the premises and in a condition that allows the property to continue functioning as a pub;
  - the marketing campaign has run for a period of at least 24 months before the planning application is submitted, as specified in the London Plan;
  - if marketing has been based wholly or partly on an alternative community or employment use, there has been prior discussion with the council on the principle of the proposal;
  - the public house has been offered for sale locally, and in the region, in appropriate publications and through relevant specialised agents;
  - it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business; and

- the CAMRA Public House Viability Test, or a similar objective evaluation method, has been employed to assess the viability of the business and the outcomes (to be shared with the council) have demonstrated that the public house is no longer economically viable.
- 6.70 When assessing whether a pub has heritage, cultural, economic or social value, the council will consider whether the public house meets the tests outlined in paragraph 7.7.6 of the London Plan. The listing of a pub as an Asset of Community Value will also be a material planning consideration.
- 6.71 The council will also need to consider whether:
- there are alternative licensed premises within easy walking distance (400m) of the public house
  - any such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application
  - the role the public house plays in the provision of space for community groups to meet, and whether the loss of such space would contribute to a shortfall in local provision, will be a material consideration in the assessment of applications.
- 6.72 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 uses that can provide an active frontage (commercial, business and service, learning and non-residential institutions, local community or appropriate *sui generis* uses) in line with policy. Outside of town centres, appropriate social infrastructure uses will be preferred and evidence of marketing for alternative social infrastructure uses will be required before a change of use outside of these use classes will be accepted.
- 6.73 Proposals for new public houses in town centres will be considered under Local Plan policies ED7 and ED8. The council will also consider issues such as licensing ‘cumulative impact zones’. London Plan policy D13 Agent of Change may also apply.

### Policy ED10: **Betting shops and payday loan shops**

#### A. Applications for betting shops will not be permitted:

- i. in district centres, other than West Norwood, where this would lead to an over concentration defined as being more than three betting shops or more than 1 in 10 consecutive premises; or
- ii. in local centres where this would lead to an over concentration defined as being more than one betting shop per centre; or
- iii. where it would lead to an increased perception or likelihood of reduced vitality and commercial viability in the area; or

- iv. where, because of its nature and its location, it is likely to give rise to anti-social behaviour and disturbance to local residents and users of the town centre and a risk to the level of crime.
- B. Applications for payday loan shops will not be permitted:
- i. in local and district centres where this would lead to an over-concentration of such uses, defined as being more than one per centre; or
  - ii. it would lead to an increased perception or likelihood of reduced vitality and commercial viability in the area.
- C. The approach to betting shops and payday loan shops in Waterloo, Brixton, Streatham and West Norwood/Tulse Hill is set out in their respective Places and Neighbourhoods policies.

### Supporting text

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

### Policy ED11: Local centres and dispersed local shops

- A. The council will support and protect the role of local centres and local shops in meeting the day to day needs of communities. Active frontage uses, and particularly retail uses, will be encouraged and protected. Where

- new ground floor units are created, generally 50 per cent of this ground floor floorspace should be in commercial, business and service use. Where necessary and justified, the council will use conditions/and or planning obligations to limit uses consented within Class E to achieve the objectives of this policy.
- B. To ensure the vitality, viability and function of local centres, the change of use of ground floor units will be supported only where the use proposed is an active frontage use and an appropriate mix and balance of uses is retained. The requirements of Local Plan policies ED8, and ED10 also apply.
- C. Exceptionally, the loss of active frontage uses within local centres will be allowed where it is demonstrated that:
- i. the premises have been actively marketed over a continuous period of at least one year for an active frontage use compatible with the function of the centre, and it has not been possible to secure an occupier; and
  - ii. the proposal would not detrimentally affect the character of the centre.
- D. The loss of dispersed local shops 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 shop or social infrastructure use compatible with the location, and it has not been possible to secure an occupier; and
  - ii. there is a town centre or accessible provision of essential daily goods within reasonable walking distance (within 400m).

## Supporting text

- 6.78 There are 42 designated local centres in Lambeth, which are listed in Annex 2 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.
- 6.79 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 shop uses locate in local centres

and cannot control changes of occupier within the E use class as planning permission is not required. However, the council will seek to ensure that local centres provide a good mix of appropriate commercial, business, service, community, learning and non-residential institution uses.

- 6.80 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 active frontages, 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 permitted unless it is demonstrated through marketing evidence that the unit is unlikely to be let for an active frontage use (see paragraph 6.26). The provision of community uses may be appropriate to support the viability and vitality of the local centre in preference to a change of use to residential.
- 6.81 The aim of retaining active frontage units should not result in long-term vacancies, particularly where there is no prospect of achieving an occupier. Nevertheless, the council would need to be satisfied that every effort has been made to let premises for an active frontage use (as defined under Local Plan policy ED7, excluding hot food takeaways in close proximity to schools) 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 active frontage use. 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.
- 6.82 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.
- 6.83 Proposals affecting ground floor shops should retain or provide a shop-front with a window display.
- 6.84 Reasonable walking distance will be assessed based on a safe walking route using public highways and footways.
- 6.85 This policy also applies to the parts of Lavender Hill/Queenstown Road and Camberwell district centres that fall within Lambeth.

## Policy ED12: **Markets**

- A. Proposals for new off-street permanent, indoor or street markets, car boot sales and temporary markets will be supported provided that:
- i. the scale, nature and location would not harm existing shopping facilities or markets located within town centres;

- ii. there would not be an unacceptable impact on local amenity or the general environment;
  - iii. adequate provision is made for 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 permitted. Where construction of a development could adversely affect a street market, applicants should assess this impact and propose mitigation measures to ensure the street market can continue to operate.

### Supporting text

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

### Policy ED13: Visitor attractions, leisure, arts and cultural uses

- A. In accordance with London Plan policy HC5, the council wishes to promote, safeguard and improve leisure, recreation, arts and cultural facilities in the borough where they meet local and wider needs, especially in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and in town centres.
- B. Visitor attractions and major leisure and cultural activities located in the Central Activities Zone, Vauxhall and Waterloo London Plan Opportunity Areas and Brixton and Streatham major town centres will be supported. Proposals should demonstrate in a visitor management plan how the potential impacts of high volumes of visitors would be managed, including appropriate provision for short term coach parking and, if necessary, long

- term coach parking on site. Planning obligations will be sought to address any additional public service provision and maintenance, including local transport services, required as a result of the development in accordance with the approach set out in Annex 9. Planning obligations may also be sought for improvements to the public realm, especially on routes to and from public transport nodes.
- C. Change of use or loss of existing visitor attractions, leisure, arts and cultural uses will not be permitted. Redevelopment for mixed use will only be supported where the existing use is re-provided on site, or a replacement facility is provided elsewhere in the locality. In exceptional circumstances, commuted payments may be accepted for replacement leisure, arts or culture uses elsewhere in the borough.
- D. Commercial development related to cultural facilities on the South Bank and in Waterloo will be supported where it is associated with arts and cultural uses or is ancillary and complementary to the arts and cultural uses and where it can be demonstrated that:
- i. it is essential to the development and/or the retention of arts and cultural facilities;
  - ii. it would not undermine the primary character and function of the South Bank as an arts and cultural quarter; and
  - iii. any enabling development supports and enhances the function and role of the arts or cultural facility that is proposing the development.
- E. Temporary use of vacant commercial premises, open space and public realm for performance and creative work will be supported, subject to the nature of the proposed activity and the requirements of other policies. Open space will be expected to be returned to its previous use and improvements made to the quality of the open space.

## Supporting text

- 6.89 Lambeth has many cultural venues and facilities which are identified in the London Cultural Infrastructure Map and the Lambeth Cultural Infrastructure list. The council wishes to safeguard and improve leisure, recreation, arts and cultural facilities such as art centres, art galleries, museums, cinemas, dance and music performance venues and theatres, where they meet local and wider needs, especially in town centres, unless adequate replacement provision is made. These uses will be primarily assessed against Local Plan policy ED13. Some more local community facilities, such as community halls and meeting spaces, libraries, indoor play, indoor recreation and sports facilities, as well as pubs and open spaces, also make an important contribution to the cultural life of the borough because they provide space for cultural activities and events. These uses will be primarily considered against Local Plan policies S1, S2, ED9 or EN1 as appropriate, but, in some cases Local Plan policy ED13 may

also apply depending on the nature of their usage and having regard to the London Cultural Infrastructure Map and Lambeth Cultural Infrastructure list.

- 6.90 Major development proposals for leisure, recreation, arts and cultural facilities should be accompanied by a visitor management plan, which addresses how the impacts of high volumes of visitors will be managed, including any implications for public services, including local transport services. Planning obligations will be sought to mitigate any negative impacts identified. Financial contributions towards management and maintenance arrangements will be calculated in accordance with the charging approach set out in Annex 9. Proposals for arts and cultural programming will be considered against Local Plan policy Q4. All proposals should address the requirements of public safety set out in policy Q3.
- 6.91 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, National Poetry Library, Queen Elizabeth Hall and Purcell Rooms), the National Theatre and the British Film Institute (BFI). The regeneration of the South Bank is a priority for the council as well as all major stakeholders in the area. This is recognised in the vision and strategic objectives of the Local Plan and in policy PN1 – Waterloo.
- 6.92 The criteria for enabling development listed in section (d) of the policy will be applied to proposals for commercial development within the South Bank Strategic Cultural Area that are associated with or ancillary to, but not specifically for, arts and cultural uses. This will normally be secured through a legal agreement. A reasonable proportion of restaurant and café uses will be considered enabling development that supports the function and role of arts and cultural uses however other uses, for example hotels and residential accommodation, will not.

#### Policy ED14: **Hotels and other visitor accommodation**

In accordance with London Plan policy E10:

- A. Visitor accommodation (C1) will be supported in town centres, where it does not cause unacceptable harm to local amenity and the balance and mix of local land uses. Outside town centres, proposals for new visitor accommodation will be assessed against the sequential test for main town centre uses in accordance with national planning policy. In all locations, visitor accommodation should be of an appropriate scale for the proposed location and should not unacceptably harm the balance and mix of uses in the area, including services for the local residential community.

- B. Additional visitor accommodation (C1) will be supported in Vauxhall outside of wholly residential streets or predominately residential neighbourhoods subject to the following area specific requirements:
- i. Strategically important hotels should be located in the parts of the Opportunity Area that are within the CAZ. Strategically important hotels and other forms of visitor accommodation will be supported in this location where they are part of a mixed-use development, do not result in the loss of office space or other strategic functions of the CAZ and do not intensify the provision of serviced accommodation in a way that causes unacceptable harm to local amenity or the balance of local land uses.
  - ii. In the rest of the Opportunity Area and in the parts of the CAZ that are not within the Opportunity Area, visitor accommodation of up to 100 rooms will be supported where they are part of a mixed-use development, do not result in the loss of office space or other strategic functions of the CAZ and do not intensify the provision of serviced accommodation in a way that causes unacceptable harm to local amenity or the balance of local land uses.
- C. Additional visitor accommodation (C1) will only be permitted in Waterloo within the boundary of the Central Activities Zone (CAZ) where it does not cause unacceptable harm to local amenity or the balance and mix of local land uses.
- D. Proposals to extend existing visitor accommodation will only be supported in the locations set out in clauses a) and b), subject to the other requirements of this policy being met.
- E. In all locations set out in clauses a) and b), proposals for visitor accommodation (C1) will be acceptable only where it can be demonstrated that the development does not compromise a site's capacity to meet the need for conventional dwellings, especially affordable family homes.
- F. Proposals for new or extended visitor accommodation should include an assessment of impact on neighbouring residential amenity, including cumulative impact taking account of existing hotels nearby. Where necessary, measures to mitigate harm to residential amenity will be secured through planning obligations.
- G. Proposals for new or extended visitor accommodation should include a visitor management plan that assesses the impacts of additional visitor numbers on the local area, such as increased demand on local transport facilities and on public services to manage and maintain the public realm; and sets out how these impacts will be managed. Planning obligations will be sought to mitigate any identified impacts.
- H. All new visitor accommodation should meet the highest standards of accessibility and inclusion, in accordance with the requirements set out in London Plan policy E10. Applicants should submit an Inclusive Design Statement with their proposals.

- I. All new visitor accommodation should make a positive contribution to townscape, should be of a high quality design and be designed to meet relevant quality standards so that it may be accredited by the National Quality Assessment Scheme.
- J. All new hotels will be expected to provide facilities for business visitors, including meeting rooms and workspaces. The potential for business and leisure facilities within hotels to be made available for public use in locations where there is an identified shortage of provision will be explored. Public use of hotel facilities will be secured through planning obligations.
- K. Provision of pick-up and set-down points for taxis and coaches should be appropriate to the site and development, as demonstrated through a transport assessment, and preferably be provided on site.
- L. Where it is demonstrated, through at least one year’s marketing evidence, that there is no longer demand for existing visitor accommodation, change of use will be supported subject to the requirements of other development plan policies.

## Supporting text

- 6.93 Given the significance of tourism to London’s and Lambeth’s economy it is important that Lambeth contributes to meeting the accommodation needs of tourists and business visitors. There are many benefits of the visitor economy including training and employment opportunities and local spending within the area, particularly for local businesses. In recent years, Lambeth has made a strong contribution to London’s supply of new hotel rooms. The borough’s pipeline and stock of new hotel rooms is largely concentrated in the north of the borough. There is also a good supply of other forms of visitor accommodation including short-term lets and the use of student halls during university holiday periods that supplements the supply of traditional serviced visitor accommodation.
- 6.94 To support the growth of the visitor economy in other parts of the borough, visitor accommodation is encouraged to locate in Lambeth’s major and district centres. The provision of a range of types of visitor accommodation in Lambeth is supported, including budget and mid-range accommodation and accommodation for business travellers.
- 6.95 Whilst Lambeth recognises the economic benefits of visitor accommodation, it is important to ensure an appropriate mix and balance of uses in each neighbourhood and to avoid significant concentrations of one type of use at the expense of others. The policy therefore sets out an approach to managing the intensification of visitor accommodation in the north of the borough where the greatest concentrations of this use exist.
- 6.96 When considering whether a proposal is of an appropriate scale, regard will be had to the location of the site and local circumstances. ‘Balance and mix of uses’ will be assessed on a site by site basis having regard to the

characteristics of an individual locality, including existing concentrations of visitor accommodation, and the nature and scale of the proposed development. Generally, two uses of this nature will not be permitted on adjacent sites. This assessment will take account of the visitor management plan provided and the potential to effectively mitigate negative impacts on the local area through planning obligations.

- 6.97 In accordance with the London Plan, strategically important visitor accommodation will only be supported in the parts of Waterloo and the Vauxhall Nine Elms Opportunity Areas that are in the CAZ. Strategically important visitor accommodation is defined as having floorspace of more than 20,000m<sup>2</sup> (GIA). To ensure the council can meet the need for other uses, including housing, office and other strategic functions of the CAZ, hotels in Vauxhall will be expected to be part of mixed-use developments. When considering whether a proposal intensifies the provision of serviced accommodation and whether this causes unacceptable harm to local amenity or the balance of local land uses, the council will have regard to the location of the site and local circumstances. Generally, two hotels will not be permitted on adjacent sites to prevent concentrations of this type of use.
- 6.98 When considering whether a proposal for visitor accommodation would compromise capacity to meet the need for conventional dwellings in the borough the council will have regard to:
- whether a proposal would displace existing C3 residential accommodation
  - whether a site has been allocated for housing
  - whether a site has been identified in the Local Plan housing trajectory as having capacity for conventional housing
  - whether a site has an extant planning permission for C3 housing.
- 6.99 See Topic Paper 5: Visitor accommodation for further justification of the policy approach.
- 6.100 An Inclusive Design Statement should demonstrate new visitor accommodation is meeting the requirements of London Plan policies E10 and D5. The needs of those requiring additional access features and assistance should be considered alongside the requirements for wheelchair accessible rooms.
- 6.101 Information about the National Quality Assessment Scheme and quality standards can be found at [www.visitenglandassessmentservices.com](http://www.visitenglandassessmentservices.com).
- 6.102 To ensure that hotels provide facilities for business visitors, new hotels will be expected to provide ancillary spaces such as meeting rooms and flexible working areas, unless it is demonstrated not to be feasible because the hotel is too small to accommodate them. In areas with an identified shortage of workspace and meeting space, the council will explore potential for these business facilities to be made available for use by other local small businesses at agreed times. Where there is an identified shortage of leisure facilities in the location of the proposal (particularly swimming pools, gyms and other indoor

or outdoor sports facilities) as set out in the Infrastructure Delivery Plan, the council will explore the potential for any leisure facilities of this type provided as part of the hotel to be made available for use by the general public at times to be agreed with the council. This provision and associated maintenance requirements of both business and leisure facilities will be secured through a legal agreement.

- 6.103 Proposals for short-stay apartments intended for people visiting London will be considered as C1 visitor accommodation. Proposals for the use of existing C3 accommodation as short-term lets will be considered against Local Plan policy H3.
- 6.104 The council will publish annual monitoring information on visitor accommodation in the borough.

### Policy ED15: **Employment and training**

- A. In accordance with London Plan policy E11, the council will support employment and training schemes to maximise local employment opportunities and help address skills deficits in the local population. Planning obligations will be used to ensure major development proposals contribute to this aim by fulfilling the requirements set out below.
- B. Applications for major development must include a site-specific Employment and Skills Plan (ESP) and the developer will be expected to agree to deliver the commitments secured in the ESP. The ESP should address, in detail, how the developer intends to deliver the following requirements:
- i. A target of 25 per cent of all jobs created by the development (in both the construction phase and net additional jobs for the first two years of end-use occupation of the development) to be secured by the council for local residents.
  - ii. Developers to engage with local schools, colleges and/or community organisations to promote amongst young people the range of careers available, skills and qualifications needed for employment in the construction and commercial sectors of the end-use occupiers in place during the first two years of the development.
  - iii. The council will expect the developer to make all reasonable endeavours to meet the obligations set out in (i) and (ii), above. The developer is expected to make or bring about the necessary provision to meet these obligations. However, if the developer can demonstrate to the satisfaction of the council that there are circumstances specific to the scheme such that either direct provision is not operationally feasible, or that an alternative means of delivery would result in a more effective outcome, then the council may consider a financial contribution in lieu. In these circumstances, the amount of the contribution will be based on the calculation set out in Annex 9.

- C. In addition to the obligations in (b) above, major development proposals will be expected to make financial contributions to help support those sections of the Lambeth workforce that are furthest from employment, having been out of work for a long period of time and/or having low levels of skills. The financial contributions will be used by the council to fund local training and support to enable access to newly created employment opportunities arising from development for those who may struggle to access the opportunities without extra support, in particular the long-term unemployed and young people. The approach to calculating these financial contributions is set out in Annex 9.
- D. Applicants will be required to provide monitoring reports on the implementation of their ESP at agreed regular intervals to enable the council to fulfil its monitoring obligations.
- E. Payment of planning obligations relating to employment and skills will normally first fall due on the implementation of planning permission. A section 106 agreement will set out the detailed arrangements for the timing of payments in individual cases. Completed planning agreements will also provide for a monitoring fee linked to the overall package of obligations.

## Supporting text

- 6.105 Promoting employment and training opportunities for local people will generate local employment opportunities and reduce the need to travel, which will contribute to sustainable economic development. Focusing activities mainly on those most marginalised from the workforce, including those that lack the skills required by employers, will help to reduce deprivation and inequalities and improve social inclusion.
- 6.106 Seeking planning obligations to maximise the potential of the current Lambeth population to compete for the jobs being created, whether during the construction phase or end user phase, through improving their skills levels, is necessary to ensure that future development is economically and socially sustainable, and that barriers to employment for those marginalised from the workforce are removed. It is important the economic benefits of new development in terms of improved local skills and employment outcomes are realised.
- 6.107 Skills levels are a key determinant of a sustainable local economy, but they also have an impact on employment opportunities and thus an individual's economic prosperity. Improving the skills of the local labour force will be key to maintaining its economic competitiveness. Securing obligations for employment training of local people will help to ensure that local residents are given access to the right skills training so they can take advantage of opportunities created by new development. The Council works with other London boroughs on programmes which can involve the sharing of job vacancies across boroughs. Opportunities secured from developments in Lambeth may be made available through these programmes.

- 6.108 In order to improve the prospects for young people in Lambeth, and ensure that local businesses are able to attract an appropriately qualified workforce, there is a need to better integrate the education system with the labour market and to expand the range of vocational routes into work (Work Foundation (2014) London: addressing the youth employment challenge).
- 6.109 Major development will be required to produce a site specific Employment and Skills Plan (ESP). Developers are encouraged to contact the council’s Employment team at the pre-application stage in the development process, so that the content of a proposed ESP can be discussed before a planning application is submitted. Funding to deliver activities contained in the ESP will be the responsibility of the developer.
- 6.110 The ESP itself will need to have been approved by the council by an agreed point in the development process (typically, three months prior to implementation, although exact timescales will need to be agreed as part of the detail of the planning obligations in individual cases).
- 6.111 The ESP will need to contain realistic estimates of the numbers and types of jobs the developer envisages being created by the construction phase, and the number and types of net additional jobs created by the end-use phases, and actual figures will need to be supplied through 6-monthly monitoring reports. In assessing expected levels of employment generation the council will have regard to evidence on employment densities of end uses based upon standard employment density benchmarks. For example, the Homes & Communities Agency Employment Densities Guide 2015.
- 6.112 It is expected that the developer will work with the council or its nominated agent and use all reasonable endeavours to achieve the 25% target through one or more of the following measures<sup>1</sup>:
- Provision of apprenticeships for Lambeth residents, with demonstrable targeted engagement of those aged under 25<sup>2</sup>. The council expects that ordinarily, one new apprenticeship would be capable of being generated by every 1,000m<sup>2</sup> of development or every 10 residential units provided<sup>3</sup>. Apprenticeships can be from the construction or end-use phase, or a combination of the two. These apprenticeships will need to be open to candidates nominated by the council (or another agency as agreed by the council) who are seeking recognised Level 2 or above NVQ qualifications.

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

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

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

- Provision of employment opportunities in the end-user phase which have appropriate support to make them suitable for long-term unemployed Lambeth residents<sup>4</sup> (for example, those who have been out of work for at least two years). The council would expect every 2,500 m<sup>2</sup> of development to be capable of generating at least one paid job placement lasting for a minimum of six months. These supported employment opportunities will need to be open to candidates nominated by the council (or another agency as agreed by the council).
- Provision for notification of job vacancies, arising from both the construction and end-use occupation, to the council or any other agency nominated by the council.
- Provision for delivery of bespoke pre-employment and skills training for Lambeth residents that will provide them with the skills and experience to access the jobs that are being created.

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

- Career inspiration: speakers provided to schools, role models to inspire and encourage career progression, work ‘taster’ events.
- Employability: mentoring and support for specific cohorts of young people (e.g. under-achievers, high achievers, young people from particular areas or estates), sessions on employer expectations, mock interviews and interview preparation.
- Curriculum support: advice on curriculum design to bring employer relevance into lessons.
- Work-based learning: workplace visits to complement curriculum, work experience placements.

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

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

The final amount of any in lieu contribution will be assessed as part of the detailed assessment of the scheme

# Section 7: **Social Infrastructure**

# Section 7: Social Infrastructure

- 7.1 Social infrastructure includes community meeting spaces, places of worship, libraries and premises for the delivery of essential services including education, youth services, childcare and early years; health and social care; sport, recreation and play; 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. The Infrastructure Delivery Plan provides a list of relevant infrastructure strategies and programmes.
- 7.4 Local Plan policies S1 and S2 apply to facilities such as healthcare, childcare, higher, further and adult education, training, community halls and meeting spaces, libraries, indoor play, indoor 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. Outdoor sport facilities and playing fields will be considered under Local Plan policy EN1.
- 7.5 State-funded nursery, primary, secondary, Special Educational Needs (SEN) schools and sixth forms are covered separately in Local Plan policy S3.
- 7.6 Site allocations are included where necessary in this section to achieve the delivery of essential social infrastructure projects during the plan period. See also site 11 in section 11 (Vauxhall), which includes provision of a new primary school.

## Policy S1: Safeguarding existing social infrastructure

- 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 equivalent or better functionality to serve the needs of the area; or
  - iii. development of the site/premises for other uses, or with the inclusion of other uses, will enable the delivery of approved strategies for service improvements.
- C. In exceptional circumstances, where tests (i) and (iii) are not met and it is demonstrated to the satisfaction of the council that it would not be feasible and/or effective to include replacement facilities in the proposed development, a payment in lieu may be accepted.

## Supporting text

- 7.7 It will continue to be important to safeguard existing social infrastructure unless there is adequate justification for the loss or provision for replacement facilities. Sports facilities in particular should also be tested against paragraph 97 of the NPPF. Where necessary and justified, the council will use conditions and/or planning obligations to limit uses consented within Classes E, F1 or F2 in order to achieve the objectives of this policy.
- 7.8 The functionality of the replacement facilities must be equivalent to or better than that of the existing provision. The applicant will be expected to provide an assessment of the existing provision (including factors such as size, quality of accommodation, facilities, accessibility, useage and potential for flexible use) and demonstrate how the proposed replacement accommodation will include equivalent or better provision. A smaller quantity of floorspace may be acceptable where it is demonstrated to the satisfaction of the council that the new accommodation can be used more effectively.
- 7.9 In order to demonstrate that there is no further need or demand for a building in 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 the Infrastructure Delivery Plan and any subsequently approved strategies where relevant
  - where appropriate, seek confirmation in writing from the relevant agency that the proposed loss of premises is consistent with the agreed strategy for delivery of that service in Lambeth

- market and advertise the vacancy for the existing use class continuously for a twelve month period and provide evidence of this, including a log of enquiries with reasons why the premises were considered unsuitable
- during this marketing period, notify the council of the proposed vacancy, so that community organisations, arts, sports and cultural groups seeking premises can be made aware of it.

- 7.10 In order to enable the delivery of the strategies for social infrastructure listed in the Infrastructure Delivery Plan (and any subsequently approved strategies), it may be necessary to maximise the development value of some existing sites and premises for other uses such as housing. If the need for the change of use is clearly demonstrated in the context of the relevant strategy, the requirement for marketing set out in paragraph 7.9 may not apply. Potential examples could include the disposal of a site in community use in one part of the borough where there is adequate provision, in order to fund provision or improvements elsewhere. This could also apply to agencies such as the police, fire or ambulance services in modernising the provision of their services for the capital and the borough as part of their infrastructure improvement strategies.
- 7.11 Under section (c) of the policy, payment in lieu of replacement facilities will be considered in exceptional circumstances only, where it has been demonstrated to the satisfaction of the council that it would not be feasible and/or effective to provide this as part of the development or in kind off-site. In these circumstances, the applicant will be asked to explain why in their view in kind provision would not be feasible and/or effective. Payments in lieu will be calculated on a case by case basis, depending on the nature of the facility lost. Payments will be invested in improvements to community facilities elsewhere in the borough.
- 7.12 Where premises have been registered with the council as an asset of community value under the Localism Act 2011, this is likely to be a material consideration in the determination of applications for the site for change of use to non-community related use.

## Policy S2: **New or improved social infrastructure**

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

- iii. buildings and facilities are designed to be flexible, adaptable, promote social inclusion and sited to maximise shared community use of premises, where practical.
- The council will also apply the provisions set out in London Plan policies S1, S2, S3 and S5, where relevant.
- B. The use of residential floorspace for a nursery or childcare use may be acceptable where:
    - i. there are a specific local need and locational reasons to justify this; and
    - ii. there is no readily available non-residential accommodation to meet this need in the locality; and
    - iii. it would not result in the loss of a complete residential unit and the remaining residential floorspace will continue to meet the standards required of a self-contained residential dwelling.
  - C. Development proposals for more than 500 residential units should incorporate suitable childcare provision to meet additional need arising from the development that cannot be met by existing local facilities.
  - D. Proposals for more than 25 residential units should be supported by an assessment of anticipated impact on social infrastructure, including impact on the quality and sustainability of existing provision. Development proposals should include appropriate provision for social infrastructure to meet the additional need that will arise, where this cannot be met adequately through existing facilities. New social infrastructure should be made available to all residents, irrespective of tenure. Proposals should include a plan for the management and maintenance of the new facilities. If it is not possible or effective to meet the additional need through provision of new social infrastructure on site, a payment in lieu will be sought to contribute towards additional service provision in existing facilities in Lambeth, including for management and maintenance costs associated with the increased level of provision.
  - E. Development proposals for schemes that are likely to be used by children and young people should address the requirements of London Plan policy S4B.

## Supporting text

- 7.13 Applications for new or improved premises to provide a community service should make reference to the relevant infrastructure strategy listed in the Infrastructure Delivery Plan, or a subsequently approved strategy where relevant.
- 7.14 New community premises should be conveniently located for those who use them, easily reached on foot or by bicycle or public transport and fully accessible to all sections of the community (including people with disabilities

and older people). They should also be provided in buildings and facilities which are flexible and adaptable to communities' needs and sited to maximise the shared use of premises and promote social inclusion.

- 7.15 Community premises should be appropriate to their surroundings in terms of scale, character and mix of uses, and should not harm residential amenity, the environment, or result in adverse transport impacts in line with other relevant policies. Some facilities within residential neighbourhoods can have an impact on residential amenity which may need to be carefully managed. The hours of operation will need to balance the needs of service providers and users of the premises against impacts on neighbouring residents. Planning conditions will be used, as appropriate, to mitigate potential adverse amenity impacts. Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within Class E, F1 or F2 in order to achieve the objectives of this policy and to avoid the proliferation of main town centre uses outside of town centres.
- 7.16 There is a particular demand for places of worship in the borough, given the many and diverse faith groups represented in Lambeth's population. In some cases, places of worship can attract large numbers of visitors for services and ceremonies and this can have an impact on highways and on residential amenity. Places of worship should therefore be located whenever possible in areas of high public transport accessibility, such as town centres. Proposals for change of use to a place of worship will be supported, subject to the tests set out in policy S2 (a) above and other relevant policies relating to the existing use of the land. The council will provide guidance to faith groups about finding appropriate premises that meet the requirements of planning policy.
- 7.17 Proposals for nurseries and childcare facilities that involve the loss of existing residential floorspace should be supported by a statement explaining the need for the facility in that location in relation to the council's most recent childcare sufficiency assessment; and by an assessment of potential alternative non-residential accommodation in the locality and the reasons why this was not suitable. Proposals for nurseries and childcare facilities should include access to an outdoor play area, of sufficient size and quality to meet the needs of the facility. This should be located away from, or be screened from, roads causing poor air quality.
- 7.18 To facilitate implementation of section (c) of the policy, applicants should provide an assessment of the additional childcare demand that will arise from their proposal. This should include anticipated child yield for residential developments and anticipated demand from workers for major commercial schemes. The council will consider this information against its latest evidence of existing childcare provision (childcare sufficiency assessment) within one kilometre of the development site. Requirements to include or contribute towards additional childcare provision will be applied on this basis.
- 7.19 In section (d) of the policy, the need for contributions towards community premises and other community facilities will be considered in the light of existing evidence of social infrastructure including the council's online mapping tool, the Infrastructure Delivery Plan and any other relevant infrastructure

provision programmes. This assessment should include schools, children’s centres, primary healthcare facilities, libraries, community centres and any other forms of social infrastructure relevant to the site. There may be circumstances in which the contribution takes the form of land or buildings to provide for the identified need. Payments in lieu will be calculated on a case by case basis depending on the nature of the unmet need and will be used to contribute towards additional service provision in existing facilities in Lambeth, including for management and maintenance costs associated with the increased level of provision.

- 7.20 Community facilities will not be permitted in Key Industrial and Business Areas (see Local Plan policy ED3). They will be supported on other employment sites if the tests of Local Plan policies ED1 and ED4 have been met.

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



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

<b>Site 1: Land north and south of and including 10 Royal Street, SE1 (Founders Place)</b>	
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 flood 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"> <li>i. replaces the existing housing;</li> <li>ii. retains 10 Royal Street and Holy Trinity Urban Centre that are considered to make a positive contribution to the conservation area;</li> <li>iii. restricts building heights in the southern part of the site due to its location within the conservation area and proximity to the park;</li> <li>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;</li> <li>v. fronts onto and creates a clear pattern of streets;</li> <li>vi. does not appear dominant from the south;</li> <li>vii. retains Upper Marsh and Royal Street as through routes;</li> <li>viii. minimises traffic generation and includes parking provision to support health uses.</li> </ul>

## Policy S3: Schools

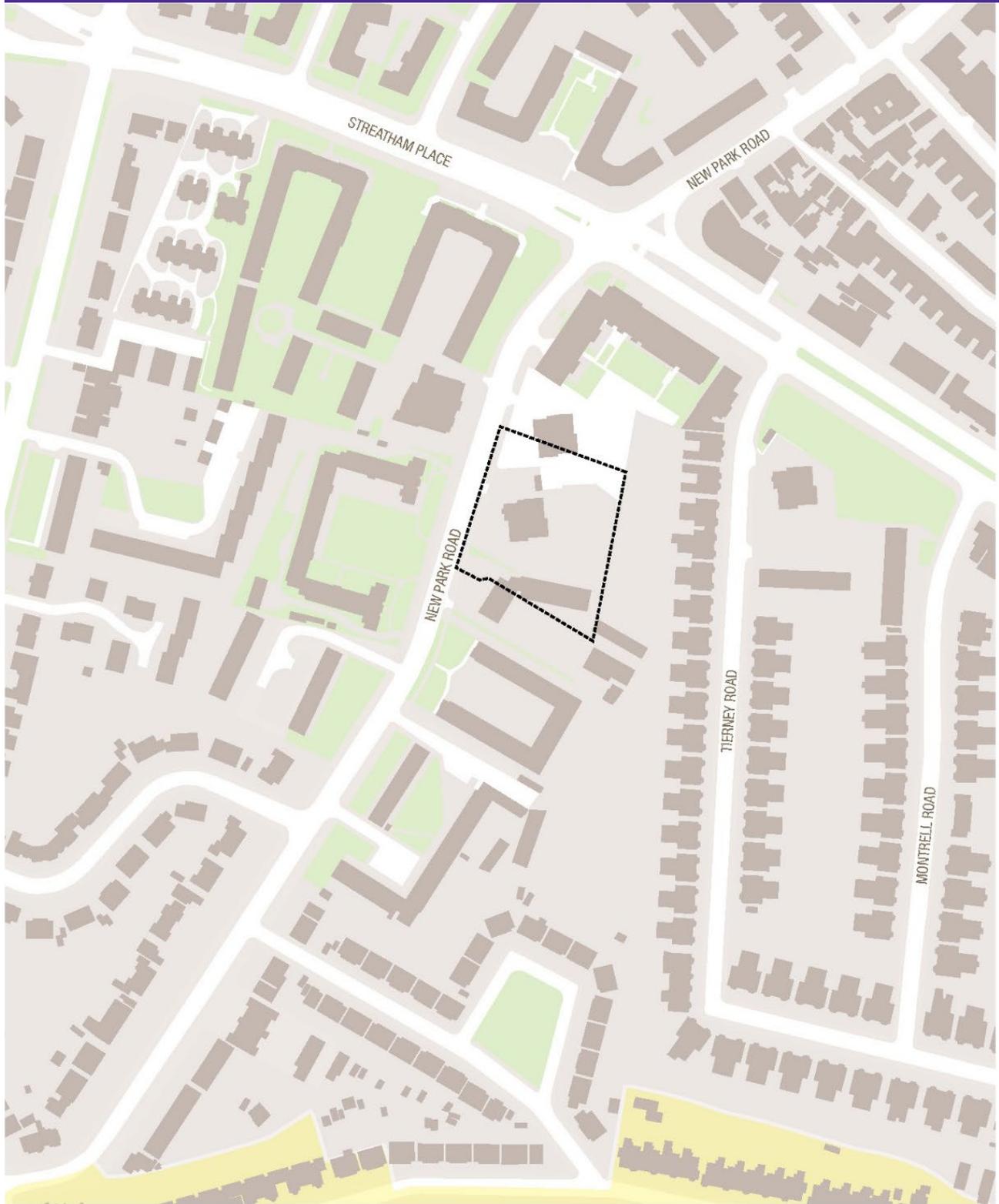
- A. Proposals for new primary and secondary schools, or for the extension or expansion of existing schools, including for nursery, sixth form and Special Educational Needs (SEN) places, will be supported where they help to deliver the council’s agreed strategy for provision of additional state-funded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

### Supporting text

- 7.21 The need for school places in Lambeth, between 0-19 years and for Special Educational Needs (SEN), is set out in Infrastructure Delivery Plan and will be updated in the council’s annual assessment of needs for state-funded school places. A degree of flexibility may be required to meet changing needs and proposals will be considered in the light of evidence submitted and having regard to the government’s guidance.
- 7.22 In order to meet priorities and enable delivery of strategies to meet the need for school places in the borough, it may be necessary to maximise the development value of some existing sites and premises for other uses such as housing. This would need to be clearly demonstrated. This could include the disposal of a former school site in one part of the borough in order to fund provision or improvements elsewhere.
- 7.23 State-funded schools include local authority maintained schools (community, foundation and voluntary aided and controlled schools), academies and free schools.

- 7.24 The shared use of school facilities is encouraged as this can help ensure the effective use of resources and land, help minimise travel distances for users and be of benefit to local residents and communities.
- 7.25 Proposals involving the loss of school playing fields will be considered under Local Plan policy EN1.

## Site 4 – New Park Road SW2



-  Site Boundary
-  Conservation Area

<b>Site 4 – New Park Road SW2</b>	
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> <ol style="list-style-type: none"> <li>i. is of high quality design and appearance;</li> <li>ii. is in accordance with the parameters set out in the outline planning consent;</li> <li>iii. ensures that any new residential accommodation is of high quality and meets the required standards for new housing;</li> <li>iv. ensures that the relationship between the new school provision and any new housing on the site is acceptable in design and function;</li> <li>v. respects the amenity of the adjoining residential properties;</li> <li>vi. ensures the provision of appropriate play space;</li> <li>vii. provides acceptable accommodation for the future primary school use;</li> <li>viii. promotes sustainable travel through a school travel plan and appropriate measures to ensure that short term parking can be safely accommodated.</li> </ol>

# Section 8: **Transport and communications**

# Section 8: Transport and communications

## Policy T1: **Sustainable travel**

- A. In accordance with London Plan Policy T1, the council will promote a sustainable pattern of development in the borough, minimising the need to travel, maximising trips made by sustainable modes and reducing dependence on the private car in accordance with the Lambeth Transport Strategy and Implementation Plan.
- B. The council will apply London Plan policy T2, Healthy Streets, in accordance with the Lambeth Healthy Routes Plan and Low Traffic Neighbourhood Plan, to facilitate trips by walking and cycling in order to reduce health inequalities.
- C. In managing the road network, Lambeth will give priority to the movement of people according to the following hierarchy and this should be reflected in development proposals:
- i. walking;
  - ii. cycling;
  - iii. buses;
  - iv. Licenced Taxis and Private Hire Vehicles (PHVs);
  - v. motorcycles/scooters;
  - vi. private cars.

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

- D. Development that generates a significant number of trips will be required to be located in an area with an appropriate level of public transport accessibility and where public transport capacity can accommodate the proposed increase in the number of trips, or where capacity can be increased to an appropriate level through contributions, where this cannot be achieved through Transport for London or other agencies' funding.
- E. Development must contribute towards the improvement of inclusive access to public transport and the improvement and delivery of walking and cycling routes that serve the site. This could be achieved through the design itself, and/or through financial contributions, appropriate to the scale and impact of the development.

- F. The council will apply London Plan policy T4 to the assessment and mitigation of transport impacts, including requirements for travel plans.
- G. All development should reduce road danger, to help meet the Mayor’s ‘Vision Zero’ target. Road danger should be reduced at source by limiting motor vehicle trips and identifying and delivering highway safety measures at and around the development site, including temporary measures during the construction phase.

## Supporting text

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

### **Vision:**

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

### **Guiding Principles:**

#### *Sustainable Growth*

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

#### *Inclusive and accessible*

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

#### *Efficient and connected*

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

### *Active and safe*

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

### *Clean air and carbon neutral*

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

### *Strategic outcomes*

- A radical overhaul of rail services delivers a high frequency ‘metro’ style service at our rail stations.
- The vast majority of trips in the borough are made on foot, by cycle or using public transport and the impact of development related traffic is minimised.
- Lambeth’s major town centres, district centres and opportunity areas benefit from the highest quality public realm, driving investment and attracting business and visitors from all over the world.
- The transport network in Lambeth is accessible to all.
- Pedestrians have genuine priority on our streets, with the whole street environment tailored to their needs.
- In Lambeth we have One Public Realm, with seamless access to all our streets and public spaces, regardless of housing tenure or land ownership.
- Motor traffic levels have fallen significantly across the whole borough.
- Strategic roads prioritise the most space efficient modes (buses and cycles) for longer trips and the movement of goods.
- Parking for private car owners does not dominate our public spaces and the council has harnessed new technology that reduces the need to own a car while retaining control of streets for the public good.
- Our transport network is safe and secure, people will feel confident about using public transport and our public spaces are well designed and maintained, encouraging people to interact and spend time together.
- All of our neighbourhoods, schools and town centres are connected by ‘healthy routes’ that enable walking and cycling in a low / no traffic environment.
- We will remove barriers to active travel by investing in infrastructure and initiatives that make it easier to walk, cycle and access public transport.
- Transport related emissions have fallen significantly so that air quality across Lambeth is well within safe limits.
- Our transport network is carbon neutral.
- Our transport network is resilient to the impacts of climate change.

- 8.2 Lambeth will manage the local transport system in line with the road user hierarchy, and development proposals should be planned on the same basis - maximising the use of sustainable modes of transport. Development should be located and designed to be accessible by the whole community and promote social inclusion (including for people with disabilities and those with reduced mobility), and to reduce reliance on the private car.
- 8.3 In accordance with London Plan policy T4, development proposals will be required to demonstrate, to the satisfaction of the council, that the proposal is appropriate to the level of public transport accessibility of the site and available capacity by submitting a transport assessment or transport statement. In accordance with London Plan policy T4, 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.
- 8.4 Transport assessments/statements should provide detailed information on transport conditions before, during and after a proposed development has been constructed, including in detail how conditions are likely to change, considering growth impacts. Where suitable site comparator data is not available this should be procured. Transport assessments/statements should identify and address transport problems associated with developments and provide solutions and also incorporate traffic reduction measures, including travel plans. Areas requiring improvements to support people with disabilities and reduced mobility should be identified. The form of development is expected to promote sustainable travel and transport assessments/statements should therefore not be prepared after a development is designed but at the design formulation stage to ensure transport impacts are addressed in the most appropriate and feasible way.
- 8.5 Development proposals resulting in permanent changes to the layout of the highway should be accompanied by a safety audit.
- 8.6 Travel plans and statements should include arrangements to monitor travel patterns including servicing activity, car and cycle parking occupancy and incentives and information to reduce car use and promote walking and cycling. The approach to calculating travel plan monitoring fees is set out in Annex 9.
- 8.7 Conditions will be imposed and planning obligations used to secure mitigation measures required to make a development acceptable in transport terms and for the implementation and monitoring of travel plans and/or car parking management plans and cycle parking occupancy levels. Planning obligations will be sought where new development is demonstrated to have a negative impact on the operation or safety of the highway network, requires additional/improved public transport capacity, services or infrastructure, and/or requires provision for cyclists and pedestrians including routes serving the site. The council may require a bond to ensure trip generation does not exceed predicted levels with any resulting payments going towards sustainable travel measures. Planning obligations will be used to pay for works outside the development site where these are required to mitigate the transport impacts of the scheme. Any transport infrastructure affected by development proposals must be replaced at the expense of the developer.

**Policy T2: Walking**

- A. Lambeth will support the delivery of a programme of public realm improvements designed to create attractive places that encourage economic and social activity, improve conditions for pedestrians, and make walking a safer, healthier, quicker, more direct and attractive form of travel.
- B. In line with the hierarchy set out in Local Plan policy T1(c), Lambeth will promote walking by giving greater priority to pedestrians in the use of road space, introducing appropriate motor traffic management measures, reducing road danger from other transport modes and through improvements to signage and way-finding.
- C. Development proposals should deliver an improved environment for pedestrians, appropriate to the scale and nature of the proposal with particular regard to accessibility, safety, convenience and directness of movements, including provision of new routes and desire lines, and enhancement of existing routes with reference to the Lambeth Healthy Routes Plan. All development should reduce road danger, to help deliver ‘Vision Zero’ in the borough. Major development proposals should identify key routes and destinations and assess existing and predicted pedestrian flows to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these flows and will be expected to provide improvements that will encourage additional walking trips, including, where appropriate, Legible London signage. Development proposals should facilitate the improvement of footways to minimum standards where these are not currently met, including through the provision of land for adoption as highway, and enable footway widening where increased footfall is expected. Reductions in footway space will not be permitted.
- D. Pedestrian routes should normally be provided at street level, and Lambeth will seek opportunities to replace existing subways and footbridges with safe routes at street level. Planning applications must ensure that existing pedestrian routes and public rights of way are retained and where appropriate improved. Where new routes that will improve permeability are identified, rights of way should be secured for these.
- E. The council is committed to ensuring that the physical environment in Lambeth, including all our streets, is fully accessible to all. Provision for pedestrians should therefore be inclusive and prioritise people with disabilities and particular mobility needs.

**Supporting text**

- 8.8 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. Almost all journeys, particularly those made by public transport, involve an element of walking. Provision for pedestrians should include children and people with disabilities and other mobility needs. Where space is to be shared between pedestrians and vehicles, the safety and comfort of these user groups must be considered and prioritised.

- 8.9 The council will seek opportunities to reduce the dominance of motor traffic, opening up more public space, the planting of street trees and other measures to make walking in the borough more enjoyable. This could include support for initiatives such as Home Zones. In appropriate locations, Lambeth will introduce traffic management measures to reduce through motor traffic. Lambeth’s Transport Strategy aims to reduce danger from motor traffic to make walking and cycling safer and more attractive.
- 8.10 Development of sites to higher densities can add to the numbers of pedestrians in an area, 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.
- 8.11 Lambeth’s network of streets and footpaths allow easy pedestrian movement through the borough, and smaller paths can provide shortcuts or interesting routes away from motor traffic. The closure of such routes or their absorption into development sites will not normally be considered. Development proposals will be expected to contribute to improving routes and to improving safety on such routes, through more activity, more overlooking and better lighting. Existing subways and footbridges should be replaced with surface level pedestrian facilities where possible. Subways will be considered only where they provide a direct and convenient link to the underground rail network.
- 8.12 Public realm design considerations, including minimum standards for footways are set out in Local Plan policy Q6 and in Lambeth’s Healthy Routes Plan.

### Policy T3: **Cycling**

- A. The council will apply London Plan policy T5 in accordance with the Lambeth Healthy Routes Plan to promote cycling.
- B. Local Plan policy Q13 sets out the council’s quality requirements in relation to the provision of cycle parking. Lambeth’s Healthy Routes Plan sets out the quality requirements in terms of cycling infrastructure.
- C. Lambeth will improve conditions for people to cycle and make cycling a safer, healthier, quicker, more direct and attractive form of travel. Lambeth will help to enable people who want to cycle to do so and seek to address concerns around road danger and air quality.
- D. In line with the hierarchy set out in Local Plan policy T1(c), Lambeth will promote cycling by reducing motor traffic and through improvements to

- routes, giving greater priority to cyclists in the use of road space, reducing road danger from other transport modes and through improvements to signage and facilities.
- E. The council will require the provision of appropriate secure and covered cycle parking facilities in accordance with the minimum standards set out in London Plan policy T5 and with Local Plan policy Q13. When designing building layouts sufficient space should be allocated at the outset to meet these requirements. Development proposals for non-residential uses should include provision of showers, changing facilities, drying rooms and lockers for cyclists appropriate to the number of cycle parking spaces provided. In purpose-built student accommodation schemes, part of the required cycle parking provision could be provided as pool bikes. For other types of development, pool bike provision is encouraged in addition to the cycle parking requirement.
- F. In all developments at least 25 per cent of the total cycle parking provision should be of the most accessible type, such as ‘Sheffield’ stands, of which five per cent of the total cycle parking provision should be designed and clearly designated for larger and adapted cycles. These stands should be spaced further apart and close to access points, to cater for users with disabilities and cargo bikes. For a development requiring 100 cycle parking spaces, this would equate to 20 spaces with standard Sheffield type stands and a further 5 in stands spaced further apart and close to access points. In all cases at least one Sheffield stand should be provided, close to the access point. The provision of folding bikes with storage will be considered where a high level of cycle-rail trips is expected.
- G. In all developments at least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces. Charge points should be accessible to all cycle stand types, particularly those intended to accommodate larger/cargo cycles which may be more likely to require electric assistance.
- H. Development proposals will be expected to enable and contribute towards improvements to cycle access, including the delivery and improvement of local and strategic routes and links, as identified in the Lambeth Healthy Routes Plan. All development should reduce road danger, to help deliver ‘Vision Zero’ in the borough. In appropriate locations, developers will be required to contribute land and/or finance towards the delivery of new cycle hire docking locations and other public facilities ancillary to cycling, such as cycle pumps/servicing facilities. A minimum of three years free membership of the Cycle Hire scheme for all residents regardless of tenure, should be made available in new residential developments. Uptake of cycle hire business accounts should be encouraged for occupiers of commercial developments through the travel plan process.

## Supporting text

- 8.13 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.
- 8.14 Lambeth’s Transport Strategy and Healthy Routes Plan aims to ensure that any member of the community who wants to cycle is able to do so easily and safely, and is not discouraged by road danger concerns.
- 8.15 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 routes throughout the borough in accordance with the Healthy Routes Plan. These routes will provide protected space for cycling on busy roads, improvements to the permeability of the road network for cycling (through measures such as contra-flow lanes and filtered permeability) and will create a more cycle-friendly environment through reducing the volume and speed of motorised traffic.
- 8.16 Lambeth has one of the highest existing and potential rates of cycling in London and so will require enhanced levels of cycle parking as set out in the London Plan. The council considers that the quality of provision is paramount and will not support development that fails to deliver cycle parking to the highest standard accessible to all. Appropriate and adequate space within developments to allow this must be identified at the outset. Pool bikes are a bank of shared cycles available for use free of charge for a defined period. Pool bikes can be particularly beneficial to encourage the take up of cycling where occupiers may be unlikely to have access to their own cycle. For example, many students come to study for a short time and do not have access to their own bike in London. A small proportion of the required student accommodation cycle parking provision can therefore be provided as pool bikes, depending on the nature and location of the student accommodation. Pool bikes may also be beneficial in workplaces for business-related trips but should not form part of the required cycle parking provision for this type of use. Pool bikes should be freely available to use at all times, and demand for pool cycles should be continuously monitored, with any shortfall in provision made up.
- 8.17 Lambeth will seek the provision of convenient and secure cycle parking facilities particularly at key locations such as shopping areas, employment areas and transport interchanges, but also throughout residential areas. Staff and residents’ cycle parking spaces should be off-street, covered, well-lit and secure. Visitors are usually better provided for by providing parking near entrances and active frontages in prominent, convenient locations. The requirements for cycle storage are set out in Local Plan policy Q13, and developers should also refer to the London Cycling Design Standards (LCDS). 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.

- 8.18 Contributions of land and/or finance towards delivery of new cycle hire stations will be sought both within and adjacent to the London Cycle Hire Scheme operating area and in areas where the council is promoting complementary cycle hire schemes. Cycle hire caters for a different market/model of cycle usage to personal cycle ownership, so cycle hire access should be provided in addition to and not in lieu of the minimum cycle parking requirements.

#### Policy T4: **Public transport infrastructure**

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

- xi. the delivery of Crossrail 2.
- B. Lambeth will work in partnership with Transport for London, Network Rail and other public transport providers to bring forward improvements to public transport infrastructure and services in the borough, including the strategic interchanges at Waterloo, Vauxhall and Brixton, and improved provision for buses.
- C. The council will apply London Plan policy T3 to support and safeguard improvements to public transport.
- D. Development proposals will be expected to provide, or contribute to the provision of, new and/or improved public transport infrastructure and services proportionate to the projected number of additional trips arising from the development and considering cumulative impacts of other approved developments in the area.
- E. Where appropriate, development proposals should improve accessibility to public transport by creating and improving walking and cycling links to stops or stations.
- F. Proposals to improve or provide new public transport infrastructure and interchange facilities, including railway, underground and bus stations and bus stands will be supported subject to:
  - i. being acceptable in terms of impact on the environment including townscape, public realm and amenity of adjoining areas;
  - ii. being designed to be safe, convenient, attractive and accessible for use especially for people with disabilities and specific mobility needs; and
  - iii. providing adequate cycle parking and ease of access on foot, including consideration of pedestrian desire lines.

### Supporting text

- 8.19 Accessibility to public transport is important to ensure that people can move around Lambeth with ease and connect with other parts of London. As Lambeth has a low level of car ownership, there is considerable reliance on public transport and this is expected to increase.
- 8.20 A high quality public transport system is essential to Lambeth’s strategy to promote sustainable travel patterns in the borough, with less reliance on private cars and increasing use of other modes. There is a need to continue to upgrade public transport infrastructure in the borough to facilitate the needs of the growing population and ensure that public transport remains an attractive and convenient mode of transport for all people in the borough.
- 8.21 Improvements to the accessibility and quality of public transport infrastructure are required in order to maximise its use, especially by people with disabilities, the elderly, young children and others for whom limited public transport

accessibility is a barrier. Improvements to routes to and from public transport nodes (bus stops and stations) are critical in persuading people to use buses and trains. In accordance with the Lambeth Transport Strategy the council will prioritise step-free access at stations where the difference between typical journey times and step-free journey times is the greatest.

- 8.22 Developers will be expected to contribute towards new and improved infrastructure including improvements to access and capacity and considering cumulative impacts from related development where appropriate. Such impacts should be calculated with reference to projected trips from consented developments in the area and should assess how this will affect highway capacity and operation and demand for public transport services.
- 8.23 The key transport infrastructure projects to be delivered during the plan period are listed in the Infrastructure Delivery Plan. Lambeth will also lobby for improved rail services from stations in the borough. Rail services currently tend to favour longer distance commuter routes and more frequent services and better connections are required to Victoria, Clapham Junction, south London and London's airports.
- 8.24 Although there are no planned stations in the borough, Crossrail 2 will have a significant beneficial impact on public transport capacity in Lambeth, by relieving rail services between Clapham Junction, Vauxhall and Waterloo, interchange with underground services at Vauxhall, the Jubilee line at Waterloo and the Victoria and Northern lines through the borough.

### Policy T5: **River transport**

- A. Lambeth will support and promote use of the River Thames as a strategic transport route for passengers and freight.
- B. The removal of existing piers will not be permitted unless it can be demonstrated that they are not required and that they are not capable of adaptation for the needs of river transport or other river-related purposes.
- C. Proposals for new piers or improvements to existing piers for transport or river-related leisure uses will be supported provided they do not result in unacceptable harm to:
- i. river navigation;
  - ii. the effectiveness of flood defences;
  - iii. the hydrology, environment or biodiversity of the river; or
  - iv. the setting of heritage assets.
- D. Proposals must be in keeping and appropriate to their context and include arrangements for safe maintenance, management and access which will be secured through planning obligations.
- E. Development of sites on the Thames riverside must include a riverside walk at least 6 metres in width along the entire river frontage of the site which:

- i. is wheelchair accessible;
- ii. incorporates provision for safe use by pedestrians and people who cycle;
- iii. is well lit;
- iv. is overlooked by activities within the development; and
- v. is well linked to the adjoining street pattern with any new access routes designed to be safe and convenient for all users.

### Supporting text

- 8.25 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.
- 8.26 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.
- 8.27 The council will secure the provision of a continuous riverside walk and will secure necessary connecting routes through planning obligations.
- 8.28 Development proposals close to the Thames should maximise use of water transport by considering using the river for the transportation of construction materials and waste as part of the construction management plan. The potential for water transport will be assessed on a case by case basis based on the local characteristics of the site and potential for road access to nearby safeguarded wharves in the neighbouring London Borough of Wandsworth.

### Policy T6: Parking

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

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

- C. The council will apply the maximum non-residential car parking standards set out in London Plan policies T6.2, T6.3, T6.4 and T6.5.
- D. Development should:
- i. be permit free where the development has a PTAL of 4-6 and/or where the development falls within an existing or planned controlled parking zone;
  - ii. avoid reliance on the public highway to meet the parking requirements of development, including in relation to parking for people with disabilities, motorcycle and coach parking. Where evidence is presented that it is not possible to accommodate parking requirements within the site the council will seek planning obligations in the form of a commuted sum, considering both the cost of implementation and maintenance of any parking bay and infrastructure for electric or other Ultra-Low Emission vehicles, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues. The approach to calculating commuted sums is set out in Annex 9.
  - iii. make car club membership available to 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 policies for motor-cycles, electric vehicle charging points and coaches;
  - v. ensure that all outdoor and open parking areas are permeable to water.
- E. 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. Blue Badge parking and cycle parking should be located closest to town centres and the entrance of facilities.
- F. In mixed-use development, flexible, shared use of car parking should be provided with consideration of parking spaces for occupants such as families and older residents.
- G. Lambeth expects that parking control and management should be consistent across the borough, regardless of land ownership or highway status. Parking regimes on housing land should be fully integrated and aligned with parking controls on the surrounding public highway.
- H. Lambeth will consider the introduction of parking controls across the borough in order to manage demand for parking and allow for more efficient uses of the kerbside such as car club spaces, the creation of better conditions for walking and cycling and in line with carbon reduction objectives.
- I. When considering parking impacts, the council will prioritise alternative kerbside uses supported in the Transport Strategy, such as car club cars,

cycle parking and electric vehicle charge points, ahead of parking for private motor vehicles.

- J. The redevelopment of existing car parks and garages for other uses will be supported. Parking provision in development proposals on existing car park and garage sites should comply with the standards for the uses proposed and should not seek to replace or re-provide the parking spaces that existed previously.

### Supporting text

- 8.29 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 good alternatives to access by car for work, shopping and leisure trips, and “car-free” developments will be expected.
- 8.30 Lambeth is densely developed with pressure for further development, and minimising parking provision allows space for other uses and more efficient use of land.
- 8.31 Lambeth will expect car-free development in most areas, with no general parking at all in areas with excellent, very good or good public transport access (PTAL 4,5 and 6) and limited parking elsewhere. Lambeth’s standards in areas with lower access to public transport reflect already low levels of car ownership in such areas, as well as projected modal shift to sustainable modes and the need to accommodate growth while decreasing car usage. Refer to ‘Lambeth Car Parking Standards Supplementary Information’ paper for more details. Public transport accessibility is assessed using Transport for London’s Public Transport Access Levels (PTAL), which measures access to public transport.
- 8.32 Non-residential parking for people with disabilities should be provided in line with London Plan standards, which require at least one bay, and state that ‘adequate provision’ should be made for people with disabilities. The appropriate level of parking for people with disabilities will depend on local factors including the nature of the development, site constraints, and existing provision. The availability of step-free access to public transport is also a relevant consideration, and where appropriate the developer will be expected to facilitate improvements to this. Wherever possible, the minimum initial requirement for parking for people with disabilities should be provided on-site in order to ensure convenient access and effective allocation of spaces to users of the development. A more flexible approach may be considered in meeting future demand over and above the initial requirement, subject to highway constraints.
- 8.33 ‘Car-free developments’ are developments where no on-site parking is provided and residents will be excluded from the council’s residents’ parking permit scheme. Where development involves the redevelopment of existing

dwellings, all of the dwellings within the new development should be permit free. 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 Blue Badge parking will be made as appropriate, in accordance with London Plan policy T6.1. Site-specific solutions for Blue Badge parking will be considered on a case by case basis. The council will ensure that parking spaces for people with disabilities are not sold with individual residential units but will be made available for lease, in accordance with an approved car parking management plan.

- 8.34 Lambeth has high levels of on-street parking stress. Without parking controls the council cannot prevent developments from adding to that stress and therefore will consult on new Controlled Parking Zones and review existing CPZs, and implement parking controls as appropriate. In areas where there are currently no on-street parking controls, developers will be expected to demonstrate that new development does not lead to an unacceptable increase in the level of on-street parking, or an unacceptable impact on highway safety. Developers will be expected to provide, or contribute towards, measures that prevent this from happening, including contributions towards the introduction of parking controls (see Annex 9) and also towards measures to promote sustainable travel such as improvements to public transport capacity and infrastructure for walking and cycling.
- 8.35 ‘Car clubs’ and ‘pool car schemes’ are shared pools of cars available locally for short term hire and are a convenient alternative to car ownership. They allow for occasional car use but discourage unnecessary car journeys. There is now good coverage across Lambeth of car club bays and the council is aiming for a car club bay within 400m of each other to ensure convenient provision for all Lambeth residents. Car club spaces will be required where appropriate, preferably with public access to allow general use. The provision of car clubs is particularly relevant in areas less well served by public transport. All car club spaces, including on-street bays, should be supplied with an electric vehicle charging point to allow zero emissions vehicles to operate from the bay. Provision of car club membership will be required for all residents from first occupation of a development scheme. Planning obligations will be used to secure such contributions.
- 8.36 Lambeth will require that any car parking is ‘tenure blind’ and allocated on a fair and transparent basis, with parking need prioritised over commercial considerations. In accordance with London Plan policy T6.1, the provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
- 8.37 In redevelopment schemes, Lambeth’s parking standards will apply regardless of existing parking provision or permit availability.

**Policy T7: Servicing**

- A. The council will apply London Plan policy T7 to promote sustainable freight and servicing.
- B. New development, and in particular non-residential and mixed-use development, will only be permitted where adequate provision is made for servicing appropriate to the scale, form and location of the proposed development, including provision for commercial vehicles, ensuring that it is appropriate and acceptable in terms of impact on amenity of adjacent properties and road and traffic conditions of the location. Off-site consolidation to reduce the number of deliveries should be considered for larger developments or where access to the site is constrained, while smaller developments should also include consolidation strategies such as common and local procurement. Innovative local delivery and last mile logistics approaches should also be considered to further reduce traffic impacts and emissions, and minimise potential conflict with vulnerable road users.
- C. Servicing should take place off-street within the development site. Where evidence is presented that this is not possible and it is demonstrated that servicing can take place from the public highway the council will seek planning obligations in the form of a commuted sum, considering both the cost of implementation and maintenance of any loading bay, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues. The approach to calculating commuted sums is set out in Annex 9.
- D. Planning applications for developments where the delivery/servicing requirements are of a nature where the type or number of trips generated is considered to be likely to have a significant impact on the adjoining public highway should be supported by a delivery and servicing plan.
- E. Planning applications for major development, and other development where construction related activities may lead to a significant impact on the surrounding public highway, should include a construction logistics plan or a construction management plan that is appropriate to the scale of the development demonstrating arrangements for construction traffic and how environmental, traffic and amenity impacts will be minimised.
- F. Developers and their contractors will be expected to adhere to the Construction Logistics and Community Safety (CLOCS) standard and be registered through the Fleet Operator Recognition Scheme (FORS) or equivalent. They 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.
- G. 24-hour servicing operations should be considered where appropriate to encourage and support out-of-peak deliveries in order to reduce motor

traffic and road danger, minimising the impact of servicing at the busiest times, particularly in areas of high footfall. In these cases quiet delivery agreements should be considered.

- H. New development should make use of existing consolidation and distribution facilities in order to minimise the number of trips required to service the site. Smart or joint procurement measures should be considered to reduce the numbers of deliveries and servicing trips as should the use of micro-consolidation centres. New micro-consolidation centres should be provided within developments where appropriate. The council will also support applications for new standalone micro-consolidation centres within the borough.
- I. Zero emissions vehicles should be used for servicing wherever possible and consolidated deliveries are expected to be of this type. Servicing by cycle and other non-motor vehicular modes should be used wherever possible. Any on-street loading bay required for a development should be supplied with an electric vehicle rapid charge point to allow zero emissions vehicles to operate from the bay.
- J. Planning obligations will be used to help secure and enforce appropriate arrangements.

### Supporting text

- 8.38 Servicing provision is essential to the viability of commercial developments. Servicing, including waste collection facilities, must be provided on-site and vehicles must be able to pull clear of the public highway without causing obstruction, unless it is clearly demonstrated that this 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.
- 8.39 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.
- 8.40 The need to reduce the number of freight vehicles on Lambeth’s roads is growing. The movement of goods vehicles in the capital has increased by approximately 20 per cent since 2010, contributing to poor air quality, congestion and road danger. Lorries and vans currently account for around

20 per cent of road traffic in London and around one third in central London during the morning peak, when more people use public transport, walk and cycle. The Mayor’s Transport Strategy includes an objective to reduce the number of lorries and vans entering central London in the morning peak by ten per cent, by 2026. Developers must therefore minimise the need for freight trips and seek to manage freight and servicing, demonstrating through transport assessments, construction logistics plans and delivery and servicing plans, how the environmental impacts and road danger resulting from servicing vehicles will be minimised. Servicing at off-peak times of day and night can reduce impacts on road congestion and air quality, and potential conflict with vulnerable road users. Where major developments give rise to environmental impacts arising from their servicing arrangements that cannot be fully ameliorated through the policy requirements set out above, planning obligations will be sought to enable other forms of mitigation (such as implementation of Low Emission Zones).

- 8.41 Cycle safety measures should be included in construction logistics plans for new developments, particularly to provide safe routes for cyclists during the construction period. Construction vehicles should meet or exceed minimum Direct Vision Standards and should be 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. Minicabs, taxis, private hire and ride hail services.

#### Policy T8: **Minicabs, taxis, private hire and ride hail services**

- A. Proposals for Private Hire Vehicle (PHV) offices and Licenced Taxi ranks will be supported in town centres and other areas where they will meet a demonstrable transport need and where they demonstrate through a transport assessment that their operation would not adversely impact on traffic congestion, local parking supply, capacity or need, pedestrian movement or road safety.
- B. Proposals will not be permitted where they would cause unacceptable harm to residential or wider amenity; or to highway safety or operation.

#### **Supporting text**

- 8.42 Licenced Taxis and Private Hire Vehicles (PHV) are part of the transport system and aid the overall aim of seeking a lesser dependence on car ownership. It is recognised that Licenced Taxis have unique characteristics which differentiate them from other PHVs, such as greener vehicles, better wheelchair accessibility, and higher standards of driver training. While not considered to be sustainable travel modes, Licensed Taxis and PHVs 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 Licenced Taxis and PHVs is important; however, proposals for

such facilities must not compromise safety, traffic congestion and residential amenity. Designated Licenced 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 Licenced Taxi ranks to set down passengers and for pre-booked pickups by PHVs.

- 8.43 Proposals for PHV offices and Licenced Taxi ranks can often have significant transport impacts including highway safety concerns from passengers alighting, vehicles turning in unsafe locations and reducing the amount of parking available to residents, visitors and other commercial uses. Proposals should be accompanied by a transport assessment and management plan that demonstrate there will not be an unacceptable impact. This should include assessments showing how adverse transport impacts will not be diverted onto surrounding streets, particularly residential areas. In particular it must be demonstrated that sufficient parking would be maintained for other commercial users in the area. Proposals for Licenced Taxi ranks should include provision of electric vehicle charging infrastructure.
- 8.44 Where a high demand for Licenced Taxis, PHVs and ‘ride hail’ services is identified and where pick up and drop off is expected to take place on street, impacts should be mitigated through agreement of preferred pick up and drop off locations on the adjacent highway.
- 8.45 Particularly in relation to the growth in ‘ride hail’ services, there is a need to consider local amenity impacts where significant demand for these services is expected. Where this is the case agreements should be secured with service providers to ensure navigational systems direct both customers and drivers to designated ‘virtual’ drop off and pick up locations.

### Policy T9: **Digital connectivity infrastructure**

- A. The council supports the delivery of high quality digital infrastructure to enable the future expansion of electronic communications networks, including next generation mobile technology and full fibre broadband connections. The council will require provision for digital connectivity infrastructure in accordance with London Plan policy SI6.
- B. Proposals for electronic communications equipment, including applications for determination for prior approval procedure under Part 16 of the General Permitted Development Order 2015, will be supported if:
- i. the siting, height and design of the equipment will not cause harm to the character or appearance of the areas or the building on which it is located, including the significance and setting of historic assets, and will not be visually intrusive in the street scene or create unacceptable clutter;
  - ii. it can be demonstrated that the equipment will meet International Commission on Non-Ionising Radiation Protection (ICNIRP)

guidelines on the limitation of exposure of the general public to electromagnetic fields;

- iii. in the case of a ground-based or other installation, the possibility of using an existing building, mast, other structure, or sharing has been explored and proven to be impractical;
- iv. in the case of structures on the highway (including equipment cabinets and other ancillary equipment), they do not result in clutter, cause an obstruction on the highway or block visibility splays - a minimum footway width of 2 metres should be maintained in all but exceptional circumstances;
- v. obsolete/surplus equipment is removed and the building or land is restored; and
- vi. it can be demonstrated that the equipment will not cause interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.

### Supporting text

- 8.46 Advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing and can help relieve pressure on the transport network by reducing the need to travel. It supports every aspect of how people work and take part in modern society, helps smart innovation and facilitates regeneration. Better digital connectivity with a focus on affordability, security, resilience and the provision of appropriate electrical power supply should be promoted across the borough. The council is preparing a Digital Connectivity Strategy to further this objective and support the aims of the UK Digital Strategy.
- 8.47 Electronic communications operators enjoy a general planning permission under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)(GPDO). This allows an operator to carry out the development permitted by Part 16 - subject to exclusions and conditions without making a planning application to the local planning authority. Certain development permitted under Part 16 is conditional upon the operator making a prior approval application to the local planning authority.
- 8.48 In relation to part (iv) of the policy, see Local Plan policy Q6 regarding minimum footway standards.
- 8.49 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 electronic communications development have been sited and designed to minimise visual and environmental impact having regard to technical and operational constraints.

Operators are encouraged to place antennas on existing masts or buildings, to reduce their visual impact. Where this is not possible, a new mast may be the only option. The council will ensure that this is sensitively designed and that use is made of existing or new screening, such as trees, fences, buildings or painted glass reinforced plastic (GRP) to camouflage all or part of the proposal – including the use of shrouds, screens and other camouflaging methods to minimise the impact of equipment in prominent locations.

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

# Section 9: **Environment and Green Infrastructure**

# Section 9: Environment and Green Infrastructure

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

## Air Quality

9.2 Lambeth will apply London Plan policy SI1 Improving air quality to all development proposals in the borough, along with associated Mayoral guidance on Air Quality Neutral and Air Quality Positive standards and on ways to reduce construction and demolition impacts. The whole of Lambeth is designated an Air Quality Management Area (AQMA) on the basis of its high levels of nitrogen dioxide (NO<sub>2</sub>) and particular matter (PM10). To address Lambeth’s poor air quality, the council has agreed an Air Quality Action Plan to 2022, which can be found on the council’s air quality webpages. Lambeth’s air quality priorities are to continue to encourage sustainable travel and sustainable construction; to reduce exposure to air quality and raise awareness; and to work in partnership with residents, community groups, Business Improvement Districts, Transport for London and other organisations to concentrate on local pollution problems in Lambeth.

9.3 There are currently five Air Quality Focus Areas (AQFA) in the borough, which are locations that have high levels of both pollution and human exposure. These are the A23 from Brixton to Streatham; Kennington Oval/ Camberwell New Road/Kennington Park Road; Vauxhall Cross; Clapham Road; and Waterloo Road. In accordance with London Plan policy SI1, developments in these areas should incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. These five current AQFAs are identified in Lambeth’s Air Quality Action Plan; in addition the Mayor’s London Datastore maintains an up-to-date list of AQFAs across the capital, taking account of changing circumstances. Opportunity Areas (Nine Elms Vauxhall and Waterloo) should adopt an air quality positive approach that actively reduces air pollution in accordance with London Plan policy SI1. Lambeth’s Air Quality Action Plan identifies the sources of air pollution in Lambeth and the location of sensitive

receptors across the borough, including residential and nursing homes, colleges, schools and nurseries. Lambeth also has a Low Emission Bus Zone from Brixton to Streatham.

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

### Policy EN1: **Open space, green infrastructure and biodiversity**

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

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

extension of Jubilee Gardens and by linking existing spaces through green chains, the Greenway and Thames Path National Walking trail initiatives, but also through:

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

## Supporting text

- 9.5 Existing public and private open space includes Metropolitan Open Land, common land, historic parks and gardens, district and local parks, nature conservation areas, play areas and adventure playgrounds, outdoor sports facilities, and playing fields, allotments, cemeteries and burial space, amenity

areas within housing estates, communal squares and gardens, roofs that are fully accessible to the public as open space (not private amenity space), areas of water, the River Thames Foreshore and Thames Path in accordance with London Plan policy. Public and private open space is protected for its value in providing space for leisure, recreation and sport, health and wellbeing, air quality, habitats and species, and for its contribution to visual amenity, sustainable urban drainage, urban cooling and ecological function. Development on garden land will be assessed against Local Plan policy Q14.

- 9.6 Green infrastructure includes green spaces and features such as street trees and green roofs that deliver multiple benefits. These include mitigating flooding, sustainable urban drainage, cooling the urban environment, enhancing biodiversity and ecological resilience, improving air and water quality, as well as providing more attractive places for people to encourage walking and cycling, promote play, recreation and social inclusion, and improve mental and physical health and wellbeing. Green infrastructure should be planned, designed and managed in an integrated way to achieve these multiple benefits.
- 9.7 Metropolitan Open Land (MOL) is London’s strategically important open space within the built environment and is a unique designation to London. As outlined in the London Plan MOL is afforded the same level of protection as the Green Belt. Policy G3 (Metropolitan Open Land) of the London Plan will be applied to areas of open space designated as MOL in the borough. The list of areas in Lambeth protected by the MOL designation is set out in Annex 5. The areas of designated MOL, SINC and LNR in Lambeth are shown on the Policies Map.
- 9.8 The Lambeth Open Spaces Strategy 2013 (updated from 2004 and 2007) and Lambeth Green Infrastructure Strategy 2018 identify areas of open space deficiency in the borough by open space type, such as small open space, district parks and open spaces and metropolitan open spaces. There are limited opportunities to create significant areas of additional open space in the borough. New open space can include hard landscaped areas as well as green areas. There are areas in the borough, which are noticeably deficient in certain types of open space. Similarly there are areas with deficiency in access to nature and major development should seek to alleviate these deficiencies. Development of open space will only be considered in very limited circumstances therefore, and only where major planning priorities are being met and which have been very carefully justified including an assessment of why all other alternatives have been considered and ruled out. Where this requirement has been satisfied proposals must still achieve an overall better quality and quantity of existing open space. Replacement of existing ground floor public open space at roof level is not achievable in most cases, however where this is proposed the applicant would need to demonstrate how it would be of equivalent quality, including how full public access would be achieved. Arrangements for the maintenance and management of new, improved or replacement open space will also need to be demonstrated and will be secured through a s106 legal agreement. These arrangements will be considered on a case by case basis having regard to factors such as the anticipated maintenance and management costs for the space in question,

the anticipated level of usage and the nature of any existing maintenance and management regimes.

- 9.9 Various housing estates in the borough are set in areas of open land, which are not well arranged and are no longer attractive, safe or pleasant to use. In such cases, where the land is of poor quality and has limited value as useable open space, there is benefit in supporting the reorganisation of open space as part of housing regeneration proposals. Benefits include the provision of more usable and functional open space and better and improved surveillance of open space, which reduce opportunities for crime and anti-social behaviour.
- 9.10 It is important that in areas of open space deficiency and in areas of access to nature deficiency on-site open space provision/accessibility improvements to borough and metropolitan SINC are secured in all major developments (in addition to the external amenity space requirements of Local Plan policy H5 where residential units are proposed). While on-site open space provision and access to nature improvements will be sought in all instances, it is recognised that this will not always be feasible and/or effective. Some development sites may be too small or restricted in other ways for this always to be practicable. Where this is demonstrated to the satisfaction of the council, planning obligations in the form of a financial contribution will be sought, to improve access to local parks, open spaces and borough and metropolitan SINC in the vicinity of the development (generally within one kilometre of the application site boundary). The financial contribution will be based on the cost of measures required to improve access identified by the council. The measures should specifically improve access to open space/access to nature and may include, for example, new gates, signage/interpretation, path improvements, fences within parks to improve permeability and lighting. Alternatively the contributions may be spent on the creation of a new open space where possible in the vicinity of the development site. In town centre locations, the creation of landscaped public spaces such as squares may be appropriate to provide a focus and sense of place in the public realm that can provide seating, planting or opportunities for public art. The council may prepare a supplementary planning document to provide further guidance on these requirements and requirements for management and maintenance.
- 9.11 The council wishes to secure the extension of Jubilee Gardens onto two-thirds of the adjoining Hungerford car park site. This will realise the longstanding council and GLA objective of creating a coherent public space of metropolitan value to serve the increasing numbers of residents, workers and visitors in the South Bank/Waterloo area, as well as providing land to support the needs of the South Bank to fulfil its role as a world class arts and culture facility. This is supported through policy PN1 Waterloo and South Bank.
- 9.12 Green chains are linked but separate open spaces, which are accessible to the public and are an important part of the open space network in the borough and London as a whole. Development should be designed where possible to enable integration and enhancement of existing green chains and/or explore opportunities to create new green chains, such as the Low Line project.

- 9.13 The inclusion of urban greening measures in new development results in multiple benefits including an increase in green cover, visual amenity, improved air quality, water attenuation, improved physical and mental wellbeing, biodiversity habitat enhancements, carbon storage and better temperature regulation. Urban greening should be integral to planning the layout and design of new buildings and developments. It is therefore important to consider green infrastructure at the pre-application stage. The urban greening factor model is a systematic way to deliver urban greening in developments. In accordance with London Plan policy G5 the borough applies the Mayor’s recommended urban greening factor target scores for residential (0.4) and commercial (0.3) major developments. The council may in future develop its own urban greening factor for new developments through a supplementary planning document. In accordance with London Plan policy G5, industrial and warehouse developments are not required to meet the target score of 0.3 but they will be expected to set out what measures they have taken to achieve urban greening on site and to quantify their UGF score.
- 9.14 Development proposals should incorporate living roofs and walls. Living or green roofs and walls are roofs, decks or other structures onto which vegetation is intentionally grown or habitats for wildlife are established. They provide a range of environmental benefits such as attenuating or capturing rainwater run-off, providing a range of habitats for biodiversity and wildlife, increasing energy efficiency, improving air quality and reducing the need for artificial cooling in hot weather. Where applications affect heritage buildings or are sited in particularly sensitive locations, consideration will be given to whether the design is appropriate to the character and context of the development, having regard to other policies in this plan. Guidelines for the design, installation and maintenance of green roofs can be found in the Mayor’s Living Roofs and Walls Technical Report (2008) and the GRO Green Roof Code (2014) and any subsequent updated guidance. Maintenance plans should be for the lifetime of the development and planning obligations may be sought to ensure continued maintenance.

## Policy EN2: **Local food growing and production**

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

C. The inclusion of productive trees and plants in landscaping proposals for new developments will be encouraged where appropriate to the development.

### Supporting text

- 9.15 Allotments, orchards and community gardens can play an important role in enabling small-scale local food production, community engagement, and also supporting local biodiversity and as a wildlife resource. By providing regular outdoor activity, food growing can also help to improve health and wellbeing and reduce health inequalities. Food growing in schools has also been shown to help children and young people to achieve learning, skills and health and wellbeing outcomes. Demand for food growing space will be evidenced by matters such as shortage of allotment spaces in the area; local community groups expressing interest in having space to enable local food production; or local school food projects requiring growing space in the vicinity of the application site.
- 9.16 The inclusion of food growing opportunities in new developments extends beyond the conventional provision of gardens and allotments. It might include the creative use of roofs, walls and balconies where external space is limited, and landscaping with productive plants that produce fruit, nuts or seeds rather than ornamental trees and shrubs.
- 9.17 In some cases initiatives such as the use of incidental open space on housing estates for food growing may not require planning permission. This would depend on its scale and form, and the extent to which it would change the character and function of the open space. The acceptability of such proposals would also depend on the impact on the availability of open space for general amenity use by residents.
- 9.18 The temporary use of vacant land and buildings for food growing will be supported where it would not have an unacceptable impact on the amenity of adjoining areas arising from the scale and nature of the activity through noise, disturbance or noxious smells.
- 9.19 Green roofs also provide opportunities for food growing, if structurally suitable, and can accommodate both growing beds and greenhouses. Local food growing spaces should incorporate sustainable landscape principles and practices, including effective water management, efficient energy use and use of sustainable materials (see also Local Plan policy EN4 sustainable design and construction).
- 9.20 Where provided, the identified space for food growing may be secured through planning condition or section 106 agreement. Existing allotments are protected under Local Plan policy EN1.

**Policy EN3: Decentralised energy**

- A. All major developments will be expected to connect to, and where appropriate extend, existing decentralised heating, 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 in Heat Network Priority Areas of the London Heat Map and area specific energy plans. Major development proposals that cannot immediately connect to an existing heating network should follow the heating and cooling hierarchies set out in London Plan policies SI3 (D) and SI4 (B).

**Supporting text**

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

9.22 In practice this means the following:

- Major development in the vicinity of an existing heating network is required to connect to it, unless a feasibility assessment demonstrates that connection is not reasonably possible.
- If there is no existing network but a planned future network within the vicinity of the site, provisions to facilitate a future connection will be required.
- In areas where there is no planned district heat network, it is expected that a full investigation into the potential to “future-proof” the development (i.e. to facilitate a future connection to a district heat network that may arise in the future) will be carried out. Sites should be communally heated 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 network should evaluate the feasibility of other systems as per the London Plan heating hierarchy. Zero emission systems are encouraged.

9.23 The London Heat Map, and in particular the Heat Network Priority Areas, should be used by applicants as a starting point to identify opportunities for decentralised energy. In addition applicants should have regard to:

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

**Policy EN4: Sustainable design and construction**

- A. Lambeth will follow the approach set out in London Plan policies SI1 Improving air quality, SI2 Minimising greenhouse gas emissions, SI4 Managing heat risk, SI5 C and E Water infrastructure.
- B. All development, including construction of the public realm, highways and other physical infrastructure, will be required to meet high standards of sustainable design and construction feasible, relating to the scale, nature and form of the proposal.
- C. In addition to the requirements for zero-carbon in major new developments in London Plan policy SI2:
  - i. All new non-residential development and non-self-contained residential accommodation, must meet at least BREEAM ‘Excellent’.
  - ii. All major non-residential refurbishment of existing buildings and conversions over 500m<sup>2</sup> floorspace (gross) must meet at least BREEAM Non-Domestic Refurbishment ‘Excellent’.
  - iii. Minor new-build residential developments of between one and nine units, including proposals that involve extensions or change of use to provide dwellings, must achieve a minimum on-site reduction in regulated carbon emissions of at least 19 per cent beyond Part L of the Building Regulations, unless it can be demonstrated that such provision is not feasible.
- D. Proposals should demonstrate in a supporting statement that sustainable design standards are integral to the design, construction and operation of the development. New build residential development are encouraged to use the Home Quality Mark and Passivhaus design standards. Planning applications for non-residential developments should be accompanied by a pre-assessment, demonstrating how the BREEAM standards, or any future replacement standards, will be met.
- E. Development will be required to be resilient to climate change by including appropriate climate change adaptation measures.
- F. Adequate remedial treatment of any contaminated land will be required before development can commence.

**Supporting text**

- 9.24 Development proposals of any scale are required to demonstrate sustainability principles in a supporting statement. The information provided should be proportionate to the scale of the proposed development and its likely impact on, and vulnerability to, climate change. See also Local Plan policy EN1 for urban greening. Minimum information requirements are set out within London Plan Sustainable Design and Construction SPG and included within the council’s local validation requirements.

- 9.25 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.
- 9.26 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’.
- 9.27 Major residential and non-residential development proposals must comply with the requirements of zero carbon set out in London Plan policy SI2. Local Plan policy EN4 clause (c) (iii) sets energy performance standards for minor residential developments involving between one and nine units to the equivalent of Level 4 of the Code for Sustainable Homes. This equates to 19 per cent beyond 2013 Part L of the Building Regulations and is in accordance with the Written Ministerial Statement 2015 and subsequent Planning Practice Guidance on climate change. These requirements should be demonstrated in an energy statement submitted with the planning application. Conditions may be used to ensure principles outlined in this policy are adhered to throughout the lifetime of the development.
- 9.28 The Home Quality Mark, launched in 2015, is one way of demonstrating the standard of a new residential dwelling, which includes measures for low CO<sub>2</sub>, sustainable materials, good air quality and natural daylight. The council will encourage schemes to use the Home Quality Mark. The use of the Passivhaus standard is also encouraged in demonstrating energy efficient design.
- 9.29 The council encourages all development to achieve a 20 per cent reduction in carbon dioxide emissions from on-site renewable energy generation (which can include sources of site related decentralised renewable energy), unless it can be demonstrated that such provision is not feasible. Where possible, this should be in addition to the carbon dioxide emissions reduction required through London Plan policy SI2 and Local Plan policy EN4.
- 9.30 The Government’s 2019 Spring Statement includes a commitment to introducing a Future Homes Standard in 2025 which will mean new build homes be future-proofed with low carbon heating and much higher levels of energy efficiency. As an achievable stepping stone to the Future Homes Standard the Government is considering increasing the energy efficiency requirements in Part L of the Building Regulations for new homes in 2020. Development proposals will be expected to meet new standards set

out in future changes to the Building Regulations, including transitional arrangements. London Plan policy standards and clause (c)(iii) above will apply until they are superseded by higher national standards.

- 9.31 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 Local Plan policy EN6 in relation to sustainable drainage systems and water management; and Local Plan policy EN7 in relation to on-site waste management and sustainable management of construction, excavation and demolition waste.
- 9.32 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.
- 9.33 Where supporting information about environmental impacts submitted with planning applications requires independent technical assessment, the applicant will be required to pay for this assessment. Conditions and planning obligations will be used as appropriate to secure the proper installation, maintenance and responsibility for sustainability measures included in development proposals.
- 9.34 Retrofitting existing homes and buildings better to cope with impacts of climate change is an important part of climate change adaptation and the council will expect proportionate measures to be taken to improve the environmental sustainability of existing buildings. See also Local Plan policies Q6, Q7, Q11 and Q18 and the Design Code SPD.
- 9.35 Further detailed guidance in relation to these policies is set out in the London Plan Sustainable Design and Construction Supplementary Planning Guidance and The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance. Historic England produce best practice guidance notes on the historic environment and sustainable design and construction.

### 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 from all sources of flooding;
  - iv. permitting appropriate development in Flood Zones 1, 2, 3a and 3b subject to meeting the criteria set out in Annex 4; and
  - v. taking account of the flood risk management measures identified by the Thames Estuary 2100 Plan.
- B. All development in Flood Zones 2, 3a and 3b defined in the SFRA, or identified as at risk of flooding from other sources, should contribute positively to actively reducing flood risk through avoidance, reduction, management and mitigation.
- C. A Flood Risk Assessment (FRA) will be required for major development proposals within Flood Zone 1, all development within Flood Zones 2, 3a and 3b, or where the development may be subject to other sources of flooding. The FRA should be proportionate with the degree of flood risk posed to and by the proposed development; consider the impact of climate change on flood risk to and from the development using the latest government guidance; and take account of the advice and recommendations set out in the SFRA, Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS).
- D. FRAs must consider the risks of both on and off-site flooding to and from the development for all sources of flooding including fluvial, tidal, surface water run-off, groundwater, ordinary watercourse, sewer (separate or combined) and reservoir.
- E. For all developments, it must be demonstrated that the development will be safe (for its lifetime), and where required, it will reduce fluvial, tidal, surface water run-off and groundwater flood risk and manage residual risks through appropriate flood risk measures, including the use of sustainable drainage systems (SuDS) in accordance with Local Plan policy EN6. Measures to mitigate flooding from sewers should be discussed with Thames Water Utilities Ltd. and be included in development proposals for which this is a risk.
- F. The use of basement space for bedrooms and non-residential uses where flooding could threaten the safety of people will not be permitted in areas susceptible to flooding (including but not limited to areas within current modelled breach flood extent and surface water modelling). The use of basement space for all other residential and non-residential uses must adopt resilient design techniques and be flood resilient. Basement proposals should not increase flood risk elsewhere. See also Local Plan policy Q27.
- G. For developments adjacent to the River Thames and River Graveney, maintenance, remediation and improvements to the flood defence walls will be required where necessary. Developments adjacent to defences and culverts should demonstrate that their development will not undermine the

structural integrity or detrimentally impact upon its intended operation and future maintenance.

### Supporting text

- 9.36 Management of flood risk within the London Borough of Lambeth will be undertaken in line with the National Planning Policy Framework 2019 (NPPF), Flood and Water Management Act 2010 (FWMA), Thames Estuary 2100 Plan 2012, Flood Risk Regulations 2009 (FRR), the European Water Framework Directive 2000 transposed into law through the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003, and the Land Drainage Act 1991.
- 9.37 The council is the Lead Local Flood Authority (LLFA) in Lambeth. As the LLFA, Lambeth are the risk management authority (RMA) for local flood risk, including flooding from surface water run-off, ordinary watercourses and groundwater. It will work in partnership with other RMAs including the Environment Agency, which is the RMA for Main River and tidal flooding; Thames Water Utilities Ltd, which is the RMA for flooding from public sewers; and neighbouring LLFAs.
- 9.38 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.
- 9.39 Flood zone maps are included within the borough's Strategic Flood Risk Assessment (SFRA) 2013 and Addendum 2018. These maps divide the borough into zones on the basis of the probability of flooding occurring from tidal and fluvial sources, ignoring the presence of any flood defences / alleviation measures. The flood zone maps are based upon data produced by the Environment Agency. Although the SFRA is updated regularly, more up-to-date information may be available from the Environment Agency.
- 9.40 Development proposals will be assessed against the most up-to-date information. Pre-application discussions are therefore recommended to confirm which flood zone the proposal is within and the risk posed to the development from other sources. Definitions and explanations of the flood zones and other sources of flood risk, land uses and their flood risk vulnerability are set out in the SFRA and NPPF.
- 9.41 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.

- 9.42 The Level 1 and Level 2 SFRA report (2013) and any future updates or addendums are to be used in conjunction with each other to provide a more detailed overview of the flood risks apparent in the borough. Areas identified in the SFRA as at highest risk of fluvial and tidal flooding in Lambeth are Waterloo, Vauxhall and adjacent to the River Graveney. Sequential testing of the site allocations within the Local Plan in relation to flood risk has also been undertaken.
- 9.43 The council has produced a Lambeth Local Flood Risk Management Strategy (LFRMS) which identifies Lambeth’s objectives and measures for managing local flood risk, including surface water run-off and groundwater, and includes specific requirements with regards to management of flood risk to and from development. Developers should ensure that development proposals meet the objectives and requirements identified in the Strategy.
- 9.44 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 bedrooms and other uses where flooding could threaten the safety of people, especially when sleeping, (for example community uses such as nurseries, daycare centres and hospital beds), will not be permitted in areas susceptible to flooding. For the purposes of Local Plan policy EN5 (f), susceptibility to flooding includes areas at high risk of surface water flooding. In assessing this, the council will have regard to the Environment Agency’s Risk of Flooding from Surface Water mapping made available via <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>. This data will be updated periodically as and when new data becomes available. Susceptibility to flooding includes surface water and combined water modelling and in certain circumstances the use of basements will be restricted to non-habitable uses. Positively pumped devices and non-return valves should be installed to protect basements from the risk of sewer flooding. See also Local Plan policy Q27 Basements and Annex 4.
- 9.45 Any development adjacent to the River Thames or River Graveney, should allow for inspection, maintenance and replacement of flood defences to be done in a safe manner without incurring undue costs and environmental impacts. To do this development adjacent to the tidal River Thames should maximise opportunities to achieve a 16m setback from the rear of the flood defences. On the fluvial River Graveney development should maximise opportunities to achieve an 8m setback from the watercourse, defences and culverts.

**Policy EN6: Sustainable drainage systems and water management**

Development proposals should:

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

**Supporting text**

9.46 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.

- 9.47 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.
- 9.48 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.
- 9.49 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.
- 9.50 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.
- 9.51 As an alternative to Schedule 3 of the Flood and Water Management Act 2010 (i.e. the SuDS Approval Body), the Secretary of State for Communities and Local Government set out changes to planning policies that came in to effect on 6 April 2015. These changes require all Local Planning Authorities to consult Lead Local Flood Authorities on surface water flood risk and management for all major developments, to ensure that the proposed minimum standards of operation are appropriate, and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. These changes ensure the use of SuDS will be provided for all new major developments in accordance with the London Plan, the Non-statutory Technical Standards for Sustainable Drainage Systems and by virtue the NPPF. A Drainage Strategy should be submitted as part of a planning application by the applicant to demonstrate standards relating to surface water flood risk and surface water management have been achieved. Schedule 3 continues to be a part of the Flood and Water Management Act but to date remains inactive.

- 9.52 Developers must demonstrate the maintenance and long-term management of SuDS through a SuDS Management Plan that must be submitted to the local planning authority as part of the drainage strategy.
- 9.53 Conditions or planning obligations will be used as appropriate to secure the implementation and management of sustainable drainage systems and other mitigation measures.
- 9.54 Development must not lead to deterioration of Water Framework Directive (WFD) water body status and where appropriate should help to conserve and enhance watercourses and riverside habitats, in accordance with measures identified in the Thames River Basin Management Plan (RBMP) and Lambeth Local Flood Risk Management Strategy (LFRMS).
- 9.55 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.
- 9.56 Site-specific Flood Risk Assessments and/or Drainage Strategies should address the management of surface water run-off, the amount of impermeable surfaces resulting from the development, and the methods used to manage flood risk both on-site and elsewhere within the catchment.
- 9.57 Where appropriate planning permission for developments which result in the need for off-site upgrades will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.
- 9.58 The council will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments for their lifetime. Developers are encouraged to contact the water/wastewater company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the council will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.
- 9.59 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 the Infrastructure Delivery Plan as significant regional infrastructure to be delivered during the plan period.

**Policy EN7: Sustainable waste management**

- A. In accordance with London Plan policies SI7, SI8 and SI9, the council will contribute to the sustainable management of waste in Lambeth by:
- i. supporting circular economy principles and the approach to driving waste management up the waste hierarchy in accordance with national and regional policy and targets, and in particular the efficient use of resources, the reuse of materials and resources, composting and the recovery of energy from materials;
  - ii. Contributing to the Mayor’s target for London’s waste capacity and net self-sufficiency by identifying sufficient capacity and land to meet Lambeth’s identified waste needs, including the borough’s apportionment target;
  - iii. supporting delivery of the Western Riverside Waste Authority’s statutory Waste Management Strategy and implementing its own Lambeth Sustainable Waste Management Strategy;
  - iv. safeguarding existing waste transfer and management sites for waste use and encouraging the intensification of capacity on existing sites where appropriate. The loss of a waste site for other uses will only be supported where appropriate compensatory capacity is provided in appropriate locations elsewhere in the borough. Compensatory provision should be at or above the same level of the waste hierarchy of that which is lost and meet or exceed the maximum achievable throughput of the site over the last five years;
  - v. identifying sites/areas for waste management in Key Industrial and Business Areas and other appropriate locations to provide additional capacity to meet, over the plan period, the borough’s waste apportionment set out in the London Plan and any other identified waste management needs;
  - vi. supporting the provision of an adequate supply of land for the operational delivery of the waste collection service, including depots and waste transfer sites;
  - vii. co-operating with the local waste planning authorities that receive waste from Lambeth to address any issues associated with this during the plan period.
- B. Proposals for new and improved waste management facilities will be assessed against the criteria in London Plan policy SI8 and national waste planning policy.
- C. On-site waste management facilities should be incorporated into all major development proposals unless it is demonstrated that provision is not feasible or the location renders the site unsuitable for such facilities.
- D. All developments will be expected to recycle construction, demolition and excavation (CD&E) waste on-site wherever practicable. For all development,

95 per cent of construction and demolition waste should be reused, recycled or recovered and 95 per cent of excavation waste should be put to beneficial use. Disposal of CD&E waste in landfill should only take place where it has been demonstrated that alternative, more sustainable fates are not feasible.

## Supporting text

- 9.60 Lambeth has a number of different roles and responsibilities related to waste. Lambeth is responsible for collecting and disposing of household waste, and both of these services are outsourced. Lambeth also arranges for the collection of some business waste in the borough. Lambeth also has a planning responsibility to ensure there is sufficient waste management capacity to meet the borough’s identified waste needs. This is achieved through Local Plan policy EN7.
- 9.61 The Mayor’s Environment Strategy and London Plan set out ambitious targets for reducing waste, increasing re-use and recycling, reducing waste going to landfill, and supporting the circular economy. Lambeth will promote these objectives by planning to meet its identified waste management needs, working with the Western Riverside Waste Authority (WRWA) and London Waste and Recycling Board (LWARB) to increase household and business reuse and recycling rates, encouraging facilities that operate higher up the waste hierarchy and assessing applications for new development against key circular economy principles.
- 9.62 Lambeth is required to plan for the management needs of waste generated in the borough, contributing towards the target of net self-sufficiency in London by 2026. There are seven waste streams, including household waste, business waste and construction waste. The London Plan apportions an amount of household and business waste that Lambeth needs to manage and the Waste Technical Paper estimates how much waste will be generated from the other waste streams. A summary of the amount of waste Lambeth needs to plan for is set out in the table below.

### Identified waste management need (tonnes)

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

- 9.63 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 the municipal waste collected by its constituent councils. A thirty year Waste Management Service Agreement (WMSA) was established between WRWA and Cory Environmental Ltd to dispose of WRWA waste, commencing in October 2002 and ending in 2032. Lambeth’s household waste is managed outside of the borough, with recyclables going to a Materials Recovery Facility in Wandsworth and residual (‘black bag’) waste transported down river to Bexley energy recovery facility. Lambeth will continue to support the delivery of the WRWA’s Waste Management Strategy and implement its own Lambeth Sustainable Waste Management Strategy. Lambeth will also work with the WRWA to deliver the Mayor’s municipal waste management policies and proposals set out in his Environment Strategy, including the 50% LACW recycling target.
- 9.64 Lambeth has a number of sites currently used for waste management but these do not have the capacity to manage this quantity of waste. Sites currently in waste management or transfer use in the borough are identified in the Waste Evidence Base 2019. 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 around 136,600 tonnes by 2036. Lambeth already has a number of waste facilities which can help towards managing its waste and, where appropriate, the intensification of these sites is encouraged. Existing waste sites are safeguarded for waste uses and are identified in Lambeth’s Policies Map and the Waste Evidence Base. Redevelopment of safeguarded waste sites for other uses will only be supported if compensatory waste capacity is provided elsewhere within the borough or if waste capacity is re-provided on-site with suitable mitigation measures to ensure any new development does not impact on the ability of the waste operation to function, in line with the agent of change principle. This is to ensure Lambeth is able to continue meeting its waste needs. Once delivery of compensatory waste capacity has been demonstrated to the satisfaction of the council, an existing waste site can be released for other uses. The maximum throughput achieved on the site over the last five years can be identified through the Environment Agency’s Waste Data Interrogators. Where this information is not available, for example if a waste site has been vacant for a number of years, the potential capacity of the site should be calculated using an appropriate and evidenced throughput per hectare.
- 9.65 The difference between existing capacity and the amount of waste Lambeth needs to manage is the ‘capacity gap’. Further information is set out in the Waste Evidence Base. A summary of the capacity gap (in tonnes) is set out in the table below along with a reasonable assumption of how much land is needed to bridge the gap.

### Capacity gap (tonnes) and indicative land take (hectares)

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

- 9.66 The council has undertaken an assessment of locations and sites suitable for additional waste management facilities in the borough. This is set out in the Waste Evidence Base 2019. This identifies the borough’s designated Key Industrial and Business Areas (KIBAs) as particularly appropriate for new waste management uses. Waste management and recycling facilities are one of the priority uses for Lambeth’s industrial land (see Policy ED3). KIBAs represent Lambeth’s main stock of safeguarded industrial land. The benefits of directing new waste facilities towards KIBAs includes co-location with other industrial uses. This helps to reduce the risk of waste facilities being located next to more sensitive development, such as residential. KIBAs have already been assessed for their suitability for industrial uses and are safeguarded for these uses. KIBAs also tend to have access which is wide enough for larger vehicles and are well-connected to main road networks.
- 9.67 Not all types of waste facility are appropriate in Lambeth due to their impact on the dense urban environment. The broad types of facility which are suitable in each KIBA can be found in the Lambeth Waste Evidence Base 2019. The policy for KIBAs is set out in Local Plan policy ED3, which makes clear that they are appropriate for green industries including waste management. This includes facilities that may be aimed at moving waste materials up the waste hierarchy (repair and refurbishment workshops). KIBAs are specifically safeguarded for B class and other compatible industrial uses. Knolly’s Yard, Waterworks Road and part of Montford Place KIBAs also have potential for industrial intensification and co-location with residential development. Waste management uses are typically B class or *sui generis*. The total area of Lambeth’s KIBAs (including new KIBAs) is approximately 45 hectares of which an estimated 40 hectares is potentially suitable for waste uses. Lambeth needs 2.3ha of land to meet its waste management needs to 2036. Land within the KIBAs is released through business churn and the Lambeth Waste Evidence Base demonstrates that enough land can come forward during the plan period to provide sufficient opportunities to meet this need.

- 9.68 No major waste facilities are expected to come forward in the borough in the period to 2036 but there is scope for a number of smaller facilities to serve the needs of the commercial waste sector. Lambeth would particularly welcome new facilities that contribute towards the circular economy, meeting the Mayor’s recycling targets, and helping to develop and diversify the local economy and create jobs.
- 9.69 Although Lambeth is planning for its own waste, some waste will continue to be exported, for example household waste is exported to Wandsworth and Bexley and excavation waste could be exported to be used for beneficial purposes outside of London. It is expected that a small proportion of waste which cannot be reused, recycled, recovered or put to beneficial use will be disposed of to landfill outside of London. Lambeth will continue to work with other waste planning authorities on imports and exports of waste through duty to co-operate and monitor any significant changes in patterns of waste movements.
- 9.70 The Western Riverside waste planning authorities work together on cross-boundary waste issues, but do not intend to plan for waste collectively. Lambeth is therefore planning for waste independently but will continue to work with Western Riverside authorities on cross-boundary waste issues.
- 9.71 All proposals for new or improved waste management facilities will be assessed against the criteria in London Plan policy SI8 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. Proposals will also be assessed against all other relevant Local Plan policies, including in relation to transport, amenity and quality of the built environment.
- 9.72 On-site waste management facilities provide for the management of waste out of the waste stream on the site at which the waste arises. This is distinct from facilities for on-site storage or collection of waste. Where on-site waste management facilities are not feasible, detailed justification will be required including explanation of the options that were considered and the reasons they were not pursued. Development proposals should be designed to enable future occupiers to segregate and store dry recyclables, food and residual wastes ready for collection to maximise recycling and recovery. See also Local Plan policy Q12 Refuse/recycling storage.
- 9.73 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.
- 9.74 See also Local Plan policy T8 Servicing in relation to delivery and servicing plans; and the London Plan Sustainable Design and Construction.
- 9.75 Monitoring indicators IND24, IND25 and IND26 will report on new waste capacity, loss of waste sites and compensatory capacity, and waste exports. Where monitoring demonstrates that waste management capacity to meet

the apportionment target is unlikely to be achieved by 2026, in line with the London Plan net self-sufficiency target, the council will work with the GLA to proactively engage with operators to encourage delivery of additional waste management capacity in the borough.

# Section 10: **Quality of the built environment**

# Section 10: Quality of the built environment

## Policy Q1 Inclusive environments

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

### Supporting text

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

## Policy Q2 Amenity

Development will be supported if:

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

### Supporting text

- 10.2 Sustainable development should protect the amenity of existing/future occupants, neighbours and the visual amenity of the community as a whole. Most new development in Lambeth results in an intensification of uses. It is therefore essential that amenity considerations are at the fore when designing at higher residential densities for a growing population.
- 10.3 Quality of life issues are exceptionally important. Private space, shared space and the design and construction of quality communal spaces all contribute to our amenity. Poor design and inconsiderate servicing can have unacceptable impacts on people's quality of life. For the council's approach to conversions, see Local Plan policy H6. Every effort should be made to design out reliance upon plant and other equipment in order to reduce energy consumption and achieve the principles of sustainable design and construction set out in Local

Plan policies EN3, EN4 and EN6. Further guidance is provided in the Design Code SPD.

- 10.4 The council will seek the use of communal satellite dishes in order to reduce the visual harm to amenity caused by multiple dishes on premises.
- 10.5 The council will use established industry standards when assessing schemes, including ‘Site Layout Planning for Daylight and Sunlight’ (BRE Trust, 2011) having regard to context and other material considerations, ‘Professional Practice Guidance on Planning & Noise, (2017); and any other relevant documents. Where supporting information about amenity impacts submitted with planning applications requires independent technical assessment, the applicant will be required to pay for this assessment.

### Policy Q3 Safety, crime prevention and counter terrorism

- A. In order to create a safe borough for all, the council will expect good design to:
- i. design out opportunistic crime, anti-social behaviour, violence and fear of crime in a site-specific manner, based on an understanding of the locality and likely crime and safety issues it presents;
  - ii. pay particular regard to shared public spaces and communal areas (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. Development proposals should address resilience to terrorism in a manner which is proportionate to the threat and appropriate to the context.
- D. The council will apply London Plan policy D12 on fire safety.

### Supporting text

- 10.6 All proposals will be expected to create positive and attractive environments. Negative design responses such as obscured glazing, solid roller shutters, high or solid gates and boundaries and external security bars on windows and doors will not normally be considered appropriate as they often result in very hostile environments. Positive design solutions such as good natural surveillance, well placed entrances, clear circulation routes, good lighting and secure boundaries are encouraged and will contribute to addressing priority issues, such as reduction in youth violence. Development proposals should consider security and counter-terrorism measures at pre-application stage

and seek advice from Counter Terrorism Security Advisors and police Crime Prevention Design Advisors about levels of risk and the sorts of measure available to mitigate this risk in a proportionate and well-designed manner. Further detail on acceptable security solutions for retail premises will be provided in the council’s Design Code SPD.

- 10.7 The use of materials is particularly important. In some places, timber gates and fences may be considered inappropriate where they might be particularly vulnerable to damage. 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.
- 10.9 See also Local Plan policy Q6 and London Plan policy D11. For detailed advice see ‘Protecting crowded places: design and technical issues’, 2014 and ‘Secured by Design’ guidance.

## Policy Q4 Public art

- A. The council will encourage the provision of places and spaces suitable for artistic and cultural programming, and maintain a framework of local artistic programming specialists adept at working within the locality of new development, for example in theatre, music and the visual arts.
- B. The council will seek the retention of good-quality public art (including statues, memorials, murals and examples of historic street furniture). Where appropriate the council will seek contributions towards the provision of new, restoration or repair of existing off-site public art, including memorials and street furniture, in the locality of new development.
- C. The council will maintain an audit of public art works and will locally list those examples that are considered to be of sufficient special interest. Where in-situ retention of a permanent art work is not possible, where appropriate, the council will expect the decommissioned art work to be relocated to an appropriate place elsewhere within the borough.
- D. The council will seek the provision of appropriately located new public art in:
- i. opportunity areas and town centres; and
  - ii. large-scale redevelopment schemes.
- E. All new proposals for public art, must:
- i. be durable and robust;
  - ii. not compromise the flexibility of use or character of the space; and
  - iii. not harm visual amenity.
- F. In addition to (f) proposals for memorials must have:

- i. a clear and well defined historical or conceptual relationship with the proposed location. Proposals where there is no relationship between subject and location will not be considered; and
- ii. arrangements in place for future maintenance such as an endowment if the proposal is to be erected on public land.

## Supporting text

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

## Policy Q5 Local distinctiveness

- A. The local distinctiveness of Lambeth should be sustained and reinforced through new development.
- B. Proposals will be supported where it is shown that design of development is a creative and innovative contextual response to positive aspects of the locality and historic character in terms of:
  - i. urban block and grain, patterns of space and relationship, townscape/landscape character;
  - ii. built form (bulk, scale, height and massing) including roofscapes;
  - iii. siting, orientation and layout and relationship with other buildings and spaces;
  - iv. the use of low maintenance, robust and durable walling materials; and
  - v. quality and architectural detailing (including fenestration and articulation).

- C. Where development proposals deviate from locally distinct development patterns, applicants will be required to show in their design/heritage statements that:
- i. the proposal clearly delivers design excellence; and
  - ii. will make a positive contribution to its local and historic context.

## Supporting text

- 10.13 The council is committed to securing a high-quality built environment and wishes to secure excellent modern architecture and design which is inspired by and reinforces Lambeth's unique local distinctiveness. This includes the contribution made by the historic environment and Lambeth's diverse community identities. Irrespective of their architectural style, new buildings should be attractive and interesting, enrich their localities and improve the quality of people's every day architectural experiences. When implementing this policy, the council will have regard to London Plan policy H2 (B)(1) which requires boroughs to acknowledge that local character evolves over time. See further guidance in the Design Code SPD.
- 10.14 Lambeth is characterised by well constructed brick-built buildings; the majority being also faced in good-quality brickwork. Most buildings are well proportioned and exhibit carefully considered and robustly executed fine detailing. All development should be built in materials that are durable (chosen in order to minimise future maintenance burden) and robustly detailed for longevity. In this respect, brick and Portland stone (or similar) are successful and are considered a key aspect of Lambeth's local distinctiveness.
- 10.15 Render was used extensively in the 19th century as a cheap substitute for finely dressed stone. Originally tinted to resemble natural stone, it stained badly in the urban environment and, where it survives, it has largely been painted to improve its appearance. Without regular maintenance, render surfaces become dirty and unattractive, and regular redecoration places a significant maintenance burden on property owners. Owing to its poor performance and poor appearance in local conditions, render finishes and detailing on new development (painted or unpainted) will generally be discouraged.
- 10.16 Timber buildings or buildings with areas of timber cladding (or timber-effect cladding) are historically not characteristic of Lambeth and do not contribute to local distinctiveness. Timber cladding, where it has been used locally, has been subject to differential weathering and deterioration under local conditions which has resulted in poor appearance. Owing to this poor performance the use of external timber cladding and detailing will generally be discouraged on buildings with the exception of structures in rear gardens (sheds, home offices etc.) and in parks and open spaces.
- 10.17 A key element of local distinctiveness is the robust, low-maintenance character of Lambeth's buildings – materials perform well and generally improve with age

without the need for regular maintenance. This aspect of local distinctiveness will be sought in all new development.

- 10.18 The council has prepared the Lambeth Local Distinctiveness Study (2012) in order to help applicants understand the key components of local distinctiveness and inform good new contextual development.

### **Policy Q6 Urban design: public realm**

The council supports development that provides:

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

### **Supporting text**

- 10.19 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 When assessing proposals on the footway, a clear footway width of at least 2m will be required in all schemes affecting public footways and property main entrances. This width allows two wheelchairs to pass one another comfortably and will be regarded as the minimum. Greater clear footway distances may be required in high footfall locations such as at major transport interchanges.
- 10.21 Public realm improvements should accord with TfL's Healthy Streets Approach. It is important that public realm works are consistent with the council's agreed standard streetscape materials and street furniture. The council supports good-quality public realm and where appropriate may seek improvements from developers that include the provision of non-standard materials. Where there is deviation from the council's standard materials, developers will be expected to contribute towards any additional maintenance costs. Improvements on the Transport for London Road Network (TLRN) should accord with the TfL Streets Toolkit Streetscape Guidance. Local guidance will apply to non-TLRN roads.
- 10.22 Climate change will result in more extreme weather events and increased urban temperatures. The design of the public realm must anticipate and respond to these challenges through, for example, optimising opportunities for shade and green infrastructure which has a cooling effect on the urban environment and adequate sustainable drainage systems to respond to increased rainfall.
- 10.23 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.
- 10.24 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.
- 10.25 Streetscape/urban design guidance has been prepared for some parts of the borough. This includes the South Bank Public Realm Design Guide, the South Bank and Waterloo Partnership Covid-19 Recovery Plan and the Waterloo and South Bank Public Realm Framework. Any such area-specific guidance, where it has been agreed by the council, should inform design development in these areas. See also Local Plan policies EN1, T1, T2, T3, policies for Places and Neighbourhoods, and London Plan policies T2 (Healthy Streets) and D8.

## Policy Q7 Urban design: new development

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

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

## Supporting text

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

### Policy Q8 Design quality: construction detailing

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

## Supporting text

- 10.30 The council recognises that in the realisation of buildings their design quality can often be compromised by poorly-considered detailing and inappropriate materials.
- 10.31 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: crude construction detailing, gutters and down pipes being unsympathetically placed, integrated detailing being substituted for stick-on ornamentation, unattractive soffits, poorly placed meter boxes, boiler flues and gas pipes; and inadequate weathering detailing on cills, parapets and mouldings.
- 10.32 The council will normally request, as a condition of approval, detailed drawings including section of all external construction detailing 1:20 scale. See also London Plan policy D4F in relation to the maintenance of design quality.

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

## Supporting text

- 10.33 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 Local Plan policies Q10 and EN1 in relation to trees, green infrastructure and biodiversity; and London Plan policy G5 on urban greening.
- 10.34 All planning applications 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.
- 10.35 Consideration should be given to the appropriate use of plant species that provide food for human consumption such as fruit trees. If included as part of a proposal, allotment gardens and communal food-growing gardens will be supported where they are accompanied by a suitable management plan.
- 10.36 When developing planting schemes, consideration should be given to creating opportunities for composting as well as the creation of a range of planting types which might mitigate against poor air quality; and support habitats for insects and animals such as hedgehogs.

## Policy Q10 Trees

- A. Proposals for new development will be required to take particular account of existing trees on the site and on adjoining land.
- B. Development will not be permitted that would result in the loss of trees of significant amenity, historic or ecological/habitat conservation value (including veteran trees), or give rise to a threat, immediate or long term, to the continued wellbeing of such trees.
- C. Where trees are located within a development site, the proposal will be supported only where it has been demonstrated that:
- i. trees of significant amenity, historic or ecological/habitat conservation value have been retained as part of the site layout;
  - ii. the retained trees can be satisfactorily protected from construction impacts and site works during the development stage; and
  - iii. the retained trees have been positively integrated, on a sustainable basis, as part of the site layout.
- D. The council will continue to protect trees in new development by making tree preservation orders and/or by the use of appropriate planning conditions.
- E. The council will continue to protect trees, by the use of tree preservation orders, that contribute to the amenity of an area or that are under threat from inappropriate pruning works or removal.

- F. Wherever appropriate, the planting of additional trees should be included in new developments in a coordinated way to maximise the green infrastructure network.
- G. Where it is imperative to remove trees, adequate replacement planting will be secured. The amount and nature of the replacement planting will be based on the existing value of the benefits of the trees removed, calculated using cost/benefit tools such as i-tree or CAVAT as set out in London Plan policy G7 C.

## Supporting text

- 10.37 New development should be designed positively to integrate existing trees. Where trees are located within a development site, the appropriate arboricultural information should be obtained and applied to demonstrate that layouts have been informed by the use of such survey and tree constraints mapping information. See also London Plan policy G5 Urban greening.
- 10.38 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.
- 10.39 Tree planting schemes should be appropriate for the intended use of the development and will be expected to contribute to the establishment of a well-constructed framework of diverse ages, sizes and species with potential to be managed constructively over the forthcoming years and decades. To ensure planting becomes established, the council will use planning conditions requiring weeding, watering and mulching (where appropriate) over the first five years of the planting.
- 10.40 Particular attention should be given to the use of tree planting in enhancing public areas within developments and views into sites from surrounding viewpoints, taking into account the need to ensure that clear sightlines and open outlook are maintained as necessary to ensure community safety is not adversely affected.
- 10.41 Where development would have an impact on street trees, the presumption is in favour of their retention. Where retention is shown not to be possible, replacement planting on or near the same location will be secured. Parts (a), (b) and (c) of this policy will apply in these instances.
- 10.42 In Air Quality Focus Areas there will be a presumption in favour of retaining canopy cover and new development will be required to deliver additional trees of a suitable resilient type.
- 10.43 Q10 (f) planting should be in a co-ordinated way that maximises the green infrastructure network, wherever possible. Such an approach aligns with London Plan policies G1 – Green Infrastructure and G5 – Urban Greening.

The Urban Greening Factor model will be used to deliver planting in a considered and structured way.

## Policy Q11 Building alterations and extensions

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

### Extensions

- B. Subordination will be a key consideration when assessing proposals for extensions. Development which unacceptably dominates the host building will not be permitted. Subordination, in all its forms, is particularly important in relation to heritage assets. To protect outdoor amenity space, as a general rule, no extension should reduce amenity space to less than the minimum required for that dwelling type by Policy H5.
- C. Closet extensions are characteristic of many early- to mid-19<sup>th</sup> century buildings and should generally be retained. Where considered appropriate new closet extensions should generally reflect the following locally distinct patterns, especially on heritage assets:
- i. come off a stairwell;
  - ii. have floor levels aligned with the stairwell half-landings;
  - iii. be a similar width to the stairwell;
  - iv. not obstruct the outlook from adjoining windows; and
  - v. terminate at least half a storey below eaves level.

- D. Rear returns (also known as outriggers) are characteristic of many mid- late 19th century buildings in Lambeth and should generally be retained. New rear returns will normally be acceptable where they are characteristic of the building type and immediate locality.
- E. Infill extensions (infilling the space along-side existing closet extensions or rear returns) should generally:
  - i. be single storey on heritage assets;
  - ii. have a glazed, light-weight appearance to differentiate them from the rear return; and
  - iii. be set back from the end of the main return on heritage buildings and not project beyond the end wall of the return above ground floor level elsewhere.
- F. Full-width rear extensions will normally be supported where they meet criteria (a) (i) and (b).
- G. Front extensions are not considered appropriate where they would unacceptably break the established building line or be at odds with the prevailing architectural character of the host building or its group.
- H. Side extensions should:
  - i. retain sufficient side space above ground floor level to maintain gaps between buildings and prevent visual terracing. In suburban locations a 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. generally be set back from the corners of the building and with lower roofs than the main roof.
- I. New dormers should:
  - i. be avoided on front roof pitches (unless similar buildings in the immediate context already exhibit appropriate front dormers);
  - ii. be subordinate (below the ridge and set in from the eaves and flanks) so that the roof remains the dominant element in the composition;
  - iii. be of design, materials and detailing appropriate to the host building; and
  - iv. have windows (solid, windowless dormers are generally not acceptable).
  - v. On sensitive buildings (including heritage assets), where dormers are considered appropriate in principle, they should also be modest in

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

- J. 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 heritage assets they will normally be resisted on street facing roof pitches; where considered appropriate they should be small in size and aligned with the windows on the elevation below.
- K. Roof additions and mansards will not be permitted where they would harm the architectural integrity (building form and design integrity) of the original building or its group. Where considered appropriate on locally distinct buildings, mansards should:
  - i. replicate locally distinct forms, materials and detailing;
  - ii. preserve, extend or reinstate original features such as chimneystacks and pots, parapets and party wall upstands.
- L. Other types of additional accommodation on roofs will normally only be acceptable on non-standard roof types where they comply with (a) (i) and (b).
- M. Roof terraces and balconies will be assessed against Local Plan policy Q2 (Amenity). Where their loss is proposed as part of a roof extension, the re-provision of that amenity space will be required to meet the minimum requirements of Local Plan policy H5.
- N. Living (green) roofs will be strongly encouraged for flat roofs which are not used as amenity space.

## Supporting text

- 10.44 Residential conversions and residential extensions (upward, rear and side) present important opportunities to deliver additional homes across Lambeth. See also policies Local Plan policies H6, Q2 and Q14 and the council's Design Code SPD. The council is committed to ensuring that all building alterations and extensions deliver good design and respond to climate change through mitigation and adaptation measures. The vast majority of Lambeth's buildings are built to established local patterns and forms. Design unity, repetitive detailing and compositional harmony are essential characteristics of local distinctiveness and should be respected when alterations and extensions are being undertaken.
- 10.45 Climate change will result in more extreme weather events and urban heating. Every opportunity should be taken through building alterations and extensions to adapt to these challenges. For example, simple measures such as the use of brises soleil and external blinds on south facing elevations to lessen overheating; or upgrading insulation when undertaking internal refurbishment. Designers should be mindful of the risk of maladaptation, for example

designing buildings to maximise solar gain in winter without thinking through the implications for overheating in summer.

- 10.46 A key element of Lambeth’s local distinctiveness is its rich historic roofscape which includes slated pitched, hipped and ‘London’ type roofs. On traditional buildings the council will expect the detailing of dormers fully to accord with established locally distinct patterns as set out in English Heritage’s listed building guidance leaflet ‘Dormer Windows’ (1991) which is available on the council’s website.
- 10.47 On traditional buildings the council will expect the detailing of traditional mansards fully to accord with established locally distinct patterns as set out in English Heritage’s listed building guidance leaflet ‘Mansard Roofs’ (1989) which is available on the council’s website.
- 10.48 Rear gardens are the area of land to the rear of the back elevation of the main body of the host building, excluding any returns or extensions to the host building but including any outbuildings, hard standings, ponds, garages or other structures. Where a plot is unconventionally shaped, for example when there is no rear garden and a side or front garden function as the main private amenity space, the garden that provides the private amenity space will be treated as a rear garden for policy purposes. Otherwise, front and side gardens should be excluded from the calculation.
- 10.49 See also Local Plan policy Q7 which will be applied to significant alteration schemes such as estate renewal projects; and policy Q14 in relation to development in gardens and the Design Code SPD.

## Policy Q12 Refuse and recycling

- A. The council will expect all refuse and recycling storage to:
- i. fully integrate into the wider design from the outset;
  - ii. be conveniently located for users and within the stipulated distances for collection;
  - iii. have attractive heavy-duty, robustly detailed structures;
  - iv. be fully ventilated;
  - 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. Additionally communal, commercial or large scale refuse stores should be:
- i. located away from residential accommodation to avoid harm to amenity and outlook;
  - ii. mechanically ventilated where necessary; and
  - iii. have a water supply and drain to allow for wash down.

## Supporting text

- 10.50 The council has a strategic objective to move the management of municipal waste higher up the waste hierarchy. This requires all development to have refuse and recycling provision that maximises the amount of waste that is recycled and composted and minimises residual waste. By reducing overall waste and moving waste up the hierarchy the objective is to reduce the environmental impacts of waste and recycling. This includes reducing the associated greenhouse gas emissions which is a key ambition of the council's response to the climate emergency.
- 10.51 The storage and management of refuse and recycling is a priority on which the council places great importance. Poorly designed and located, refuse and recycling storage facilities that do not cater for all, result in unacceptable environments and poor living conditions for residents. In meeting the policy requirements designers should also be mindful of the needs of people with disabilities, children and older people. Innovative approaches to optimise recycling and minimise cross-contamination will be strongly encouraged.
- 10.52 Ideally in housing schemes each property with its own front door should have its own recycling and waste storage located in an unobtrusive location within its curtilage such as a side or rear garden. Where there is only front garden provision, simple screened enclosures built in brick are considered appropriate.
- 10.53 As the majority of household waste is generated in the kitchen, designers are encouraged to ensure adequate storage provision within the kitchen for Lambeth's three main waste streams: i) co-mingled recycling, ii) food waste and (iii) general waste that cannot be recycled.
- 10.54 See also Local Plan policies EN7 and H6, the council's Refuse and Recycling Storage Design Guide and Waste and Recycling Storage and Collection Requirements – Technical Specification for Architects and Developers.

### Policy Q13 Cycle storage

- A. Cycle storage in all development (including conversions) should be:
- i. fully integrated into proposals from the initial design stage;
  - ii. directly and conveniently accessed from outside the building;
  - iii. accessible, attractive, secure and safe to use;
  - iv. either in individual lockers, or in stores shared by groups of immediate neighbours;
  - v. covered, fully ventilated, robustly constructed and easy to maintain;
  - vi. be fully compliant with the London Cycling Design Standards; and
  - vii. inclusive, allowing for different user needs and different types of cycles.

- B. When considering small-scale flat conversions and intensification of use the council will:
- i. assess whether there is scope to provide adequate cycle storage provision when assessing unit numbers/site layouts (and may seek a reduction in unit numbers in order to accommodate suitable cycle storage provision);
  - ii. support cycle storage in front gardens/forecourts only where it does not compromise visual amenity or access;
  - iii. support storage within flats where there is a dedicated storage place, fire safety is not compromised, accessibility is convenient and it does not result in cycles being stored externally such as on a balcony or roof; and
  - iv. consider the removal 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 practical alternative due to site constraints. The cost, including the opportunity cost of kerbside space, is to be borne by the development.
- C. All cycle storage should be fully compliant with the minimum standards set out in the London Plan and exceed these where a high demand for cycling is expected.

## Supporting text

- 10.55 In order to encourage the increased use of cycling for sustainable transport, health and wellbeing (see Local Plan policy T3), the council will require all development to provide safe, covered and secure cycle storage of the highest quality that is accessible to all users. Within the cycle storage a minimum of 25 per cent of provision in the form of single-height horizontal stands ('Sheffield' type stands) is required in all developments. A minimum of 5 per cent of the total cycle parking provision should be spaced sufficiently far apart to accommodate adapted or cargo cycles. For the remaining provision, less accessible solutions, such as two tiered racks and 'walk in' vertical wall mounted storage should only be considered where it can be demonstrated that available space requires this. Vertical storage where the cycle must be lifted off the floor will not be accepted. Only options where it is possible to lock the frame and wheel of the cycle to the stand are acceptable. Communal bike stores should provide charging facilities for e-bikes. The council sets a premium on the quality of parking provided and, where space is limited, will consider a flexible approach allowing for the introduction of more space efficient options after first occupation. All cycle parking should be provided in accordance with contemporary cycle parking standards as contained within the London Plan, with reference to the London Cycle Design Standards.
- 10.56 In new-build schemes each house (or flat with its own front door and residential curtilage) should have its own dedicated cycle locker. In small front

gardens cycle storage should generally be the low type – bike boxes and bike hangers – rather than taller walk-in structures which, because of their height and bulk, are likely to harm visual amenity. Particular care is required in relation to heritage assets.

- 10.57 The quality of cycle storage 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). Where cycle parking is provided in basement car parks the council expects cycle access to be separate or segregated from other vehicular access. When accessed by lifts, the lifts must have sufficient capacity to cope with maximum demand and not be shared with pedestrian or refuse uses. Ramps should have a shallow gradient. Cycle parking which relies on access via stairs is not acceptable.
- 10.58 In new-build schemes, communal cycle storage areas should 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 cycles through more than two doors (including the exterior door) and direct access from outside is preferred. Large communal cycle storage areas are discouraged. Cycle storage areas should be broken down into a number of small secure facilities preferably shared by immediate neighbours to foster neighbourliness and improve security. Ideally cycle lockers should be provided for each flat and numbered accordingly in order to ensure cycles are safe from theft and damage. Communal facilities should be well lit, feel secure and welcoming, and be naturally ventilated with adequate space for manoeuvring. Doors, frames and lockers should be wide and of robust construction.
- 10.59 On estates and on spacious developments free-standing cycle storage structures may be acceptable. These should be purpose built permanent structures with roofs. Lightweight enclosures in timber are not considered adequately robust. The design approach should be the same as that for integrated cycle storage facilities, with the provision of bike lockers. Good lighting is essential. External cycle parking should be planned and integrated into the design of the public realm at an early stage.
- 10.60 In exceptional cases visitor cycle parking for developments may be provided on street subject to agreement of the council and approval of statutory process.

#### Policy Q14 Development in gardens and amenity spaces

- A. Development in gardens (or on land most recently used as gardens) should not result in loss of biodiversity, loss of trees of value, or poor drainage and accord with the requirements set out in parts (b), (c), (d) and (e) below.
- B. Front gardens and prominent corner/side gardens are not considered appropriate for development. Car parking in these locations will only be

- permitted for Blue Badge holders where a Blue Badge parking space cannot be accommodated on-street within an acceptable distance. In such cases, the proposal should demonstrate that:
- i. there would be no harm to the visual amenity or biodiversity value;
  - ii. there would be no harm to residential outlook;
  - iii. an adequate boundary treatment can be maintained across the street frontage (without the need for outward opening gates);
  - iv. perimeter shrub planting is provided to act as a screen;
  - v. as much soft landscaping as possible is retained and the parking area surface is permeable to water;
  - vi. access arrangements meet relevant standards (including inclusive mobility guidance), are safe and direct;
  - vii. the creation or widening of a crossover would not result in the unacceptable loss of on-street parking spaces, result in more than one crossover at the property, be at odds with local distinctiveness or harm the character or appearance of a conservation area; and
  - viii. parking spaces meet the minimum standard dimensions.
- C. New development in rear gardens (or on land last used as rear gardens) will be supported where:
- D. outside of conservation areas, the total area of ground covered by buildings within the curtilage does not exceed 50 per cent of the total area of the curtilage excluding the ground area of the original dwelling; and
- E. Local Plan policy H5 requirements for external amenity space for both new and existing residential properties on the site are achieved, plus an additional 10m<sup>2</sup> amenity space for every bedroom above three in the host building; and
- i. it is subordinate in height and scale to the host building; and
  - ii. access arrangements meet relevant standards (including inclusive mobility guidance), are safe and direct; and
  - iii. there would be no unacceptable impacts on amenity.
- F. Domestic curtilage structures such as garden sheds, garages and summer houses should not exceed one storey and should be set back at least 1m from all site boundaries (to allow access for the maintenance and to provide gaps between buildings) unless site circumstances dictate otherwise.
- G. In addition to the requirements in (c) and (d) above, development on return frontages (rear gardens that front a side road) will only be supported where:
- i. sufficient gaps between buildings, and views to the rear are retained maintained; and
  - ii. established building lines are respected.

## Supporting text

- 10.61 Front gardens provide a landscaped setting to buildings and an important defensible semi-public space. The gaps in built frontages created by side spaces/side gardens (and rear gardens on side streets) often provide spatial openness and attractive glimpse views between buildings to rear gardens. Rear gardens especially have visual amenity value, contribute to wellbeing, are of biodiversity value and are important for sustainable drainage. Collectively, gardens are an important amenity to Lambeth residents and in defining the borough's spatial character.
- 10.62 Parking in front gardens will only be permitted where the applicant is a Blue Badge holder, and a Blue Badge parking space cannot be accommodate on-street within a reasonable distance (normally 50m). On all classified roads and local distributor roads planning permission is required for the creation of a vehicle crossover to gain access over the footway/ verge onto the site. Visibility splays (vehicular and pedestrian), turning areas (required if on a classified road), parking bay dimensions (length and width) must meet current national guidance and local standards. Furthermore, a minimum one-metre wide footpath must be provided from the public footpath to main pedestrian entrance of the property.
- 10.63 Advice on different approaches to constructing driveways or other paved areas using permeable surfaces is provided within the Department for Communities and Local Government document, 'Guidance on the Permeable Surfacing of Front Gardens' (May 2009). The use of loose gravel as permeable paving is discouraged as it tends to attract weeds, settles in drifts and can spill out onto the footway causing a trip hazard to pedestrians.
- 10.64 The council will expect paved areas in gardens to be kept to the minimum necessary and be permeable / porous as an excess of hard-standing harms visual amenity and can cause excess surface water run-off which overloads drains. Proposals should retain / incorporate as much soft landscaping (including trees) as possible for visual amenity and biodiversity. Landscape design should optimise the opportunities to improve air quality and support wildlife habitats for birds, insects, reptiles and mammals such as hedgehogs. See Local Plan policy Q9.
- 10.65 Rear gardens are the area of land to the rear of the host building, excluding any extensions to the host building but including any outbuildings, hard standings, ponds, garages or other structures. Land most recently used as garden is former garden land which does not benefit from an implemented change of use planning approval or a certificate of lawful Development confirming another lawful use.
- 10.66 The introduction of new dwellings in gardens requires careful consideration to avoid harmful impacts on the amenity and diversity. This is especially the case in locations where rear gardens are small, residential densities are high and where there is an open space deficiency. It is essential that existing and proposed dwellings have access to adequate private amenity space. The overlooked, semi-public nature of front gardens means they cannot

provide the necessary levels of privacy and quietude required by residents. Furthermore, a reliance on front gardens for private amenity often necessitates the erection of higher front boundaries, retrofitted screening, garden sheds and similar structures which harm the visual amenity value of front gardens. The use of front gardens as the primary private amenity space for residential properties will therefore be resisted.

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

### **Policy Q15 Boundary treatments**

- A. The council will seek to retain boundary treatments that are characteristic of the immediate locality, are historically unique or contribute to local distinctiveness.
- B. Where replacement is considered appropriate, and in new development, the council will expect:
- i. replication of positive locally distinct boundary treatments and a sympathetic response to its context in terms of height, design and appearance;
  - ii. front boundaries in residential areas and those between front gardens not to exceed 1.2 metre in height (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;
  - iv. rear boundaries between gardens and sites not to exceed 2 metres; and
  - v. boundaries flanking a vehicle crossover to not exceed 900mm in height (to maintain sight lines).

- C. The raising in height of existing boundaries will only be supported where it is undertaken in a well designed and carefully detailed manner which is consistent with local character and not discordant.

## Supporting text

- 10.70 Historically many of the early- to mid-19th century urban properties in Lambeth had front boundary railings in the region of 1.1m in height. Suburban properties up until the First World War tended to have timber boundary treatments of similar height or cast iron railings on dwarf walls. Dwarf walls and low fences are common to inter-war properties. War-time removal of railings for scrap iron and the passage of time have removed many historic boundary treatments which could be authentically reinstated. Many post-war developments are characterised by an absence of boundary enclosures. One example of historically unique boundary treatments is the railings on some housing estates which were made from metal stretchers after the Second World War. Authentic reinstatement of locally distinct boundary treatments is encouraged; so too are high-quality innovative new designs inspired by locally distinct examples.
- 10.71 This policy relates to man-made means of enclosure and not to hedges or screen planting.
- 10.72 Boundary design should optimise the opportunities for wildlife, such as hedgehogs, to move freely between properties.
- 10.73 With non-residential sites, especially large ones such as schools, great care will be required to ensure new boundary treatments and associated landscaping do not harm residential amenity.

## Policy Q16 Shop fronts

- A. On existing premises the council will seek the retention of historic shop fronts or those of architectural quality or any features of interest that survive on premises (including historic shop signage). These should be retained, refurbished and sympathetically incorporated into new work even when changes of use are proposed.
- B. Designs should:
- i. integrate well into the host building, respecting the scale, style and general building forms;
  - ii. use robust, carefully detailed (for aesthetics and weathering) materials – timber framing normally being required for heritage assets;
  - iii. reinstate lost features which are characteristic on similar adjoining premises;

- iv. be carefully considered with large, generous shop windows, adequate entrance doors, good proportions, careful detailing;
  - v. maintain/include independent access to upper floor accommodation from the street frontage as part of an integrated design;
  - vi. have level entrances where possible; where ramps are required they should be internal except in exceptional circumstances. Materials and finishes should be appropriate and of high quality;
  - vii. permanently display the property numbers of the shop and any accommodation at the entrances;
  - viii. provide a dedicated place for a signage fascia above the shop front (not encroach above ground floor level), defined by permanent, integrated architectural detailing - on new-build development a projecting band or cornice should be built into the façade to clearly demark a line between fascia and the floor above;
  - ix. incorporate security measures in an integrated design (internally where possible) in order to avoid the need for external retrofitting; and
  - x. not have solid or perforated roller shutters or exposed, externally-mounted shutter housings.
- C. The council seeks to protect the open, uncluttered character of commercial forecourts. Boundary treatments, enclosures, screening shelters etc will be resisted where their impact is considered harmful.

## Supporting text

- 10.74 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.
- 10.75 Unfortunately a great many replacement shop fronts are of poor quality – badly detailed with overly dominant signage and oppressive retrofitted external security shutters. These give many retail areas a poor appearance and harm visual amenity generally and contribute to unattractive night-time environments which imbue a fear of crime. Wherever possible the council will seek that new proposals reverse this unacceptable situation. Lambeth is committed to improving upon the current poor quality of many of its shop fronts (including bank façades and pub fronts).
- 10.76 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 (hoardings) where they:
- i. are individually or collectively well integrated into their context, the design of new or existing buildings or landscaping schemes;
  - ii. deliver design excellence in terms of access structures, framing, lighting/ illumination;
  - iii. contribute positively to the local scene;
  - iv. do not add unacceptable street/visual clutter; and
  - v. do not diminish the setting or significance of heritage assets.
- B. In order to enhance the environment, proposals for the renewal of advertisement consents for existing large panel advertisements will generally be resisted.
- C. Shop signage should:
- i. be accommodated solely within a defined fascia above the façade (on historic buildings the height will be dictated by the pilaster/console detailing and on new premises it should not exceed one-fifth of the ground floor height);
  - ii. be restricted to one fascia above the shop window and one projecting/ hanging sign (not exceeding 600mm x 600mm x 80mm) per elevation and 2.4m above the footway;
  - iii. the fascia sign height shall be dictated by any prevailing original pilaster detailing or not noticeably exceed 1/5 of the height of the ground floor accommodation;
  - iv. be illuminated (if required) in a discreet and subdued manner – without overly dominant fittings, clutter or cables - lighting should be limited to the advertisement element (logos and words) and not the full width of the fascia; and
  - v. not be excessive, visually discordant, overly large, project excessively forward or rise up the façade above the ground floor level.

### Supporting text

10.77 The council is committed to enhancing the environment. Unfortunately the majority of large panel advertisements 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.

- 10.78 In theory, design excellence has the potential to address many of the council’s concerns over the adverse impact of advertisements. However, rarely do proposals come forward where the display of large, panel advertisement is fully integrated into the design of a new building or in the landscaping or layout of a site. All too often they have been placed with little thought for visual amenity of integration with their surroundings. Groups of mismatched panel advertisements (long, tall and of various panel sizes) can be particularly visually discordant. Many 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.
- 10.79 Conservation area appraisals and assessments relating to the area regeneration schemes have identified panel advertisements as being harmful to the character of these areas and contributory in no small part to the perception of poor environmental quality/visual amenity. The same can be said for the setting and approaches within Lambeth to the Westminster World Heritage Site. Such perceptions can be a barrier to inward investment and therefore the removal of discordant advertisements in these circumstances is considered a priority.
- 10.80 Temporary shroud advertisements at high level on scaffolding are generally only considered appropriate in town centre locations. Applicants will be required to provide a full schedule of the building works being undertaken and a timescale for those works so that any consent granted can be time limited.
- 10.81 The intensity of digital illumination (individually and cumulatively) can have a significant impact on amenity and animations or moving images can be distracting to road users. Proposals will be resisted where unacceptable impacts result. Image transition times need to be carefully considered to lessen the element of distraction. There are also risks of the malfunction in digital displays, erroneous flickering or flashing. Where digital signage is supported the council will seek to ensure that a black or dark blue default screen is programmed.
- 10.82 Details of luminance levels appropriate for Lambeth are set out in Lambeth’s Advertisement and Signage Guidance 2016.
- 10.83 On-street advertisements will be assessed against Local Plan policies Q1, Q6 and T2.

## **Policy Q18 Historic environment strategy**

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

## Supporting text

- 10.84 Through the Lambeth Historic Environment Strategy (HES) and through its decision making prior to preparation of the HES, the council will:
- i. use its planning powers (including enforcement powers) to ensure that special regard is paid to sustaining and enhancing the historic environment;
  - ii. support the principle of climate change mitigation alterations and adaption responses and sustainable design and construction within the historic built environment in accordance with established conservation best practice;
  - iii. use, where appropriate, statutory powers (including non-planning legislation) to sustain or enhance the historic environment; especially where they might address issues preventing heritage at risk from being brought back to viable use/good repair;
  - iv. support initiatives to sustain or enhance the historic environment and bring heritage at risk back to viable use/good repair (such as the national ‘heritage at risk’ initiative);
  - v. continue the identification of local heritage (undesigned) assets with the input of local people, groups and national amenity societies to ensure that Lambeth’s historic environment gains the recognition it deserves;
  - vi. prepare appraisals, guidance documents and SPDs, securing the input and support of local people, local groups and other parties, and use these in decision making to help guide development in a positive manner;
  - vii. request that copies of significant heritage statements, desk based assessments and record documents are submitted to the London Historic Environment Record (HER);
  - viii. appoint an historic environment champion to raise the profile of built heritage within the council and across Lambeth;
  - ix. use established best-practice guidance from Historic England, national amenity societies and other organisations, the British Standard publication BS7912:2013 ‘Guide to the Principles of the Conservation of Historic Buildings’ and locally prepared SPD documents to deliver best practice in relation to management and alteration of heritage assets; and
  - x. encourage, contribute to and facilitate research and publication on Lambeth’s historic environment – particularly where there are gaps in knowledge/understanding.
  - xi. work in partnership with Historic England, neighbouring boroughs and other relevant groups on heritage issues.
  - xii. promote access to and enjoyment of the historic built environment.
- 10.85 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.

- 10.86 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.
- 10.87 West Norwood Cemetery is one area where a better understanding of the significance of the tombs and memorials would be of value to parties involved in the management and conservation of the site.
- 10.88 In 2019, the vast majority of Lambeth’s Heritage At Risk is concentrated at West Norwood Cemetery where statutory listed tombs and memorials are subject to decay and structural instability. An ongoing programme of works within the cemetery agreed between the council and the Friends of West Norwood Cemetery (FOWNC) proposes to address this over time. A strategy has been agreed, with financial support from the HLF, for the whole cemetery which includes repairs and stabilisation to 14 memorials.
- 10.89 The work of Lambeth Council’s in-house architects (1960 – 1990) is another area where greater understanding would benefit/inform the borough’s estate renewal programme and ensure the best examples are preserved.

## **Policy Q19 Westminster World Heritage Site**

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

## Supporting text

- 10.90 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 6 for further information.
- 10.91 The World Heritage Site's location on the bank of the River Thames makes it highly visible from within Lambeth. Indeed the most impressive views of the Houses of Parliament's striking silhouette and some of the most attractive approaches/views (by river, by road, by air from the London Eye, and on foot) are from within the 'immediate setting' in Lambeth. Equally important is Lambeth's role in the 'wider setting' or backdrop to the World Heritage Site in views from within the City of Westminster (in terms of clear sky) and in views from the Thames bridges (in terms of urban context).
- 10.92 The presence of Lambeth Palace immediately across the river from the Houses of Parliament, and what this represents in terms of the separation of Church and State, adds a further layer of significance which requires careful management.
- 10.93 An uncluttered, well-ordered and attractive urban environment, including public realm, is key to maintaining a suitable setting and approaches to the World Heritage Site. New 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.
- 10.94 The adopted World Heritage Site Management Plan will be a material consideration when considering proposals. The council has prepared setting studies and mapped the approaches and immediate setting to inform that work and will continue to work in partnership with all relevant stakeholders in the ongoing work of maintaining, updating and preparing the management plan and any associated documents such as setting studies. The council sees no conflict between this aspiration and the continued role of the South Bank's public realm in providing a rich and varied temporary arts, culture and leisure offer.
- 10.95 The potential adverse impact of tall building development within Lambeth on the wider setting of the World Heritage Site has been / is a matter of concern for UNESCO. This concern necessitated the 2017 ICOMOS Monitoring Mission. Applicants will be expected to demonstrate that full account has been taken of the impact of their proposals on the World Heritage Site, its attributes and its setting and provide a full impact assessment to support their proposal using the methodology set out in the Mayor of London's World Heritage Sites Guidance on Settings Supplementary Planning Guidance (2012) and ICOMOS's Heritage Impact Assessments for Cultural World Heritage Properties (2010). See also London Plan policy HC2.

## Policy Q20 Statutory listed buildings

Development affecting listed buildings will be supported where it:

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

### Supporting text

- 10.96 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.
- 10.97 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.
- 10.98 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.
- 10.99 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 or features. The acceptability of double glazing will be judged on a case by case basis using best-practice guidance from Historic England. See also Policy EN4.
- 10.100 Demolition of listed buildings should be exceptional or wholly exceptional. Features protected by the listing and contributing to the significance of the

building can include boundary treatments, steps, paving, outside toilets and outbuildings; their demolition will also normally be resisted.

- 10.101 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 permitted unless interventions of this nature can be sympathetically accommodated. Any resulting harm should be fully justified as necessary for delivering the optimum viable use for the building. In this respect it should be proved that other, less harmful uses are not viable.
- 10.102 Consideration will be given to the cumulative impact of development when considering changes affecting the setting of statutory listed buildings. Listed buildings need to maintain the ability to adapt and evolve. In this respect it is important that they retain adequate space around them to provide an adequate setting and sustain future uses. Similarly, the development of curtilage land around a listed building will be resisted where it is considered that the listed building would not retain sufficient land to remain viable in the longer term.
- 10.103 Applications for works to statutory listed buildings should be accompanied by a Heritage Statement (proportionate to the extent and nature of the works proposed) which covers the significance of the asset, describes the proposal, explains the need/justification for the proposal; and assesses the impact of the proposed changes on the significance of the listed asset.

## **Policy Q21 Registered parks and gardens**

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

- i. sustain 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;
- iv. preserve the setting (including views in and out)-; and
- v. are justified and supported by robust Heritage Statements.

### **Supporting text**

- 10.104 Landscapes on the register are ‘designated heritage assets’. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance of the landscape or its features, describes the proposal,

explains the need/justification for the proposal; and assesses the impact of the proposals on that significance. Proposals that will have a harmful impact will be required to meet the relevant tests set out in the NPPF.

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

## Policy Q22 Conservation areas

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

## Supporting text

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

- 10.107 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 6. Conservation areas generally contain high concentrations of statutory listed buildings and local heritage assets and are key contributors to local distinctiveness.
- 10.108 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 Non-designated heritage assets: local heritage list**

- A. The council will maintain a list of non-designated heritage assets which it considers to be of local (or greater) significance. It will be known as the ‘local heritage list’. It will include:
- i. archaeology (archaeological priority areas);
  - ii. buildings and structures (local list); and
  - iii. designed spaces and landscapes (local landscape register).
- B. The objectives of maintaining the local heritage list are to:
- i. raise awareness of these assets and foster a greater appreciation of them;
  - ii. sustain or enhance their significance; and
  - iii. protect them and their settings.
- C. The council will:
- i. resist the destruction of assets on the local heritage list (or harm to their settings) and expect applicants to retain, preserve, protect, safeguard and, where desirable, enhance them when developing proposals that affect them;
  - ii. require proper investigation and recording of archaeological remains and publication and archiving of results to advance understanding; and
  - iii. apply London Plan policy HC1D.
- D. In accordance with London Plan Policy HC1, the council will require applicants for proposals which involve excavation or ground works on sites of archaeological potential to:

- i. submit an archaeological assessment and evaluation of the site, including the impact of the proposed development
- ii. preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and seek a public display and interpretation where appropriate
- iii. 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.

## Supporting text

10.109 Assets on the local heritage list are ‘non-designated heritage assets’.

Applicants will be required to provide a heritage statement/ archaeological assessment/site evaluation for their proposals. Proposals that will have a harmful impact will be required to meet the relevant tests set out in the NPPF.

10.110 The council will seek to keep the local heritage list up to date with input from local people, groups and national amenity societies. However, through the delivery of normal planning duties the council may also identify non-designated heritage assets that may not be on the local heritage list. Where applications are received for such assets this policy will apply.

10.111 Where appropriate the council will seek statutory designation (designated heritage asset status) to secure the protection of undesignated heritage assets.

10.112 The local heritage list should be considered a work in progress as it will be subject to change over time as more assets are identified. It can be viewed on the council website. Proposals affecting buildings and structures will be permitted where their architectural interest, historic interest, townscape value and rarity are sustained or enhanced in accordance with established conservation best practice.

10.113 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.

10.114 Archaeological Priority Areas are identified on the Policies Map.

10.115 Local historic spaces and designed landscapes also contribute significantly to Lambeth’s local distinctiveness and are included on the local heritage list.

10.116 Some of these spaces benefit from protection under other legislation such as the Rush Common Act (1806) or the London Squares Preservation Act (1931). For a full list of the sites affected by this Act see Appendix 7.

10.117 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.

10.118 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 fronting the River Thames, or visible from the river or its bridges, applicants should be able to show that their proposals:
- i. enhance the character of the river frontage, views from the river and from the opposite bank;
  - ii. preserve the setting and approaches of the Thames bridges;
  - iii. maintain and create publicly accessible spaces / routes along the river for a continuous riverside walkway;
  - iv. are contextual - reinforcing the distinctiveness of the wider city river front;
  - v. respect the unique character of the Albert Embankment as a piece of historic engineering;
  - vi. protect, restore and enhance the draw dock, slipways, steps, stairs, paving and other historic features associated with the river;
  - vii. reinforce connections from the city to the river;
  - viii. maintain existing access / egress points to and from the river; and
  - ix. recognise the value of the river’s ‘blue infrastructure’ and its connection with adjoining green infrastructure and green corridors.
- B. Unless directly related to River transport, development on/in the river itself will be resisted. Proposals for permanent moorings on the River Thames:
- i. will only be permitted for uses which require such a location and which support those providing river functions or public access and enjoyment of the river;
  - ii. should not adversely affect the open aspect, historic setting or security of the river frontage, archaeology of the foreshore and historic embankment retaining walls, steps, locks or slipways;
  - iii. should not impede views across the river from the river, the riverside and the bridges, particularly of landmark buildings, especially between the Westminster World Heritage Site and Lambeth Palace, and should be in scale with the river scene;
  - iv. should not have a detrimental impact on navigation, river regime or environment;

- v. should have adequate access and arrangements for visitors, drainage, waste disposal and servicing, but not require excessive on-shore areas for servicing; and
  - vi. should be of outstanding architectural or historical importance, or have some special maritime interest.
- C. The council will seek retention of all existing river bridges and is supportive in principle of new pedestrian and cycle bridge proposals in appropriate locations, including the Wandsworth to Pimlico pedestrian / cycle bridge.
- D. Development fronting the river should provide riparian life-saving equipment where necessary and appropriate.

### Supporting text

- 10.119 Exceptional quality is required of new buildings and the spaces between them to ensure that the setting of the Westminster World Heritage Site and other heritage assets, and London’s image and status as a world city are preserved.
- 10.120 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.
- 10.121 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.
- 10.122 New piers, if acceptable, should not lead to the obstruction of the footway either through structures or queuing. The council will continue to support initiatives which deliver a safe and attractive river environment including suicide prevention measures (CCTV, signage, and information) and lighting initiatives such as the Illuminated River project. The provision of riparian life-saving equipment such as grab chains, access ladders and life buoys will be considered on a case by case basis taking account of the type of development, its location and any potential risks.
- 10.123 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 6) and secure improvements within them in accordance with London Plan policy HC4.
- B. The council's views of local interest are set out in part's c and d below. In assessing proposals the council will seek to protect their general composition and character from harm. Particular regard has been paid to the identification of views of the Westminster World Heritage Site. The following views are considered to be of local interest:

**Panoramas**

- C. The objective in identifying these views is to ensure that no foreground or middle- ground development is intrusive, unsightly or prominent in relation to the panoramic view as a whole, or landmark buildings within:
- i. Views NNW from Brockwell Park to (a) Lambeth Town Hall's tower and (b) St Matthew's Church tower; and (c) views N and NNE to the city;
  - ii. View NNE from Norwood Park (across LB Southwark) to the city;
  - iii. View N from Gipsy Hill (across LB Southwark) to the city;
  - iv. View N from Knights Hill (across LB Southwark) to the city;
  - v. Views W and SW from Streatham Common to Colliers Wood, Morden, Rose Hill and Pollards Hill;
  - vi. Views S and SW from The Rookery to St Helier, Epsom Downs, Pollards Hill, Croydon and the North Downs;
  - vii. View W from Members' Terrace of County Hall to the North Bank of the Thames (including Houses of Parliament);
  - viii. View N and E from Royal National Theatre terraces to the North Bank of the Thames including St Paul's Cathedral;
  - ix. View NW from Queen Elizabeth Hall roof garden to the North Bank of the Thames including the Houses of Parliament;
  - x. View W from the level 4 terrace of the Royal Festival Hall to the North Bank of the Thames including the Westminster World Heritage Site.

**Landmark Silhouettes**

- D. The objective in identifying these views is to ensure that no development obscures or is intrusive, unsightly, visually dominates or competes with, and no background development harms, the silhouette of the assets in:
- i. Views SE and SSE from Westminster Bridge Road of Lincoln Tower on corner of Kennington Road/Westminster Bridge Road;

- ii. View N along Knights Hill of St Luke’s Church tower;
- iii. View S along Norwood Road of St Luke’s Church tower;
- iv. View N from Chapel Road along Weaver Walk of St Luke’s Church tower;
- v. Views (a) NW and (b) SE of Christ Church along Christchurch Road;
- vi. View E along Dasset Road to Sydenham Hill and the Crystal Palace television transmitter;
- vii. View W along Lorn Road to St Michael’s Church tower, Stockwell Park Road;
- viii. View NW from Lambeth Palace terrace to Houses of Parliament (including Victoria Tower);
- ix. View W from Lambeth Palace’s garden to the Houses of Parliament (Victoria Tower) as viewed through the gap between St Thomas Hospital building and the Guy’s and St Thomas’ Medical School building;
- x. View NNW from Kennington Lane along Courtenay Street to Houses of Parliament (Elizabeth Tower);
- xi. View W from St Thomas’ Hospital garden to Westminster World Heritage Site and Westminster Bridge;
- xii. View SW from St George Wharf Pier to Battersea Power Station;
- xiii. (a) View E from Victoria Tower Gardens and (b) SE from Member’s Terraces of Houses of Parliament to the Lambeth Palace complex (including St Mary’s Church tower);
- xiv. View ESE from Millbank to 8 Albert Embankment;
- xv. View SE from Millbank to Vauxhall Cross Building (M16);
- xvi. View NE from the Queen’s Walk to St Paul’s Cathedral between Waterloo Bridge and borough boundary with Southwark.

### **Roofscape Views**

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

### **Enhancing Views**

- F. Where existing buildings are identified (through CA appraisals, characterisations and other similar studies) as negative elements in

strategic or local views the council will encourage and support proposals which lessen the adverse impact through redevelopment, height reduction or re-cladding.

## Supporting text

- 10.124 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.
- 10.125 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.
- 10.126 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 London's St Paul's Heights policy.
- 10.127 Applicants should provide accurate digital model based assessments of the impact of their proposals on designated views; including, where necessary, verified renders of the proposal within the view. Digital models, where submitted, should be VUCity compatible. The Mayor's London Views Management Framework SPG (LVMF) will be used when considering proposals that affect strategic views. See Annex 6 for a list of the strategic views identified in the LVMF. Historic England's 'Setting of Heritage Assets' guidance will also be used to inform the assessment of proposals where a heritage asset are affected. The council will produce a Lambeth Local View Management SPD to assist with the management of development within local views, wherever possible, in a positive manner.

## Policy Q26 Tall buildings

The following definitions of building heights are defined for Lambeth:

	Low rise	Mid rise	Tall (this policy applies to these buildings)
South Lambeth (south of the South Circular Road)	Up to 9m	Between 9m and 25m	Above 25m
Middle and north Lambeth (north of the South Circular Road)	Up to 15m	Between 15m and 45m	Above 45m

- A. Having particular regard to the international obligation to preserve the OUV of the Westminster World Heritage Site and taking into account the desirability of preserving the settings of heritage assets, proposals for tall buildings will be supported where they are in locations identified as appropriate for tall buildings in Annex 10 and where:
- i. will not adversely impact on strategic or local views;
  - ii. design excellence is achieved (form, proportion, silhouette, detailing and materials etc.);
  - iii. the proposal makes a positive contribution to public realm and townscape including at street level, whether individually or as part of a group;
  - iv. where proposed near existing tall building groups, proposals should follow the established principles of group composition such as noticeable stepping down in height around cluster edges;
  - v. the proposal adequately addresses the criteria in London Plan policy D9C in terms of acceptable visual, environmental and functional impacts including microclimate, wind turbulence, noise, daylight and sunlight, reflective glare, aviation (including the safeguarded zones around Heathrow Airport, London City Airport, Battersea Heliport and the helipad at Kings' College Hospital), navigation and electronic communication or broadcast interference; and
  - vi. it can be shown that the site can accommodate the uses and quantum of development proposed in terms of meeting acceptable standards of amenity, access, transport accessibility and servicing.
- B. Outside the locations identified in Annex 10 or as identified in site allocations, there is no presumption in favour of tall building development. Should tall buildings be proposed outside the locations identified in Annex 10 or as identified in site allocations, the applicant will be required

to provide a clear and convincing justification and demonstrate the appropriateness of the site for a tall building having regard to the impact on heritage assets, the form, proportion, composition, scale and character of the immediate buildings and the character of the local area (including urban grain and public realm/landscape features) and ensure points (a) (i) - (vi) are met. In addition:

- i. proposals for tall buildings will only be considered acceptable in established low rise residential neighbourhoods where they are part of a comprehensive scheme which integrates well with the locality.
- C. Where existing tall buildings are identified (through CA appraisals, characterisations and other similar studies) as negative elements in strategic or local views, heritage setting or townscape terms etc., the council will encourage and support proposals which lessen the adverse impact through redevelopment, height reduction or re-cladding.

## Supporting text

10.128 In the right locations tall buildings can make important contributions towards delivering new homes, economic growth and regeneration. The locations identified as appropriate for tall buildings in Annex 10 are situated in those parts of Vauxhall and Waterloo that are Opportunity Areas and in Brixton town centre. Place specific policies for these locations are provided in Section 11: Places and Neighbourhoods, along with a small number of retained policies. The council is also preparing a Site Allocations DPD which may identify sites suitable for tall building development.

10.129 High level visual impact analysis, taking into account heritage asset settings, views and, where relevant, existing guidance on cluster formation and rudimentary 3D modelling, has been used to identify the general heights shown on the Annex 10 maps. See Topic Paper 8 Tall Buildings and the supporting evidence base documents listed in Annex 1. Applicants should use this information to inform their proposals. Given the high level nature of the analysis that informed them, these heights should be considered indicative as careful siting and massing informed by detailed site specific analysis may show greater heights can be achieved without harm. Where it is proposed to exceed the Annex 10 heights the council will expect the verified technical evidence supporting that approach and the proposed massing to be subject to review from Lambeth's independent Design Review Panel (DRP) at master-planning stage and again when a detailed proposal has been developed. Applicants should also seek pre-application advice from Historic England.

10.130 From time to time windfall sites may provide the opportunity for tall building development in locations that have not been anticipated through the planned process. Part (b) of this policy is intended to deal with these situations. It should be recognised that outside the Annex 10 locations there is not a presumption in support of tall development and therefore, in these instances, the onus will be upon the applicant to fully meet all of the policy tests. Where

it is proposed to bring forward proposals under part (b) the verified technical evidence supporting that approach and the proposal should be independently reviewed by the DRP at master-planning stage and again at detailed design stage during the pre-application process. The Design Code SPD provides further guidance on heritage impact assessments. Applicants will also be required to seek Historic England’s pre-application advice.

- 10.131 All proposals for tall buildings should be accompanied by a detailed urban design assessment including accurate information on the townscape impact assessment. This should include a map showing the Zone of Theoretical Visibility (ZTV) of the proposal, verified digital modelling showing the impact on its immediate locality, on local and strategic views; and on any affected heritage asset settings. Any digital models submitted for assessment should be in a VUCity compatible format. Important views from within adjoining boroughs should also be included in any assessment. Historic England Advice Note 4 - Tall Buildings (2015) should also be used to inform the development and assessment of tall building proposals.
- 10.132 The safeguarded area around the Battersea Heliport is in place to ensure its operation is not inhibited by development. The safeguarded area is marked on the Local Plan policies map. In accordance with ODPM Circular 01/2003 (as updated), certain applications within that area will be subject to consultation with the Civil Aviation Authority and the Heliport operator. Restrictions may affect building height and design, or for development that might create a bird hazard (impacting on helicopter safety).
- 10.133 Development which results in canyon-like environments due to tall buildings being in uncomfortably close proximity, will not be permitted on design and amenity grounds. Given the hilly character of some parts of South Lambeth the influence of the topography on the visual and environmental impact of the proposal will be a consideration in assessing schemes.
- 10.134 Low rise and mid rise proposals will be assessed against Local Plan policies Q6 and Q7. See also Local Plan policies Q19 and Q25 in relation to the Westminster World Heritage Site and views.

## **Policy Q27 Basement development**

- D. The council will support basement and associated development (light wells, basement area excavation, access ramps etc.) where applicants can demonstrate that no unacceptable impacts will result to:
- i. subterranean ground water flow (ground water);
  - ii. slope stability (land stability);
  - iii. surface flow and flooding (see also Local Plan policy EN5 and Annex 4);
  - iv. the ability of trees and soft landscaping (existing and proposed) to thrive without irrigation;

- v. cumulative effects of basement development in the locality;
  - vi. waste to land fill and carbon emissions; and
  - vii. designated and non-designated heritage assets (including archaeology).
- E. Proposed basement accommodation will generally be expected to:
- i. have external features and details that respond appropriately to the character and materials of the host building and cause no harm to the visual amenity of the wider context;
  - ii. include a positive pumped device (or equivalent) to mitigate against the risk of sewer flooding;
  - iii. fully integrate plant and machinery in order to minimise visual and noise impacts;
  - iv. incorporate sustainable urban drainage measures or any other mitigation measures where required; and
  - v. where possible be naturally ventilated.
- F. Beneath existing residential buildings and in new-build residential schemes basement level accommodation should:
- i. not result in any more than one storey of basement accommodation below ground level;
  - ii. not create basement accommodation beneath existing basements or semi-basements; and
  - iii. meet the necessary standards for habitable accommodation in relation to room size, outlook, daylight and sunlight etc.
- G. Full (as opposed to semi) basement extensions beyond the ground floor footprint of a residential building, and any associated basement level outdoor space and steps, will be supported where the proposal:
- i. is limited to the rear;
  - ii. has a roof treatment level with ground level which allows it to continue to provide amenity space for the host building;
  - iii. the basement footprint does not exceed the existing footprint of the house to the side or at the front; and
  - iv. generally retains no less than 70 per cent of the rear garden area free of subterranean development and at its original ground level.
- H. In front and side gardens basement lightwells (on existing buildings or with new build) should:
- i. only be provided where required for outlook and daylight for the accommodation they serve;

- ii. not entail the inappropriate alteration of existing basement areas and enclosures;
  - iii. not result in the excavation or loss of front or side garden space which would harm the integrity of the host building or the character of the locality (especially on heritage assets);
  - iv. minimise the visual impact through good design (in many cases, especially conservation areas, this is likely to mean lightwells with pavement grilles rather than open basement areas enclosed with balustrades); and
  - v. ensure existing parking bays are not shortened to below the minimum standard (where this occurs the council will seek the removal of the parking bay);
- I. In the case of wholly non-residential buildings, it may be possible to have a non-residential basement greater than one storey in depth if it can be robustly demonstrated that no unacceptable impacts will result in accordance with part (a) of this policy. In addition, the proposed scale and quantum of development must be appropriate to the site and its context and all other planning policy requirements should be addressed to the satisfaction of the Council.
- J. Applicants for basement proposals should submit a Stage 1 (Screening) Basement Impact Assessment, undertaken by a qualified professional, which captures all issues relevant to the proposal including:
- i. subterranean ground water flow (ground water);
  - ii. slope stability (land stability);
  - iii. surface flow and flooding (see also Local Plan policy EN5 and Annex 4);
  - iv. cumulative effects of basement development in area;
  - v. waste to land fill and carbon emissions; and
  - vi. designated and non-designated heritage assets.
- K. The council may, upon review of the Stage 1 (Screening) require further, more detailed Basement Impact Assessment (stages 2 – 4). Applicants will be expected to carry the cost of any independent assessment on the council's behalf of this further work.

## Supporting text

10.135 Basement excavation can affect ground conditions, sustainable urban drainage, biodiversity, heritage assets, local character and garden settings. Excavation in a dense urban environment is more complex than standard residential extensions and if it is poorly constructed, or has not properly considered geology and hydrology, has the potential to cause structural

damage to existing and neighbouring properties and infrastructure and irreversibly alter ground conditions.

- 10.136 Basements can also be vulnerable to flooding from a number of different sources such as overflowing sewers or watercourses, groundwater flooding and surface water flooding. Although unlikely to change the groundwater regime, where basements are located close together their cumulative effect could alter groundwater levels. Limiting the extent and depth of basement development can help reduce both the risks and mitigate any negative environmental and amenity impacts.
- 10.137 Given the complexities it is essential that screening assessments and full basement impact assessments should be carried out by appropriately qualified professionals. The qualification required to prepare a BIA is Chartered Engineer, Member of MICE, C.WEM, CGeol. Structural methodology statements should be prepared and certified by a Chartered Civil Engineer (MICE) or Structural Engineer (MI Struct.E), and geo-hydrologist where appropriate. In the case of listed buildings, the engineer should be CARE accredited. It should be noted that the council does not have in-house expertise in these specialist areas and therefore applicants will be required to pay for the independent assessment of any BIA submissions beyond Stage 1.
- 10.138 In some circumstances where basement accommodation is proposed under gardens and external spaces, where trees will be planted in confined locations, or where particularly large new trees are proposed, soil depths of up to 1.5m (plus drainage layer) may be required. In cases where the removal of trees is permitted, the council will usually require their replacement within the curtilage of the property.
- 10.139 Where natural ventilation cannot be achieved and mechanical ventilation is necessary, systems should include heat recovery.
- 10.140 Extensions to semi-basement accommodation will also be considered against Local Plan policy Q11.
- 10.141 Applicants will be required to demonstrate reasonable consideration has been given to potential impact of construction on the amenity of neighbours.
- 10.142 See also Local Plan policies H5, H6, Q2, Q14, Q20, Q21, Q23 (which covers Archaeological Priority Areas), EN5 and Annex 4; and the Design Code SPD.

# Section 11: **Places and Neighbourhoods**

# Section 11:

## Places and Neighbourhoods

- 11.1 This section sets out policies for places and neighbourhoods in Lambeth (PN policies). These policies reflect the aspirations and approach for eleven different parts of the borough, within the strategic framework set by the borough-wide policies.
- 11.2 These policies should be read and applied alongside the borough-wide policies in sections 4 to 10 of the Local Plan. Some parts of the PN policies are strategic and some are local: this is set out in Annex 11. The policy for Waterloo should be applied in association with the policies in the South Bank and Waterloo Neighbourhood Plan (2019), which has equal status to the Local Plan as part of the development plan for Lambeth.
- 11.3 The policies for places are in some cases supplemented by guidance. This includes for example the London Plan Opportunity Area Planning Frameworks for Waterloo and Vauxhall; and existing or emerging area supplementary planning documents (SPDs) for Vauxhall, Brixton Central and Norwood High Street.
- 11.4 Each policy is preceded by a summary of the characteristics and challenges for the area in question, referring where relevant to locally-specific studies and masterplans that have informed the approach, as well as input from neighbourhood planning forums and groups. These summaries give an indication of the potential for housing and commercial growth in each area and include reference to Air Quality Focus Areas, open space deficiency areas and London Plan strategic areas for regeneration. The council's regeneration objectives for these areas are referred to where relevant and include socio-economic regeneration, not just physical improvements.
- 11.5 A small number of site allocation policies are retained unchanged in this section. These may be carried forward into and/or updated in the forthcoming Site Allocation Development Plan Document.

## Waterloo and South Bank

### *Context and character*

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

### *Community*

- 11.8 The South Bank and Waterloo neighbourhood plan has been prepared by the South Bank and Waterloo Neighbours neighbourhood forum for the cross-border neighbourhood area. It was made by Lambeth in December 2019.
- 11.9 There are a number of key stakeholders and a large number of active local business and community groups in the area, including South Bank and Waterloo Neighbours, South Bank Employers' Group (SBEG), South Bank Business Improvement District and WeAreWaterloo Business Improvement District, the Waterloo Community Development Group, the Jubilee Gardens Trust, Oasis and Coin Street Community Builders. The South Bank Manifesto 2018, produced by the South Bank Partnership, reflects the shared ambitions and key priorities of major landowners and a range of other organisations in the area.
- 11.10 Waterloo and South Bank is home to significant health and education uses, including St Thomas' Hospital, King's College London and Morley College. New leisure facilities are expected to be provided as part of the Doon Street development and the council is exploring opportunities for the location of a new Waterloo library.
- 11.11 St Thomas' Hospital covers a large riverside site at the southern end of Waterloo and has an ambitious programme for development and improvements to the range and quality of health services it provides. There are aspirations for St Thomas' Hospital and the wider Westminster Bridge campus to deliver a MedTech, healthcare and life sciences cluster in partnership with

King's College and Guy's and St Thomas' Charity. There is also a requirement for a new primary care centre in Waterloo.

### *Housing*

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

### *Economy and Culture*

11.13 Due to its strategic location and transport links, Waterloo is increasingly becoming a leading business district with emerging specialisms in the creative services and ICT/digital sectors. Public administration, education and health are also important drivers of the area's economy. There are 43,000 jobs and 1,300 businesses in the area and more than 5,400 jobs have been created since 2011. The London Plan identifies the Waterloo CAZ retail cluster and the South Bank as having medium commercial growth potential. There is potential growth in the health, MedTech and life sciences and cultural, leisure and visitor economy. This growth needs a broad range of commercial space including affordable and flexible SME workspace.

11.14 The London Plan has identified an extended Waterloo Central Activities Zone retail cluster to recognise the growing level of town centre uses coming forward in the area to meet the needs of residents, commuters, visitors and workers. This includes retail and leisure uses coming forward at Waterloo Station (former Waterloo International Terminal) and Leake Street Arches. To complement the CAZ retail cluster, Lower Marsh/The Cut/Leake Street has been designated as a Special Policy Area to acknowledge and protect the area's specialist character and role as a long-standing and unique cluster of smaller, independent retailers and food and drink uses.

11.15 Waterloo and South Bank is one of the capital's most successful tourist areas attracting around 30 million visitors a year and is an international centre for culture and the arts (part of the London Plan South Bank/Bankside Strategic Cultural Area). Key assets include the South Bank Centre, National Theatre, London Eye, Jubilee Gardens, BFI South Bank, the Old Vic, the Young Vic and the Vaults Theatre. A priority for the neighbourhood plan is promoting cultural uses in Leake Street and under Waterloo Station and the area forms part of

the Lower Marsh/The Cut/Leake Street Special Policy Area. The South Bank is also identified as having a night-time economy of international or national significance in the London Plan. The council will work with partners to manage and, where relevant, apply appropriate planning obligations to mitigate the impact of an increasing number of visitor numbers whilst also enhancing the visitor experience.

### *Transport and Public Realm*

- 11.16 The area has important road, cycling and walking connections across the river into Westminster, along the river westwards towards Vauxhall and Nine Elms and eastwards to Bankside and London Bridge. Although car ownership is relatively low, Waterloo is forecast to see an overall increase in motor vehicle trips due to projected growth in the area. Measures are therefore required to address this, including traffic management measures to reduce traffic and increase walking and cycling, working towards the objective of ‘car free Waterloo’.
- 11.17 There will be further increases in the number of pedestrian movements and additional highway/public realm capacity will be required to accommodate this alongside improvements to the quality, permeability, accessibility and safety of public spaces. The Waterloo and South Bank Public Realm Framework 2019 provides guidance on this. Interventions to improve air quality and provide increased security measures for public places will also be necessary. There is high potential for cycling to, through and within the area and improvements to conditions for cycling will be required to realise this. A number of key interventions are required including schemes at Victory Arch Square and the Waterloo roundabout as well as measures to improve riverside walking and cycling routes such as along and across the ‘spine route’ on Belvedere Road and Upper Ground. Leake Street provides another important pedestrian route.
- 11.18 Accommodating servicing needs is a priority for the area and innovative approaches are required to avoid conflicts with other trips, particularly pedestrian and cyclist movements. The off-site consolidation and/or retiming of deliveries is likely to be required in order to alleviate pressures on the highway network. Waterloo’s proximity to the River Thames provides significant potential to increase the movement of freight along the river, including construction related movements. Emphasis will also be placed on the need to carefully plan and co-ordinate vehicle movements associated with construction activities in order to reduce disruption and mitigate safety and environmental impacts.
- 11.19 The conversion of the former international terminal adds capacity at Waterloo station, helping to accommodate additional rail trips. Improvements are required to provide step-free access to and between rail and underground services. The implementation of Crossrail 2 is expected to provide significant capacity relief at the station.

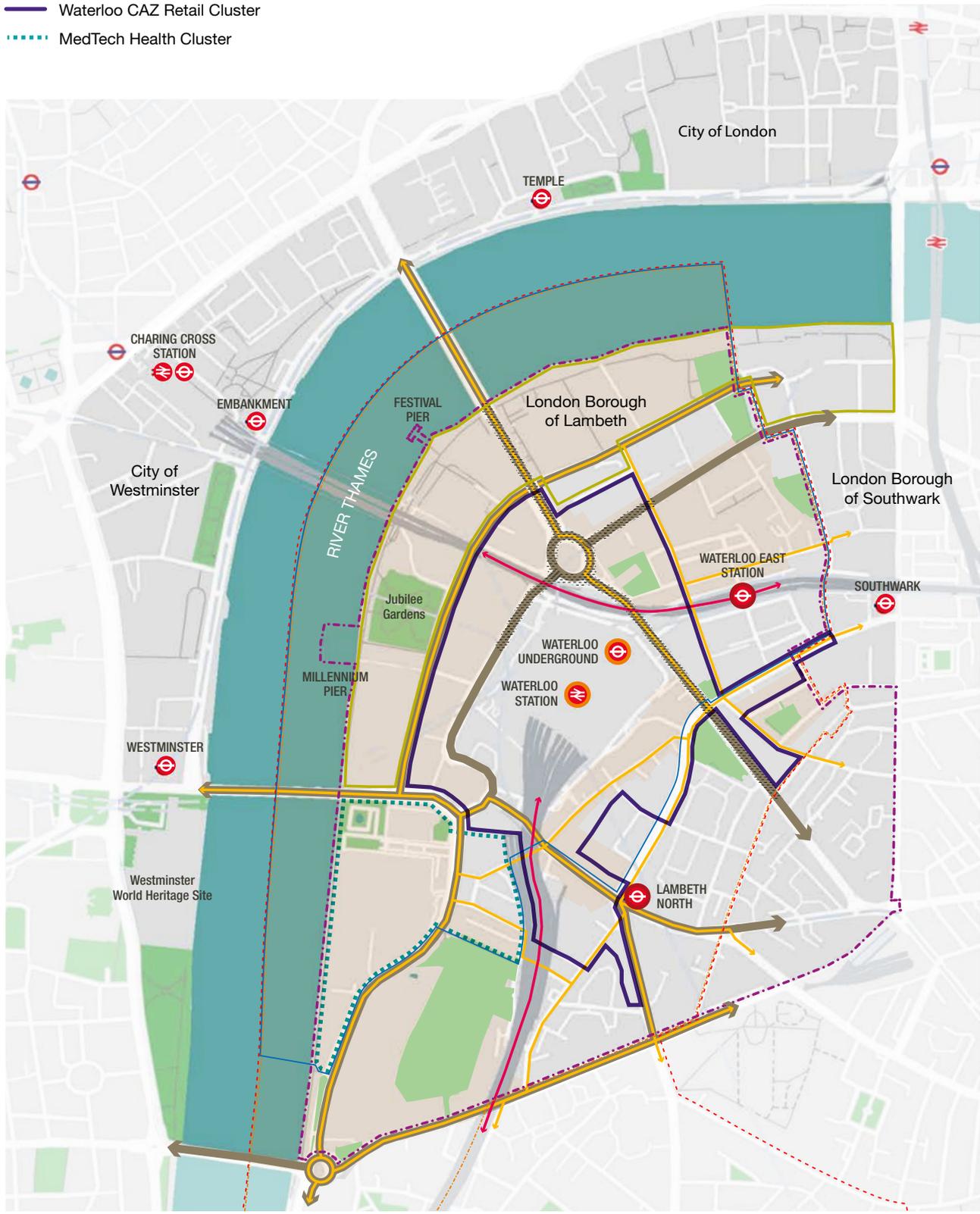
## *Environment*

- 11.20 Annex 10 identifies locations appropriate for tall buildings in Waterloo, subject to addressing the requirements of Local Plan policies Q19 and Q26. Great care is required to ensure that new development, especially tall buildings, is responsive to this highly sensitive context, with regard to the Outstanding Universal Value of the Westminster World Heritage Site in particular.
- 11.21 The area has a number of green and open spaces, including Archbishop's Park, Waterloo Millennium Green, Queens Walk, Bernie Spain Gardens, Hatfield Green, Jubilee Gardens and Ufford Street recreation ground. However, parts of the area are deficient in access to some categories of open space. Jubilee Gardens and two thirds of the adjoining Hungerford car park are designated as Metropolitan Open Land (MOL). It has been a long-standing council and GLA objective to secure the use of two thirds of Hungerford car park as an extension to Jubilee Gardens. The remainder of the site can be used for arts and cultural facilities to support the South Bank's role as a cultural quarter. Jubilee Gardens (including its future extension) are maintained by the Jubilee Gardens Trust. Given the extensive and growing use of this and other open spaces in Waterloo, their effective management and maintenance is a priority.
- 11.22 In Waterloo there are emerging proposals for development of a South Bank decentralised energy network. The whole of the area is within a flood risk zone; the requirements of Local Plan policy EN5 will apply to all development proposals. Waterloo Road is designated as an air quality focus area due to its high levels of both air pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy S11, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Improving air quality in the area is a priority for both the council and the neighbourhood plan. New developments in the area will be expected to contribute to actively reducing air pollution and increase green infrastructure. The neighbourhood plan identifies a network of 'Greenways' which provide low pollution walking and cycling routes through the area. In the Opportunity Area the council will apply the air quality positive approach in accordance with London Plan policy S11.

PN1 Waterloo

**Key**

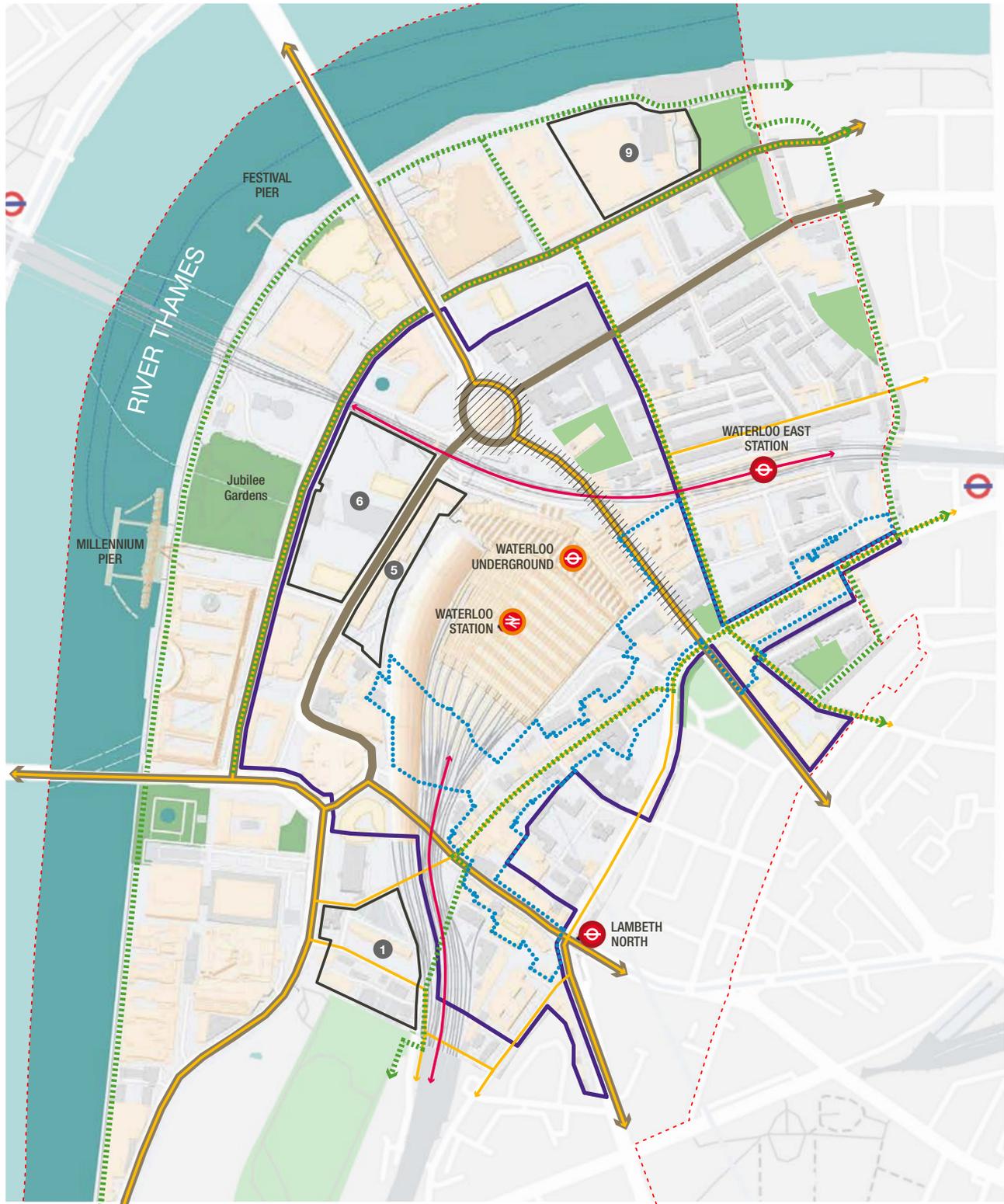
- - - - Borough boundary
  - - - - Central Activities Zone
  - Waterloo Opportunity Area
  - - - - South Bank and Waterloo Neighbourhood Planning Area
  - South Bank/Bankside Strategic Cultural Area
  - Waterloo CAZ Retail Cluster
  - - - - MedTech Health Cluster
  - Conservation Areas
  - Open Space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



PN1 Waterloo

**Key**

- - - Borough boundary
- Waterloo CAZ Retail Cluster
- ⋯ Lower Marsh/The Cut/Leake Street Special Policy Area
- Site Allocations  
 Site 1 - 10 Royal Street  
 Site 5 - Elizabeth House  
 Site 6 - Shell Centre  
 Site 9 - ITV Centre and Gabriel's Wharf
- Open Space
- ▨ Waterloo City Hub
- Station accessibility  
⊖ Poor      ⊖ Moderate
- ➔ Key Roads
- ➔ Healthy Routes
- ⋯➔ Greenways
- ➔ Low Line



**Policy PN1: Waterloo and South Bank**

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

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

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

- A. supporting sustainable development for jobs and homes in line with London Plan targets, securing maximum benefits for Lambeth residents and businesses through the application of affordable housing policy, affordable workspace policy and planning obligations for local training and employment.
- B. supporting development that contributes to long term place-shaping objectives.
- C. optimising the area’s potential for the full range of central London and town centre activities consistent with its Central Activities Zone retail cluster status to enable it to compete effectively, securing significant inward investment for the benefit of the local community and more widely for the borough, including safeguarding and promoting the role of Lower Marsh/ The Cut/Leake Street Special Policy Area as a centre for local needs and specialist independent retailing. This will be done by:
  - i. requiring at least 50 per cent of ground floor units in the Lower Marsh/ The Cut/Leake Street Special Policy Area to be in retail use and at least 30 per cent of ground floor units in Lower Marsh to be in food and drink use. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses within Class E;
  - ii. not permitting in the Lower Marsh/The Cut/Leake Street Special Policy Area the conversion of two or more retail units into larger retail units;

- iii. supporting improvements to Lower Marsh street market; and
  - iv. not permitting proposals for additional betting shops in the Central Activities Zone retail cluster.
- D. promoting the growth of the area's role as a business district by supporting office development and affordable workspace that provides a range of unit sizes, can be subdivided to encourage flexible use and co-working and workspace suitable for small and medium enterprises and creative and digital industries.
- E. promoting and supporting development and uses of an appropriate height (in accordance with Local Plan policy Q26 and Annex 10), scale and form to reinforce Waterloo and South Bank's distinct identity, respecting strategic and local views and local contextual considerations, preserving the setting of heritage assets and the Outstanding Universal Value of Westminster World Heritage Site (Local Plan policy Q19), and ensuring that design quality is worthy of a world city.
- F. promoting expansion of creative, arts and cultural activities throughout Waterloo and enhancing the South Bank in its role as an international cultural and leisure centre and a London tourist destination through supporting the development of arts and cultural facilities, associated and supporting uses.
- G. promoting a high quality, permeable, safe and accessible public realm that is durable, well designed and maintained to reinforce Waterloo's status as a world class place. The combination of the riverfront, streetscapes, piazzas, squares and green spaces contribute to the broader public realm and are places for people and residents to meet, socialise, activate and dwell as well as move through. Development and uses should recognise and add value to this important asset through the inclusion of flexible places for people, residents and events, and actively contribute to the enhancement of the collective public realm and increase the amount of green infrastructure in the area. See guidance in the Waterloo and South Bank Public Realm Framework.
- H. to supplement the public realm, green spaces will be protected and expanded, including Jubilee Gardens. Two thirds of Hungerford car park is protected as Metropolitan Open Land (MOL). Development at Hungerford car park can take place on the remaining one third if this promotes the expansion of the arts and cultural activities of Waterloo and allows for the extension of Jubilee Gardens on the protected two thirds. An element of enabling development on the one third may be acceptable, to support the delivery of the main arts and cultural uses. As with all development, any harmful impacts must be mitigated in accordance with the statutory tests for planning obligations.

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

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

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

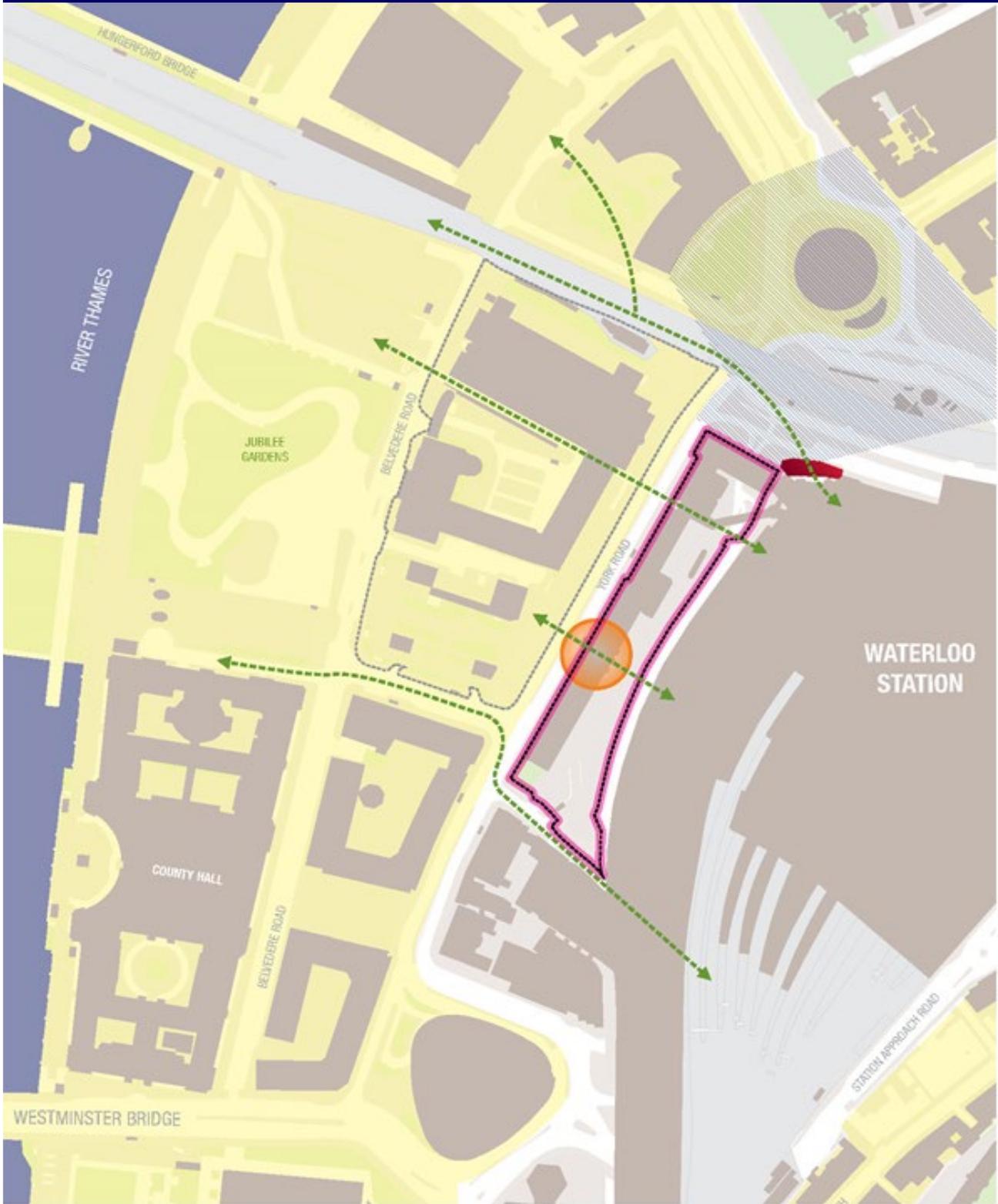
The landscaping of the remaining two thirds of Hungerford car park to provide an extension to Jubilee Gardens should reflect the quality and design of the existing gardens and be predominantly soft landscape. It should be accessible to all and cater for a range of activity appropriate to the character of the Gardens, including quiet areas. Connections to the Belvedere Road spine route should be optimised. Management, maintenance and servicing requirements (including for sustainable watering) should be planned and designed from the outset. Supporting infrastructure and servicing arrangements should not harm the openness of the MOL and should address Local Plan policy EN1(a)(iii). There should continue to be provision of public toilets in Jubilee Gardens. Where it is demonstrated that major developments in the vicinity of Jubilee Gardens and its extension will result in a significant increase in visitor numbers to the open space, planning obligations will be sought to mitigate the impact on management and maintenance of the Gardens.

- i. reducing traffic and supporting better conditions for walking and cycling, throughout Waterloo alongside improvements in capacity, accessibility and interchange quality at Waterloo Station; this includes the implementation

of the Healthy Route Network across the area and proposals to increase permeability by providing better linkages to Lower Marsh and other parts of Waterloo, while respecting the heritage context of the station and adjoining areas. Traffic management measures to deter unnecessary motor vehicle trips and innovative measures to reduce the impact of freight and construction traffic will be promoted, including increased use of the River Thames and existing piers for transporting people and freight. Promotion of low and zero emissions vehicles will be a particular focus across the area.

- J. working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.
- K. supporting the reconfiguration of the Waterloo roundabout and its potential for development of Central Activities Zone uses appropriate to its location.
- L. supporting measures to improve air quality, including the creation of ‘greenways’ which are located away from heavy traffic, air pollution and noise. Measures to promote and enable zero emissions vehicles across the area will be supported, including the taxi fleet serving Waterloo Station.
- M. supporting the development of a MedTech health cluster by supporting the strategies of St Thomas’ Hospital, Guy’s and St Thomas’ Charity and King’s College London at Royal Street in accordance with agreed high-level design principles for the estates to achieve new health facilities; replacement housing, open space and community facilities; capacity for Combined Heat and Power; new commercial development including workspace for small and medium enterprises; and related and supporting facilities such as accommodation for staff. Creation of a new primary care centre in the wider Waterloo area will be supported.
- N. the creation of through routes and activation of the arches within the railway viaduct known as the ‘Low Line’ with a mix of uses to connect Waterloo Station and Vauxhall.

## Site 5 – Elizabeth House, York Road SE1



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

<b>Site 5 – Elizabeth House, York Road SE1</b>	
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.

**Site 5 – Elizabeth House, York Road SE1**

Design principles and key development considerations

The site provides an opportunity to replace a bland 1960s building and enhance the area adjacent to Waterloo Station.

The council will support development that:

- 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, York Road SE1



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

<b>Site 6 – Shell Centre, York Road SE1</b>	
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: office, residential, active ground-floor frontage uses to include retail, cultural, sport, leisure, community facilities including the replacement of the police facility.

**Site 6 – Shell Centre, York Road SE1**

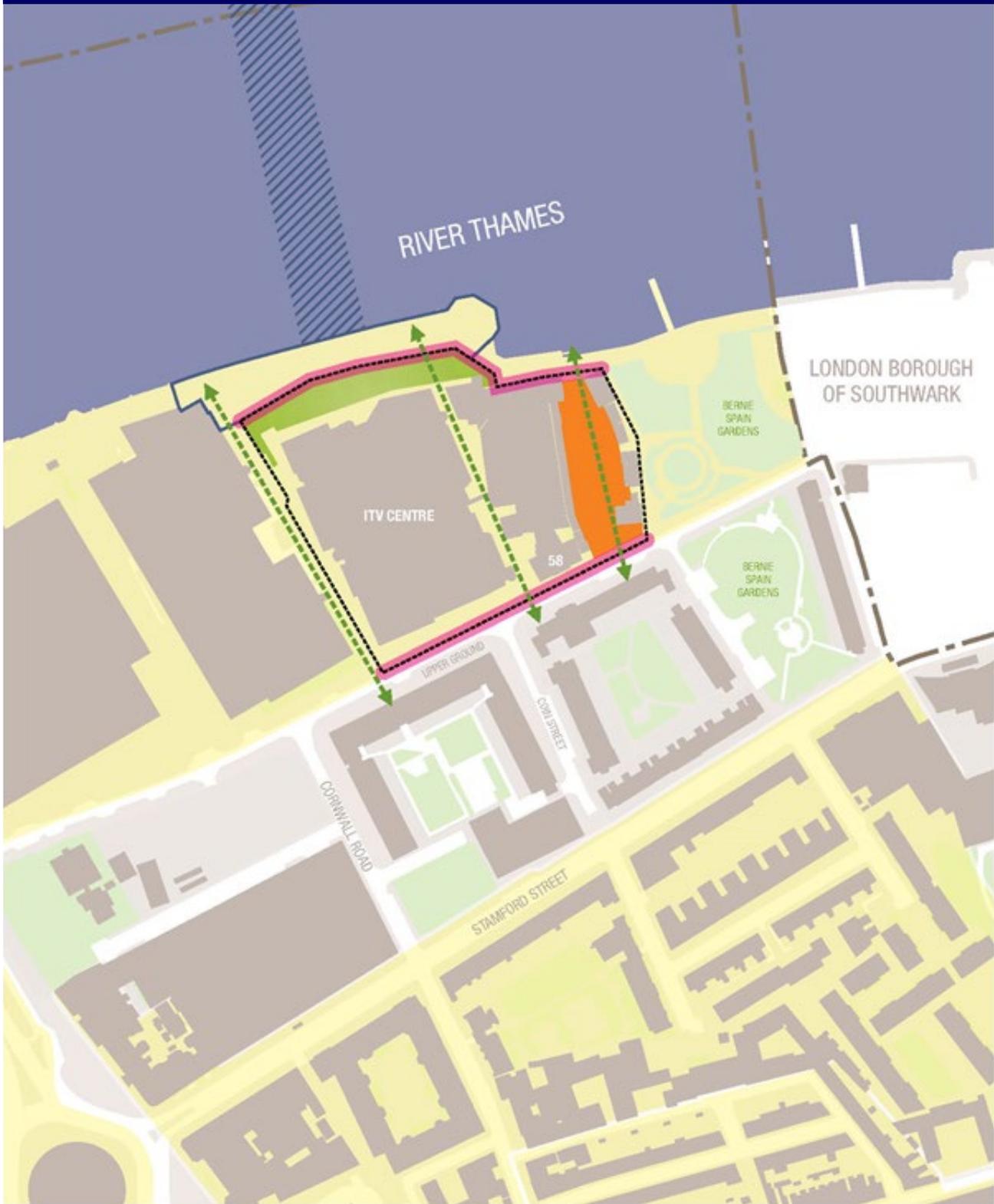
Design principles and key development considerations

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.

The council will support development that:

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



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

<b>Site 9 – ITV Centre and Gabriel’s Wharf, Upper Ground SE1</b>	
Site area	1.78ha
Ward	Bishops
Ownership	ITV Plc and Coin Street Community Builders
Current use	Offices, television studios, retail and restaurant uses
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	<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 offices, residential and active frontage uses at ground-floor level.

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

Design principles and key development considerations

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.

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.

The council will support development that:

- 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 Berne Spain Gardens;
- vi. includes active frontage uses to Upper Ground, Queen’s Walk and Bernie Spain Gardens;
- vii. replaces and improves the piazza environment at Gabriel’s Wharf with high quality areas of public realm;
- viii. facilitates and responds positively to the proposed Garden Bridge;
- ix. includes a new riverside playground either within or in the vicinity of the site;
- x. allows for the potential to connect to a future district-wide combined heat and power network.

## Vauxhall

### *Context and character*

- 11.23 Vauxhall forms part of the Mayor’s Vauxhall, Nine Elms and Battersea (VNEB) Opportunity Area Planning Framework (OAPF), adopted in March 2012. This area is now referred to as Nine Elms Vauxhall (NEV) and is partly in the London Borough of Wandsworth. The OAPF promotes the ‘optimum level of development for the area’, which includes:
- growth poles in the form of new Central Activities Zone (CAZ) retail clusters at Battersea Power Station and Vauxhall;
  - a new mixed-use residential neighbourhood and linear park in the heart of Nine Elms;
  - a transformational step-change in public transport provision including the Northern Line Extension from Kennington to Battersea Power Station with a Lambeth station at Nine Elms to be open in Autumn 2021, supported by a comprehensive package of rail, bus, cycling, pedestrian and highway improvements around the Vauxhall transport interchange expected to be delivered by 2022;
  - the provision of new open space including a linear park, a new public square fronting the mainline station entrance, enlarged and enhanced public realm next to the railway viaducts, improved riverside walk and high quality public realm; and
  - the creation of a sustainable place with new social infrastructure, a district heat network, utilities infrastructure and strategic flood mitigation measures.
- 11.24 The London Plan identifies remaining potential for 18,500 new homes and 18,500 jobs in the Nine Elms Vauxhall area as a whole. The London Plan identifies Vauxhall as an emerging CAZ retail cluster.
- 11.25 Vauxhall sits within the setting of and approaches to the Westminster World Heritage Site. Riverside views to the Thames and Houses of Parliament are some of the most ‘special’ in London. In recognition of this, two background consultation areas protect strategic views to the Palace of Westminster. Albert Embankment contains some important and sensitive buildings, some of which are listed. It is designated as a conservation area.

### *Community*

- 11.26 The Kennington, Oval and Vauxhall Neighbourhood Forum was designated in July 2015 and is currently preparing a neighbourhood plan for the wider Kennington, Oval and Vauxhall neighbourhood area. Key priorities for the emerging neighbourhood plan include increasing green infrastructure and improving air quality.

- 11.27 The Vauxhall One Business Improvement District is working to make Vauxhall safer, cleaner and greener for the benefit of businesses, residents, workers and visitors.
- 11.28 The increased numbers of residents, workers and visitors in Vauxhall will bring significant economic and social benefits to both the immediate area and the rest of the borough. However, it is very important that Vauxhall's unique identity and character is both retained and enhanced and that its existing communities have access to those benefits. The area is an active hub for the Portuguese community as well as being home to a number of voluntary sector organisations.
- 11.29 Vauxhall's increase in residents will require investment in its social and green infrastructure as parts of Vauxhall are deficient in access to multiple types of open space. The council will continue to work in close partnership with developers to ensure the necessary infrastructure is delivered. This includes the two-form expansion of Wyvil Primary School, to be opened in early 2021 and a new cinema as part of the Vauxhall Square development. Public realm improvements will be delivered through the completion of the 'Missing Link Phase 3' and Vauxhall Park will be improved in 2020. This will help realise the council's clear ambition for Vauxhall becoming a strong, diverse and sustainable community, complementing the residential communities in Kennington, Oval and Stockwell.

### *Housing*

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

### *Economy and Culture*

- 11.31 Vauxhall has a small but growing town centre in the form of the CAZ retail cluster. Vauxhall has a range of cultural and creative activities, including the Newport Street Gallery, as well as a small number of successful independent retail and food outlets. The London Plan identifies the potential CAZ retail cluster as having a night-time economy of regional or sub-regional significance and Vauxhall's various lesbian, gay, bisexual and transgender (LGBTQ+) venues such as the Royal Vauxhall Tavern and the Above the Stag theatre and other venues make a very significant contribution to the character

of the area. Vauxhall Pleasure Gardens also has a unique historical and cultural importance.

- 11.32 The London Plan identifies the emerging CAZ retail cluster as having high commercial growth potential. The Creative and Digital Industries study 2017 identifies that new office developments in Vauxhall have capacity to provide space that could accommodate major new creative and digital industries.

### *Transport and Public Realm*

- 11.33 Vauxhall Cross is a major strategic interchange providing access to rail, underground and bus services. Given its location on strategic routes into central London, and having the inner London ring road pass through along Vauxhall Bridge and Kennington Lane, the area experiences high traffic levels. Congestion on main roads can result in traffic diverting onto local streets which impacts on residential neighbourhoods. Traffic management requires particular consideration, including the impacts of construction traffic.
- 11.34 The River Thames also contributes to transport accessibility in Vauxhall. Lambeth Pier and St George Wharf Pier provide access to Thames Riverboat passenger services and measures should be taken to bring greater awareness of this service to the existing and future users of rail, underground and bus networks. The river should also be prioritised for more for transportation of freight and waste during the construction of major developments in the area.
- 11.35 Vauxhall's proximity to central London results in a high level of cycle movements through the area, particularly on the Cycleway 5 which links Oval to Victoria. Transport for London's Cycle Demand Analysis shows significant future demand for cycling to and through the area. Provision for people who cycle needs to be carefully balanced with the needs of pedestrians at the busiest locations.
- 11.36 The creation of a thriving and sustainable retail cluster within the Central Activities Zone will be supported through the radical transformation of Vauxhall's transport infrastructure and public realm to safely accommodate the significant increase in pedestrians and cyclists that is expected; reduce vehicular traffic dominance; and improve connectivity across the area, particularly from areas east of the railway viaduct to the River Thames. Lambeth and Transport for London (TfL) are working in partnership to deliver the replacement of the existing one-way road system to make it two-way, redesigning the transport interchange to include a new, modern bus station and canopy and the creation of a new public square outside the mainline station entrance. The Vauxhall Island site and the consented bus station will play a key role in delivering this strategically important transport infrastructure and associated public realm. Planning permission for the new bus station was obtained in 2018 and it is anticipated the new interchange will be delivered by 2022. These initiatives, along with the opening of the Northern Line extension in Autumn 2021, will help unlock a range of opportunities for the borough's residents and businesses that would not otherwise come forward.

- 11.37 The council will work in partnership with local stakeholders to develop public realm improvements in north Vauxhall.

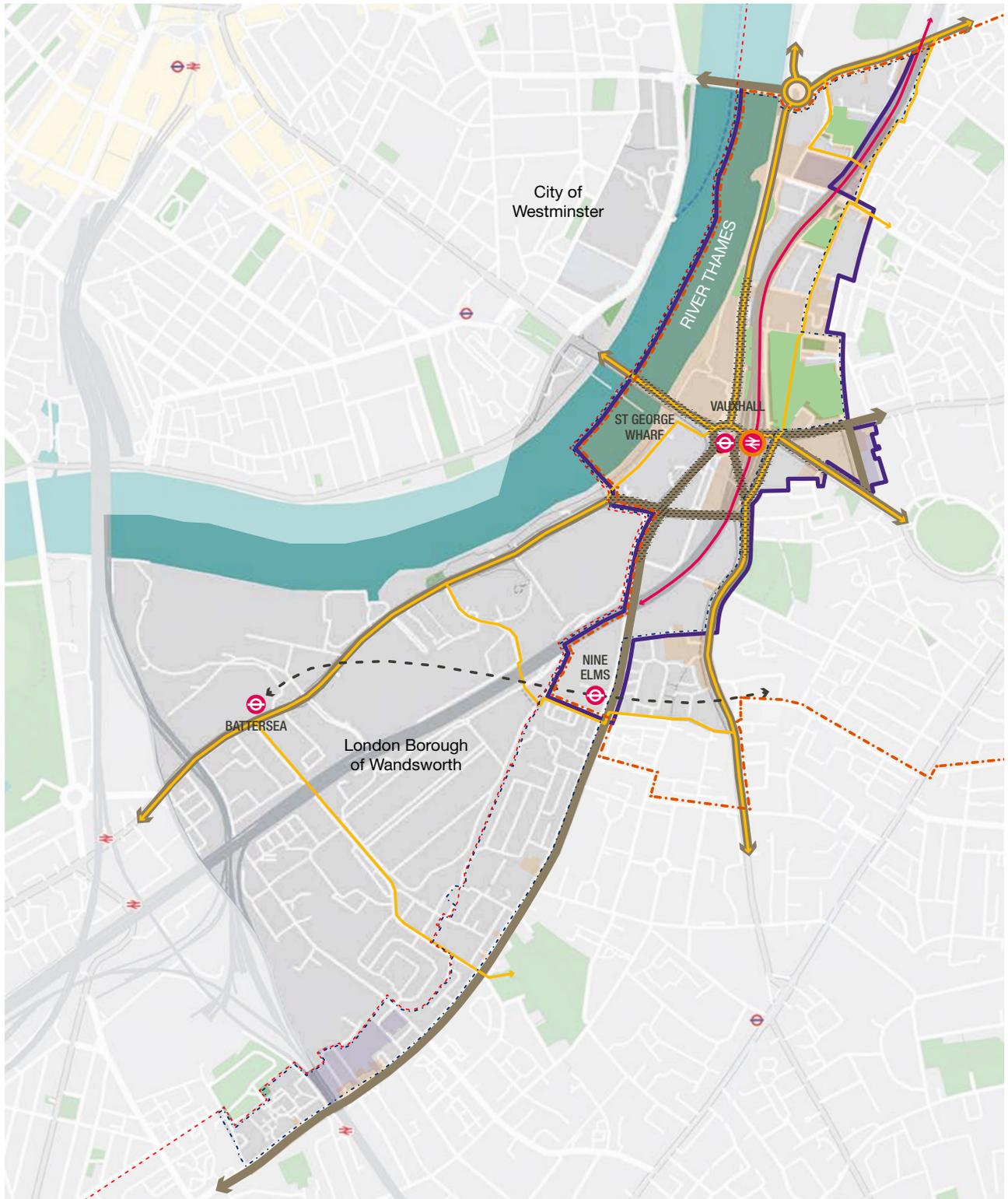
### *Environment*

- 11.38 Vauxhall is designated as one of Lambeth’s air quality focus areas due to its high levels of both pollution and human exposure and is identified in Lambeth’s Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Improving air quality in the area is a priority of both the council and the emerging neighbourhood plan. The council will support TfL to identify Vauxhall as a Low Emissions Neighbourhood and to be included as part of an Ultra-Low Emissions Zone. New developments in the area will be expected to contribute to actively reducing air pollution.
- 11.39 Measures to increase green infrastructure, including tree planting and other beneficial works, across the area will be supported. An energy masterplan for the Opportunity Area was published in 2012. The whole of the Vauxhall area is within a flood risk zone; the requirements of policy EN5 will apply to all development proposals.
- 11.40 The council has prepared detailed development guidance for the Lambeth part of the Opportunity Area in the form of a supplementary planning document (SPD) for Vauxhall (adopted January 2013). Character Appraisals are also available for the Albert Embankment, Vauxhall and Lambeth Palace Conservation Areas. Annex 10 identifies locations appropriate for tall buildings.

PN2 Vauxhall

**Key**

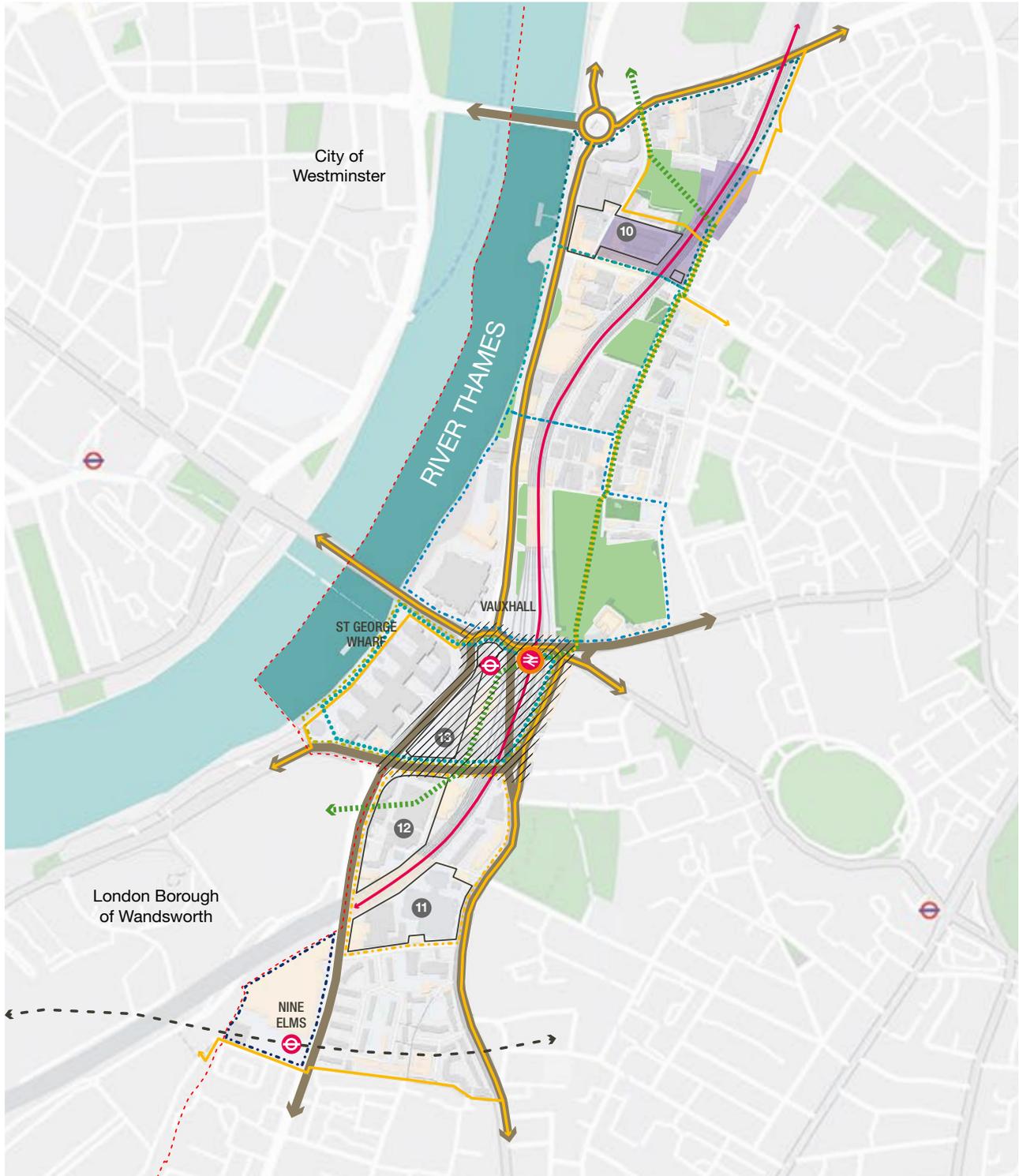
- - - Borough boundary
  - Central Activities Zone
  - - - Vauxhall, Nine Elms and Battersea Opportunity Area
  - - - Kennington, Oval and Vauxhall Neighbourhood Area
  - Key Industrial and Business Areas
  - Conservation Areas
  - Open Space
  - Air Quality Focus Area
  - ➔ Major Roads
  - - ➔ Northern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



PN2 Vauxhall

**Key**

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



## Policy PN2: Vauxhall

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

This will be achieved by:

- A. Creating a sustainable mix of high density development contributing to the delivery of the remaining potential for new homes and jobs, including construction jobs, in the Nine Elms Vauxhall area as a whole;
- B. Promoting the new retail cluster, Vauxhall Cross, which will increase the vitality of the area and form a growth pole in keeping with the CAZ designation; creating opportunities for affordable retail; and focusing active frontage uses to support the retail cluster and underpin its viability, ensuring that the diverse evening economy offer is appropriately managed. At least 25 per cent of ground floor units within the retail cluster should be in retail use to meet the needs of local residents and workers. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E;
- C. Reinforcing neighbourhood destinations at Black Prince Road, Old Paradise Street and Vauxhall Pleasure Gardens with new mixed-use development, including consolidation and expansion of the cultural and evening economy as part of a network of activities between places of interest;
- D. Encouraging and facilitating the use of the railway arches as an active spine, a focus for employment and business, as well as a mix of uses which could include cultural, artistic and community uses in appropriate locations, along with routes for pedestrians and cyclists as part of the Low Line project;
- E. Reconnecting Vauxhall to the river with new pedestrian links through the transformation of Vauxhall's transport infrastructure and public realm, improving the riverside walk and enlivening the waterfront with activities;
- F. The creation of a series of streets, spaces and places, revitalising Vauxhall with new active street frontages and a new public square fronting the main line station entrance as a focus for the new retail cluster;
- G. Connecting and improving the existing green spaces, especially the Linear Park, Vauxhall Pleasure Gardens, Vauxhall Park, Lambeth High Street Recreational Ground, Archbishops Park and Larkhall Park, and creating enlarged and new open spaces where possible;
- H. Improving the transport experience throughout the area by reducing the dominance of road traffic, increasing the capacity of public transport infrastructure and maximising opportunities to walk and cycle safely and

comfortably throughout the whole area. This will include the replacement of the existing one-way road system to make it two-way and the building of a new modern bus station and canopy supported by an improved, accessible public realm and connectivity with surrounding areas. Simplified road junctions and crossings will concentrate movements along natural desire lines throughout the whole area;

- I. Working with TfL to investigate whether the one-way system at Kennington Lane/Durham Street/Harleyford Road can be replaced with a two-way system and to promote walking, cycling and public realm improvements on Albert Embankment and along the viaduct linking Vauxhall to Waterloo as part of the Low Line project. The council, supported by TfL, will also consider the introduction of traffic management measures to reduce through traffic on local streets. Developments must be at least traffic neutral to support the objective creating a new transport interchange. Increased use of the River Thames for transporting people and freight will also be promoted;
- J. Implementing the council's Healthy Route Network, including improvements for walking and cycling on Albert Embankment to provide a high quality link between Vauxhall and Waterloo;
- K. Working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, particularly for vulnerable road users, and reduce environmental impacts;
- L. Supporting development that is appropriate to the different characteristics and roles of distinct character areas of Vauxhall. This includes:
  1. Lambeth Gateway
  2. Central Embankment
  3. Glasshouse Walk
  4. Vauxhall Cross
  5. Miles Street
  6. Pascal Place

1 and 2. In the Lambeth Gateway and Central Embankment this means enhancing the appearance and character of Albert Embankment, with active\_ground-floor frontages and an expanded range of employment and residential uses. The area needs to become highly accessible and well connected to the surrounding area, maintaining and improving safe access to the River Thames.

3. At Glasshouse Walk, to reinforce the character of this area, lower density development than elsewhere in the Vauxhall area will be supported: developing a creative mixed-use quarter centred on Vauxhall Walk; maximising opportunities for the use of the railway arches for commercial, leisure and night-time uses; promoting creative uses around Vauxhall Walk;

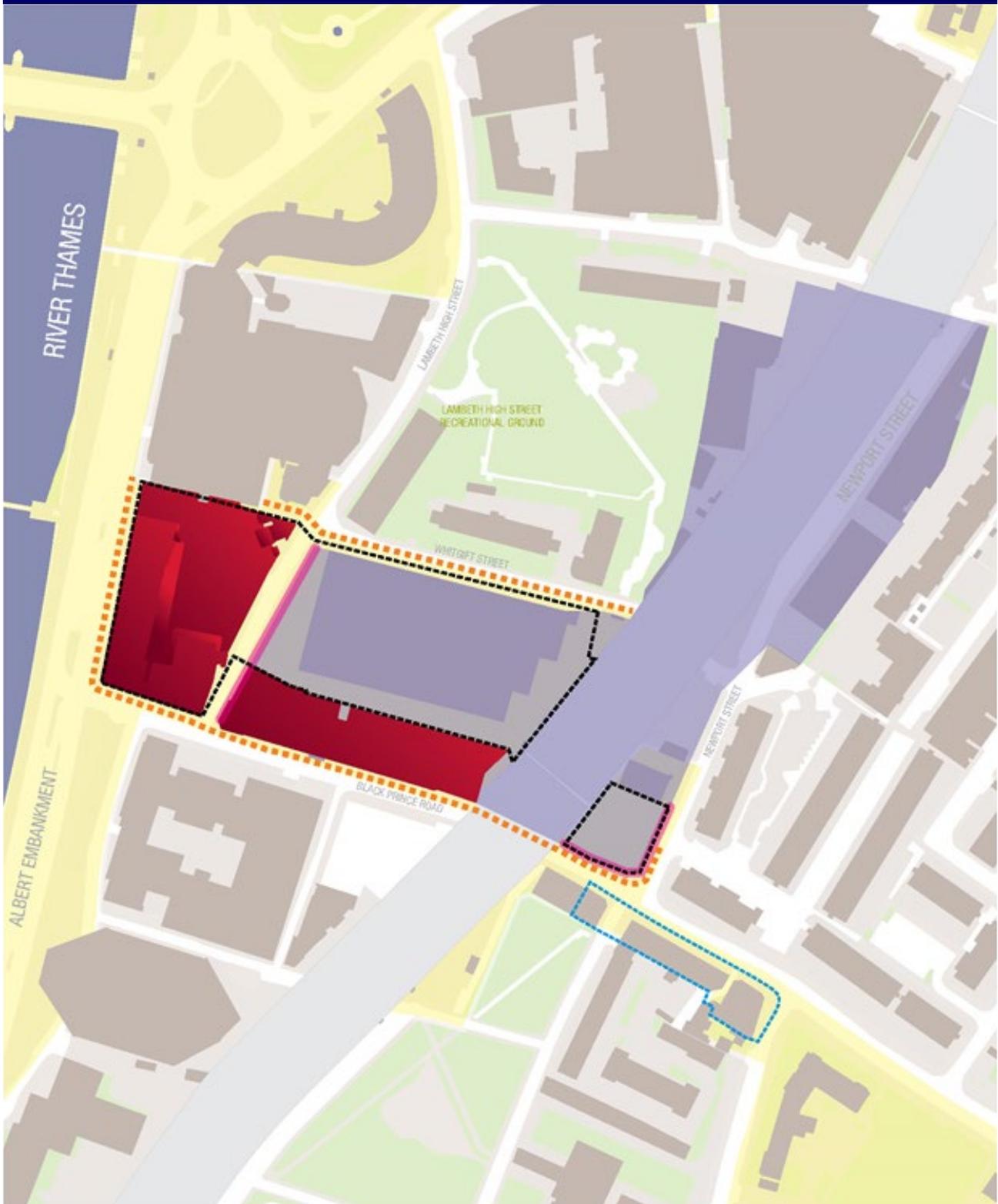
improving existing public spaces including Pedlar’s Park; and regenerating Vauxhall Pleasure Gardens to create a high quality public green space that serves a community focal point which is highly connected, accessible, active and safe.

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

In addition:

- M. The council supports the highest standards of sustainable design and construction and measures to improve air quality. The implementation of, and connection to, district heating networks and other effective forms of CO<sub>2</sub> reduction and climate change adaptation, including innovative approaches, will be required in line with Local Plan and London Plan policies and to support the implementation of VNEB (NEV) energy masterplan;
- N. Remaining locations appropriate for tall buildings are identified in Annex 10. For greater detail on the composition of the cluster, see the Vauxhall Area SPD. The appropriateness of tall building development will be subject to acceptable impacts on the settings of heritage assets (especially the Westminster World Heritage Site). See Local Plan policies Q19 and Q26;
- O. Social infrastructure, the public realm environment and green spaces will be further strengthened by Lambeth’s ongoing partnership working with organisations that are already operating in the locality including the business improvement district, Vauxhall One, Network Rail, Kennington, Oval and Vauxhall neighbourhood forum, TfL and landowners; and
- P. Development and uses should link with the adjoining areas of the London Plan Opportunity Area in the neighbouring borough of Wandsworth and support the overall approach to development described in the OAPF. Development proposals should take account of the potential to redevelop adjoining or surrounding sites.

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



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

<b>Site 10 – 8 Albert Embankment and land to the rear bounded by Lambeth High Street, Whitgift Street, the railway viaduct and Southbank House SE11</b>	
Site area	The site comprises 8 Albert Embankment (0.52 ha) and the vacant workshop fronting Lambeth High Street (0.68 ha). Total site area 1.2 ha.
Ward	Princes
Ownership	The London Fire and Emergency Planning Authority (LFEPA)
Current use	Part operational fire station, part vacant former head- quarters building, officer accommodation and vacant vehicle workshop and storage. The workshop building fronting Lambeth High Street is within the Southbank House/Newport Street Key Industrial and Business Area (KIBA).
Transport	Public transport accessibility level 6a (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	Grade II listed building and Grade II listed drill tower and obelisk within the curtilage of the site Within Albert Embankment conservation area Local view (see Policy Q25 (b)(2)(xvi)) Grade II listed Southbank House, Black Prince Road adjoins the site Within an archaeological priority area Within the ‘background areas’ of strategic views from Primrose Hill to the Palace of Westminster and from Parliament Hill to the Palace of Westminster
How the site was identified and relevant planning history	Identified in the Vauxhall Area SPD 2013 and the London Plan Vauxhall Nine Elms Battersea Opportunity Area Planning Framework. Identified in the GLA SHLAA 2009 list of large sites. 10/00318/FUL (withdrawn) 10/04473/FUL 10/04427/LB 10/04476/CON (refused February 2012) Appeals against the above refusals dismissed in May 2013
Preferred use	Retention/provision of an operational fire station. Mix of uses including residential and employment. Exceptionally, configuration of the site to include some residential within the KIBA boundary may be considered, if it can be demonstrated that this is necessary to achieve an acceptable scheme in all other respects. The amount of replacement employment should be maximised and should include space for small and medium enterprises.

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

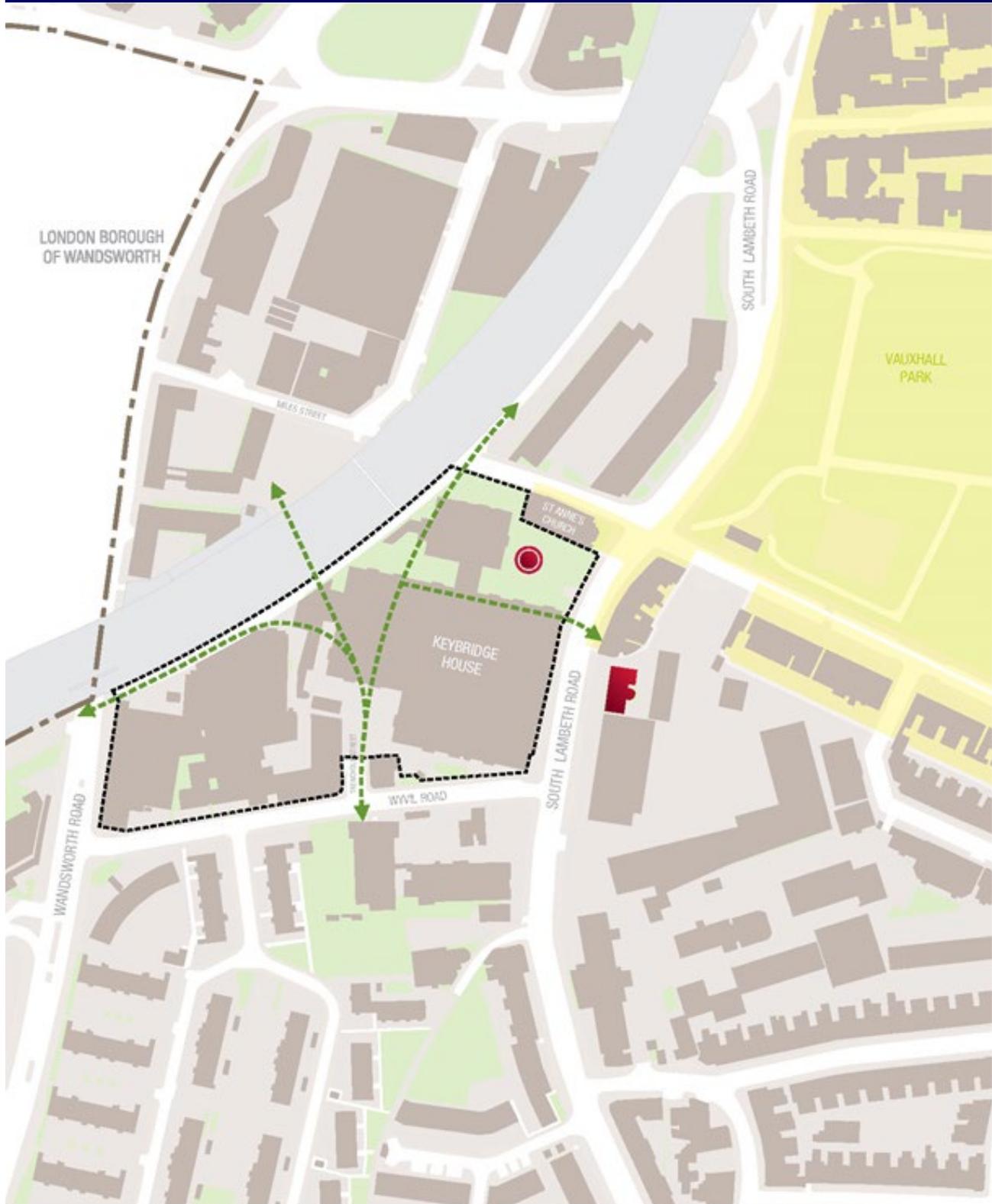
Design principles and key development considerations

The site provides an opportunity to bring back into use these under-used and vacant premises.

The council will support development on this site that:

- i. provides a sympathetic reuse of the listed buildings without radical alteration or extension;
- ii. respects the silhouette of the head-quarters building as viewed from across the river;
- iii. retains the ventilation obelisk on site;
- iv. relates in height and bulk to the adjacent townscape taking into account the height, massing and scale of neighbouring 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 1RG**



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

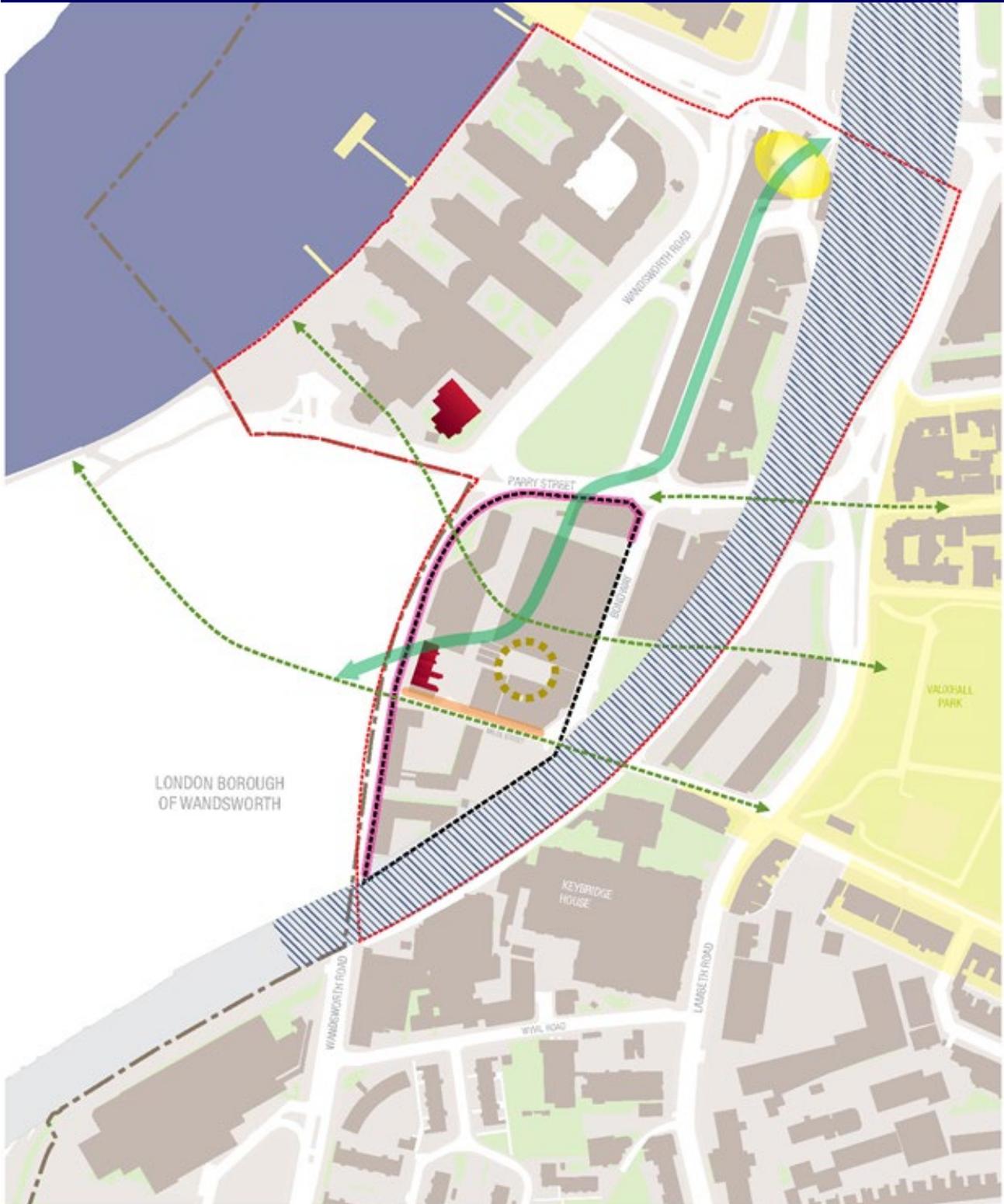
<b>Site 11 – Keybridge House, 80 South Lambeth Road, 10-22 Wyvill Road (even) and 143-161 Wandsworth Road (odd) SW8</b>	
Site area	1.99 ha
Ward	Oval
Ownership	Mixed private ownership
Current use	Part vacant site (143 – 161 Wandsworth Road), telecommunications centre and employment uses
Transport	Public 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	<ul style="list-style-type: none"> <li>i. This site provides an opportunity to provide a mixed-use development with the potential to incorporate a primary school within the development.</li> <li>ii. The council will support development on this site that:</li> <li>iii. protects of the setting of the adjoining conservation area and St Anne’s Church adjacent to the site;</li> <li>iv. publically redisplay the Brand &amp; Co war memorial and incorporates it within the design of new buildings and spaces;</li> <li>v. ensures that the amenity of new residential development is protected from the noise, pollution and vibration of the railway viaduct;</li> <li>vi. avoids single-aspect dwellings close to the railway line;</li> <li>vii. protects the amenity of existing residential development;</li> </ul>

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

Design principles and key development considerations

- viii. 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;
- ix. 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;
- x. provides perimeter block development designed around new open spaces;
- xi. offers the opportunity to provide a new primary school;
- xii. provides active frontages along South Lambeth Road and Miles Street;
- xiii. retains the existing public house;
- xiv. 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;
- xv. avoids unacceptable canyon-like development to the railway viaduct and allows views between buildings to provide views to the south;
- xvi. 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;
- xvii. finds appropriate uses for the existing basement car parks and minimises provision of parking for a new development;
- xviii. 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**



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

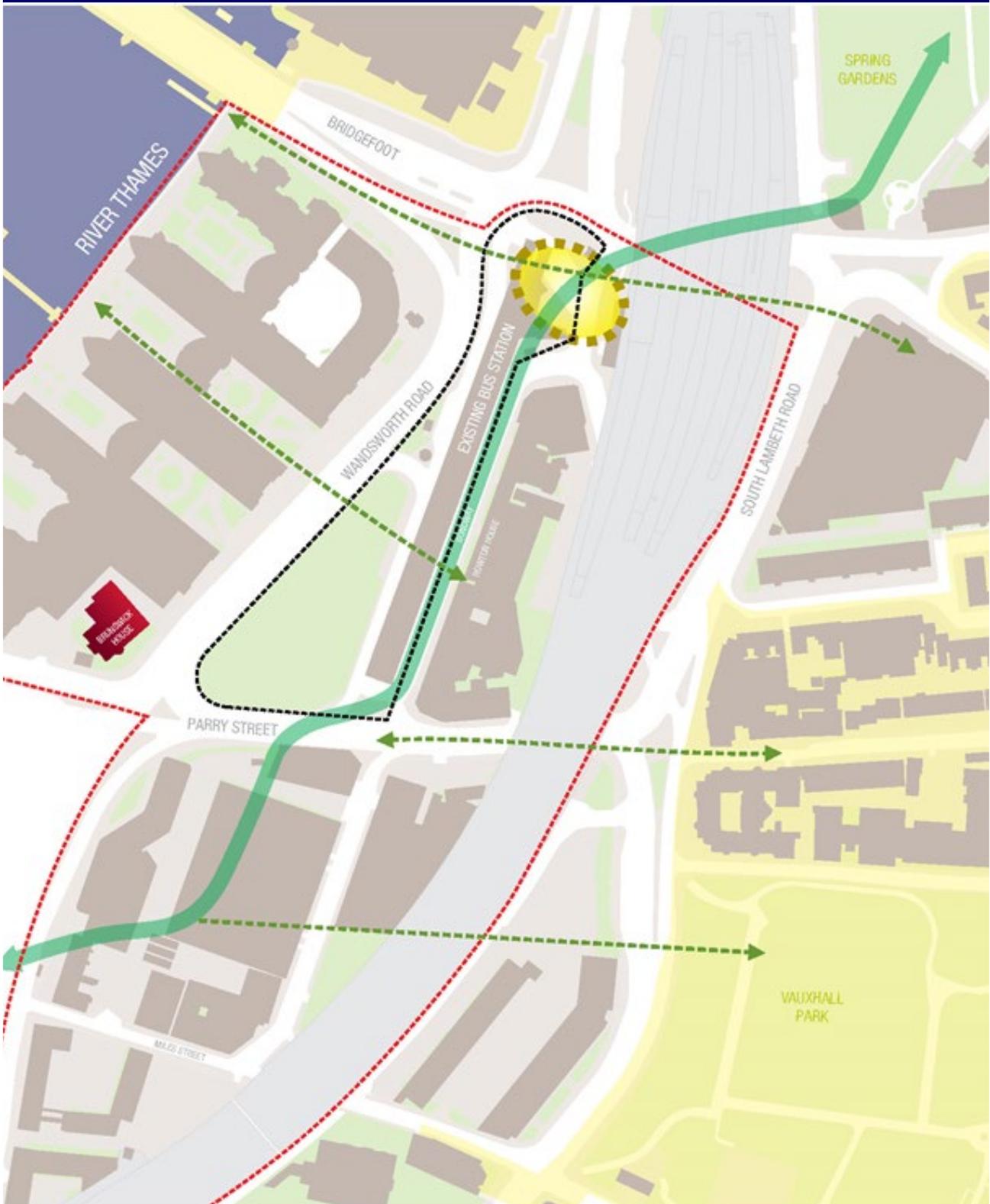
<b>Site 12 – Land bounded by Wandsworth Road to the west, Parry Street to the north, Bondway and the railway viaduct to the east SW8</b>	
Site area	1.85 ha
Ward	Oval
Ownership	Private
Current use	Warehouse, office uses, depot and residential
Transport	Public transport accessibility level 6b (exceptional)
Flood zone	Flood zone 3: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	<p>Within an archaeological priority area</p> <p>Grade II listed 101-109 (odd) Wandsworth Road adjoins to the south west of the site</p> <p>Grade II* listed Brunswick House to the north west of the site</p>
How the site was identified and relevant planning history	<p>Included in the SHLAA 2009 as a potential housing site</p> <p>Identified in the Vauxhall Area SPD 2013 and VNEB Opportunity Area Planning Framework</p> <p>11/04428/FUL – approved July 2013 (part of the site)</p>
Preferred use	Town-centre-led mixed-use development with employment, community uses and residential on the upper floors. A new urban square with a linear park connecting through the site and the re-provision of a hostel.
Design principles and key development considerations	<p>This development of this site is pivotal in the provision of the new Vauxhall district centre.</p> <p>The council will support development that:</p> <ol style="list-style-type: none"> <li>i. has regard to the re-provision of Graham House hostel to a suitable location within the site as part of any comprehensive development;</li> <li>ii. retains the listed buildings fronting Wandsworth Road;</li> <li>iii. includes active frontages with a retail focus onto Parry Street, corner of Bondway and Wandsworth Road and a new urban square;</li> <li>iv. provides non-retail active frontages onto Miles Street;</li> <li>v. provides a range of unit sizes for retail and community uses;</li> <li>vi. ensures that the amenity of new residential development is protected from the noise, pollution and vibration of the railway viaduct;</li> <li>vii. avoids single-aspect dwellings close to the railway line;</li> </ol>

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

Design principles and key development considerations

- 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 7-93 Wandsworth Road, Parry Street, Bondway including the bus station SW8 (Vauxhall Island Site)**



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

**Site 13 – Plot bounded by 7-93 Wandsworth Road, Parry Street, 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	<p>Within an archaeological priority area</p> <p>Grade II* listed Brunswick House to the west of the site</p> <p>Locally-listed Vauxhall railway station, Rowton House, Bondway, 2 South Lambeth Place and 1-3 Wandsworth Road to the north east of the site</p>
How the site was identified and relevant planning history	<p>Included in the SHLAA 2009 as a potential housing site</p> <p>Identified in the Vauxhall area SPD 2013 and the VNEB Opportunity Area Planning Framework</p> <p>10/02060/FUL allowed on appeal August 2012</p>
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.

### Site 13 – Plot bounded by 7-93 Wandsworth Road, Parry Street, Bondway including the bus station SW8 (Vauxhall Island Site)

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:

- 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

## *Context and character*

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

- to deliver high quality residential development on appropriate sites that meets local housing need;
- to achieve the highest standards of design in the development of new buildings, structures and public realm, and preserve and enhance the historic built environment;
- to improve public transport use and interchange, including refurbishment of the mainline train station and a new cycle parking hub;
- to reduce traffic domination, improve air quality and improve walking and cycling by reallocating road space, providing new cycle infrastructure, creating new pedestrian routes, and designing pedestrian friendly streets and spaces; and
- to ensure social and community infrastructure is provided to improve community well-being and cohesion.

### *Community*

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

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

### *Housing*

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

### *Economy and Culture*

11.48 Brixton is home to approximately 11,300 jobs and 1,500 businesses, with the majority of jobs in sectors such as retail, leisure, food and drink and public sector activities. It also has a growing cluster of creative and digital industries and has been designated by the Mayor of London as a Creative Enterprise Zone. The London Plan identifies Brixton town centre as having medium

commercial growth potential. There is a need and opportunity to diversify and improve the resilience of the local economy by protecting existing business space and increasing the supply of employment floorspace and the range of workspaces available through the redevelopment of key sites. This will need to include affordable, low-cost and flexible workspaces catering for small businesses. The railway arches stretching from Pope’s Road to Gresham Road play an important role in providing a range of uses that support the functioning of the town centre including retail and storage units and low-cost studios, workshops and maker spaces and contribute towards the role of the Creative Enterprise Zone.

- 11.49 The Brixton Economic Action Plan (2017) identifies an under-supply of workspace compared to similar town centres in London and that this is affecting Brixton’s ability to facilitate growth, diversify its economy and realise its full potential as a hub for innovation and experimentation. The Creative and Digital Industries Study (2017) also identifies a lack of suitable premises for creative and digital businesses and recommends the development of medium-sized managed and serviced offices, flexible incubator, accelerator and co-working spaces, creative studios, workshops and maker spaces suitable for small and medium businesses. An Article 4 Direction removing permitted development rights for change of use from B1 (a) Office to C3 Residential has been implemented in the town centre to enable the protection of the existing stock of office space.
- 11.50 Brixton’s retail offer includes a balance of specialist independent and high street multiple retailers and covered and outdoor markets that provide a wide range of convenience and comparison goods. The three covered markets are listed buildings and are of historical and cultural importance. There are approximately 280 retail and service units in the town centre, excluding the indoor markets. However, given competition from other centres and changing consumer trends and demand (for example, internet shopping), there is a need to diversify and improve provision across the high street, indoor markets and street markets to secure and maintain local, commuter and visitor spend. Development providing retail will need to improve the variety of convenience and comparison goods available in the area.
- 11.51 Brixton’s retail offer is supplemented by a growing food and beverage sector. There are approximately 100 food and drink units in the town centre, excluding the indoor markets. The London Plan identifies Brixton’s night-time economy as an area of regional or sub-regional significance. Together with the existing music venues, cinema and future theatre, the town centre supports a vibrant and culturally diverse night-time economy which has been enhanced by the night tube. While growth in the evening and night-time economy can deliver significant local economic benefits, the environmental, safety and amenity impacts require responsible and careful management, with particular concerns about the number of bars on Coldharbour Lane, Acre Lane and Atlantic Road. The council wishes to support Brixton’s growing food and beverage sector, particularly its restaurants, but will use its enforcement powers to manage any restaurants operating as bars without planning permission. Working with local residents and stakeholders, the Brixton BID, Metropolitan Police and TfL, the

council will produce an Evening and Night Time Economy Strategy that will identify proposals for managing the growth of this sector.

- 11.52 The Brixton Street Market Strategy (2018) emphasises the contribution made by the street markets to Brixton’s economic, social and cultural well-being. Electric Avenue has benefited from significant improvements to the layout, function, appearance and cleanliness of the market to encourage higher stall occupancy and increased visitors. The strategy proposes further investment in the Brixton Station Road and Pope’s Road street markets which will be funded and delivered through the Good Growth Fund programme and planning obligations in appropriate circumstances. Particular consideration will need to be given to improving storage, waste management, hard and soft landscaping, delivery and servicing arrangements and electricity and water infrastructure.
- 11.53 Delivery and servicing spaces and waste management and storage will need to be provided in locations in or accessible from the town centre.

### *Transport and Public Realm*

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

mitigate its impact on the town centre, including its proposed designation as a Low Emission Neighbourhood.

- 11.57 Atlantic Road, Coldharbour Lane, Brixton Station Road and Pope’s Road will be the focus of public realm improvements to reduce traffic dominance, improve air quality, improve servicing, support market functions, increase pedestrian comfort, promote cycling and facilitate interchange between the mainline and underground stations. The redevelopment of key sites also provides an opportunity to address the severance caused by railway viaducts and improve pedestrian permeability and wayfinding. These objectives are supported by the Brixton Liveable Neighbourhood project which seeks to improve conditions for walking and cycling in the town centre and surrounding neighbourhoods, primarily through measures to reduce and remove general traffic on local roads.

### *Environment*

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

PN3 Brixton

**Key**

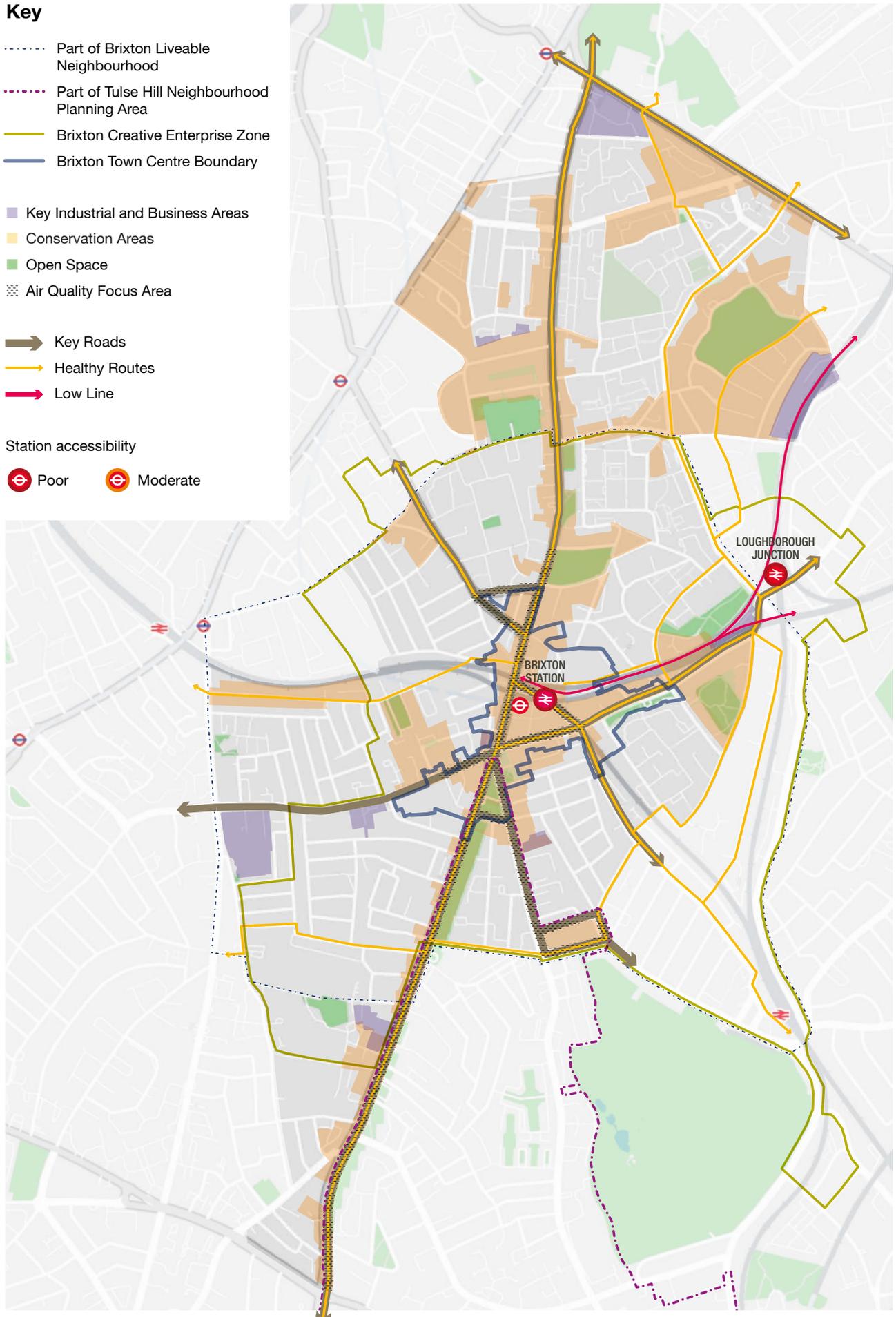
- ..... Part of Brixton Liveable Neighbourhood
- ..... Part of Tulse Hill Neighbourhood Planning Area
- Brixton Creative Enterprise Zone
- Brixton Town Centre Boundary

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

- ➔ Key Roads
- ➔ Healthy Routes
- ➔ Low Line

Station accessibility

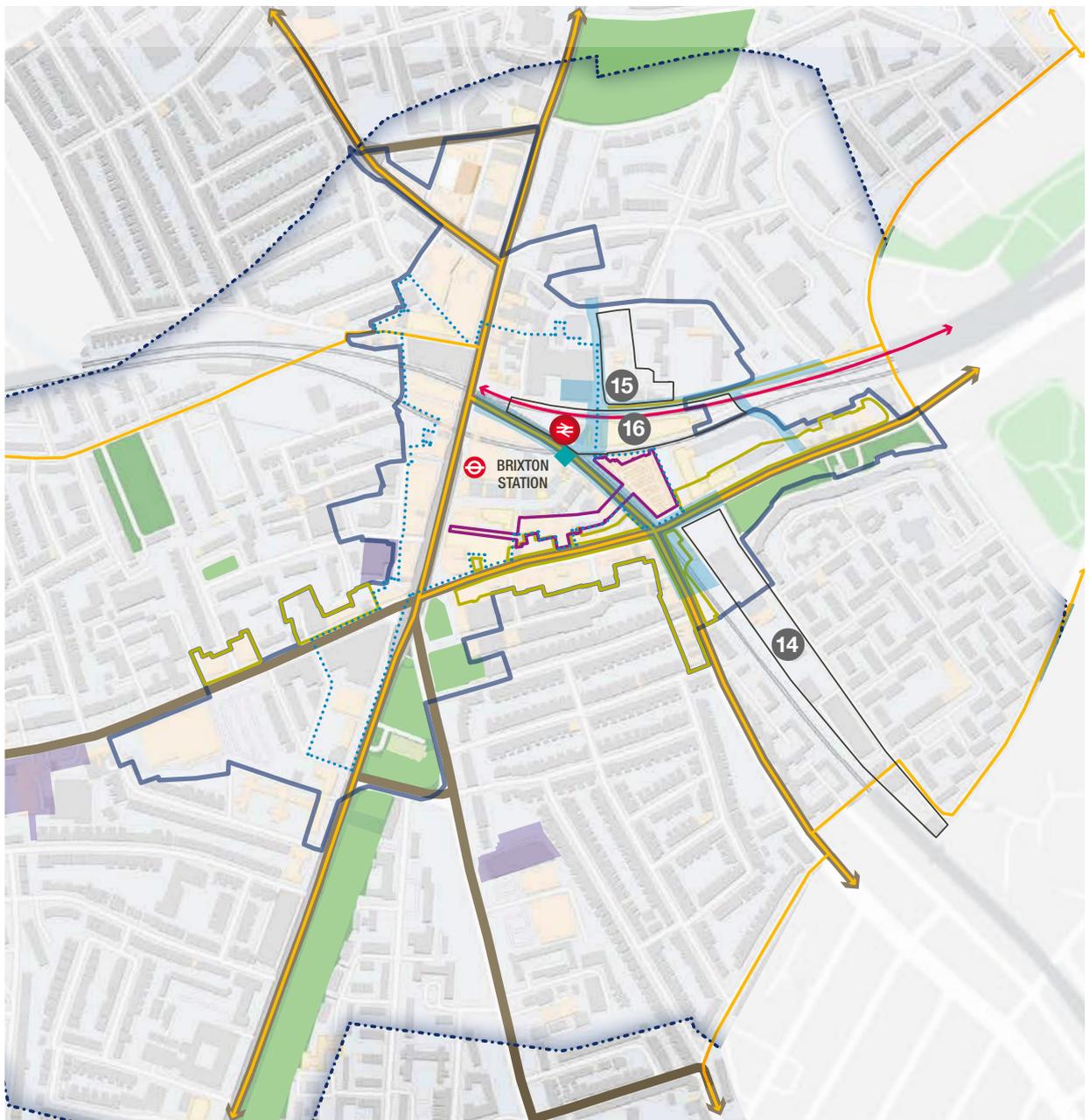
- ⊖ Poor
- ⊕ Moderate



PN3 Brixton

**Key**

- |   |   |  |
|---|---|--|
|  Brixton Town Centre Boundary    |  Refurbishment of mainline station/entrance on Electric Lane |  Key Roads      |
|  Primary Shopping Area           |  Public Realm Improvements                                   |  Healthy Routes |
|  Brixton indoor Markets          |  Key Industrial and Business Areas                           |  Low Line       |
|  Evening Economy Management Zone |  Open Space  |  |
|  Site Allocations                |   | Station accessibility  |
| Site 14 - Somerleyton Road  |   |  Poor           |
| Site 15 - Popes Road  |   |  Moderate       |
| Site 16 - Brixton Central   |   |  |



## Policy PN3: Brixton

Brixton’s role as a distinctive, multicultural and diverse major town centre will be safeguarded and promoted through careful and sensitive regeneration, recognising its local distinctiveness and historic built environment, and supporting economic, social and environmental sustainable development. A key objective of the Brixton Economic Action Plan is to develop a broader and more resilient local economy. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.

This will be achieved by:

- A. requiring, in the primary shopping area, that the proportion of retail units does not fall below 60 per cent and that the proportion of food and drink uses 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 at one time. No more betting shops or payday loan shops will be supported within the centre as a whole.
- B. requiring, in the indoor markets (as shown on the Policies Map), that no less than 50 per cent of floorspace should be in shop use and no more than 50 per cent floorspace should be in café and restaurant use within each indoor market (Brixton Village, Market Row, Reliance Arcade), subject to a management plan being in place that is agreed between the council and the managers of the indoor markets. The thresholds for shop and café/restaurant floorspace for each indoor market relate to ground floor units and connected upper floors that share the same access for each indoor market. Public houses, wine bars and drinking establishments (including with expanded food provision) in the indoor markets will not be permitted on both the ground floor and upper floors. All independently accessed upper floorspace in each indoor market currently in community, office, research and development use or light industrial use will be protected.
- C. implementing an evening economy management zone which will seek to support the growth and diversification of the evening and night-time economy whilst managing its impact on local residents and the local environment. In the evening economy management zone, the proportion of units in food and drink, evening and night-time economy uses should not exceed 40 per cent, taking account of unimplemented planning permissions for change of use. No more than 10 per cent of ground floor units in the evening economy management zone should be in public house, wine bar, or drinking establishment (including with expanded food provision) use. In addition, no more than 3 in 5 consecutive ground floor units should be in food and drink, evening and night-time economy uses, taking account of unimplemented planning permissions for change of use. There will be a presumption against the use of rooftops and terraces for food and drink, evening and night-time economy uses in the evening economy

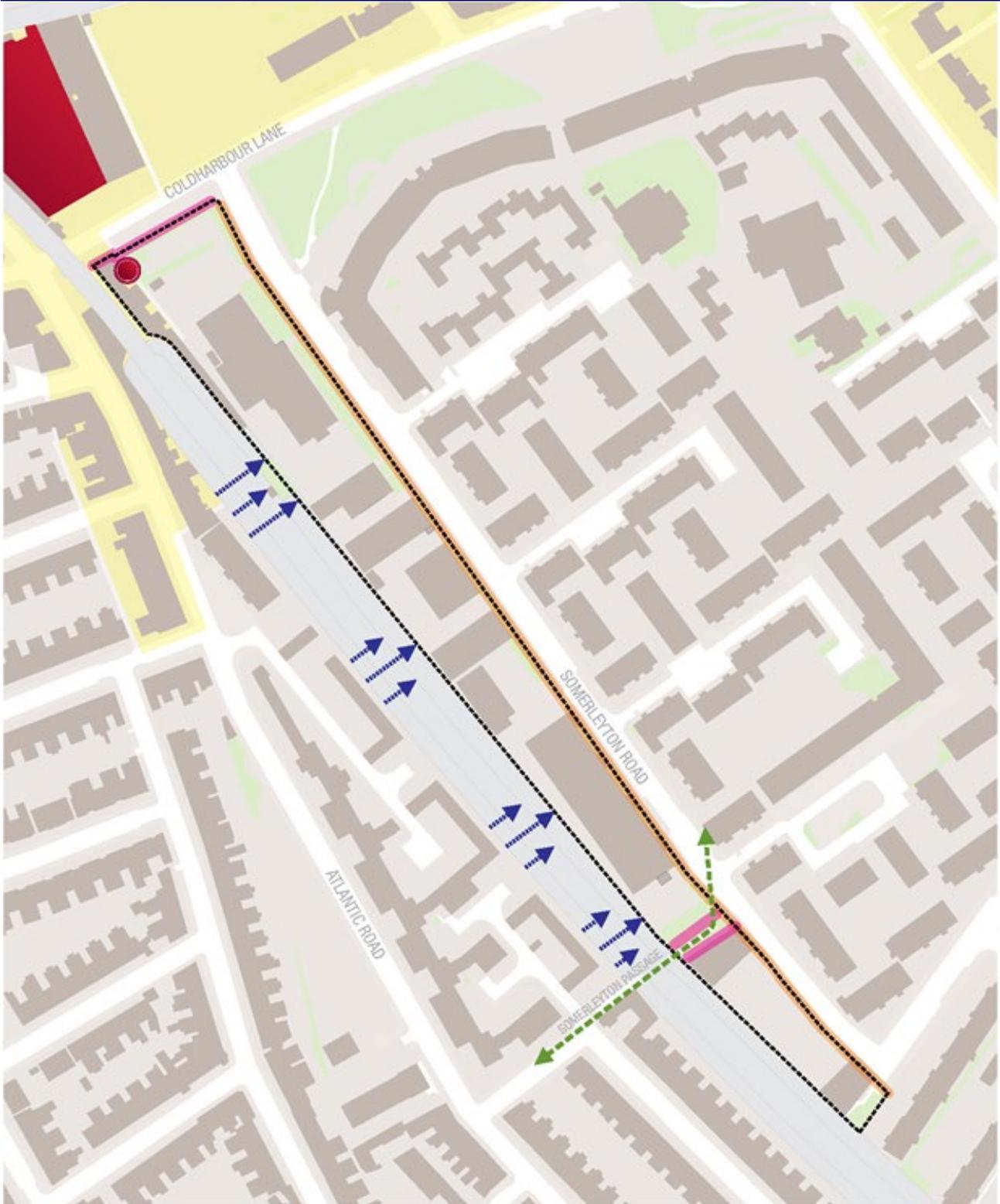
- management zone unless it can be robustly demonstrated there will be no harmful impact as a result of these uses.
- D. outside of the primary shopping area, indoor markets (as shown on the Policies Map) and evening economy management zone, ground floor uses in the town centre should be in commercial,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

promote better interchange and improve the passenger experience. Development proposals in the vicinity of the station and that will directly benefit from these improvements will be expected to contribute towards their delivery.

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

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

## Site 14 – Somerleyton Road SW9



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

<b>Site 14 – Somerleyton Road SW9</b>	
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	<p>Carlton Mansions (including 'Nuclear Dawn' mural) on Coldharbour Lane locally-listed</p> <p>North west corner of the site within the Brixton conservation area</p> <p>Grade II listed Granville Arcade (Brixton Village) and locally-listed Walton Lodge Laundry opposite the site on Coldharbour Lane</p>
How the site was identified and relevant planning history	<p>Part of the site included in the SHLAA 2009 as a potential housing site</p> <p>Included in the Brixton Masterplan June 2009 and Brixton area SPD June 2013</p> <p>Partly within Brixton town centre</p> <p>2 Somerleyton Road has a temporary planning permission for education use 08/00610/RG4.</p> <p>10 Somerleyton Road has temporary permission as a minibus depot 11/03759/RG4.</p> <p>Angela Davis industrial estate has permission for the continued use as a council vehicle maintenance depot 11/03577/RG4.</p> <p>The Loughborough Park Estate adjoining the south east of the site has outline planning permission for the redevelopment of the estate 10/03653/OUT.</p>
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.

**Site 14 – Somerleyton Road SW9**

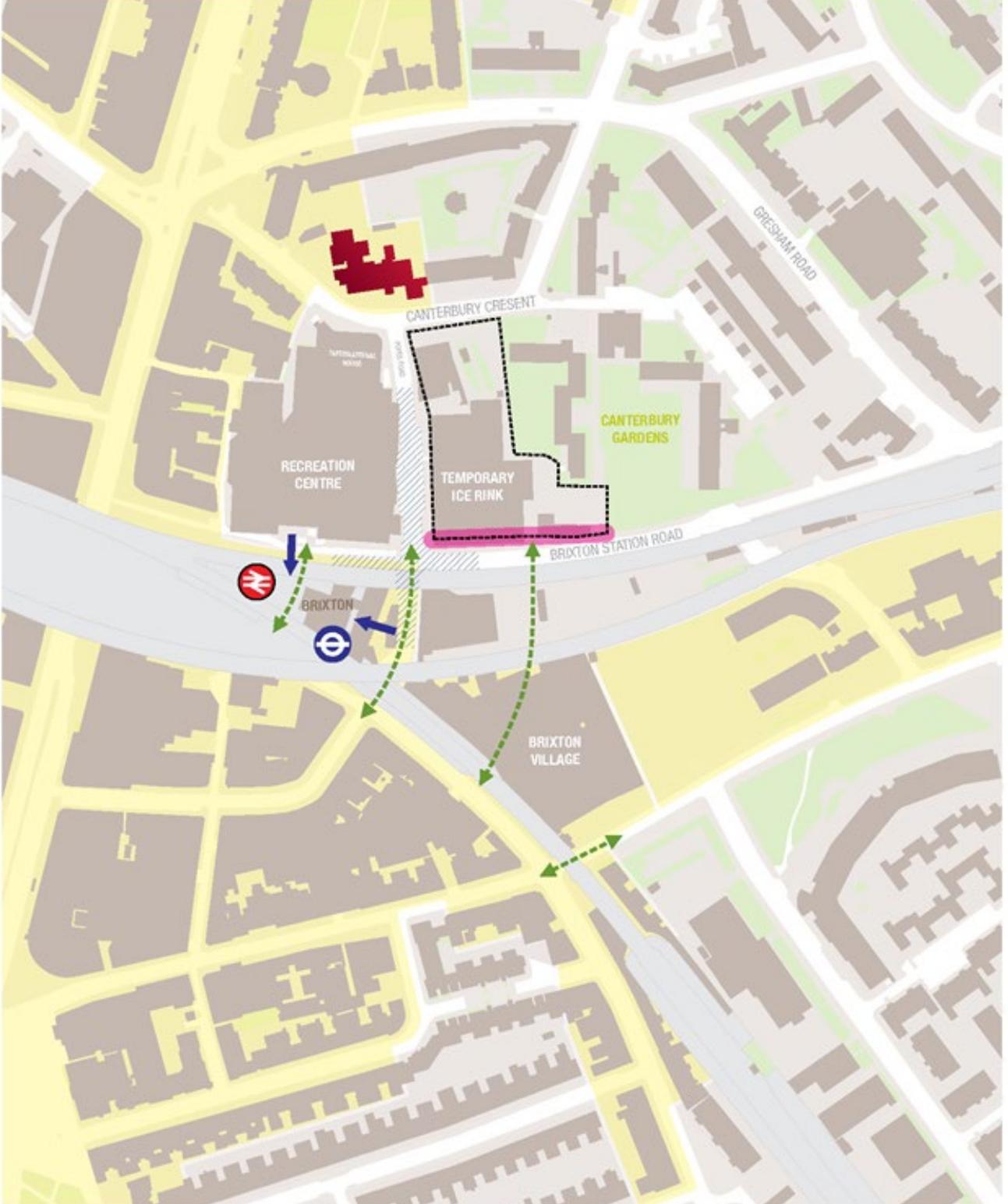
Design principles and key development considerations

Opportunity to provide a mixed-use development on this narrow site and create a street frontage onto Somerleyton Road.

The council will support development that:

- i. retains the heritage value of Carlton Mansions and allows continued public appreciation of the ‘Nuclear Dawn’ mural;
- ii. retains the depot provision or reprovides it elsewhere in the borough;
- iii. retains and takes account of the London Underground infrastructure on the site;
- iv. has an appearance from the railway line with significant gaps between buildings to give views across the site;
- v. includes buildings with a variation in height that respond sympathetically to the character of the adjoining estate;
- vi. avoids monotony along this long frontage, creating a varied but 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
- Listed Building
- Active / Improved Frontage
- ⋯ Opportunities to Open Up Arches
- Extending Commercial Activity
- ← Opportunity to Reinstate Station Entrance
- London Underground Station
- Rail Station
- Conservation Area

<b>Site 15 – Popes Road SW9</b>	
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.

**Site 15 – Popes Road SW9**

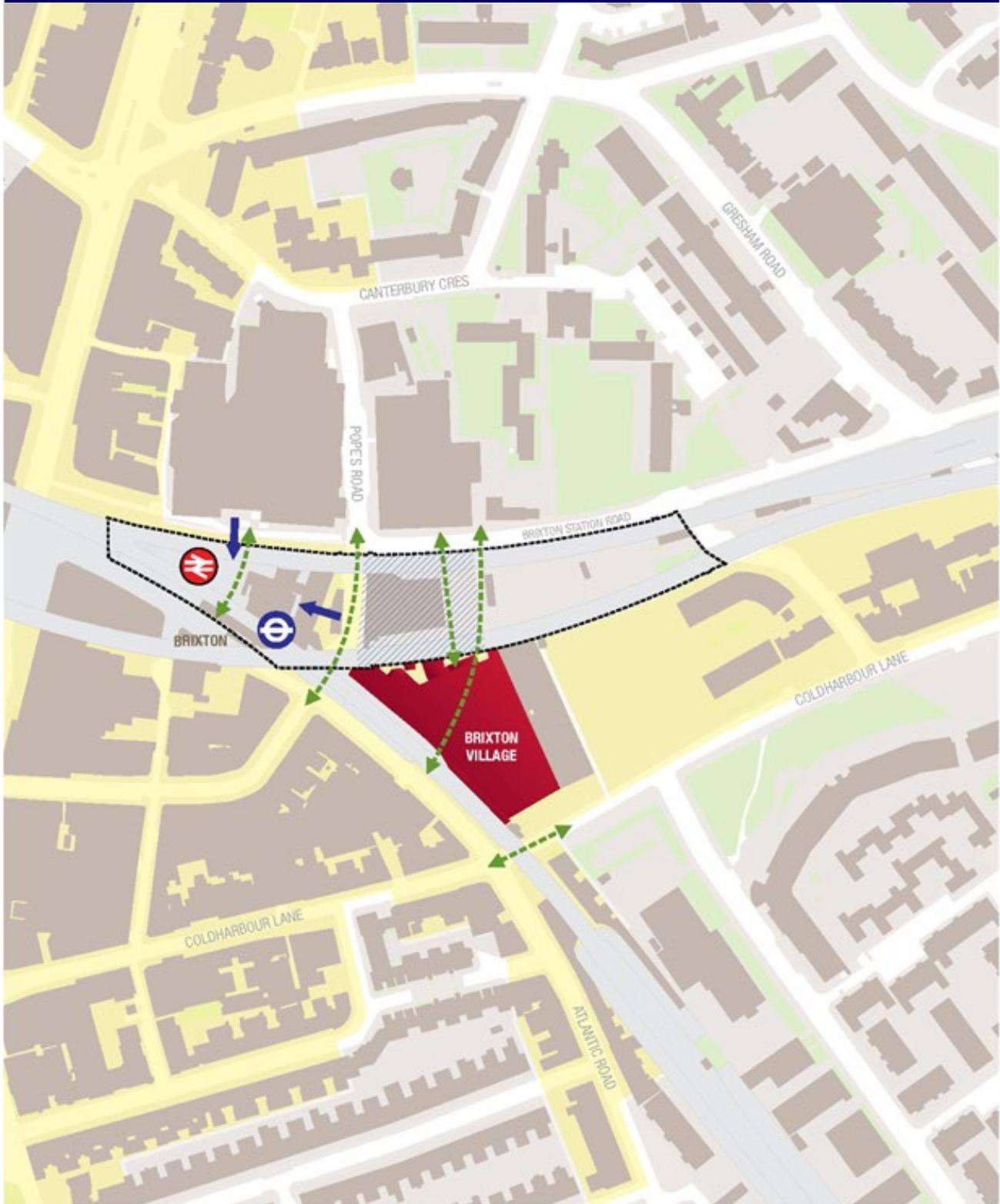
Design principles and key development considerations

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:

- xiii. provides higher-density development with adequate public space, so long as this does not create an unacceptably cramped relationship with International House;
- xiv. locates any tall buildings on the Brixton Station Road frontage;
- xv. re-provides adequate market facilities;
- xvi. provides town-centre car and cycle parking to meet identified needs;
- xvii. includes ground-floor active frontages;
- xviii. provides dual-aspect residential units fronting onto Brixton Station Road;
- xix. protects the residential amenity of the adjoining Canterbury Gardens estate;
- xx. protects the character of the adjoining conservation area and setting of the listed former St John's School opposite;
- xxi. 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
-  London Underground Station
-  Rail Station
-  Conservation Area

<b>Site 16 – Brixton Central (between the viaducts) SW9</b>	
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.

**Site 16 – Brixton Central (between the viaducts) SW9**

Design principles and key development considerations

Large site bounded by railway viaducts with considerable development potential subject to improving access and permeability through the site.

The council will support development on the site that:

- 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.

## Streatham

### *Context and character*

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

### *Community*

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

### *Housing*

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

### *Economy and Culture*

- 11.63 Streatham has a good mix of multiple and independent retailers and retail vacancy rates have decreased since 2012. There are approximately 320 retail and service units. However, the town centre has a smaller offer of comparison shopping compared to other centres and the Business Improvement

District, 'In Streatham', is working to expand this retail offer, particularly anchor retailers.

- 11.64 Streatham's food and drink offer and its evening economy have experienced growth, with an increase in the number of restaurants, cafes and bars. There are approximately 120 food and drink units. This is an asset and a distinctive characteristic of the centre, with the London Plan identifying Streatham as having a night-time economy with regional or sub-regional significance. The renowned Hideaway Jazz Club is a particular draw and regularly attracts customers from outside London. There are also a range of other cultural and leisure facilities including the Odeon, Streatham leisure centre and ice rink and Streatham Space Project.
- 11.65 The consolidation of the Streatham Hill Primary Shopping Area provides an opportunity to diversify this part of the town centre and promote further growth in non-retail uses and the early-evening economy in this part of the High Street, with a particular focus on restaurants and cultural and creative uses. There is also an opportunity to increase the amount of office floorspace and workspaces for creative and digital industries.
- 11.66 Streatham has low levels of office stock in comparison with other centres, particularly along the High Road. The town centre has experienced high levels of loss of office space through permitted development rights and this lack of offices and a comparative shortage of suitable SME workspace presents a challenge for growth in Streatham's employment offer. However, Streatham's economy has grown over recent years. Employment has increased by 19 per cent since 2011 and the number of businesses has increased by 43 per cent since 2012. There are now 2,000 businesses in the area employing approximately 11,000 people. Both average rents and vacancy rates for offices in Streatham are lower than the London average. The London Plan identifies the major centre as having low commercial growth potential. However, the Streatham Investment and Growth Strategy identifies an opportunity to promote Streatham as a location to start and grow businesses based on its relatively low rents, connections to Central London and access to local services.
- 11.67 A range of small and medium enterprises, such as artist studios and furniture restorers, are located in Gleneldon Mews, providing an important cluster of light industrial uses in the area.
- 11.68 Streatham has experienced significant physical regeneration along parts of the High Road. In the south, the Streatham Hub development delivered a sports and leisure complex, homes, retail, bus interchange and public realm improvements. At the northern end of the High Road, the redevelopment of the Caesar's/Megabowl site for residential-led development has provided new retail opportunities together with a new cultural asset through the provision of a theatre. The former Streatham Hill theatre is Grade II listed and provides a transformative opportunity to provide a major leisure and entertainment venue with the potential for workspace for creative, digital and cultural industries.

## *Transport and Public Realm*

- 11.69 Streatham High Road is a major arterial route that dominates Streatham and forms part of the wider A23 corridor through South London. The layout of the road allows for very limited public spaces set back from the traffic. However, the High Road has benefitted from several stages of improvement works, including the removal of central reservations, their replacement with trees and decorative lighting and an improvement in links across the High Road. Further interventions are planned including the removal of the reservation and the introduction of cycle tracks northward from Streatham Hill to the South Circular.
- 11.70 Public transport provision in the form of buses north and south along the High Road is excellent but elsewhere there is a need for improved connections, particularly for east-west routes. Rail services provide important links to Central London termini but improvements to service frequency and quality are required. As a result, many passengers choose to take a bus to Brixton for interchange with the Underground. Southern Rail has invested in improvements at Streatham Hill and Streatham Common stations, but further improvements are needed to upgrade the stations to improve the sense of arrival and deliver step-free access at Streatham station in particular. The rail network in the Streatham area would particularly benefit from better integration and investment to deliver metro style ‘turn up and go’ services.
- 11.71 Further measures to improve cycle and pedestrian safety along the High Road are needed. The A23 corridor has been identified by TfL as one of the top 25 cycle demand corridors in London and significant improvements are planned to create a new, high quality cycle route along the corridor between Streatham and Oval. Significant improvements to cycling facilities on the A23 will release suppressed demand for cycling in the area. The A23 will form a central part of Lambeth’s Healthy Route network and Streatham will be served by links to Herne Hill and Croydon in addition to the existing cycleway to Waterloo. Much of Streatham suffers from high levels of parking stress and the council will introduce parking controls in areas not currently covered by Controlled Parking Zones, based on demand.

## *Environment*

- 11.72 The A23 from Brixton to Streatham is designated as an air quality focus area due to its high levels of both pollution and human exposure and is identified in Lambeth’s Air Quality Action Plan. Development in this area should, in accordance with London Plan policy S11, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Measures to improve air quality will be sought.
- 11.73 Streatham’s open spaces have received recent investment and in general, Streatham is not deficient in access to open spaces, though there are areas that lack access to smaller parks. The Common and the Rookery provide a large area of public open space in the south of the area and include the Streatham Common Community Garden which hosts a number of community

events. Unigate Wood, Valley Road playing field and Streatham Vale Park provide important local amenity spaces. Measures to increase green infrastructure and to improve access to open space will be sought.

- 11.74 St Leonard’s Church and a number of Grade II listed monuments in the church yard are on the Heritage at Risk Register.

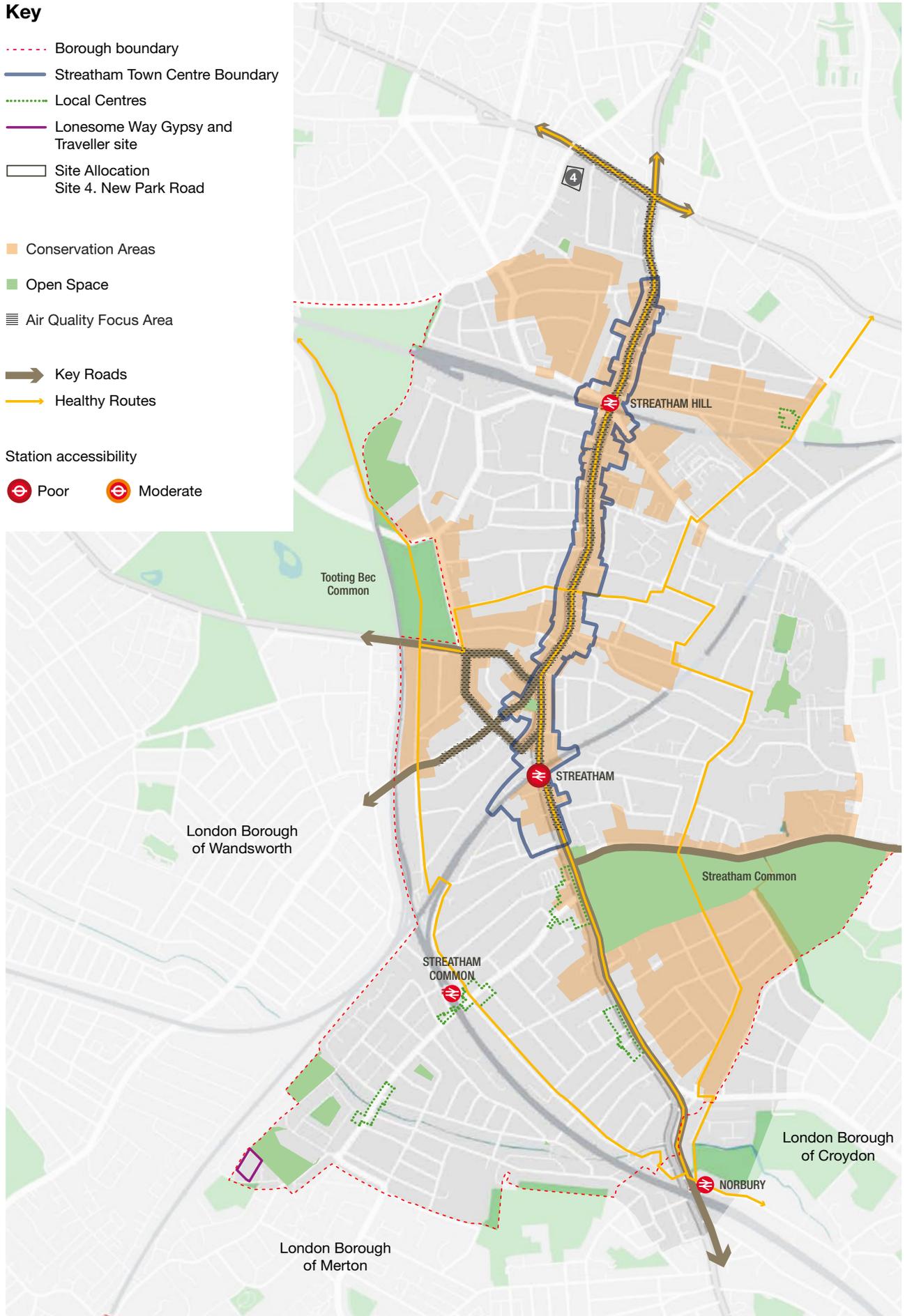
PN4 Streatham

**Key**

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

- Conservation Areas
- Open Space
- ≡ Air Quality Focus Area
- ➔ Key Roads
- ➔ Healthy Routes

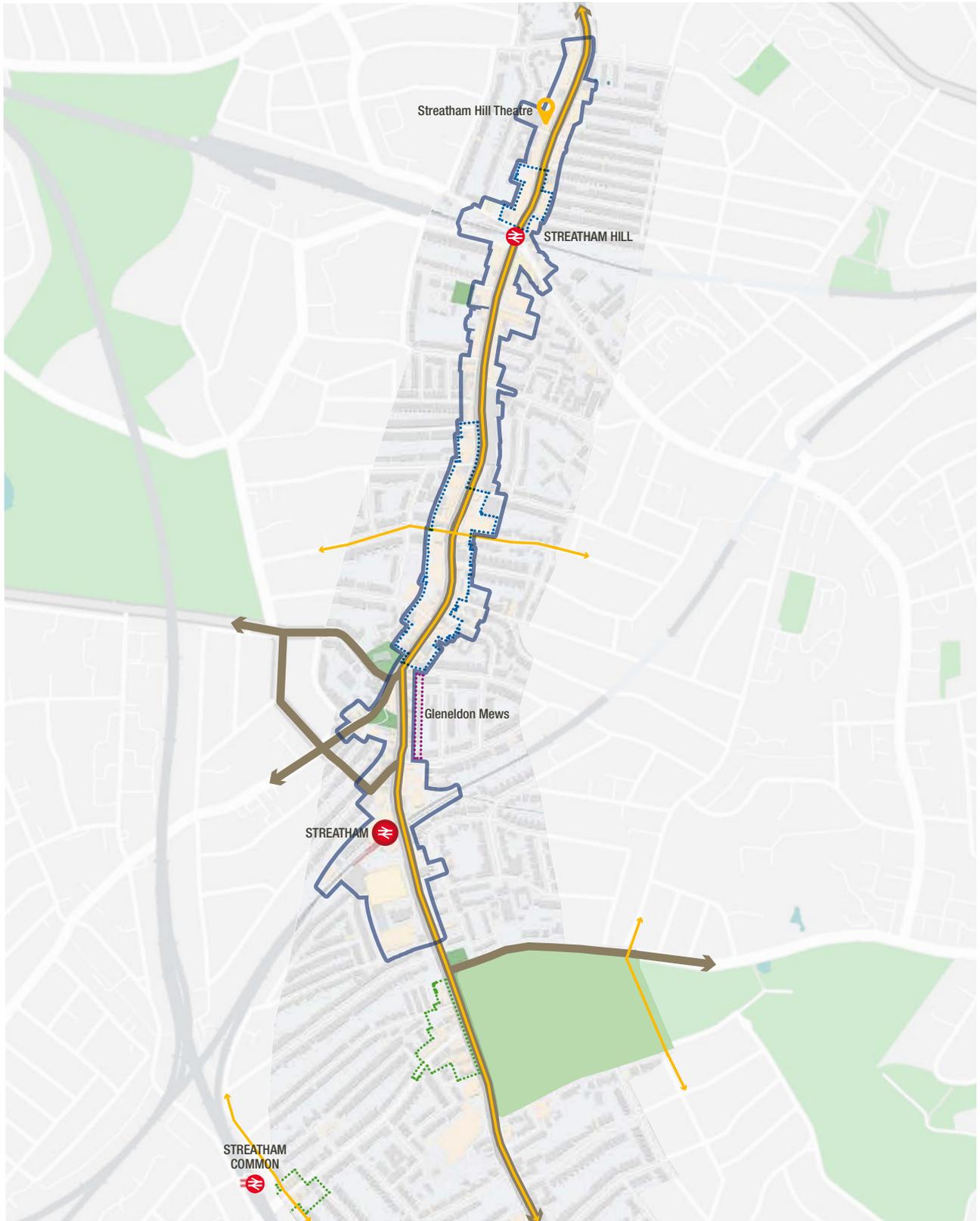
- Station accessibility
- ⊖ Poor
  - ⊕ Moderate



PN4 Streatham

**Key**

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



## Policy PN4: Streatham

Streatham’s role as a major town centre in South London will be supported and enhanced to create a vibrant and viable town centre with a diverse economy including retail, leisure, offices, hotels and housing. Investment in public realm, green infrastructure and public transport will ensure it is an attractive place to live, work and visit and is well connected to neighbouring centres and to Central London. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.

The vision for Streatham will be delivered by:

- A. supporting development which enhances the vitality and viability of the town centre by bringing forward new housing, retail, leisure, offices and workspace for creative and digital industries, whilst being sensitive to the centre’s conservation area status and valued heritage assets.
- B. safeguarding retail uses in the two primary shopping areas (Streatham Hill and Streatham Central) and supporting appropriate new retail uses. Within the major centre as a whole, no fewer than 60 per cent of ground floor units in each of the two primary shopping areas (Streatham Hill and Streatham Central) are to be in retail use and within each area no more than 25 per cent food and drink use and no more than 2 in 5 consecutive food and drink uses. Outside of the two primary shopping areas ground floor units should be in commercial, business, service, learning, non-residential institution, local community or appropriate *sui generis* use. No more betting shops or payday loan shops will be supported across the centre as a whole.
- C. safeguarding Gleneldon Mews as an important location for light industrial uses and small businesses.
- D. supporting sustainable travel, the accessibility and use of public transport including buses and rail services, walking and cycling through improvements to the safety and accessibility of public realm and public transport facilities and through measures to reduce the impact and dominance of road traffic and to improve air quality. Development should have regard to parking stress across much of the area and in particular on streets around the town centre and the stations including Norbury station situated just outside the borough.
- E. improving Streatham’s sense of place and visitor experience through investment in Streatham’s Heritage at Risk assets, existing public spaces, the creation of new, safe and accessible public realm and increasing green infrastructure.
- F. encouraging property owners to work in partnership with others to remove assets from the Heritage at Risk Register.
- G. facilitating development and regeneration opportunities in the following key areas:

- i. Streatham Hill – its role as a gateway to the town centre from the north will be improved. Development should be of a scale and form appropriate to its location and relationship with the conservation area, and provide increased accessibility to the station and surrounding area. The council will support the regeneration of the former Streatham Hill theatre to become a major leisure and entertainment venue alongside workspace for creative and cultural industries.
- ii. Streatham Central – the potential of the area surrounding Streatham station will be realised and the council will encourage landowners to work together to bring forward appropriate redevelopment over both the short-term and long-term. Mixed-use development including residential, office and ground-floor active frontages will be supported. A mix of ground-floor unit sizes should be provided to support a diverse offer and to enhance the vitality of the town centre. The high accessibility of this location means that density should be optimised.

# Clapham

## *Context and character*

11.75 Clapham is one of Lambeth’s district centres, predominantly located along Clapham High Street. The town centre is characterised by late 18th Century residential buildings and 19th Century commercial buildings. The area is home to Clapham Common, which is one of the prime open spaces in south London, and much of the area is designated as conservation areas. Clapham’s residential hinterland is characterised by large houses fronting Clapham Common, terraced housing and housing estates including Clapham Park Estate. Clapham’s historic significance is focussed on Clapham Old Town, around which there are a concentration of heritage assets. Though Clapham is not considered to be deprived as a whole, there are areas of Clapham identified in the London Plan as Strategic Areas for Regeneration.

## *Community*

11.76 The ‘This is Clapham’ Business Improvement District (BID) is working to improve Clapham as a place to work, live, visit and do business. The BID has ambitions to introduce public art into the area, to help position Clapham as a cultural destination, and is working with Studio Voltaire and other stakeholders to deliver this ambition.

11.77 The Old Clapham Library building is now the Omnibus Theatre and in community use. Other important facilities include Clapham Leisure Centre, Clapham Library and Studio Voltaire.

## *Housing*

11.78 The London Plan identifies the district town centre as having medium residential growth potential. In the wider Clapham area, sites with the potential to deliver new housing include the redevelopment of the Clapham Park Estate, 363 -369 Clapham Road, 44 Clapham Common South Side, Fenwick Estate and Westbury Estate. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential and mixed-use development. Additional development within residential curtilages may come forward where site circumstances permit.

## *Economy and Culture*

11.79 The district town centre is well served by food and convenience shopping with a large food-store, various other smaller supermarket chain stores and a weekly street market on Venn Street. The centre has approximately 140 retail and service units and 95 food and drink units. There is a lower level of comparison shopping.

- 11.80 Leisure and hospitality play an important role in Clapham's economy, supporting many jobs and businesses. The London Plan identifies Clapham's night-time economy as an area of regional or sub-regional significance, which is concentrated along Clapham High Street and in Clapham Old Town, with a cinema, many restaurants, bars and takeaways and a number of LGBTQ+ venues. The council will investigate the impact of the night tube on the number of people choosing to visit Clapham rather than central London and the impact of nearby alternative destinations, such as Brixton. The level of noise, litter and anti-social behaviour associated with this night-time activity can have significant impacts on the amenity of adjoining residential areas. There is a need to manage these impacts effectively, to redress the balance between the evening economy and day-time town centre functions, and to promote more choice in sit-down eating as opposed to drinking-only establishments or takeaways. Initial evidence suggests that the range of sit-down restaurants in Clapham is starting to increase and this will be monitored. The approach to managing town-centre uses set out in this policy is consistent with the council's 'licensing cumulative impact zone' in Clapham.
- 11.81 The London Plan identifies the district centre as having low commercial growth potential. In the wider area, Clapham has a number of Key Industrial and Business Areas, with the largest being Timber Mill Way. Most of the workspaces in Clapham are studios and maker spaces, although the area also accommodates some flexible co-working and managed workspaces. There are aspirations to provide additional space for creative and digital enterprises. An Article 4 Direction, removing permitted development rights for change of use from B1 (a) Office to C3 Residential, has been implemented in Clapham on a site specific basis in order to protect small business in the area.

### *Transport and Public Realm*

- 11.82 Clapham was one of the first parts of south London to be serviced by the London Underground, and this was critical to its development. Today the tube's popularity results in passenger demand exceeding capacity at busy times. The Northern Line between Clapham Common and Stockwell is one of the busiest sections of the underground network, leading to serious overcrowding. Both Clapham High Street and Wandsworth Road overland stations are increasingly serving more residents and businesses and are important in connecting Clapham to the wider area.
- 11.83 The long term plan to reduce this overcrowding is for Crossrail 2 to provide additional capacity for journeys originating in south west London. The council supports Crossrail 2 and TfL's vision to improve south London's overland rail network by providing metro-style turn-up-and-go frequencies at stations throughout the borough. Within the context of supporting the delivery of this metroisation of rail services, the council will explore the possibility of and promote a rail link from Clapham High Street to Victoria and platform lengthening to accommodate longer trains at Wandsworth Road and Clapham High Street stations. It is not feasible to provide step-free access at the Underground stations in Clapham which means priority should be

given to alternative forms of transport in the area, such as buses and access improvements at the Overground stations.

- 11.84 Clapham High Street suffers from a very poor road safety record with a very high number of collisions, particularly affecting people who cycle. The council wishes to see safety improvements, including improvements to the quality and safety of Cycleway 7 that runs along the High Street. Transport for London's Strategic Cycling Analysis also identifies the need to improve cycle links from Clapham to Battersea, Nine Elms and Brixton.
- 11.85 Cycleways 7 and 5 (Norbury to Waterloo) form part of the Healthy Route Network, with the latter providing a quiet route through the area including a section that crosses Clapham Common. The Network also includes an east west link to Brixton and related to this, the council has committed funding to improve the public realm around Voltaire Road. This will facilitate interchanges between Clapham North Underground station and Clapham High Street Overground station and cycle movements across the High Street.
- 11.86 The council has been working in partnership with community and business representatives and TfL to implement a programme of improvements to the public realm, including landscaping, around Clapham Old Town to improve the area for local people, businesses and visitors. This includes projects identified through 'Your Clapham – a vision for the high street' including improvements to Voltaire Road, Clapham High Street, Clapham Park Road, Clapham Manor Street and Nelsons Row. Wandsworth Road is increasingly serving more residents and businesses and is important in connecting Clapham to the wider area. Improvements to road safety on Wandsworth Road may be required.

## **Environment**

- 11.87 Clapham Common is designated Metropolitan Open Land and part of the Common is cross-border with the London Borough of Wandsworth. It was awarded a Green Flag Award in 2018. Together with the High Street, it lies within a conservation area. It is an extremely popular community space and venue for formal and informal leisure and recreational activities. The Common's sports facilities include football, rugby and lacrosse/hockey pitches, tennis and basketball courts and a bowling green, all of which are used for local sports participation. It also hosts festivals and music events, some of which draw up to twenty thousand participants and spectators, with people coming from across the capital and beyond. The Clapham Common Management Advisory Committee has developed a masterplan and a Management Plan for improvements to Clapham Common – many of which have already been carried out – with due regard to the heritage importance of the Common, working jointly with the neighbouring borough of Wandsworth. Though generally Clapham is considered to have good access to all forms of open spaces, parts of the area is deficient in access to smaller parks.

PN5 Clapham

**Key**

- - - - Borough boundary
  - - - - Brixton Liveable Neighbourhood
  - Clapham District Centre Boundary
  - Lavender Hill / Queenstown Road District Centre
  - - - - Local Centres
  - Site Allocations  
Site 4 - New Park Road
  - Conservation Areas
  - Open Space
  - Air Quality Focus Area
  - ➔ Key Roads
  - ➔ Healthy Routes
  - ➔ Rail link between Clapham High Street and Victoria
- Station accessibility
- ⊖ Poor
  - ⊖ Moderate



PN5 Clapham

**Key**

- - - - Borough boundary
  - Clapham District Centre Boundary
  - ⋯⋯⋯ Primary Shopping Area
  - ⋯⋯⋯ Local Centres
  - ◆ Public Realm Improvements
  - Open Space
  - ➔ Key Roads
  - ➔ Healthy Routes
  - ➔ Rail link between Clapham High Street and Victoria
- Station accessibility
- ⊖ Poor
  - ⊖ Moderate



**Policy PN5: Clapham**

The council will support the role of Clapham High Street as a district centre by safeguarding and encouraging retail, other town-centre uses, housing and workspace. It will seek to enhance its distinctive character associated with the Old Town, its historic environment, Clapham Common and its popularity for leisure and entertainment, and will encourage provision in particular for cultural, creative, visual and performing arts, street markets and other forms of community innovation, while managing the level of food and drink uses and the impact on amenity of the evening economy. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.

The council will seek to address this by:

- A. supporting appropriate opportunities to deliver additional housing within the district centre and the nearby neighbourhoods;
- B. requiring no less than 50 per cent of ground-floor units in the primary shopping area to be in retail use;
- C. requiring no more than 25 per cent of original ground-floor units in food and drink use across the centre as a whole and no more than 2 in 5 consecutive units in food and drink use;
- D. permitting no additional public house, wine bar or drinking establishment (including with expanded food provision) or hot takeaway uses;
- E. supporting measures to improve air quality;
- F. requiring enhancements to the public realm of the town centre to increase green infrastructure and to improve the safety, accessibility and environment for pedestrians and cyclists and to improve linkages through the town centre, across the High Street and between the town centre and the Metropolitan Open Land at Clapham Common, including projects identified through 'Your Clapham – a vision for the high street' and the Healthy Route Network;
- G. conserving, managing and improving Clapham Common through the implementation of the Clapham Common Masterplan;
- H. working with TfL to increase public transport provision, including bus services, in the town centre; to promote a rail service from Clapham High Street to Victoria; to lengthen the platforms at Wandsworth Road and Clapham High Street; to reduce road danger on Clapham High Street and Wandsworth Road; and to improve the quality and safety of Cycleway 7;
- I. working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.
- J. recognising the significance of Wandsworth Road in connecting Clapham with surrounding neighbourhoods.

## Stockwell

### *Context and character*

11.88 Stockwell is one of Lambeth’s district centres, and alongside Brixton, is the most densely populated town centre in Lambeth, with a diverse population including a large community from Portugal and the Horn of Africa. The neighbourhood is overwhelmingly residential in use, with a high proportion of social housing on estates and smaller pockets of Victorian villas and terraced housing designated as conservation areas. Stockwell is one of the most accessible locations in the borough and lies equidistant between Brixton and Vauxhall. Vauxhall is undergoing significant growth and investment as part of the Nine Elms Vauxhall Opportunity Area.

### *Community*

- 11.89 Regeneration has taken place over a number of years in accordance with community-led plans for Stockwell, led by the Stockwell Partnership. This includes the recently completed Stockwell Square project which has created a safe public space on Binwell Road.
- 11.90 The council has a Co-operative Local Investment Plan (CLIP), covering the wards of Stockwell, Vassal and Larkhall, which sets out the priorities for future investment and improvements in the area. The council will support projects that deliver the aspirations of the CLIP and any other community-led initiatives.

### *Housing*

11.91 The London Plan identifies the district centre as having incremental residential growth potential. In the wider Stockwell area, sites with potential to deliver new housing include 363 – 369 Clapham Road and South Lambeth Estate. The council will seek to work in partnership with local landowners, including TfL and registered providers of affordable housing, to identify sites for housing and opportunities for land assembly. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

### *Economy and Culture*

11.92 Stockwell has a relatively small district centre. Units are occupied by a higher than average proportion of convenience shops and local services, with comparatively low proportions of comparison retail, restaurants, takeaways and cafes. Stockwell has a particular concentration of Portuguese-owned businesses, reflecting the local population. Opportunities to improve the local retail offer, particularly with regard to comparison shopping, will be sought.

11.93 The London Plan identifies the district centre as having low commercial growth potential. Most residents travel out of the area for employment. The principal local employment opportunities in Stockwell are in shops, education, healthcare and the voluntary sector and the council will be supportive of proposals that seek to increase and diversify the local employment offer.

### *Transport and Public Realm*

11.94 Stockwell is very well served by public transport, with a tube station at its heart, giving access to the Victoria and Northern lines. Together with the various bus routes, this provides a popular transport interchange at Stockwell Cross. Stockwell bus garage is a Grade II listed building. However, Clapham Road (A3) creates a severance within the town centre to the detriment of its accessibility and attractiveness for cyclists and pedestrians.

11.95 In addition to bus and underground services, Stockwell's neighbourhoods are well served by cycle routes with Cycleway 7 running through the centre to the City of London and a further Cycleway serving Waterloo. These routes form part of the borough's Healthy Route Network as do Stockwell Road and South Lambeth Road which provide links to Brixton and Vauxhall. TfL's analysis also suggests the area could support a cycle hub providing interchange with the underground. This direct and easy access to the city makes Stockwell one of the borough's most desirable areas to live.

### *Environment*

11.96 The area alongside Clapham Road (A3), encompassing the entire town centre, has been designated as an air quality focus area as it is a location that has high levels of pollution and human exposure. The area is also identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy S11, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. The council will support measures that seek to improve air quality and/or limit the exposure of poor air quality in Stockwell.

11.97 Access to open space is generally considered to be good, with Larkhall Park in particular playing a key role in meeting local communities' leisure and recreation needs. However, there are areas of Stockwell which are deficient in access to local and/or regional parks.

PN6 Stockwell

**Key**

- ..... Brixton Liveable Neighbourhood
- Brixton Creative Enterprise Zone
- Stockwell District Centre Boundary
- Clapham District Centre Boundary
- ..... Primary Shopping Area
- ..... Local Centres
- Key Industrial and Business Areas
- Conservation Areas
- Open Space
- ▨ Air Quality Focus Area
- ➔ Key Roads
- ➔ Healthy Routes
- Station accessibility
- ⊖ Poor
- ⊕ Moderate



**Policy PN6: Stockwell**

The council will support the role of Stockwell as a district centre with a clear and distinguishable community focus and heart and a clear physical sense of place supported by its heritage assets. The council will support initiatives and strategies that will help Stockwell’s residents and businesses fully realise the benefits and opportunities that the adjacent NEV Opportunity Area is delivering, particularly as parts of the area are identified as Strategic Areas for Regeneration in the London Plan.

This will be achieved through:

- A. safeguarding and encouraging retail uses: within the primary shopping area, no fewer than 50 per cent of ground-floor units should be in retail use. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E;
- B. supporting appropriate opportunities to deliver additional housing within the district centre and the nearby neighbourhoods;
- C. enhancing its historic environment;
- D. encouraging commercial, civic and other employment uses, particularly small business space suitable for creative and digital industries;
- E. developing and enhancing its sense of place by introducing measures that will reduce the severance caused by Clapham Road, particularly in the town centre, reduce road danger and improve environmental and accessibility conditions for pedestrians and cyclists;
- F. working with TfL to implement the council’s Healthy Route Network in the area, including upgrading Cycleway 7 to make it attractive and accessible to the whole community;
- G. creating public open spaces and linkages throughout the area, including improvements to housing estates and connections to and within housing estates; and
- H. supporting measures to improve air quality and increase green infrastructure.

## West Norwood/Tulse Hill

### *Context and character*

- 11.98 West Norwood/Tulse Hill sits in a bowl defined by hillsides on three sides. Its access routes are characterised by distant views that include glimpses of the City, Crystal Palace, Dulwich and the ridge at Leigham Court Road. The hillsides provide challenges for older people, parents and toddlers, and people with reduced mobility. West Norwood and Tulse Hill are historic suburbs, with relatively lower density housing and a strong community focus. There is a wide range of housing in the area, from large Victorian villas to smaller flats and maisonettes. As a result, the area has a distinctive character and offers a mixture of shopping, entertainment, cultural and leisure facilities.
- 11.99 There are a number of conservation areas in the area, including Lancaster Avenue, Rosendale Road and West Norwood. The area around St Luke’s Church and West Norwood station is evolving as a cultural and heritage hub with a number of sites and buildings of interest, including West Norwood Cemetery, Portico Gallery, South London Theatre, West Norwood Health and Leisure Centre and the new cinema and library complex.
- 11.100 Parts of West Norwood/Tulse Hill are identified in the London Plan as being a Strategic Area for Regeneration.

### *Community*

- 11.101 In January 2016, the council designated Tulse Hill Neighbourhood Forum to bring forward a neighbourhood plan for the Tulse Hill neighbourhood area. In July 2017, the council designated Norwood Planning Assembly as a neighbourhood forum to bring forward a neighbourhood plan for the Norwood Planning Assembly neighbourhood area. The Norwood Planning Assembly have aspirations for West Norwood to be the greenest town in London.
- 11.102 The Station to Station Business Improvement District covers the town centre, the Park Hall Road Trading Estate and the West Norwood Commercial Area, focussing on growing existing business and supporting public realm improvements. The Norwood Action Group and Norwood Forum are active community groups.
- 11.103 The West Norwood Masterplan 2009 set out detailed regeneration proposals for the area, together with a delivery framework and implementation strategy. As many of the projects within the masterplan were being completed, an update of the masterplan was undertaken in 2017. The resulting West Norwood and Tulse Hill: A Manual for Delivery 2017 provides a vision and guidance for how the local economy could evolve.
- 11.104 The council has a Co-operative Local Investment Plan (CLIP) covering the wards of Gipsy Hill, Knight’s Hill and Thurlow Park, which sets out the priorities for future investment and improvements in the area. The council will support

projects that deliver the aspirations of the CLIP and any other community-led initiatives.

## *Housing*

11.105 The London Plan identifies West Norwood/Tulse Hill district centre as having high residential growth potential. In the town centre, larger sites with potential to deliver new housing include Site 18. Large sites in the wider West Norwood/Tulse Hill area include West Norwood Lawn Tennis Club and land on the corner of Avenue Park Road. New housing may also come forward as part of mixed-use developments in the West Norwood Creative Business Cluster. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment and conversion of existing housing stock as well as new build residential and mixed-use development. Additional development within residential curtilages may come forward where site circumstances permit.

## *Economy and Culture*

11.106 West Norwood/Tulse Hill has a linear district town centre, stretching along Norwood Road from Tulse Hill in the north and including the northern ends of Knight's Hill and Norwood High Street in the south. It has a good selection of independent retailers providing for a range of shopping goods and services but a limited number of multiple comparison retailers. The community-led Norwood Feast market takes place monthly. The northern end of the centre at Tulse Hill is performing less well and would benefit from investment through development of key sites.

11.107 The southern part of Norwood High Street to the south of the railway line is currently performing comparatively weakly in contrast to the rest of the town centre, with many ground floor units vacant or being converted to non-town centre uses. Its proximity to the West Norwood Commercial Area and transport links including from West Norwood station offers an opportunity to redefine its role. It has been removed from the town centre boundary and has instead been designated as the West Norwood Creative Business Cluster. The removal of the southern part of Norwood High Street to the south of the railway line from the town centre boundary will help to concentrate new retail development within the remainder of the town centre, particularly at Site 18.

11.108 The London Plan identifies the district centre as having low commercial growth potential. However, Site 18 (286–362 Norwood Road) provides a significant opportunity for town centre improvement through a higher density mixed-use development that includes housing with retail uses on the Norwood Road frontage. The council has recently acquired the freehold of the existing DIY operator and associated car parking. The successful development of this site will be a vital catalyst in promoting confidence and investment in the wider area.

11.109 The main employment sectors in West Norwood are health, education, retail and small-scale manufacturing. There has been recent growth in

professional services activities, ICT and creative and digital industries and an increasing concentration of artists and artists' studios. It is home to the largest concentration of land in employment use in Lambeth in the West Norwood Commercial Area Key Industrial and Business Area (KIBA). A broad range of uses operate in the KIBA, including manufacturing, food manufacturing, construction, motor trade activities, wholesale activities and waste management. It is also home to West Norwood bus garage. A number of sites within this KIBA provide an opportunity to densify and intensify workspace provision in accordance with London Plan policy on industrial land and to increase the range, size and quality of business space and jobs in the area. There is also an opportunity to improve public realm and connectivity with the wider area.

11.110 The Park Hall Road Trading Estate is another KIBA accommodating over 100 businesses, which is becoming an established centre for creative industries, drawn by proximity to Brixton and the lower rents than in neighbouring areas. Parade Mews is a smaller cluster of studios in Tulse Hill providing much valued space for artists and makers, including pottery and glass blowing. Knolly's Yard is in use by businesses supporting the construction sector and has further potential as designated industrial land.

### *Transport and Public Realm*

11.111 The area is served by West Norwood and Tulse Hill rail stations at either end of the town centre, plus nine bus routes and two night buses providing good radial public transport links into central London and connecting with the Underground network at Brixton. Neither rail station provides full step-free access and both would benefit from significant improvement as well as service improvements to provide 'turn up and go' metro style services. Opportunities for contributions to improvement of the stations will be explored through development proposals in appropriate cases. East-west public transport links are much weaker with limited bus routes. The A215 runs through the town centre and carries significant volumes of traffic resulting in congestion at busy times. A one-way traffic system operates at the southern end of the town centre and the traffic dominated Tulse Hill gyratory system dominates to the north. There is a strong community aspiration to seek the removal of the Tulse Hill gyratory, which would provide opportunities for significant improvements to this part of the centre.

11.112 A programme of improvements has been delivered on the Norwood Road corridor with more space for pedestrians and significant improvements to the public realm in the town centre. Norwood Road forms part of Lambeth's designated Healthy Route Network for walking and cycling which also includes an east – west route via Palace Road towards Clapham. Significant improvements are required in relation to provision for cycling. Electric bicycles may be particularly appropriate given the hilly nature of the area.

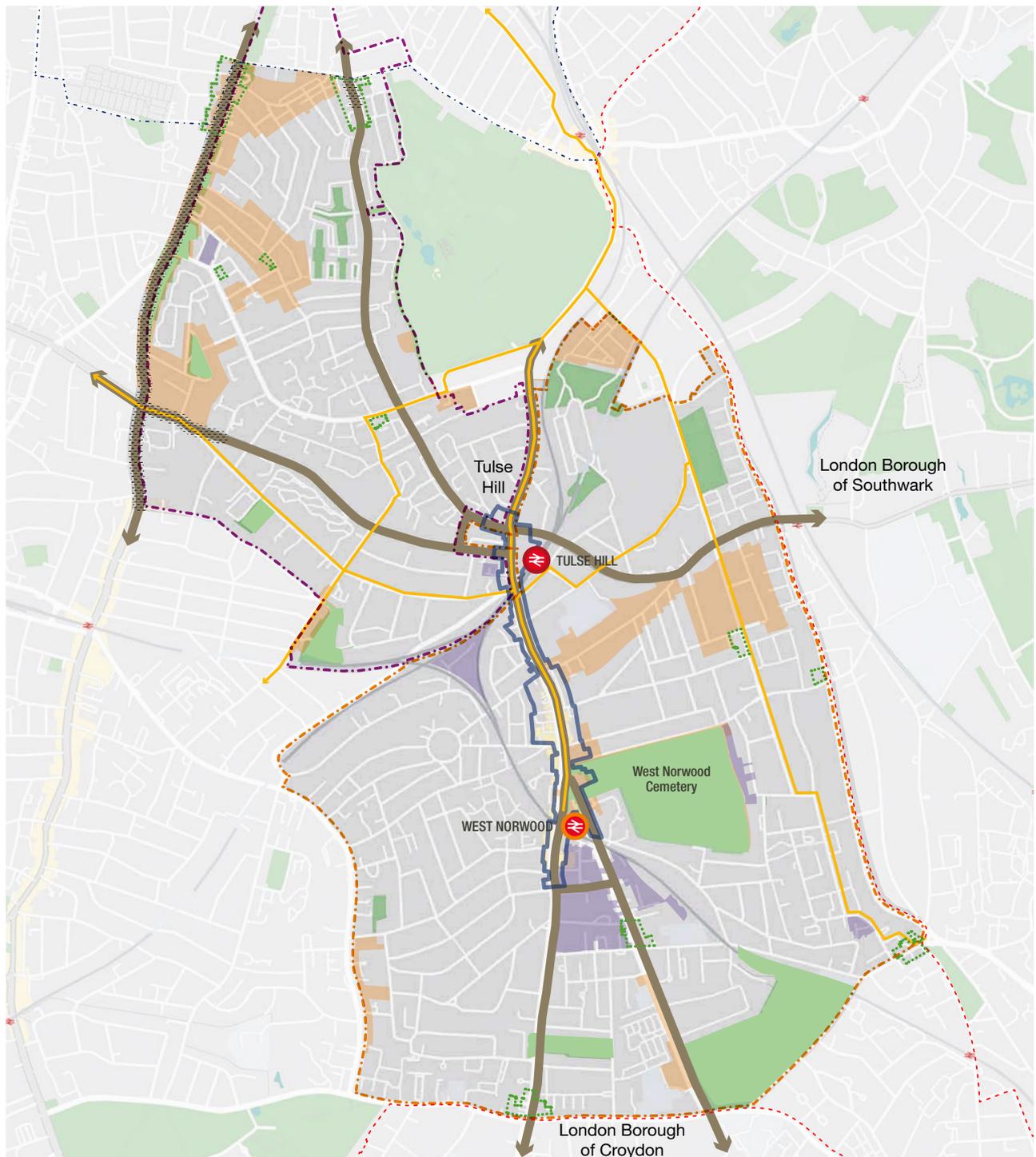
## *Environment*

- 11.113 The area has a number of parks and open spaces, including West Norwood cemetery, Tivoli Park, Knight's Hill Wood Norwood Park and Hillside Gardens. Despite this, the majority of the area is deficient in access to multiple types of open space and opportunities to improve this will be sought. Measures to improve air quality in the area will also be sought.
- 11.114 West Norwood Cemetery dates from 1837 and is the finest necropolis in south London and one of the most important cemeteries in England. It is an historic Registered Park and Garden and a designated conservation area, with more listed monuments than any other cemetery in Britain. Many of the listed monuments are on the Heritage at Risk Register due to their poor structural condition. Heritage Lottery Fund investment has been secured to enable a number of enhancements, including improving access and the delivery of a visitor centre and the repair of monuments currently on the Heritage at Risk Register.

PN7 West Norwood/Tulse Hill

**Key**

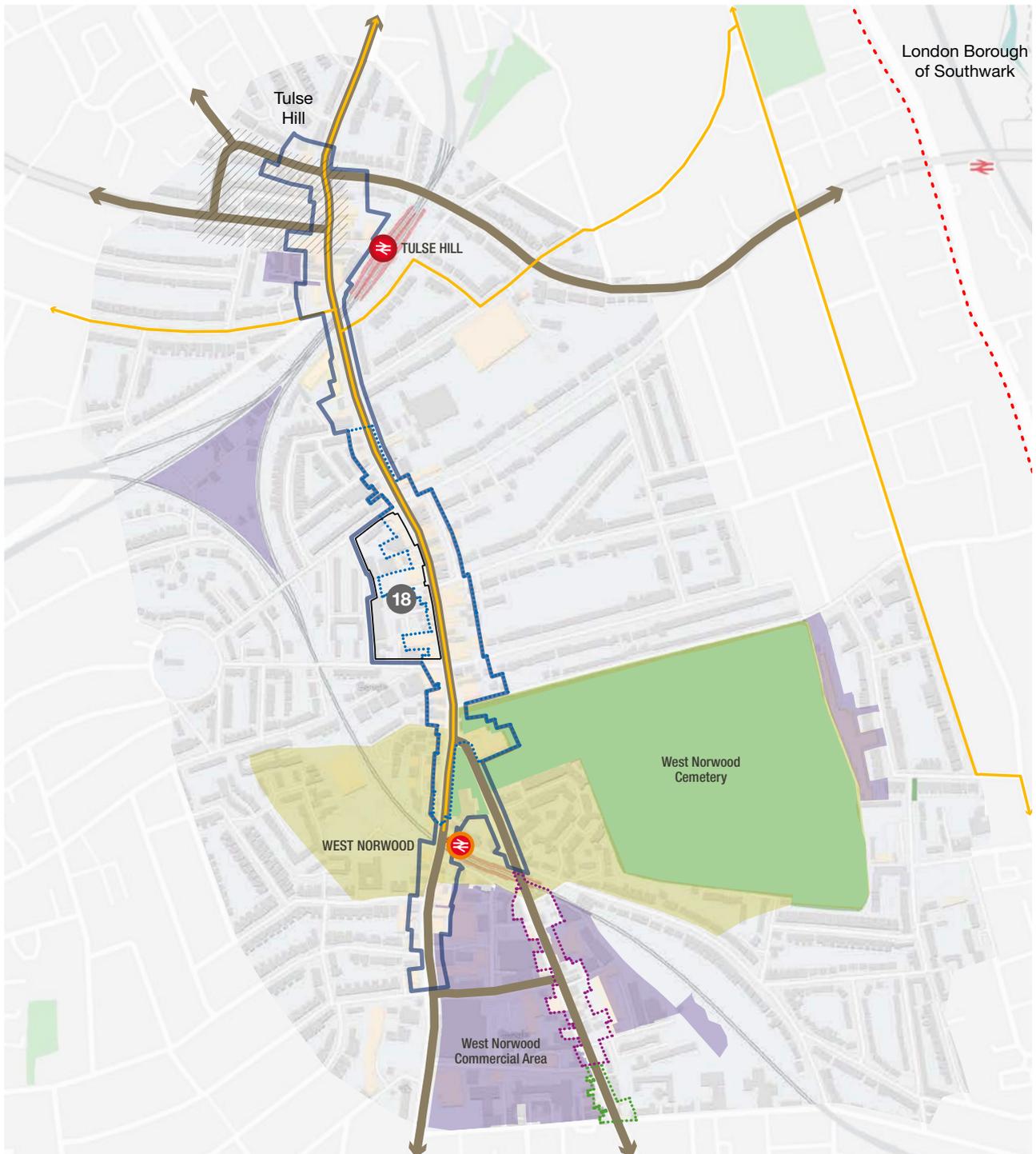
- - - - Borough boundary
- - - - Part of Brixton Liveable Neighbourhood
- - - - Part of Tulse Hill Neighbourhood Planning Area
- - - - Norwood Planning Assembly and Neighbourhood Planning Area
- West Norwood/Tulse Hill District Centre Boundary
- - - - Local Centres
- Key Industrial and Business Areas
- Conservation Areas
- Open Space
- Air Quality Focus Area
- ➔ Key Roads
- ➔ Healthy Routes
- Station accessibility
- ⊖ Poor
- ⊖ Moderate



PN7 West Norwood/Tulse Hill

**Key**

- - - - Borough boundary
- West Norwood/Tulse Hill District Centre Boundary
- ⋯⋯⋯ Primary Shopping Area
- ⋯⋯⋯ Local Centres
- ⋯⋯⋯ West Norwood Creative Business Cluster
- Site allocation  
Site 18 - 286-362 Norwood Road
- // Removal of Tulse Hill Gyratory
- West Norwood Cultural and Heritage Area
- Key Industrial and Business Areas
- Conservation Areas
- Open Space
- ➔ Key Roads
- ➔ Healthy Routes
- Station accessibility
- ⊖ Poor
- ⊖ Moderate



## Policy PN7: West Norwood/Tulse Hill

- A. The council will promote the role of West Norwood/Tulse Hill as a vibrant district centre through the development of key sites, to improve the quality and variety of retail floorspace and to increase workspace, education uses, community facilities, cultural uses and housing. Development in the area will need to be of a scale and form related and appropriate to its context with particular regard to local views and heritage assets. Housing densities should be optimised, particularly on highly accessible sites and where there is a broader need to realise a range of public benefits through major regeneration opportunities, such as Site 18. The role and contribution of West Norwood cemetery as a major historic asset and visitor attraction will be promoted.
- B. The council will promote the district centre as a hub of community life and retail, commercial and cultural activity and will ensure that development enhances the viability and vitality of the centre. Shopping uses will be safeguarded and encouraged; within the primary shopping area, all ground floor units should be in active frontage uses and no fewer than 50 per cent of ground floor units are to be in shop use. Throughout the centre as a whole, there should be no more than 15 per cent and no more than 2 in 5 consecutive hot food takeaway uses. No more betting shops will be permitted in the town centre.
- C. The council will work with stakeholders to promote improvements to public transport services to the area, including accessibility improvements to the rail stations and the wider objective to improve the reliability and frequency of rail services across the area. The council will work with TfL to reduce traffic dominance caused by Tulse Hill gyratory, including through the potential re-introduction of two-way working, creating better, safer connections for walking and cycling and an improved environment.
- D. The council will bring forward improvements to conditions for walking and cycling through the Healthy Route Network.
- E. The council will support measures to increase green infrastructure, improve access to open space and improve air quality.
- F. Development and investment will be directed towards five focal areas: West Norwood Central Retail Area, West Norwood Commercial Area, Norwood High Street, West Norwood Cultural and Heritage Area and Tulse Hill. This will be delivered by:
  - i. West Norwood Central Retail Area (Site 18) – promoting mixed-use development including housing; a new street frontage pulled back to widen the shopping parade for the town centre, an improved east-west permeability route through the site, preferably aligned with Chatsworth Way. In order to incentivise land assembly and comprehensive redevelopment opportunities the density of new development should be optimised, provided that the architectural quality and detailing is of a high standard to enhance the appearance of the town centre and

does not harm locally important views. New commercial floorspace must provide flexible workspace to provide opportunities for creative and digital industries. Any redevelopment must improve the vitality and viability of the town centre as a whole, as well as creating a new sense of place and attracting back shoppers who currently go elsewhere.

- ii. West Norwood Commercial Area – protecting Lambeth’s largest industrial area whilst supporting opportunities for the evolution of West Norwood Commercial Area as a hub of creative enterprise, innovation and industry. Development should provide an increase in the amount, range, quality and flexibility of business premises and a variety of industrial uses in accordance with London Plan policy. The council will proactively seek opportunities to acquire land and work in partnership with existing landowners to increase the amount of industrial floorspace capacity and to diversify the employment offer.
- iii. Norwood High Street – designating the section of Norwood High Street to the south of the railway line a Creative Business Cluster to redefine and revitalise its role for creative and digital industries, building on the proximity to the Commercial Area, West Norwood station and the heritage and cultural area in the town centre. The council will support the development and renewal of spaces appropriate for creative and digital enterprises to encourage a range of businesses such as makers, artists and designers to locate in the Business Cluster. The council will promote the function of the Business Cluster by supporting:
  - mixed-use or enabling development, which may include residential on upper floors so long as it would not negatively affect the function of the Business Cluster or adjacent KIBA and would deliver ground floor workspace for makers and creative and digital industries;
  - proposals that maximise the delivery of workspace appropriate for creative and digital industries and include a range of unit sizes and workspace typologies; and
  - proposals which support and complement the creative and digital industries, such as the inclusion of ancillary sales/display space or meeting spaces.

The council will produce a Supplementary Planning Document for this section of Norwood High Street.

- iv. West Norwood Cultural and Heritage Area - protecting and strengthening the role of existing cultural, community and heritage assets; supporting new community and cultural uses; preserving and enhancing the historic and heritage significance of West Norwood cemetery including measures to remove assets from the ‘at risk’ register and supporting public realm enhancements. A priority is to enhance the arrival of pedestrians through significant improvements to West Norwood station and safe and accessible walking and cycling connections to the wider area and local attractions, particularly to the leisure centre and Norwood Park. Development in this area will need

to be particularly sensitive in terms of appropriate scale and form in view of the heritage importance of the adjoining cemetery and its many listed buildings.

- v. Tulse Hill – improving its role as a gateway to the wider West Norwood area. Given the area’s high accessibility, the density of new development should be optimised, provided the architectural quality and detailing is of a high standard to enhance the appearance of the town centre and ensure it does not harm locally important views or the setting of heritage assets. Specific objectives include refurbishment of the railway station, with improved access and intensification of uses around the station interchange; supporting higher density residential-led growth with mixed-use retail and food and drink uses; encouraging improved active frontages along either side of the railway line; improved links from Tulse Hill Station to the area to its east; supporting improvements to the public realm to improve safety, accessibility and connectivity; and removal of the gyratory system which causes significant severance to the area, carrying high volumes of traffic on the South Circular and resulting in a hostile environment for walking and cycling.

Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.

## Site 18 – 286-362 Norwood Road SE27



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

<b>Site 18 – 286-362 Norwood Road SE27</b>	
Site area	1.90ha
Ward	Knights Hill
Ownership	London Borough of Lambeth and other mixed private ownership
Current use	Mix of independent retail units, a DIY store, residential, car park and laundry
Transport	Public transport accessibility level 5 (very good)
Flood zone	Flood zone 1: a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment
Heritage	There are no heritage assets on or close to the site.
How the site was identified and relevant planning history	<p>The site is identified in the SHLAA 2009 as a potential housing site.</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.
Design principles and key development considerations	<p>The regeneration of all or part of this site provides the opportunity to provide a heart for West Norwood. The council will support development on all or part of this site that:</p> <ol style="list-style-type: none"> <li>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;</li> <li>ii. provides a finer grain development rather than a single block;</li> <li>iii. addresses the opportunity to provide landmark buildings associated with this key town-centre site;</li> <li>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;</li> <li>v. provides development on the western edge of the site appropriate to reduce impact on the York Hill estate;</li> <li>vi. improves permeability and linkages through the site including a pedestrian link through the site to improve access to the York Hill Estate;</li> <li>vii. provides a new access to Norwood Road ensuring pedestrian priority and minimising the impact on the public realm;</li> <li>viii. provides a new access to Norwood Road ensuring pedestrian priority and minimising the impact on the public realm;</li> </ol>

### Site 18 – 286-362 Norwood Road SE27

Design principles and key development considerations

- ix. allows for improvements to Norwood Road for the widening of pavements;
  - x. 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;
  - xi. replaces the smaller retail units on the Norwood Road frontage;
  - xii. explores the potential for a local energy network within the development.
-

## Kennington/Oval

### *Context and character*

- 11.115 The Kennington/Oval area sits between the railway viaduct in the west and Kennington Park Road in the east and stretches from Oval tube station in the south towards Lambeth Road in the north. The area sits between the Vauxhall Nine Elms, Waterloo and Elephant and Castle Opportunity Areas which are undergoing significant regeneration and transformation. The area and its communities are therefore well placed to benefit from opportunities that this growth will bring particularly as there are areas of deprivation in Kennington/Oval that are identified as Strategic Areas for Regeneration in the London Plan.
- 11.116 There is a diverse mix of building types in the area, including Victorian terraces and public housing estates. Many of the properties in Kennington have good architectural and structural quality, typically three storeys or higher fronting the main roads and squares. Accommodation in the area is overwhelmingly flats and home ownership is considerably lower than in the borough overall.
- 11.117 Kennington/Oval has a number of conservation areas and the area surrounding Oval station has a very clearly defined and distinctive sense of place and contains St Mark’s Church, a Grade II\* listed building; Kennington Park, a historic Registered Park and Garden; the nearby world famous Oval cricket stadium; and the well-known Oval gasometers. The area around the park and the church and the area around Kennington Cross are conservation areas.
- 11.118 The priority issues for the area are how to:
- i. benefit from the significant investment opportunities that are coming forward as part of the Nine Elms Vauxhall, Waterloo and Elephant and Castle Opportunity Areas;
  - ii. secure investment in the area’s public realm, green spaces and built environment (particularly within and around the local centres) to achieve equivalent quality to that in the neighbouring Opportunity Areas;
  - iii. maximise the potential of council owned assets in the area;
  - iv. achieve the successful regeneration of the Oval gasworks site and the neighbouring Tesco site, deriving maximum community benefit including affordable housing and new employment opportunities;
  - v. enable successful intensification of the remaining Montford Place Key Industrial and Business Area;
  - vi. protect and enhance the stock of small business premises provided at the Kennington Business Park Key Industrial and Business Area;
  - vii. derive more benefit economically and for the community from the use and events at the Oval stadium, which includes many conferences, whilst managing the impacts of large numbers of visitors;

- viii. improve air quality;
- ix. improve the quality and accessibility of the environment and public realm, access to open space and green infrastructure, and facilities and links to public transport for residents and visitors to a level appropriate for an international sporting venue;
- x. realise the added potential contribution of St Mark’s churchyard to the public realm;
- xi. support improvements to Kennington Park including its heritage attributes; and
- xii. make more effective use of premises and sites within the area and the opportunities they provide – including that arising from the Oval House Theatre’s intention to relocate to Brixton - in order to build on and contribute to the area’s qualities.

### *Community*

11.119 The Kennington, Oval and Vauxhall Neighbourhood Forum was designated in July 2015 and is currently preparing a neighbourhood plan for the wider Kennington, Oval and Vauxhall neighbourhood area. Key aspirations of the neighbourhood forum include increasing green infrastructure and improving air quality in the neighbourhood area.

### *Housing*

11.120 Larger sites that are expected to deliver new housing in the Kennington/Oval area include the Knight’s Walk estate, Tesco at 263-275 Kennington Lane and the Oval gasworks. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/redevelopment of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

### *Economy and Culture*

11.121 Kennington/Oval includes the local town centres at Kennington Park Road/ Kennington Road, Kennington Lane, Kennington Cross, Oval (Clapham Road), Oval (Brixton Road) and Vauxhall Street/Jonathan Street. Policy ED11 Local Centres applies to the local centres in Kennington/Oval.

11.122 The area has a number of Key Industrial and Business Areas including Kennington Business Park, Durham Street/Oval Way, Montford Place and Stannary Street. The Kennington Business Park KIBA, managed by Workspace, is a hub for small businesses including creative and digital industries. An Article 4 Direction, removing permitted development rights for change of use from B1(a) Office to C3 Residential, has been implemented in the KIBA to protect the small business space.

11.123 The Oval gasworks and other land in the vicinity are to be transformed into a vibrant mixed-use area. There is potential for industrial intensification and co-location with residential on the TfL owned land in the KIBA at Montford Place.

### *Transport and public realm*

11.124 The area is served by three tube stations (Vauxhall, Kennington and Oval) and has numerous bus services to other parts of Lambeth and Central London. Car ownership is low compared to the rest of the borough and use of public transport to work is high. In Autumn 2021 the Northern Line extension spur from Kennington will open and will give direct access to the emerging CAZ retail cluster at Battersea. The area is served by various Cycleways forming part of the council's Healthy Route Network. The Oval cricket ground is a significant visitor attraction resulting in high levels of pedestrian activity at certain times.

11.125 The area is bisected north-south and east-west by strategic roads carrying significant amounts of through traffic. Kennington Lane forms the boundary of the Congestion Charging Zone. Due to the concentration of traffic in the area, local streets are affected by higher than expected volumes of through traffic in some cases. Through traffic and development activity in the area results in high volumes of HGVs accessing construction sites.

### *Environment*

11.126 Part of the Kennington/Oval area lies in Flood Zone 3 and is at risk of flooding; the requirements of policy EN5 will apply to all development proposals. Kennington Oval/Camberwell New Road (A202)/Kennington Park Road (A3) is designated as one of Lambeth's air quality focus areas due to its high levels of both pollution and human exposure and is identified in Lambeth's Air Quality Action Plan. Development in this area should, in accordance with London Plan policy SI1, incorporate design solutions that prevent or minimise exposure to existing air pollution and make provisions to address local air pollution. Improving air quality in the area is a priority of both the council and the emerging neighbourhood plan and measures to improve air quality will be supported.

11.127 Open space is provided by Kennington Park and the area surrounding St Mark's church. Despite this, much of Kennington/Oval is deficient in multiple types of open space and opportunities to increase green infrastructure in the area will be sought.

PN8 Kennington/Oval

**Key**

- - - - Borough boundary
- - - - Elephant and Castle Opportunity Area
- - - - Vauxhall Nine Elms and Battersea Opportunity Area
- - - - Kennington, Oval and Vauxhall Neighbourhood Planning Area
- - - - Local Centres
- Key Industrial and Business Areas
- Conservation Areas
- Open Space
- Air Quality Focus Area
- ➔ Key Roads
- Healthy Routes
- Station accessibility
- Poor
- Moderate



**Policy PN8: Kennington/Oval**

The council will support growth in Kennington/Oval as an important residential and employment area while enhancing the quality of its existing well-defined character and sense of place and seeking maximum community benefit from development proposals.

This will be sought through:

- A. an area-wide approach to investment and growth to ensure integration with neighbouring Opportunity Areas.
- B. supporting high quality regeneration for mixed use of the Oval gasworks and adjacent Tesco sites.
- C. protecting and encouraging intensification of industrial floorspace capacity within the area’s Key Industrial and Business Areas in accordance with London Plan policy.
- D. supporting development at the Oval stadium to extend the range and quality of facilities including those to serve the local community; improved public realm around the Oval to provide an enhanced experience for visitors, more appropriate for an international sporting venue; better links between local facilities and public transport; and improving the relationship of the stadium with the adjoining area. In particular, improvements will be sought to the quality of the linkages with the local centre along Clapham Road, by improving the attractiveness of the public realm, the creation of appropriate public spaces and interesting features and promoting active frontage uses along the route. Development proposals will be expected to mitigate any harmful impacts of large numbers of visitors on the surrounding area.
- E. seeking to improve the quality and extent of shopping and other appropriate town centre uses within the area and local centres, including appropriate re-use of the Oval House Theatre, as well as sites in the wider area, to improve the range and quality of employment and housing.
- F. supporting and enhancing the heritage quality and attributes of the conservation area, Kennington Park, St Mark’s Church and the use of its churchyard for market use.
- G. seeking the improvement of traffic, air quality and environmental conditions for school and cyclists, the quality and accessibility of the public realm and linkages between Kennington Park and other spaces and the shopping frontages in Clapham Road and Brixton Road.
- H. seeking improvements to green infrastructure and access to open space throughout the area.
- I. implementing the council’s Healthy Route Network in the area, including improvements to Cycleway 7 on the A3 corridor, Cycleway 5 on quieter streets and the direct link to Waterloo via Kennington Lane. The council will

support TfL in the delivery of expected routes on the A23 linking to Brixton and the A202 linking to Camberwell.

- J. working with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.

## Herne Hill

### *Context and character*

11.128 Herne Hill is a small district centre well supported by a mixed community and is located close to Brockwell Park. The majority of buildings in the town centre are commercial on the ground floor with storage or residential on the upper floors. The wider area is predominantly residential in character. The district centre is cross border with the London Borough of Southwark and there is a conservation area across the borough boundary.

### *Community*

11.129 A neighbourhood planning area covering parts of Lambeth and Southwark was designated in December 2017. A neighbourhood plan for the area can be produced once a neighbourhood forum has been designated.

### *Housing*

11.130 The London Plan identifies the district centre as having medium residential growth potential, although parts of this area is in Southwark. Outside the town centre, there is scope for residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock, as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

### *Economy and Culture*

11.131 In the town centre as a whole, there are approximately 130 retail and service units. These serve an important local shopping role with a number of convenience shops, independent retailers, important local services and a good range of restaurants, cafes, takeaways, pubs and bars. There is a thriving weekly street market on Sundays in the new town square.

11.132 The London Plan identifies the district centre as having medium commercial growth potential. Herne Hill is part of the Brixton Creative Enterprise Zone and opportunities to support the growth of the creative and digital industries will be sought. The area's creative and digital industries include 198 Contemporary Arts and Learning, Ongean Studios and South London Makerspace in Southwark.

### *Transport and Public Realm*

11.133 Herne Hill has a busy railway station and is at the convergence of a number of important roads and bus routes, providing a convenient opportunity for interchange. The centre is split by a railway bridge and busy roads which intersect it, and in the past has been dominated by the presence of traffic.

11.134 Significant improvements have been made in recent years to create a better sense of place through: junction improvements at the entrance to Brockwell Park enabling the re-routing of buses; creation of a town square outside of the station; and improvements to connectivity and the public realm to provide a safe and high quality environment for pedestrians and cyclists. The area has a high demand for cycling, with Railton Road providing a key link to Brixton. Opportunities for further improvements to the station will be supported.

### *Environment*

11.135 Herne Hill adjoins Brockwell Park, which is one of south London's largest open spaces and is both designated Metropolitan Open Land and an historic Registered Park and Garden. Brockwell Park is heavily used for a wide range of recreational and leisure activities, including the annual Lambeth Country show and has been the subject of a major programme of investment to improve its facilities and restore its historic features. The proximity of the park and associated leisure facilities (such as the Lido) helps both the environmental quality and general attractiveness of Herne Hill. Despite this, Herne Hill is deficient in access to multiple types of open space and measures to increase green infrastructure and improve access to open space will be sought.

PN9 Herne Hill

**Key**

- - - - Borough boundary
- - - - Part of Brixton Liveable Neighbourhood
- - - - Herne Hill Neighbourhood Planning Area
- Part of Brixton Creative Enterprise Zone
- Herne Hill District Centre Boundary
- - - - Primary Shopping Area
- - - - Local Centres
- Conservation Areas
- Open Space
- ➔ Key Roads
- ➔ Healthy Routes
- ➔ Low Line



## Policy PN9: Herne Hill

The council will support the role of Herne Hill as a small community-focused district centre by:

- A. safeguarding and encouraging retail uses and other appropriate town-centre activities, including housing: within the primary shopping area, all ground-floor units should be in active frontage use with no less than 50 per cent of ground-floor units in retail use and no more than 25 per cent in food and drink use; and outside of the primary shopping area, no more than 2 in 5 consecutive ground-floor units should be in food and drink use. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E;
- B. supporting opportunities to deliver new residential and commercial uses whilst enhancing its sense of place including its historic character;
- C. supporting residential development on small sites both within and outside of the town centre in accordance with Local Plan policies;
- D. supporting further improvements to the quality, safety and accessibility of the public realm, convenient linkage between the station and adjoining areas, and opportunities for improvements to the station;
- E. supporting proposals to increase green infrastructure, access to open space and to improve air quality;
- F. improving walking and cycling links to and from the area, particularly to Brixton and West Norwood as part of Lambeth's Healthy Route Network and supporting Brixton Liveable Neighbourhood;
- G. supporting the growth of creative and digital industries in the Brixton Creative Enterprise Zone (CEZ); and
- H. working closely with the London Borough of Southwark to ensure a co-ordinated approach to the management of the centre.

## Loughborough Junction

### *Context and character*

- 11.136 Loughborough Junction, a local centre, is defined by its high-level railway lines, railway arches and the many railway bridges which intersect it. The convergence of these railway viaducts forms a natural centre at Loughborough Junction which is situated between Brixton, Camberwell and Herne Hill. After years of under-investment, local groups are working to transform the area into a lively, attractive mixed-use neighbourhood, with retail, leisure, residential and industrial uses. Parts of Loughborough Junction are identified in the London Plan as Strategic Areas for Regeneration.
- 11.137 The area has a number of large estates of social housing and to the east and south of the station there are streets of Victorian and Edwardian terrace houses, many of which are now divided into flats. The oldest houses, dating from the 1840s, are in the Loughborough Park Conservation Area. The Milkwood Estate is a housing association owned estate of small Victorian terrace houses south of the station.

### *Community*

- 11.138 In recent years local community groups have formed and come together with the purpose of regenerating their area and to consider how the area can respond to change. The Loughborough Junction Action Group (LJAG) is one of a number of a local resident-led groups of volunteers whose stated purpose is to improve the environment and lives of people living and working in Loughborough Junction. Other local groups include the Loughborough Junction Neighbourhood Forum and the LJ Works Steering Group. In 2013, LJAG worked with the council to produce the Loughborough Junction Plan.
- 11.139 Projects designed to enhance the resilience of the neighbourhood have brought the community together via art which is important in Loughborough Junction as the area as a high proportion of artists working in artists' studios and railway arches. LJAG has already initiated the 7 Bridges Project, with improvements to the bridges at Cambria Road and Loughborough Road already delivered. The project aims to improve the railway bridges which define the area with colour, light and art in order to engender a sense of identity for Loughborough Junction as a separate and distinct neighbourhood and to showcase local artists. Projects such as urban farming at Loughborough Farm and Community Café and activities at the Marcus Lipton Youth Centre and Grove Adventure Playground and the area's places of worship have also proven successful.
- 11.140 Assets designated as Assets of Community Value include the Green Man Skills Zone, Sunshine International Arts, Ebony Horse Club, The Platform, the Cambria public house and Grove Adventure Playground. The Marcus Lipton Youth Centre and the Grove Adventure Playground are particularly important to the Loughborough Junction area by providing supervised facilities and

activities for children and young people. The adjacent Elam Open Space also provides essential local play facilities and requires enhancement as an open space for the local community.

11.141 The Denmark Hill campus of King’s College Hospital is primarily located in Lambeth. The Hospital Foundation Trust wishes to reconfigure its estate on the Denmark Hill campus. The Council will work with King’s College Hospital Foundation Trust to consider this through the preparation of The Trusts masterplan and a site allocation policy in the Site Allocations DPD. The emerging masterplan will be a material consideration in the determination of planning applications within King’s College Hospital’s Denmark Hill estate.

### *Housing*

11.142 In the wider Loughborough Junction area, sites with potential to deliver new housing include the Higgs Industrial Estate. Sites that are delivering new housing include the Loughborough Park Estate. There is scope for further residential growth through the mixed-use redevelopment of non-designated industrial estates. On small sites, this is likely to be delivered by the extension/ conversion of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

### *Economy and Culture*

11.143 The local town centre’s retail offer has lost significant trade over the last thirty years and although that decline appears to be in reverse, there remain vacant units. The retail offer serves the day to day needs of the local community and opportunities to improve and diversify the retail offer will be sought. The council has extended the boundary of the town centre to ensure it is cohesive, to realise opportunities for growth and to increase the proportion of active frontages in the town centre.

11.144 Policy ED11 Local Centres applies to the mix of uses within the Loughborough Junction local centre.

11.145 Loughborough Junction remains an industrial area and within the wider Loughborough Junction area there are seven Key Industrial and Business Areas, providing an important source of the borough’s light industrial and creative employment space. Industrial and employment uses in the area include waste management uses, a number of motor repair workshops, artists’ studios, recycling centres and an electricity sub-station. Light industrial units are particularly prominent and are located within a number of yards with distinct characteristics. The creation of additional employment and training opportunities, both in existing and new businesses, particularly for young people, is key to the regeneration of the area. This requires space for local businesses to start up and grow, good transport connections and programmes to support people to find work.

- 11.146 Some yards, such as Belinda Yard, are located between railway viaducts which have allowed for a separation between the residential and noisier light industrial uses, a characteristic that the council will seek to protect. The area has an active and growing creative and digital industries sector, including those housed in railway arches, the Remakery, the Shakespeare Biz Centre and other spaces brought forward as part of the LJ:Works project. Shakespeare Biz Centre is mainly occupied by creative industries in small business units. Given its current and future potential role to support creative industries, Loughborough Junction is included within the Brixton Creative Enterprise Zone (CEZ). LJ: Works is a council supported and GLA funded project to provide affordable workspace, a shared kitchen and textile workshops and bring back into use dilapidated railway arches. It will also provide a permanent home for the Loughborough Farm and will provide green infrastructure.
- 11.147 There is an opportunity to comprehensively refurbish and convert the Rathgar Road railway arches for a mix of uses alongside improvements to the public realm.

### *Transport and Public Realm*

- 11.148 The area is served by a number of bus routes and Loughborough Junction station. The station does not provide step-free access and generally requires refurbishment. Rail services are overcrowded at peak times and passenger numbers at the station are increasing. The council will promote access and environmental improvements at the station and longer term options to improve rail services as part of TfL's 'metroisation' proposals. Expansion of London Cycle Hire will be explored with TfL, to be funded through developer contributions.
- 11.149 Loughborough Junction has one of the lowest levels of car ownership in the country. Many residents walk and cycle to get around the area and use public transport to access other areas. The council's Healthy Route Network responds to this and identifies the need for improved walking and cycling links to adjacent areas. There is also an aspiration to open up additional routes through and around the railway viaducts to improve the permeability and accessibility of the area as part of an extension to the Low Line project.

### *Environment*

- 11.150 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 with more trees planted along main roads are particularly important for health and wellbeing and to improve air quality in the area.
- 11.151 Ruskin Park to the south and Myatts Fields to the north are the two major parks and the council and Friends of Ruskin Park are producing a masterplan for improvements to Ruskin Park. Smaller parks include Milkwood Community Park, Loughborough Park, Wyck Gardens and Elam Street Open Space. Loughborough Park contains a children's play area, a basketball court, a community building and a food growing area. Wyck Gardens has recently

received investment, with a new entrance and orchard, and has a number of facilities including the Ebony Horse Club stables, volleyball courts, a children’s play area and the Loughborough Farm community café. There is potential to improve the relationship between the Ridgway Road arches and Wyck Gardens, including the quality of the walking and cycling environment. Community engagement has expressed a strong aspiration to group the existing car repair businesses towards the western end of the Ridgway Road arches; this would help to improve this relationship. Elam Street Open Space has a wetland area and is important for local biodiversity. There are well-tended communal gardens on the Loughborough estate. Despite these assets, much of Loughborough Junction is categorised as being deficient in access to multiple types of open space and opportunities to increase access to open green space will be sought.

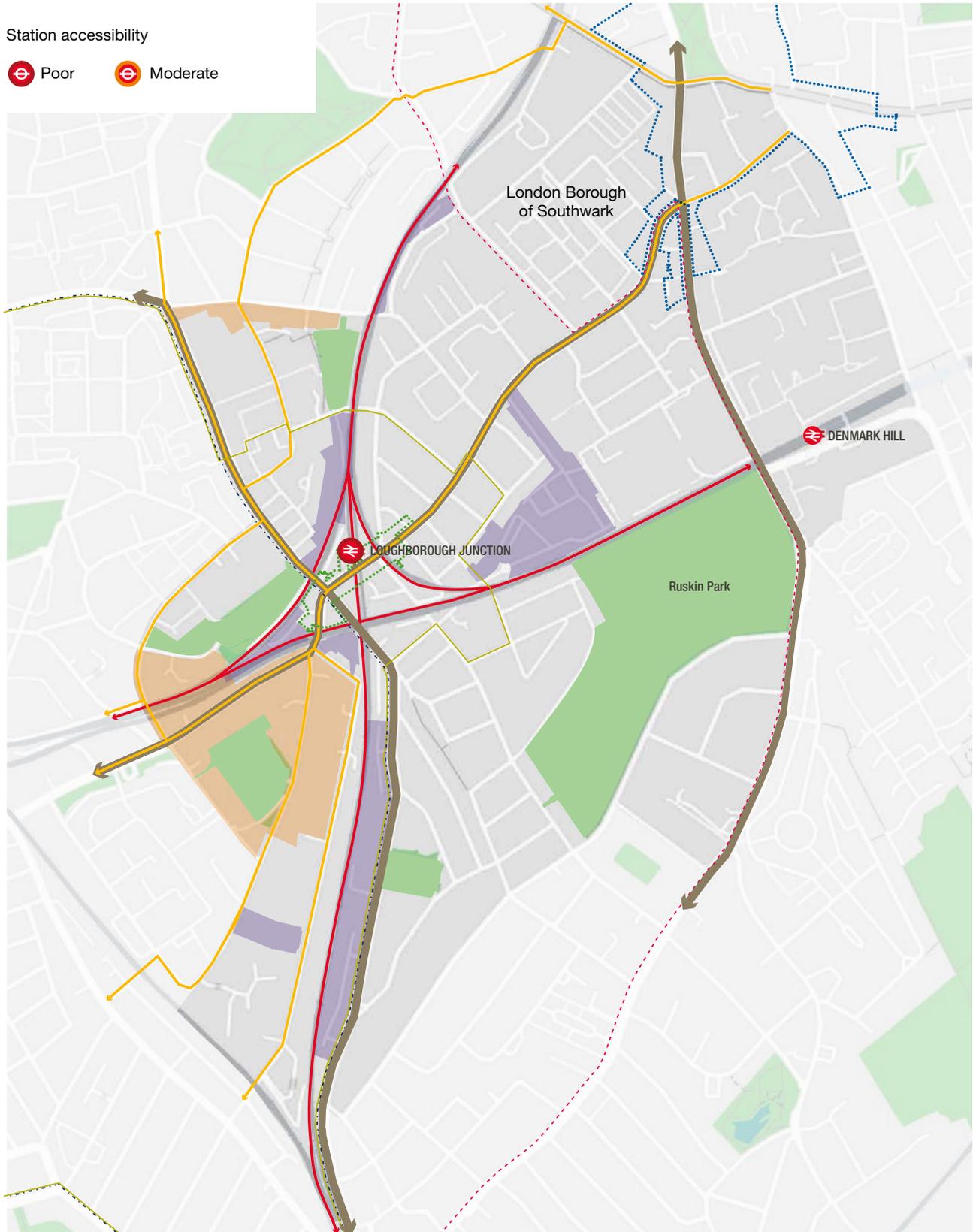
## PN10 Loughborough Junction

### Key

- - - Borough Boundaries
- - - Brixton Liveable Neighbourhood
- Brixton Creative Enterprise Zone
- - - Camberwell District Centre
- - - Loughborough Junction Local Centre
- Key Industrial and Business Areas
- Conservation Areas
- Open Space
- ➔ Key Roads
- ➔ Healthy Routes
- ➔ Low Line

### Station accessibility

- ⊖ Poor
- ⊖ Moderate



PN10 Loughborough Junction

**Key**

..... Loughborough Junction Local Centre

- ◆ Improvements to the Public Realm
- Key Industrial and Business Areas
- Open Space

- ➔ Key Roads
- ➔ Healthy Routes
- ➔ Low Line

Station accessibility

- ⊖ Poor
- ⊕ Moderate



**Policy PN10: Loughborough Junction**

- A. The council will work with local stakeholders to support the role of Loughborough Junction as a local centre with a clear identity and sense of place. This will be done by using the railway bridges, viaducts and railway arches as a catalyst for change, making greater use of under-used spaces and places and bringing forward new housing where appropriate. The council will:
- i. support sensitive new development which makes better use of under-used spaces and places to improve amenity, increase public safety and the appearance of the area;
  - ii. support improvements to the local centre’s retail and leisure offer and community facilities so residents can access essential services within walking or cycling distance of their homes;
  - iii. encourage new employment uses in the area, particularly development that brings vacant and/or dilapidated railway arches back into use;
  - iv. support development that enhances the character of the area’s various yards and maintains a mix of uses;
  - v. support proposals that enhance the growth of creative and digital industries in the Brixton Creative Enterprise Zone (CEZ);
  - vi. support proposals that increase the permeability, accessibility, navigability and safety of the area through improvements to existing walking and cycling routes and the creation of new, healthy, safe and accessible routes and opening up of key routes to previously inaccessible sites. Proposals to open up routes alongside railway arches and to contribute to the Low Line project will be supported. Proposals that harm accessibility in the town centre will be resisted;
  - vii. support measures to improve local air quality;
  - viii. protect existing open space and support measures that improve access to open space and increase green infrastructure, including the creation of green chains that link together the area’s open spaces; and
  - ix. require development proposals to contribute to improvements to the quality, accessibility and safety of the public realm in the vicinity of the site.
- B. When considering proposals affecting existing community facilities, in addition to the requirements of Local Plan policies S1 and/or EN1, the council will ensure the maintenance of an adequate supply supervised facilities for children and young people, as well as other community facilities to meet local needs.
- C. The council will work with local groups to improve transport infrastructure to respond to growing demand. This will prioritise walking, cycling and the use of public transport over car use and seek improvements to the station, including step-free access. The council will plan for and promote

a reduction in the number of people driving through the Loughborough Junction area, particularly for journeys under two miles, including through the provision of Cycleways and green routes. The Healthy Route Network identifies a number of priority links for walking and cycling to provide connections to Brixton, Camberwell, Herne Hill and Oval. Brixton Liveable Neighbourhood includes the provision of enhanced walking and cycling links to Brixton town centre.

- D. New and existing walking and cycling routes should be enhanced to reduce crime and the fear of crime through improved lighting, particularly under bridges, through arches, and alongside viaducts, and frontages should be activated to create surveillance. Bike-hire stations, and car club/hire facilities, and electric vehicle charging points should be provided throughout the area.
- E. The council will work with industry stakeholders to minimise the impact of construction activity in the area by planning and co-ordinating activities to reduce disruption, ensure safety, especially for vulnerable road users, and reduce environmental impacts.
- F. An opportunity exists to comprehensively refurbish and convert the Rathgar Road railway arches and associated public realm to achieve a mix of space for small businesses, that include workspace and maker space; community facilities; and cafes and restaurants that complement the nearby local town centre and are supported by environmental and accessibility improvements. The council will support proposals that achieve these objectives as part of a comprehensive approach, subject to the following requirements:
  - i. no fewer than six railway arches are for office, research and development and light industrial/social infrastructure uses and no more than six railway arches are for café and restaurant uses;
  - ii. it is demonstrated to the satisfaction of the council that proposed café and restaurant uses in the arches would complement the existing local centre and they could not be provided within existing vacant premises in the local centre;
  - iii. it is demonstrated to the satisfaction of the council that appropriate engagement with and support for existing tenants would be provided, including consideration of alternative locations;
  - iv. potential harm to neighbouring residential uses is assessed and appropriately mitigated; including through controls on opening hours;
  - v. the proposal would deliver appropriate public realm improvements along Rathgar Road;
  - vi. improve connectivity to the local centre and through railway arches where possible and support integration with and connectivity to the local centre; and
  - vii. the proposal would include improvements to the back of the arches facing the LJ works site, including façade and lighting improvements.

Proposals for the Rathgar Road arches that do not achieve these objectives in a comprehensive way will be assessed against all other relevant Local Plan policies, including ED6 Railway arches. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.

- G. The council will support improvements to Loughborough Junction’s yards, including:
- i. Wickwood Street and Railway Arches (Loughborough Road Key Industrial and Business Area) - improvements to existing workspace in the railway arches and new servicing facilities.
  - ii. Higgs Yard – improvements to the pedestrian and cycling environment at the junction of Coldharbour Lane/Herne Hill Road and improve the relationship of the Higgs development with the adjacent railway arches.
  - iii. Hardess Yard – improvements to workspace and reinstatement of the route from Hinton Road to Hardess Street. Working with the freeholder of the arches and leaseholders, the council will explore the potential to create dual aspect units in the railway arches, including those facing the Higgs development, where possible.
  - iv. Ridgway and Orphans Yard – retention of and improvements to existing arches in Ridgway Road and Orphans Yard, improving the relationship with Wyck Gardens and the pedestrian environment on Ridgway Road. Working with the freeholder of the arches and leaseholders, the council will explore the potential to group car repair businesses to towards the western end of Ridgway Road, enabling other types of small business to occupy the eastern arches.

## Upper Norwood/Crystal Palace

### *Context and character*

11.152 The Upper Norwood/Crystal Palace area, in the south east corner of the borough, is shared between five London boroughs: Croydon, Bromley, Lewisham, Southwark and Lambeth. Upper Norwood is the highest point in the borough and is one of the highest points in London, offering panoramic views towards central London and has a distinctive character. The area has two conservation areas and a number of statutory listed buildings.

11.153 Despite the area's assets, Upper Norwood/Crystal Palace is identified in the London Plan as a Strategic Area for Regeneration and needs further investment to help the area prosper.

### *Community*

11.154 There are a number of active community groups in the area. There is also an emerging neighbourhood planning group who wish to prepare a neighbourhood plan for the wider Upper Norwood/Crystal Palace area.

### *Housing*

11.155 The London Plan identifies the district centre as having high residential growth potential. There is scope for further residential growth on small sites and this is likely to be delivered by the extension/conversion of existing housing stock as well as new build residential development. Additional development within residential curtilages may come forward where site circumstances permit.

### *Economy and Culture*

11.156 The shopping centre, split between the boroughs of Lambeth, Bromley and Croydon and centred around Westow Hill, Westow Street and Church Road ('the triangle'), is identified in the London Plan as a district centre. It has many independent shops and a good variety of food and drink uses resulting in a healthy evening economy. There is a weekly food market on Haynes Lane. A limited presence of comparison retail units and national multiple retailers lends it a distinctive character. The triangle is a destination in its own right, attracting trips from a wide catchment area.

11.157 The London Plan identifies the district centre as having low commercial growth potential. However, in addition to the established retail and entertainment offer, the area is also home to cultural, creative and leisure uses. This includes assets such as the Upper Norwood Library, an independent but public library funded by both Lambeth and Croydon councils, and a cinema. Cooper's Yard studios is home to a range of creative and digital enterprises.

11.158 The London Borough of Croydon has identified the area as a location suitable for an enterprise centre for creative and cultural industries. The Bromley

Local Plan 2019 identifies Crystal Palace Park and Crystal Palace train and Overground station in the London Borough of Bromley as a Strategic Outer London Development Centre due to the area's existing and potential leisure, tourism, arts, cultural and sports functions.

### *Transport and Public Realm*

- 11.159 The hilly nature of the area has historically restricted the construction of railways through the Upper Norwood area. The nearest train stations are Crystal Palace and Gipsy Hill stations, some 500 meters to the south-west and north-west of the centre, respectively. The area is served by the London Overground and this provides a model for rail services in the area. Although the area currently has a good level of public transport accessibility around the town centre, the surrounding area is relatively poorly served by public transport. Bus links to Central London to the north and Croydon to the south are not as direct, frequent or reliable as they could be, with many journeys taking two or more separate bus rides. There are 17 bus routes, including four night buses serving the area.
- 11.160 The triangle, where east/west and north/south A roads intersect, suffers from the impact of high levels of through traffic which detracts from the local environment and prevents the area realising its full potential as a destination. The area is not covered by a Controlled Parking Zone. Reducing traffic and congestion will assist with improving the area's air quality.
- 11.161 A cross-borough approach to parking, traffic management and highway improvement is required as the triangle has three different highway authorities. The current one-way system was introduced to reduce congestion in the triangle but makes the area less permeable for cycling and congestion remains an issue. There is limited provision for cycling generally despite a high demand, particularly for recreational cycling, in the area. Electric bicycles may be particularly appropriate given the hilly nature of the area.

### *Environment*

- 11.162 Upper Norwood/Crystal Palace is located close to Crystal Palace Park, which is a major regional open space asset containing the National Sports Centre, athletics stadium and aquatics centre. It is also close to the Upper Norwood recreation ground and Westow Park in the London Borough of Croydon. Despite this, parts of Upper Norwood are deficient in access to multiple types of open space, including small or local parks.

PN11 Upper Norwood/Crystal Palace

**Key**

- - - Borough boundary
  - Upper Norwood/Crystal Palace District Centre Boundary
  - ⋯ Primary Shopping Area
  - ⋯ Local Centre
  - Conservation Areas
  - Open Space
  - Traffic Reduction
  - ➔ Key Roads
  - ➔ Rail Improvements
  - ➔ Potential Tramlink extension
- Station accessibility
- ⊖ Poor
  - ⊖ Moderate



## Policy PN11: Upper Norwood/Crystal Palace

The council will support the role of Upper Norwood/Crystal Palace as a district centre and work with the adjoining London boroughs to safeguard and encourage retail uses and other appropriate town-centre uses, including housing. It will support opportunities for physical improvements to the centre which enhance and improve its character, increase green infrastructure, improve air quality and will seek to improve traffic, safety, accessibility and environmental conditions for pedestrians and cyclists in the area and public transport links to other parts of London. The council will support the vibrant arts and cultural scene and also encourage the growth of the creative and digital industries sector in the area. New housing in the wider Upper Norwood/Crystal Palace area will be supported. Where necessary and justified to achieve the objectives of this policy, the council will use conditions and/or planning obligations in new development proposals to limit uses consented within Class E.

This will be achieved by:

- A. safeguarding and encouraging retail uses: within the primary shopping area, no less than 50 per cent of ground-floor units should be in retail use; all ground-floor units should be in active frontage use; and no more than 25 per cent in food and drink use;
- B. supporting the potential extension of the Tramlink to Crystal Palace and/or improvements to rail frequencies on the Beckenham Junction corridor to provide improved access for the area; Gipsy Hill station is only fully accessible to one platform and development should seek to enable step-free access to both platforms;
- C. working with TfL on options to improve bus services towards central London and supporting planned improvements to the bus station;
- D. investigating, with TfL and other adjoining boroughs, ways in which traffic conditions in the area can be improved to ameliorate access to sustainable modes of transport, control speeds, reduce congestion and improve air quality, including the consideration of re-introducing two-way working at the triangle and a co-ordinated approach to road danger reduction, parking and servicing control and management;
- E. implementing the Healthy Route network from Crystal Palace to Herne Hill via Gipsy Hill and West Dulwich and exploring opportunities to deliver improved links southward, particularly to Croydon town centre;
- F. protecting Cooper's Yard Studios for cultural, creative and digital uses; and
- G. working closely with the adjoining boroughs to ensure a co-ordinated approach to the management of the centre.

# Annexes

# Annex 1:

## Evidence Base

The following evidence base reports, or links to them, are available on the council’s website.

### Topic papers

Topic papers provide an overview of the policy approach and evidence for the following topics:

- Topic Paper 2: Housing delivery on small sites
- Topic Paper 3: Workspace
- Topic Paper 4: Town centres
- Topic Paper 5: Visitor accommodation
- Topic Paper 6: Parking standards
- Topic Paper 7: Climate change
- Topic Paper 8: Tall buildings
- Topic Paper 9: Particular types of housing
- Topic Paper 10a: Housing provision statement

### Socio-economic data

Title	Content
Future Lambeth: Our Borough Plan 2016-2021 as updated July 2019	Updated community strategy for Lambeth.
State of the Borough (SOB) Report 2016	Evidence base for the Borough Plan 2016. Includes a wide range of data in relation to social, economic and environmental wellbeing.
Annual Public Health (APH) Report 2018	Report produced by the Public Health Directorate at NHS Lambeth (formerly the Lambeth Primary Care Trust) focusing on health needs in Lambeth.
Lambeth’s Health Profile and Joint Strategic Needs Assessment (JSNA)	A comprehensive assessment of the health and wellbeing needs of the borough produced jointly by the Council and NHS Lambeth in association with all partners from Lambeth First. In addition to health and social care needs, the assessment addresses the impact of environmental factors such as crime, air quality, parks and transport services on people.

Title	Content
Health and Wellbeing Strategy Refresh May 2016	Lambeth's Health and Wellbeing strategy is a statement about what health and well-being means and how it impacts on individuals and families in Lambeth. It was co-produced by the Health and Wellbeing Board, working with people and organisations.

## Housing

Title	Content
Lambeth Housing Strategy 2017	Latest housing strategy adopted April 2017.
Draft Lambeth Tenancy Strategy 2019	Lambeth's emerging updated Tenancy Strategy, including approach to rental levels for social rented housing and approach to intermediate affordable housing.
The London Strategic Housing Land Availability Assessment 2017	Sets out estimates of London's current and future housing requirements. Estimates the number of new homes needed in London by tenure and type, as well as analysing the housing requirements of important sub-groups of the population.
Lambeth Strategic Housing Market Assessment (SHMA) – 2017	Evidence on affordable housing need and specialist housing needs in Lambeth.
London Strategic Housing Land Availability Study (SHLAA) 2017	The 2017 SHLAA informed the full review of London Plan and the new borough level housing target for Lambeth. The assessment of sites for Lambeth includes those submitted through both the Lambeth and London wide call for sites exercises.
Assessment of Gypsy and Traveller accommodation need in Lambeth – bringing together the evidence October 2017	Overview of the evidence on gypsy and traveller accommodation need and land supply in Lambeth.
The London Borough of Lambeth Gypsy and Traveller and Travelling Showpeople Accommodation Assessment 2014	Assessment of the housing needs of Gypsies and Travellers in Lambeth.
London Borough of Lambeth Gypsy and Traveller Accommodation Assessment Update 2016	Update of needs study previously completed in 2014.
Lambeth Gypsy And Traveller Land Supply Assessment Study – 2016	Study commissioned by Lambeth to assess the supply of land to meet gypsies and travellers needs (with appendices).

Title	Content
Draft Lambeth Local Plan 2013: Approaches to securing payments in lieu of on-site affordable housing	Evaluates approaches to securing payments in lieu adopted by other authorities and considers how these might be applied in Lambeth as part of the Council's review of affordable housing policy for the Draft Lambeth Local Plan 2013.

## Business and jobs

Title	Content
London LEP 'London 2036: an agenda for jobs and growth'	Strategy of London's Local Economic Partnership. The study was produced by London First on behalf of the London Enterprise Panel, with detailed analysis undertaken by McKinsey & Co. It is involved stakeholders from business, London government, central government and universities.
London labour market projections 2016	Report produced by the GLA Economics outlining forecasts of employment by sector.
London Industrial Land Supply & Economy Study 2015	Report produced by the GLA which assesses the supply of industrial land in London in 2016.
London Industrial Land Demand 2017	Report to be produced by the GLA which outlines evidence on employment land demand and analyses changing market circumstances.
London Office Policy Review 2017	Study commissioned by the GLA to assess trends in demand and supply of London office space. Includes indicative figures for demand at borough level until 2036. Undertaken by Peter Brett Associates.
Small Offices and Mixed use in CAZ 2015	Study undertaken by Ramidus Consulting analyses the CAZ in terms of the supply of, and demand for, small offices and mixed use development, specifically the balance between office and residential development.
Lambeth Investment and Opportunity Strategy 2015	The Investment and Opportunity Strategy outlines the Council's commitment to employment and housing growth in the borough and describes benefits local residents and businesses.
Lambeth Business Survey 2015	Lambeth commissioned Ecorys to complete a survey of all of the business in the Borough in 2015
Lambeth Review of Key Industrial and Business Areas (KIBAs) 2019	Employment land review covering designated KIBAs and potential new KIBAs. KIBAs are Lambeth's locally significant industrial sites.
Lambeth Creative and Digital Industries Strategy 2018	Lambeth CDI Strategy approved by Cabinet in June 2018.

Title	Content
Lambeth Creative and Digital Industries Study 2017	Assessment of the creative and industrial sectors including in relation to supply and demand of premises. Includes an assessment of demand/need for affordable workspace and potential methods to deliver and manage this. Informs the Lambeth CDI Strategy, approved and published June 2018.
Brixton Creative Enterprise Zone Research Study 2018	Study that provided the context for Lambeth's successful Stage 2 application for Brixton's Creative Enterprise Zone designation.
London Cultural Infrastructure Plan 2019	A plan by the GLA that sets out the importance of cultural infrastructure for London, how it is at risk and what can be done to improve it.
Lambeth Cultural Infrastructure List 2020	A list of cultural venues in Lambeth.
Great Art and Culture for Everyone 2013 (2nd Edition)	Art Council England's strategic framework for the arts, museums and libraries.
Start me up: The value of workspaces for small businesses, entrepreneurs and artists in London 2016, Institute for Public Policy Research	A report by the Institute for Public Policy Research outlining the importance of open workspaces for small businesses in London.
The business rates revaluation in London: The 2017 Business Rates Revaluation and its impact on London's Micro, Small and Medium sized business community, Ramidus 2017	A report by Ramidus for the Federation of Small Businesses that looks at the impacts of the business rate revaluation in 2017 on SMEs in London.
Lambeth Commercial Development Pipeline Reports	Monitor changes to the amount of employment floorspace in Lambeth, specifically B Class uses, for each financial year.

## Town centre uses and hotels

Title	Content
Consumer Expenditure and Comparison Goods Floorspace Need in London (Experian, October 2017)	Forecasts the need for comparison retail floorspace across London and within its individual centres.
GLA Small Shops Study 2010	Identifies potential measures to support small shops, including the provision of affordable small shop space.
GLA London Town Centre Health Check 2017	The 2017 London Town Centre Health Check (TCHC) provides a snapshot of the health of over 200 of London's town centres using a selection of strategic health check indicators and illustrates how these have changed over time.
GLA High Streets for All 2017	Sets out the strategic case for advocacy, intervention and investment in London's high streets.
Summary of Ground Floor Use Data in Lambeth's Largest Town Centres 2019	Information on ground floor uses in six Lambeth town centres collected by Goad annually since 2011.

Title	Content
Assessment of A2 Uses, Betting Shops and Payday Loan Shops in Lambeth 2018	Data on number and distribution of A2 uses across the borough; and of betting shops and pay day loan shops (now <i>sui generis</i> uses).
Public Houses in Lambeth Evidence Base	A list of pubs in Lambeth.
Promoting Healthy Eating in London – Focussing on the impact of health of hot takeaway fast food outlets 2019	A study by Public Health Lambeth on the evidence in relation to diet, fast food consumption, the location of hot takeaway outlets and the ensuing relationship to the health and wellbeing of children and young people in Lambeth.
GLA Working Paper 88 – Projections of demand and supply for visitor accommodation in London to 2050	Forms part of the London Plan evidence base and contains data on the demand for and supply of serviced visitor accommodation in London.
Lambeth Hotels and Other Visitor Accommodation Pipeline Reports	Pipeline of hotels and other visitor accommodation in Lambeth.

## Transport

Title	Content
Lambeth Transport Strategy 2019	Lambeth's transport strategy sets out the Council's vision for mobility and accessibility in the borough over the next twenty years and identifies key priorities and actions to help deliver the strategic objectives it sets.
Lambeth 3rd Local Implementation Plan (LIP3) 2019	The LIP is Lambeth's response to the Mayor's Transport Strategy, setting out how this will be implemented locally. Includes three year implementation plan 2019/20 to 2021/22 showing how TfL grant funding will be invested in local transport improvements.
Lambeth Long Term Transport Strategy: Baseline Situation (Part 1) Existing and Future Baseline Reports –2017	Baseline and future baseline studies informing the Transport Strategy, including consideration of transport trends over the next 25 years, likely changes to travel patterns, increased demands on the transport network, parking and traffic congestion.
Parking Stress Survey 2018	Data collected includes street by street analysis of parking pressure. Includes evidence-based data to inform the prioritisation of future CPZ expansion plans.
RAC (2012) Car Ownership Rates per Local Authority – 2001 and 2011 Census	RAC Foundation summary of car ownership levels by Local Authority
Transport for London - Residential Parking Provision in New Developments 2012	Research report on survey work carried out in order to better understand the relationship between parking, car ownership and use amongst residents of new developments in Greater London

Title	Content
Transport for London - Residential Car Parking 2017	Research report on parking trends prepared for the New London Plan evidence base
Transport for London - Travel in London Report 11 (2018)	Research report on travel patterns in Greater London
Freight Consolidation: Supporting evidence for Draft Revised Lambeth Local Plan 2019	This report provides evidence in support of Lambeth's proposed requirement for freight consolidation in the Draft Revised Lambeth Local Plan.
Parking Standards and PTAL: Proposed Lambeth Parking Standards Supplementary Information 2018	This report provides evidence in support of proposed Lambeth-specific parking standards in the Draft Revised Lambeth Local Plan where these differ from the New London Plan.
UK Digital Strategy (2017)	Sets out the national strategy for the provision of digital infrastructure.

## Environment (including air quality and waste)

Title	Content
Lambeth Air Quality Action Plan 2017-2022	Strategy for the improvement of air quality in Lambeth during the plan period, with associated evidence base.
Lambeth Waste Evidence Base 2019	Assessment of existing waste management capacity and the additional capacity required to meet the new London Plan waste apportionment.
Lambeth Municipal Waste Strategy 2011 – 2031 Update November 2019	Provides a strategic framework for Lambeth's Waste Management Policy.
WRWA Waste Technical Paper January 2017	Joint evidence on waste capacity prepared on behalf of the Western Riverside Waste Authority waste planning authority boroughs (Lambeth, Wandsworth, Kensington & Chelsea, Hammersmith & Fulham and Old Oak and Park Royal Mayoral Development Corporation (OPDC)).
Lambeth Strategic Flood Risk Assessment 2013	The SFRA provides an overview of all sources of flooding, including fluvial, tidal, groundwater, surface water and sewers, throughout Lambeth's administrative area.
Lambeth Strategic Flood Risk Assessment Addendum 2018	Addendum to existing Lambeth SRFA to take account of updated Thames breach modelling.
Lambeth Surface Water Management Plan 2011	The SWMP identifies and assesses the areas most at risk from surface water flooding in the borough and outlines the preferred method of risk management.

Title	Content
Environment Agency’s Long term flood risk information	<p>This service is produced by the Environment Agency and hosted by gov.uk. It uses computer models to assess an area’s long term flood risk from rivers, the sea, surface water and some groundwater. It does not include flood risk from sources such as blocked drains and burst pipes. The mapping is a general indicator of an area’s flood risk, as such it is not suitable for identifying whether an individual property will flood.</p> <p>For more detailed modelling see Lambeth Strategic Flood Risk Assessment (SFRA) and Surface Water Management Plan (SWMP) via <a href="https://www.lambeth.gov.uk/noise-nuisance-pollution-and-anti-social-behaviour/flood-risk-assessment">https://www.lambeth.gov.uk/noise-nuisance-pollution-and-anti-social-behaviour/flood-risk-assessment</a></p>
Thames Water Draft Water Resources Management Plan 2019	Document setting out how Thames Water plans to provide a secure and sustainable supply of water over the next 80 years from 2020 to 2100.
Lambeth Biodiversity Action Plan 2019-24	Updated version of the five-year Lambeth Biodiversity Action Plan to reflect changes in priority habitats and better alignment with national and regional planning policy.
Review of Sites of Importance for Nature Conservation in Lambeth 2018	Independent review of Lambeth’s Local Wildlife Sites (Sites of Importance for Nature Conservation) by the London Wildlife Trust.
Lambeth Green Infrastructure Strategy 2018	A survey of existing green infrastructure in Lambeth and assessment of areas for future improvement; strategy for implementation.
Lambeth Open Space Strategy 2013	Prepared by URS for the council. Identification and assessment of open space in the borough.
Lambeth Open Space Strategy 2007	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.
Lambeth Open Space Strategy 2004	
Lambeth Corporate Carbon Reduction Plan July 2019	Sets out the council’s initial actions to achieve net zero carbon for council operations by 2030. To be reviewed annually.
London Heat Map	Map produced by the GLA to help identify opportunities for decentralised energy projects in London
Energy Masterplan for Vauxhall Nine Elms Battersea Opportunity Area 2012	A Masterplan produced by Parsons Brinckerhoff for Wandsworth Council the policy of a decentralised energy network in the Opportunity Area.
South Bank Decentralised Energy Feasibility Report February 2009	A report by the South Bank Employers’ Group and London South Bank University to assess the feasibility of installing Combined Heat and Power across the SBEG area.
Emissions of carbon dioxide for Local Authority areas (Department for Business, Energy and Industrial Strategy), June 2019	The National Statistics publication provides the latest estimates of carbon dioxide (CO2) emissions for Local Authority areas for 2005 – 2017.

## Places and Neighbourhoods Area Based Documents

Title	Content
OAKDA Masterplan 2016 and Addendum 2017	Berkeley has produced a masterplan for the Oval and Kennington Development Area (OAKDA). This covers the Oval Gas Works and surrounding land.
Brixton Economic Action Plan 2017	Economic strategy for Brixton Town centre.
Brixton Street Market Masterplan Action Plan 2018 – 2023	Provides a vision for Brixton’s street market to inform and guide future management arrangements.
West Norwood and Tulse Hill Manual for Delivery 2017	Evidence base and delivery plan for the future of West Norwood and Tulse Hill.
Joining the Dots, Crystal Palace 2015	Produced by the GLA The aim of the report was to co-ordinate actions across the different areas (mainly Upper Norwood, Anerley and Penge) and to highlight opportunities for the 5 boroughs to strategically work together.
Your Clapham – A vision for Clapham High Street, 2016	Public realm projects identified jointly the council, Clapham Business Improvement District, Transport for London and the Clapham Society.
Waterloo and South Bank Public Realm Framework 2019	Provides guidance on the public realm improvements needed in Waterloo and the South Bank.
Streatham Investment and Growth Strategy 2019	Provides a vision and objectives for Streatham town centre to support a collaborative approach to securing investment, growth and prosperity.

## Viability

Title	Content
Local Plan and Community Infrastructure Levy Viability Review December 2019 update	Joint viability study to support Lambeth Local Plan review and Lambeth CIL review (BNP Paribas).
Brixton Creative Enterprise Zone: Affordable Workspace Analysis 2018	Viability study to test the provision of affordable workspace in the Brixton Creative Enterprise Zone (BNP Paribas).

## Infrastructure

Title	Content
Infrastructure Delivery Plan December 2019	Updated assessment of infrastructure required to support the Local Plan Review and the CIL Review.

# Annex 2:

## London Plan Opportunity Areas, CAZ Retail Clusters Major, District and Local Town Centres

The London Plan defines Opportunity Areas as the capital's most significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity, each typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two.

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

Vauxhall (part of the wider Nine Elms Vauxhall Opportunity Area, shared with the London Borough of Wandsworth and includes the Vauxhall CAZ retail cluster)

Waterloo (which includes Waterloo CAZ retail cluster)

The London Plan defines major, district, and local centres and CAZ retail clusters as follows:

**Major Centres** are typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000m<sup>2</sup> of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.

**District Centres** are distributed more widely than Metropolitan and Major centres, providing convenience goods and services, and social infrastructure for more local communities and accessible by public transport, walking and cycling. Typically, they contain 5,000–50,000m<sup>2</sup> of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions.

**CAZ retail clusters** significant mixed-use clusters located within the Central Activities Zone, with a predominant retail function and, in terms of scale, broadly comparable to Major or District centres.

**Local Centres** typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500m<sup>2</sup>), sub-post office, pharmacy, laundrette and other useful

local services. Together with District centres they can play a key role in addressing areas deficient in local retail and other services. This includes locally-identified CAZ retail centres.

### **Major Town Centres in Lambeth (2)**

Brixton

Streatham

### **District Town Centres in Lambeth (7)**

Camberwell\*

Clapham High Street

Herne Hill\*

Lavender Hill/Queenstown Road\*

Stockwell

West Norwood/Tulse Hill

Upper Norwood/Crystal Palace\*

### **CAZ Retail Clusters in Lambeth (2)**

Waterloo

Vauxhall

\* indicates a centre shared with an adjoining borough

## Local Centres in Lambeth (42)

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

\* indicates a centre shared with an adjoining borough

# Annex 3:

## Designated Key Industrial and Business Areas

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

Abbeville Mews

Acre Lane

Belinda Road

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

Hackford Walk

Hamilton Road Industrial Estate

Kennington Business Park

Knolly's Yard

Lion Yard

Loughborough Road

Milkwood Road Estates

Montford Place – Beefeater/Oval Gasworks

Parade Mews

Park Hall Road Trading Estate

Shakespeare Road Business Centre

Shakespeare Road Depot

Somers Place

Southbank House and Newport Street

Stannary Street

Timber Mill Way

Wandsworth Road

Waterworks Road

West Norwood Commercial Area

Zennor Road Estate and adjoining sites

# Annex 4:

## Flood Risk Zones

Further information is provided in the Lambeth Strategic Flood Risk Assessment

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 (&lt;0.1%).</p>	<p>No land development restrictions, except for those areas identified to be within a Critical Drainage Area 1.</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>	<p>Not applicable except for areas which are within a critical drainage area</p>	<p>Not applicable</p>	<p>Required for:</p> <p>Residential development sites greater than 0.5 hectare or with 10 dwellings or more.</p> <p>Commercial development sites greater than 1 hectare or with more than 1000m<sup>2</sup> of floorspace.</p> <p>Development sites less than 1 hectare which has a critical drainage problem.</p> <p>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	Restrictions	Sequential test	Exception test	Flood risk assessment
<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"> <li>have free and open access and escape routes to a floor above the design flood level, including other emergency planning measures and</li> <li>adopt flood resilient and resistant design techniques.</li> <li>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.</li> </ul>	<p>Required for all developments</p>	<p>Required for developments classed as 'highly vulnerable'</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 3a (High Probability)</p> <p>This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (&gt;1%) or a 1 in 200 or greater annual probability of flooding from the sea (&gt;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>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
Flood Zone 3a (High Probability) <i>(Continued)</i>	<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"> <li>• 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.</li> <li>• 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.</li> <li>• adopt resilient design techniques and be flood resistant.</li> </ul>			
Flood Zone 3b This zone comprises land where water has to flow or be stored in times of flood.	<p>The functional floodplain will be protected by not allowing any form of development on undeveloped sites unless it is:</p> <p>classified as ‘water compatible’.</p> <p>for development of ‘essential infrastructure’ 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> <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 ‘higher vulnerability’ classification or self contained units will not be permitted by the council.</p>	Required for all developments	Required for developments classed as ‘essential infrastructure’	Required for all development proposals. The FRA must consider all sources of flooding including tidal, fluvial, surface run-off, groundwater and sewer flooding in accordance with requirements identified in the SFRA and LFRMS.

# Annex 5:

## 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, as defined in paragraph 9.5. For further information, please refer to the Lambeth Open Spaces Study 2013 and Lambeth Green Infrastructure Strategy 2018. Those marked with an asterisk (\*) are historic registered parks and gardens.

# Annex 6:

## Conservation Areas and Protected Squares

### Conservation Areas

Abbeville Road	Larkhall
Albert Embankment	Leigham Court Road (North)
Albert Square*	Leigham Court Road (South)
Brixton	Leigham Court Estate*
Brixton Road and Angel Town	Loughborough Park
Brixton Water Lane	Lower Marsh
Brockwell Park	Minet Estate
Clapham	Mitre Road and Ufford Street
Clapham High Street	Oaklands Estate
Clapham Park and Northbourne Road	Park Hall Road*
Clapham Road	Peabody Estate - Rosendale Road
Elderwood Road	Poet's Corner
Ferndale Road	Rectory Grove
Garrads Road	Renfrew Road
Gipsy Hill	Rosendale Road
Hackford Road	Roupell Street
Herne Hill	Rush Common and Brixton Hill
Hyde Farm*	Sibella Road
Kennington	South Bank
La Retraite	South Lambeth Road
Lambeth Palace	St Marks*
Lambeth Walk and China Walk	Stockwell Green
Lancaster Avenue	Stockwell Park*
Lansdowne Gardens*	Streatham Common

Streatham High Road and Streatham Hill	Vauxhall*
Streatham Lodge Estate*	Vauxhall Gardens
Sunnyhill Road	Walcot
Telford Park	Wandsworth Road
The Chase	Waterloo
Trinity Gardens	West Norwood
Vassal Road	Westow Hill

Conservation Areas marked with an asterisk (\*) contain properties subject to an Article 4 direction which requires planning applications for works ordinarily deemed permitted development. For further information, visit [www.lambeth.gov.uk/planning](http://www.lambeth.gov.uk/planning).

### Protected Lambeth Squares

The London Square Preservation Act (1931) seeks to protect certain squares, gardens and enclosures in Greater London. The Act limits the use of London Squares to “ornamental pleasure grounds or grounds for play, rest and recreation” and the only buildings and structures allowed are those which are “necessary or convenient for, and in connection with, the use and maintenance of such squares”. Whilst it is not planning legislation, the Act is a material consideration in the determination of planning applications.

In Lambeth, the following spaces are protected under the Act. These are presented below as found in the Act itself:

#### The Schedule, Part I

Brixton Oval / Windrush Square (outside Ritzy Cinema/Tate Library)

Claylands Road Open space (at junction with Trigon Road)

Josephine Avenue (front gardens on both sides)

Open space at junction of Bourbon Road, Dundas Road and Eleanor Road, (formerly Melbourne Square)

Cleaver Square (formerly Princes Square)

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

Clapham Common N Side (outside nos. 43 – 47 and nos. 48 – 52)

Crescent Grove

Melbourne Square

## **The Schedule Part II**

Albert Square

Becondale Road

Brixton Road – in front of nos. 341 – 361

Durand Gardens

Grafton Square

Hanover Gardens

Holmewood Gardens

Triangle Place (formerly Pleasant Place)

Murphy Street Garden (formerly Lambeth Square)

Lansdowne Gardens

Loughborough Park

St Mary's Gardens (formerly St Mary's Square)

Stockwell Park Walk

Trinity Gardens

Walcot Square

## **The Schedule, Part III**

Kennington Green

## 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 19<sup>th</sup> 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 19<sup>th</sup> 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 Charterhouse, the remarkable vastness of Westminster Hall, of the House of Lords, or the House of Commons, art is everywhere present and harmonious, making a veritable museum of the history of the United Kingdom.

## The Mayor of London’s Strategic Views that affect Lambeth

This includes views within Lambeth, views out of Lambeth and views where Lambeth forms the backdrop.

### Panorama Views

Viewing Location **2A** (Assessment Point 2A.2) ‘Parliament Hill; the summit’ includes a protected vista.

Viewing Location **2B** (Assessment Point 2B.1) ‘Parliament Hill; east of the summit’ includes a protected vista.

Viewing Location **4A** (Assessment Point 4A.2) ‘Primrose Hill; the summit’ includes a protected vista.

### Linear Views

Viewing Location **8A** (Assessment Point 8A.1) ‘Westminster Pier’ includes a protected vista.

Viewing Location **9A** (Assessment Point 9A.1) ‘King Henry VIII’s Mound’ includes a protected vista.

### River Prospects

Viewing Location **12A** (Assessment Point 12A.1 and 12A.2) ‘Southwark Bridge; upstream’.

Viewing Location **14A** (Assessment Point 14A.1) ‘Blackfriars Bridge; upstream’.

Viewing Location **15A** (Assessment Point 15A.1 and 15A.2) ‘Waterloo Bridge; upstream’ includes a protected silhouette.

Viewing Location **15B** (Assessment Point 15B.1 and 15B.2) ‘Waterloo Bridge; downstream’.

Viewing Location **16B** (Assessment Points 16B.1 and 16B.2) ‘The South Bank; Gabriel’s Wharf viewing platform’.

Viewing Location **17A** (Assessment Points 17A.1 and 17A.2) ‘Golden Jubilee/ Hungerford Footbridges; upstream’ includes a protected silhouette.

Viewing Location **17B** (Assessment Points 17B.1 and 17B.2) ‘Golden Jubilee/ Hungerford Footbridges; downstream’.

Viewing Location **18A** (Assessment Points 18A.2 and 18A.3) ‘Westminster Bridge; upstream’. 18A.2 includes a Protected Silhouette.

Viewing Location **18B** (Assessment Points 18B.1 and 18B.2) ‘Westminster Bridge; downstream’.

Viewing Location **19A** (Assessment Points 19A.1 and 19A.2) ‘Lambeth Bridge; downstream’ includes a Protected Silhouette.

Viewing Location **20A** (Assessment Point 20A.1) ‘Victoria Embankment; between Westminster and Hungerford Bridges’.

Viewing Location **20B** (Assessment Point 20B.1) ‘Victoria Embankment; between Westminster and Hungerford Bridges’.

Viewing Location **21A** (Assessment Point 21A.1) ‘Thames side in front of County Hall’.

### **Townscape Views**

Viewing Location **23A** (Assessment Point 23A.1) ‘Bridge over the Serpentine’.

Viewing Location **26A** (Assessment Point 26A.1) ‘St James’s Park Bridge’.

Viewing Location **27A** (Assessment Points 27A.1 and 27A.2) ‘Parliament Square south west’.

Viewing Location **27B** (Assessment Points 27B.1 and 27B.2) ‘Parliament Square North Pavement’ includes a Protected Silhouette.

Viewing Location **16A** (Assessment Point 16A.1) ‘The South Bank; outside Royal National Theatre’.

Viewing Location **21B** (Assessment Point 21B.1) ‘Jubilee Gardens’.

Viewing Location **22A** (Assessment Point 22A.1, 22A.2 and 22A.3) ‘Albert Embankment; opposite the Palace of Westminster’ includes a Protected Silhouette.

# Annex 7:

## Monitoring Framework

The table below sets out the framework for performance indicators for the Revised Lambeth Local Plan and includes targets where these apply. Progress against these indicators will be reported in the authority’s monitoring report.

Indicator	Source of data	Target (if applicable)
IND 1 – Housing supply: number of net additional dwellings completed	Annual Position Statement on Housing Delivery and Supply (housing trajectory)	1,335 per annum
IND 2 - Gross affordable housing - % of habitable rooms in major developments (completions and approvals)	Lambeth Housing Development Pipeline Report	London Plan thresholds
IND 3 –Tenure of new affordable housing (completions and approvals)	Lambeth Housing Development Pipeline Report	n/a
IND 4 - Net additional student bedspaces completed	Lambeth Student Housing Assessment	n/a
IND 5 - Number of specialist older persons housing units completed	Lambeth planning records	70 units per annum across all tenures
IND 6 - Gypsy and traveller pitches	London Development Database	No net loss
IND 7 - Net change in office floorspace through completed developments (including prior approvals)	Lambeth Commercial Development Pipeline Report	Positive trend
IND 8 - Net loss of office floorspace through completed Prior Approval developments (ie permitted development for change of use from office to residential)	Lambeth Commercial Development Pipeline Report	Reduction in floorspace lost
IND 9 – Net additional affordable workspace floorspace (completions and approvals)	Lambeth planning records	n/a
IND 10 - Net change in completed office, industrial and storage and distribution floorspace in KIBAs and outside KIBAs	Lambeth Commercial Development Pipeline Report	No net loss

Indicator	Source of data	Target (if applicable)
IND 11 - Proportion of original ground floor units in retail use in a) i) Lower Marsh/The Cut/Leake Street Special Policy Area ii) Streatham Hill Primary Shopping Area iii) Streatham Central Primary Shopping Area iv) Clapham Primary Shopping Area b) Vauxhall CAZ Cluster c) Brixton Primary Shopping Area	Goald	Not less than a) 50% b) 25% c) 60%
IND 12 – Proportion of vacant units in Brixton and Streatham Major centres, Clapham and West Norwood District centres and Waterloo and Vauxhall CAZ Retail Clusters	Goald	Negative trend
IND 13 - Proportion of original ground floor units in food and drink use in i) Streatham; ii) Clapham; and iii) Brixton Primary Shopping Areas	Goald	Not more than 25%
IND 14 - Proportion of original ground floor units in food & drink or nightclub use in Brixton Evening Economy management area	Goald	Not more than 40%
IND 15 - Net additional visitor accommodation bedspaces	Lambeth Hotels and Visitor Accommodation Assessment	n/a
IND 16 - Modal Share – walking, cycling and public transport	London Travel Demand Survey	90% by 2041
IND 17 – Number of cycle parking spaces provided in completed major developments	London Development Database	Positive trend
IND 18 – Number of disabled parking spaces per completed major development	London Development Database	n/a
IND 19 - Amount of open space lost through completed planning permissions	Lambeth Planning Applications Database/ London Development Database	No net loss
IND 20 - Change in areas of biodiversity importance	Lambeth parks service	No net loss of metropolitan or borough-level sites of importance for nature conservation(SINC)

Indicator	Source of data	Target (if applicable)
IND 21 – Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score	Lambeth planning records	Positive trend
IND 22 – Number of major application approvals for non-residential developments achieving BREEAM Excellent	Lambeth planning records	n/a
IND 23 – The proportion of schemes achieving policy requirements relating to carbon dioxide emission reductions	Lambeth planning records	n/a
IND 24 - New waste capacity (tonnes) by management type (recycling/ composting, recovery, transfer and disposal) and type of wastes handled (HIC and CD&E)	Planning applications	Progress in meeting London Plan waste apportionment and other identified waste needs.
IND 25 - Loss of waste sites to other uses. Location and amount of compensatory capacity	Planning applications	No loss of waste capacity.
IND26 - Waste exports (amount, type of waste and destination)	Waste Data Interrogators – available on Environment Agency website (in Access and Excel)	Status quo. Contact the recipient WPA if exports change significantly.
IND 27 - Number of heritage assets on the ‘at risk’ register	Lambeth planning records	Net decrease
IND 28 - Number of conservation areas with up-to-date character appraisals	Lambeth planning records	100%
IND29 - London Plan homes and jobs targets for the Waterloo and Vauxhall Nine Elms Battersea Opportunity Areas.	Lambeth planning and regeneration records	18,500 new homes and 18,500 jobs

The council produces a separate annual Infrastructure Funding Statement on collection and spend of developer contributions.

The council produces a separate annual report on air quality.

# Annex 8:

## Status of the policies in the Lambeth Local Plan 2015 on adoption of the Lambeth Local Plan 2021

The table below sets out the status of the policies in the Lambeth Local Plan 2015 on adoption of the Lambeth Local Plan 2021.

Lambeth Local Plan 2015	Status on adoption of the Lambeth Local Plan 2021.
D1 Delivery and monitoring	Superseded by D1 Delivery and monitoring
D2 Presumption in favour of sustainable development	Superseded by D2 Presumption in favour of sustainable development
D3 Infrastructure	Superseded by D3 Infrastructure
D4 Planning obligations	Superseded by D4 Planning obligations
D5 Enforcement	Carried forward unchanged into Local Plan 2021
H1 Maximising housing growth	Superseded by H1 Maximising housing growth
H2 Delivering affordable housing	Superseded by H2 Delivering affordable housing
H3 Safeguarding existing housing	Superseded by H3 Safeguarding existing housing
H4 Housing mix in new developments	Superseded by H4 Housing size mix in new developments
H5 Housing standards	Superseded by H5 Housing standards
H6 Residential conversions	Superseded by H6 Residential conversions
H7 Student housing	Superseded by H7 Student housing
H8 Housing to meet specific community needs	Superseded by H8 Housing to meet specific community needs
H9 Hostels and houses in multiple occupation	Superseded by H9 Hostels and houses in multiple occupation
H10 Gypsy and traveller needs	Superseded by H10 Gypsy and traveller needs
n/a	New policy H11 Estate regeneration
n/a	New policy H12 Build to rent
n/a	New policy H13 Large-scale purpose-built shared living
n/a	New policy ED2 Affordable workspace
ED1 Key Industrial and Business Areas	Superseded by ED3 Key Industrial and Business Areas

Lambeth Local Plan 2015	Status on adoption of the Lambeth Local Plan 2021.
ED2 Business industrial and storage uses outside KIBAs	Superseded by ED4 Non-designated industrial sites
ED3 Large offices (greater than 1000m <sup>2</sup> )	Superseded by ED1 Offices
ED4 Work-live development	Superseded by ED5 Work-live development
ED5 Railway arches	Superseded by ED6 Railway arches
ED6 Town centres	Superseded by ED7 Town centres
ED7 Evening economy and food and drink uses	Superseded by ED8 Evening economy and food and drink uses
ED8 Public houses	Superseded by ED9 Public houses
ED9 A2 uses	Superseded by ED10 Betting shops and payday loan shops
ED10 Local centres and dispersed local shops	Superseded by ED11 Local centres and dispersed local shops
ED11 Visitor attractions, leisure, arts and culture uses	Superseded by ED13 Visitor attractions, leisure, arts and cultural uses
ED12 Hotels and other visitor accommodation	Superseded by ED14 Hotels and other visitor accommodation
ED13 Markets	Superseded by ED12 Markets
ED14 Employment and training	Superseded by ED15 Employment and training
S1 Safeguarding existing community premises	Superseded by S1 Safeguarding existing social infrastructure
S2 New or improved community premises	Superseded by S2 New or improved social infrastructure
Site 1	Carried forward unchanged into Local Plan 2021
S3 Schools	Superseded by S3 Schools
Site 2	Deleted
Site 3	Deleted
Site 4	Carried forward unchanged into Local Plan 2021
T1 Sustainable travel	Superseded by T1 Sustainable travel
T2 Walking	Superseded by T2 Walking
T3 Cycling	Superseded by T3 Cycling
T4 Public transport infrastructure	Superseded by T4 Public transport infrastructure
T5 River transport	Superseded by T5 River transport
T6 Assessing impacts of development on transport capacity	Deleted
T7 Parking	Superseded by T7 Parking
T8 Servicing	Superseded by T8 Servicing
T9 Minicabs, taxis and private hire vehicles	Superseded by T9 Minicabs, taxis, private hire and ride hail services
T10 Telecommunications	Superseded by T10 Digital connectivity infrastructure
EN1 Open space and biodiversity	Superseded by EN1 Open space, green infrastructure and biodiversity
EN2 Local food growing and production	Carried forward unchanged into Local Plan 2021
EN3 Decentralised energy	Superseded by EN3 Decentralised energy

Lambeth Local Plan 2015	Status on adoption of the Lambeth Local Plan 2021.
EN4 Sustainable design and construction	Superseded by EN4 Sustainable design and construction
EN5 Flood risk	Superseded by EN5 Flood risk
EN6 Sustainable drainage systems and water management	Superseded by EN6 Sustainable drainage systems and water management
EN7 Sustainable waste management	Superseded by EN7 Sustainable waste management
Q1 Inclusive environments	Superseded by Q1 Inclusive environments
Q2 Amenity	Superseded by Q2 Amenity
Q3 Community safety	Superseded by Q3 Safety, crime prevention and counter terrorism
Q4 Public art	Superseded by Q4 Public art
Q5 Local distinctiveness	Superseded by Q5 Local distinctiveness
Q6 Urban design: public realm	Superseded by Q6 Urban design: public realm
Q7 Urban design: new development	Superseded by Q7 Urban design: new development
Q8 Design quality: construction detailing	Superseded by Q8 Design quality: construction detailing
Q9 Landscaping	Superseded by Q9 Landscaping
Q10 Trees	Superseded by Q10 Trees
Q11 Building alternations and extensions	Superseded by Q11 Building alternations and extensions
Q12 Refuse/recycling storage	Superseded by Q12 Refuse and recycling
Q13 Cycle storage	Superseded by Q13 Cycle storage
Q14 Development in gardens and on backland sites	Superseded by Q14 Development in gardens and amenity spaces
Q15 Boundary treatments	Superseded by Q15 Boundary treatments
Q16 Shop fronts	Superseded by Q16 Shop fronts
Q17 Advertisements and signage	Superseded by Q17 Advertisements and signage
Q18 Historic environment strategy	Superseded by Q18 Historic environment strategy
Q19 Westminster World Heritage Site	Superseded by Q19 Westminster World Heritage Site
Q20 Statutory listed buildings	Superseded by Q20 Statutory listed buildings
Q21 Registered parks and gardens	Superseded by Q21 Registered parks and gardens
Q22 Conservation areas	Superseded by Q22 Conservation areas

Lambeth Local Plan 2015	Status on adoption of the Lambeth Local Plan 2021.
Q23 Undesignated heritage assets: local heritage list	Superseded by Q23 Non-designated heritage assets: local heritage list
Q24 River Thames	Superseded by Q24 River Thames
Q25 Views	Superseded by Q25 Views
Q26 Tall and large buildings	Superseded by Q26 Tall buildings
n/a	New policy Q27 Basement development
PN1 Waterloo	Superseded by PN1 Waterloo and South Bank
Site 5	Carried forward unchanged into Local Plan 2021
Site 6	Carried forward unchanged into Local Plan 2021
Site 7	Deleted
Site 8	Deleted
Site 9	Carried forward unchanged into Local Plan 2021
PN2 Vauxhall	Superseded by PN2 Vauxhall
Site 10	Carried forward unchanged into Local Plan 2021
Site 11	Carried forward unchanged into Local Plan 2021
Site 12	Carried forward unchanged into Local Plan 2021
Site 13	Carried forward unchanged into Local Plan 2021
PN3 Brixton	Superseded by PN3 Brixton
Site 14	Carried forward unchanged into Local Plan 2021
Site 15	Carried forward unchanged into Local Plan 2021
Site 16	Carried forward unchanged into Local Plan 2021
Site 17	Deleted
PN4 Streatham	Superseded by PN4 Streatham
PN5 Clapham	Superseded by PN5 Clapham
PN6 Stockwell	Superseded by PN6 Stockwell
PN7 West Norwood	Superseded by PN7 West Norwood/Tulse Hill
Site 18	Carried forward unchanged into Local Plan 2021
PN8 Kennington/Oval	Superseded by PN8 Kennington/Oval
PN9 Herne Hill	Superseded by PN9 Herne Hill
PN10 Loughborough Junction	Superseded by PN10 Loughborough Junction
PN11 Upper Norwood	Superseded by PN11 Upper Norwood/Crystal Palace

# Annex 9:

## Charging approaches

### Monetary Contributions in lieu of Affordable Housing Provision on Sites between 10 and 25 dwellings under the Fast Track approach:

The following formula should be used to calculate the difference between two residual values: one for the scheme with the threshold level of affordable housing and one for the scheme with 100% market housing. Applicants are advised to use the on-line calculator provided on the council's website.

#### **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 affordable housing policy 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**

10m<sup>2</sup> of play space = play space requirement

Average cost per square metre (£99)

**X**

Play space requirement = financial contribution

## Monetary Contributions to Offset Impact of Visitor Attractions:

Contributions to help fund the cost of offsetting the impact of visitor attractions will be calculated according to the following formula.

The council will look to base the visitor attraction impact offset contribution cost on an annual sum payment per year based on impact in relation to 1% of turnover, or another sum, as agreed.

## Monetary Contributions towards Employment and Training Activities

The following approach will be used to calculate the level of financial contributions towards employment and training activities:

- **Residential developments and residential elements of a mixed-use development:** a monetary contribution of £6,500<sup>1</sup> towards the cost of vocational training and employment support will be required by the Council for every 1,000m<sup>2</sup> of development (Gross Internal Area) or every 10 residential units provided.
- **Commercial developments and commercial elements of a mixed-use development:** a monetary contribution will be calculated on the basis of an assumption about the level of net additional employment generated by a development. An example for B1 office space is set out below:

B1 (net) Gross Internal Area (GIA) / 12m<sup>2</sup> per full full-time equivalent job (based on standard general office density)<sup>2</sup>

**X**

25% of Lambeth residents expected to be employed as part of the workforce<sup>3</sup>

**X**

17.8% of Lambeth residents with qualifications equivalent to or less than NVQ1 requiring training and/or support<sup>4</sup>

**X**

1 £6,500 is the cost of training, preparing and placing an unemployed person claiming Employment Support Allowance into sustainable employment paid by the DWP to its suppliers. [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/325995/Work\\_Programme\\_Costs\\_v7\\_2014-07-01.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/325995/Work_Programme_Costs_v7_2014-07-01.pdf)

2 On the basis of the Employment Densities Guide area per FTE for general office space – see: Drivers Jonas Deloitte (2010) Employment Densities - 2nd Edition

3 According to the 2011 Census there were 138,200 jobs in Lambeth, of which 34,700 were people living and working in Lambeth. This represents just over 25% of the total number of jobs in Lambeth being taken by Lambeth residents.

4 17.8% is the proportion of Lambeth residents who have qualifications equivalent to or less than NVQ1 as measured by the ONS Annual Population Survey (Jan-Dec 2015) (82.2% of working age residents in Lambeth have qualifications equivalent to or more than NVQ2)

£6,500 average cost for an out-of-work Lambeth resident in terms of support and training to obtain access to a skilled job

**Table 1 – Financial contributions in lieu of Employment and Skills Plan commitments**

Obligation	Rate/means of calculation
Apprenticeships for Lambeth residents aged under 25 <sup>5</sup>	<p>Shortfall against target number of apprenticeship starts (target: 1 new apprenticeship for every 1,000 m<sup>2</sup> of development [GIA] or every 10 residential units provided)</p> <p><b>X</b></p> <p>£26,000 average net cost to employers in delivering an apprenticeship at Level 2 and 3<sup>6</sup></p>
Supported employment opportunities <sup>7</sup> in the end-user phase for long-term unemployed Lambeth residents	<p>Shortfall against target number of supported employment opportunities (target: 1 paid job placement for every 2,500m<sup>2</sup> of development)</p> <p><b>X</b></p> <p>£8,217 average cost per paid job outcome for employment support services for people with learning disabilities and/or mental health problems<sup>8</sup></p>

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

6 Hogarth, T., Gambin, L., Winterbotham, M., Koerbitz, C., Hasluck, C., Baldauf, B. (2012) Employer Investment in Apprenticeships and Workplace Learning: The Fifth Net Benefits to Employers Study, London: Department for Business Innovation and Skills, Research Report 67 - <https://www.gov.uk/government/publications/employer-investment-in-apprenticeships-and-workplacelearning-the-fifth-net-benefits-of-training-to-employers-study>

7 Supported employment means a personalised approach to working with people with complex needs, including individuals with disabilities, to access and retain open employment.

8 National Development Team for Inclusion, *The Cost Effectiveness of Employment Support for People with Disabilities*

Obligation	Rate/means of calculation
Notification of job vacancies, arising from both the construction and end-use occupation	The same method of calculation will be used for both obligations:  Number of jobs estimated to be created during the construction <sup>9</sup> and end-use development during the first two years <sup>10</sup>
Work with the Council in the design and delivery of bespoke pre-employment and skills training for Lambeth residents	X  25% of Lambeth residents expected to be employed as part of the workforce <sup>11</sup>  X  17.8% of Lambeth residents with qualifications equivalent to or less than NVQ1 requiring training and/or support <sup>12</sup>  X  £6,500 average cost for Lambeth unemployed resident in terms of support and training to obtain access to a skilled job <sup>13</sup>
Engagement with young people aged 11 to 19 through local schools and colleges to promote relevant skills and qualifications	Half of the number of apprenticeships expected to be created as set out in paragraph 6.99  <b>X</b>  £14,951 average cost of arranging 1 meaningful encounter (£2,001) and 1 workplace experience (£12,950) for every pupil by the end of Year 11 <sup>14</sup>

9 Calculated using the relevant benchmarks in the Homes and Community Agency Guidance and Toolkit for Developers and Contractors <https://udc.homesandcommunities.co.uk/sites/default/files/our-work/developer-contractor-guidance.pdf>

10 Calculated using the relevant employment density in the Homes and Community Agency Employment Density Guide 2015 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/484133/employment\\_density\\_guide\\_3rd\\_edition.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/484133/employment_density_guide_3rd_edition.pdf)

11 According to the 2011 Census there were 138,200 jobs in Lambeth, of which 34,700 were people living and working in Lambeth. This represents just over 25% of the total number of jobs in Lambeth being taken by Lambeth residents.

12 17.8% is the proportion of Lambeth residents who have qualifications equivalent to or less than NVQ1 as measured by the ONS Annual Population Survey (Jan-Dec 2015) (82.2% of working age residents in Lambeth have qualifications equivalent to or more than NVQ2)

13 £6,500 is the cost of training, preparing and placing an unemployed person claiming Employment Support Allowance into sustainable employment paid by the DWP to its suppliers. [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/325995/Work\\_Programme\\_Costs\\_v7\\_2014-07-01.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/325995/Work_Programme_Costs_v7_2014-07-01.pdf)

14 PWC, Assessing Benchmarks of Good Practice in School Career Guidance (Appendix 3, using School B estimated costs as this best reflects the average profile of a Lambeth secondary school) <http://www.gatsby.org.uk/uploads/education/reports/pdf/pwc-assessing-benchmarks-of-good-practice-in-school-career-guidance.pdf>

## Monetary Contributions towards Affordable Workspace

A payment in lieu towards affordable workspace will be sought where this is not provided by a qualifying development. The calculation will be based on the following factors:

Factor	
A	Total lettable employment floorspace (m <sup>2</sup> )
B	Percentage of floorspace to be discounted
C	Amount of floorspace subject to discount
D	Market rent per m <sup>2</sup> before discount
E	Market rent for discounted floorspace before discount
F	Percentage discount
G	Rent after discount
H	Value of discount
I	Investment Yield
J	Income Multiplier
K	Capital value of discount

Using the factors above, the following seven steps will be used to calculate the fee):

$$\text{Step 1: } C = A \times B$$

$$\text{Step 2: } E = D \times C$$

$$\text{Step 3: } G = E \times F$$

$$\text{Step 4: } H = G - E$$

$$\text{Step 5: } J = (1/I)$$

$$\text{Step 6: } K = H \times J$$

## Monetary Contributions for development resulting in a loss of kerbside space

Contributions to cover the cost of the creation of parking/loading bays or cycle hangars on the highway will be sought. For each bay, a contribution will be calculated based on the following:

Cost of Traffic Order, signage and lines, and/or cycle hangar  
 +  
 Maintenance costs over a 25 year period  
 +  
 Enforcement costs (if within CPZ) over a 25 year period (not relevant to cycle hangars).  
 +  
 Opportunity cost

The opportunity cost relates to annual pay and display income aggregated over a 25 year period and will depend on the size of the bay and specific parking restrictions. Applicants are advised to contact the council for up to date costs relating to all of the factors above.

## Monetary Contributions for Travel Plans/Travel Plan Statements Monitoring Fees

Contributions will be sought to cover the cost of monitoring Travel Plans/Travel Plan Statements for each development.

Cost per Travel Plan + Cost per Travel Plan Statement

Where a development has more than one Travel Plan/Travel Plan Statements, the fee will be the sum of each. The council keeps such costs updated and applicants are advised to contact the council for up to date costs.

## Monetary Contributions for Controlled Parking Zones

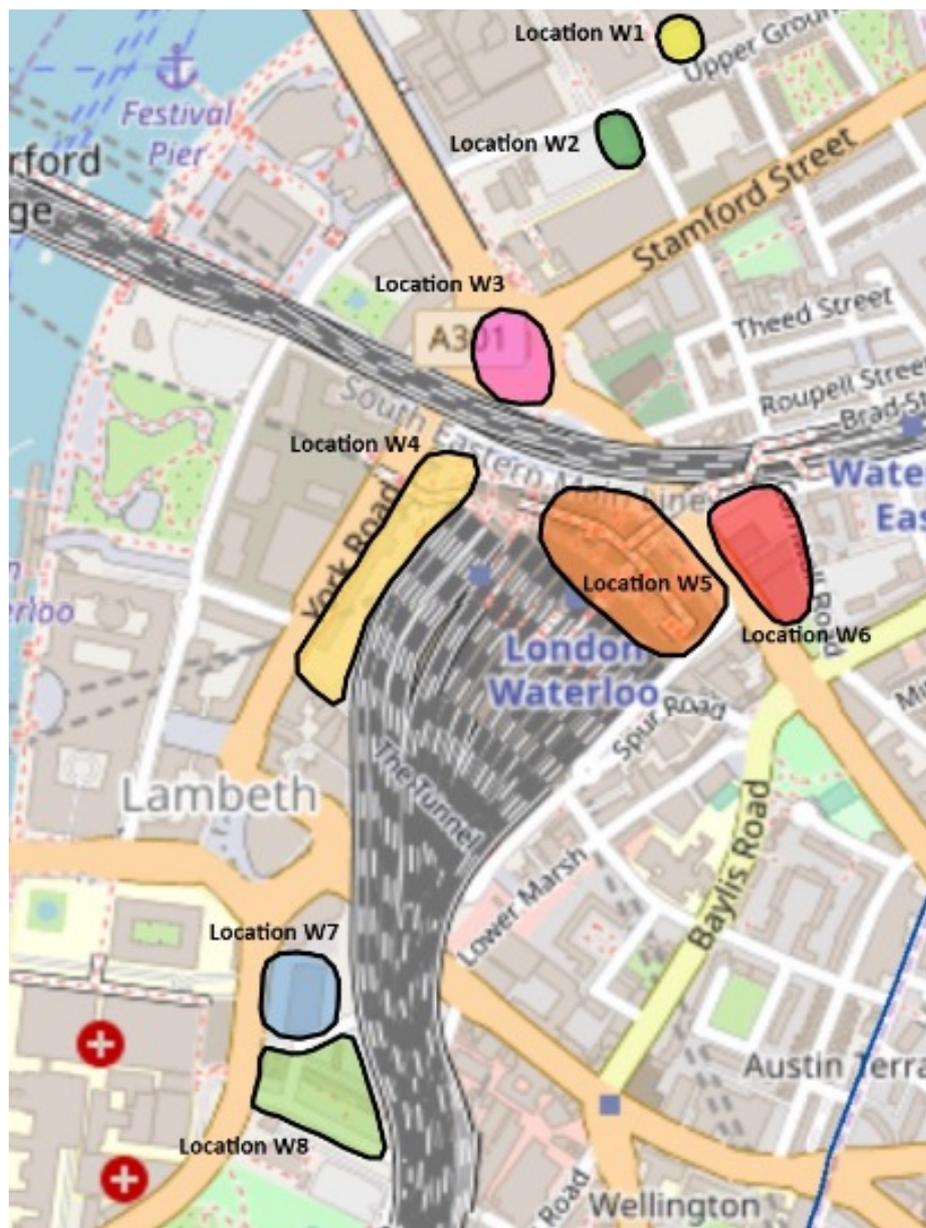
On developments consisting of four residential units or more, a financial contribution of £2,500 per residential unit is sought for the management, consultation and implementation of Controlled Parking Zones (CPZs).

The contribution is requested for all applications in CPZs and will be sought in areas where there is not currently a CPZ but where demand for parking is anticipated by will not be met with a development site. This is because new development has the potential to exacerbate existing on-street parking pressure which may then drive demand for a future CPZ.

# Annex 10: **Maps showing locations appropriate for tall buildings – Waterloo, Vauxhall and Brixton**

These maps relate to Local Plan policy Q26: Tall buildings. See Topic Paper 8 for an explanation of the methodology used to identify these locations.

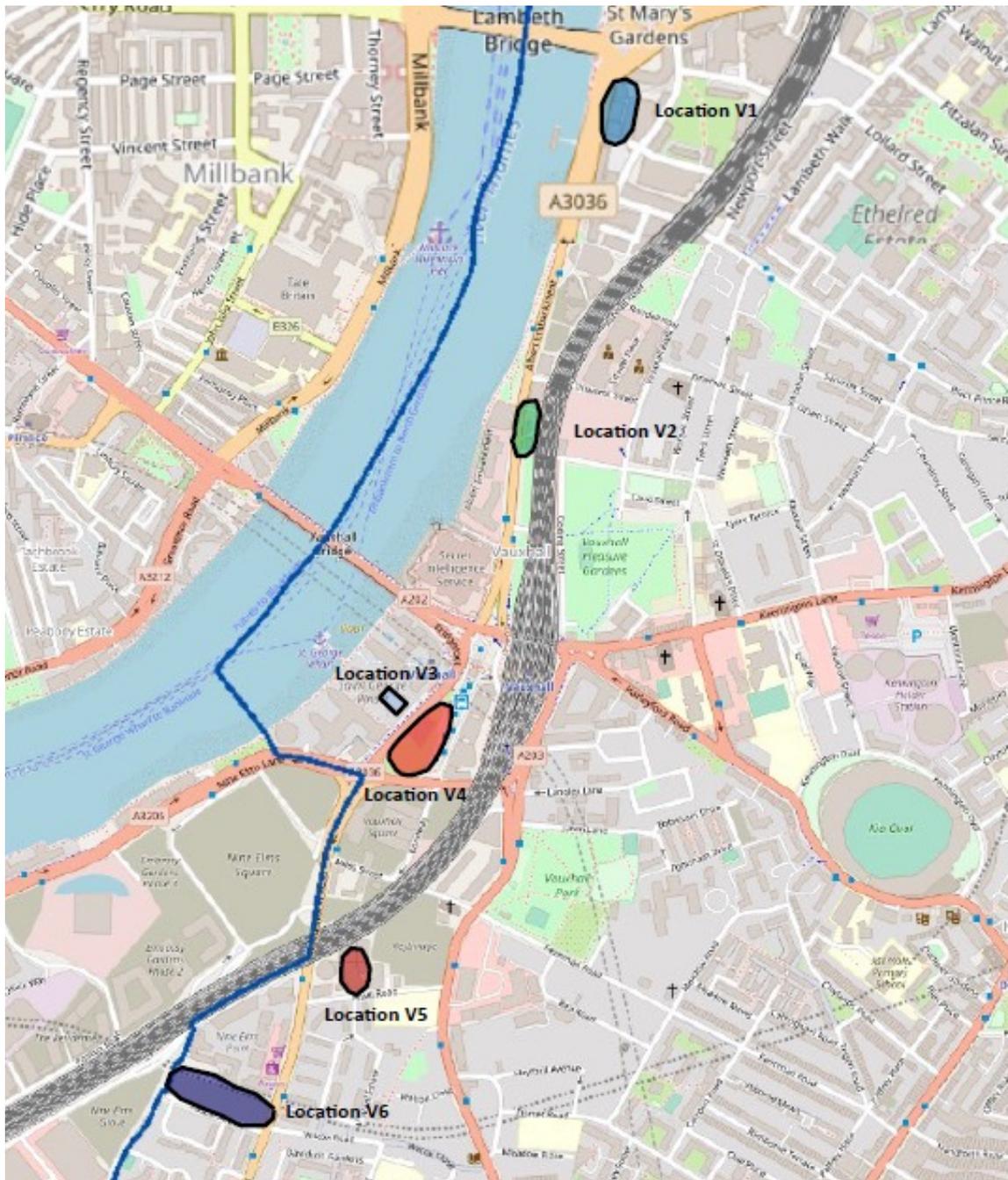
## Waterloo locations appropriate for tall buildings



### General building heights

Location W1	Former ITV tower	100m AOD point block
Location W2	Doon St / Upper Ground	110m AOD point block
Location W3	Waterloo Roundabout	130m AOD point block
Location W4	York Road / Leake St	125m AOD (N) Up to 55m AOD (S)
Location W5	Waterloo Station	70m AOD well spaced for good townscape
Location W6	Waterloo Road / Cornwall Road	70m AOD stepping down to S
Location W7	Lambeth Palace Rd / Upper Marsh	60m AOD
Location W8	Royal St / Upper Marsh	50m AOD well spaced for good townscape

## Vauxhall locations appropriate for tall buildings



### General building heights

Location V1	4 - 6 Albert Embankment	90m AOD
Location V2	36 – 46 Albert Embankment	90m AOD
Location V3	10 Wandsworth Road	150m AOD
Location V4	Wandsworth Road / Parry St / Bondway	150m AOD
Location V5	12 – 20 Wyvil Road	130m AOD
Location V6	Pascal Street	100m AOD

## Brixton locations appropriate for tall buildings



### General building heights

Location B1	International House	65m AOD point block
Location B2	Former Canterbury Arms / Pop Brixton	90m AOD

A development of varied building heights ranging from 15m AOD to 30m AOD to 65m AOD ensuring that the tall elements are arranged to optimise daylight and sunlight, ensure no over-bearing impacts and be sympathetic to the scale and form of surrounding buildings especially in relation to the character and appearance (inc, setting) of the Brixton Conservation Area.

# Annex 11: Strategic and non-strategic policies

Policy	Strategic policy?
ED3 Key Industrial and Business Areas (KIBAs)	✓
ED4 Non-designated industrial sites	✓
ED5 Work-live development	✓
ED6 Railway arches	✓
ED7 Town centres	✓
ED8 Evening economy and food and drink uses	✓
ED9 Public houses	✓
ED10 Betting shops and payday loan shops	Non-strategic policy
ED11 Local centres and dispersed local shops	Non-strategic policy
ED12 Markets	✓
ED13 Visitor attractions, leisure, arts and cultural uses	✓
ED14 Hotels and other visitor accommodation	✓
ED15 Employment and training	✓
S1 Safeguarding existing social infrastructure	✓
S2 New or improved social infrastructure	✓
Site 1	✓
S3 Schools	✓
Site 4	✓
T1 Sustainable travel	✓
T2 Walking	✓
T3 Cycling	✓
T4 Public transport infrastructure	✓
T5 River transport	✓
T7 Parking	✓

Policy	Strategic policy?
T8 Servicing	✓
T9 Minicabs, taxis, private hire and ride hail services	✓
T10 Digital connectivity infrastructure	✓
EN1 Open space, green infrastructure and biodiversity	✓
EN2 Local food growing and production	✓
EN3 Decentralised energy	✓
EN4 Sustainable design and construction	✓
EN5 Flood risk	✓
EN6 Sustainable drainage systems and water management	✓
EN7 Sustainable waste management	✓
Q1 Inclusive environments	✓
Q2 Amenity	✓
Q3 Safety, crime prevention and counter terrorism	✓
Q4 Public art	✓
Q5 Local distinctiveness	✓
Q6 Urban design: public realm	✓
Q7 Urban design: new development	✓
Q8 Design quality: construction detailing	✓
Q9 Landscaping	✓
Q10 Trees	✓
Q11 Building alternations and extensions	✓
Q12 Refuse and recycling	✓
Q13 Cycle storage	✓

Policy	Strategic policy?
Q14 Development in gardens and amenity spaces	✓
Q15 Boundary treatments	✓
Q16 Shop fronts	✓
Q17 Advertisements and signage	✓
Q18 Historic environment strategy	✓
Q19 Westminster World Heritage Site	✓
Q20 Statutory listed buildings	✓
Q21 Registered parks and gardens	✓
Q22 Conservation areas	✓
Q23 Non-designated heritage assets: local heritage list	✓
Q24 River Thames	✓
Q25 Views	✓
Q26 Tall buildings	✓
Q27 Basement development	✓
PN1 Waterloo and South Bank first section	✓
PN1a	✓
PN1b	✓
PN1c	Non-strategic policy
PN1d	✓
PN1e	✓
PN1f	✓
PN1g	✓
PN1h	✓
PN1i	✓
PN1j	✓
PN1k	✓
PN1l	✓
PN1m	✓
PN1n)	✓
Site 5	✓
Site 6	✓
Site 9	✓
PN2 Vauxhall first section	✓

Policy	Strategic policy?
PN2a	✓
PN2b	Non-strategic policy
PN2c	Non-strategic policy
PN2d	✓
PN2e	✓
PN2f	✓
PN2g	✓
PN2h	✓
PN2i	✓
PN2j	✓
PN2k	✓
PN2l	✓
PN2m	✓
PN2n	✓
PN2o	Non-strategic policy
PN2p	✓
Site 10	✓
Site 11	✓
Site 12	✓
Site 13	✓
PN3 Brixton first section	✓
PN3a	Non-strategic policy
PN3b	Non-strategic policy
PN3c	Non-strategic policy
PN3d	Non-strategic policy
PN3e	✓
PN3f	✓
PN3g	✓
PN3h	✓
PN3i	✓

Policy	Strategic policy?
PN3j	✓
PN3k	✓
PN3l	✓
PN3m	Non-strategic policy
PN3n	Non-strategic policy
PN3o	✓
PN3p	Non-strategic policy
PN3q	Non-strategic policy
PN3r	✓
PN3s	✓
Site 14	✓
Site 15	✓
Site 16	✓
PN4 Streatham first section	✓
PN4a	✓
PN4b	Non-strategic policy
PN4c	✓
PN4d	✓
PN4e	✓
PN4f	✓
PN4g	✓
PN5 Clapham first section	✓
PN5a	✓
PN5b	Non-strategic policy
PN5c	Non-strategic policy
PN5d	Non-strategic policy
PN5e	✓
PN5f	✓

Policy	Strategic policy?
PN5g	✓
PN5h	✓
PN5i	✓
PN5j	✓
PN6 Stockwell first section	✓
PN6a	Non-strategic policy
PN6b	✓
PN6c	✓
PN6d	✓
PN6e	✓
PN6f	✓
PN6g	✓
PN6h	✓
PN7a	✓
PN7b	Non-strategic policy
PN7c	✓
PN7d	✓
PN7e	✓
PN7f(i)	✓
PN7f(ii)	✓
PN7f(iii)	✓
PN7f(iv)	✓
PN7f(v)	✓
Site 18	✓
PN8 Kennington/Oval first section	✓
PN8a	✓
PN8b	✓
PN8c	✓
PN8d	✓
PN8e	Non-strategic policy
PN8f	Non-strategic policy
PN8g	✓
PN8h	✓

Policy	Strategic policy?
PN8i	✓
PN8j	✓
PN9 Herne Hill first section	✓
PN9a	Non-strategic policy
PN9b	✓
PN9c	✓
PN9d	✓
PN9e	✓
PN9f	✓
PN9g	✓
PN9h	✓
PN10a first section	✓
PN10a(i)	✓
PN10a(ii)	✓
PN10a(iii)	✓
PN10a(iii)	✓
PN10a(iv)	✓
PN10a(v)	✓
PN10a(vi)	✓
PN10a(vii)	✓

Policy	Strategic policy?
PN10a(viii)	✓
PN10a(ix)	✓
PN10b	✓
PN10c	✓
PN10d	✓
PN10e	✓
PN10f	Non-strategic policy
PN10g	Non-strategic policy
PN11 Upper Norwood first section	✓
PN11a	Non-strategic policy
PN11b	✓
PN11c	✓
PN11d	✓
PN11e	✓
PN11f	✓
PN11g	✓

# Annex 12:

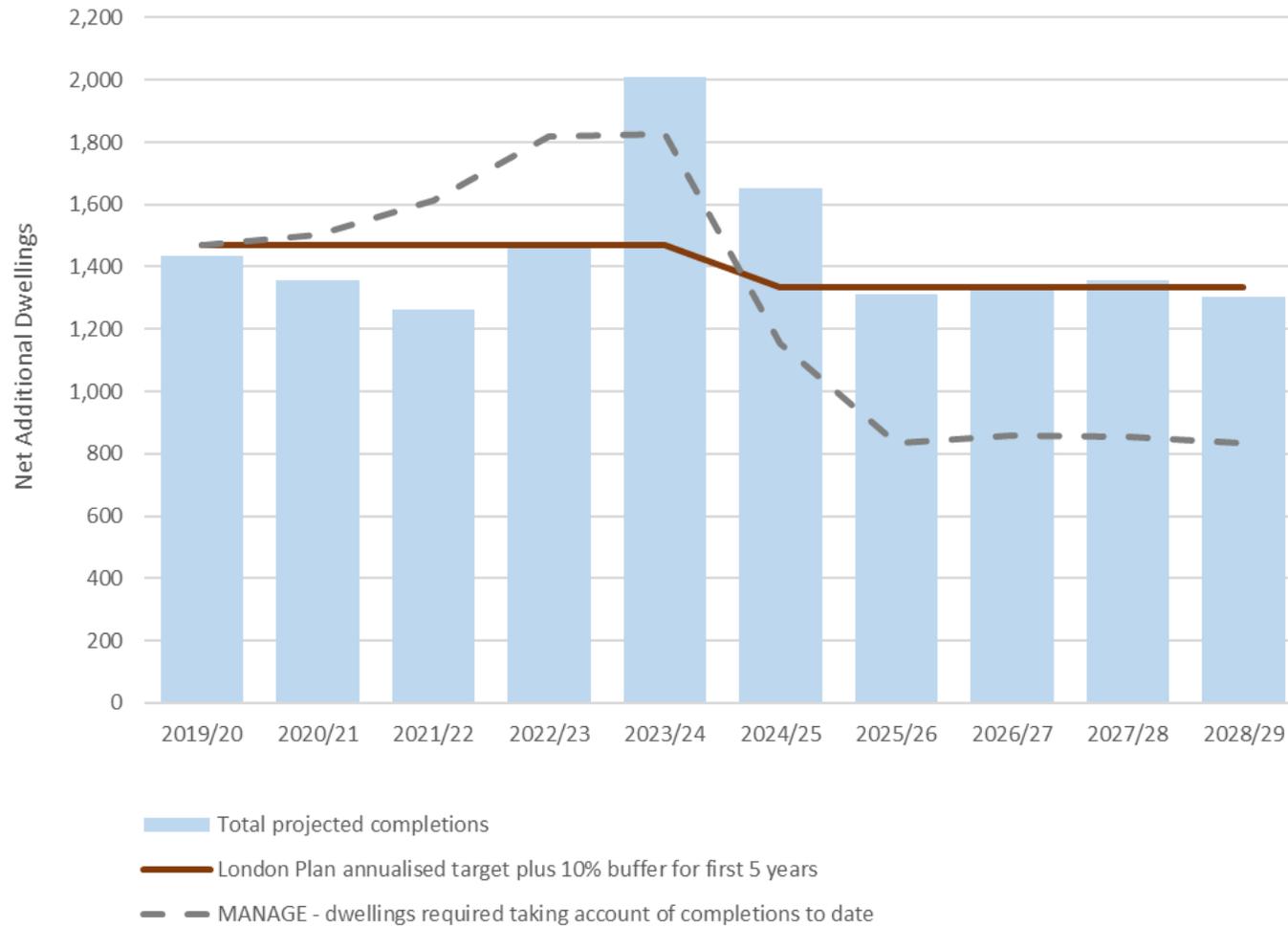
## Housing trajectory and neighbourhood area housing requirements

The tables and charts below set out the expected trajectory of housing delivery in Lambeth over the period 2019/20 to 2028/29.

### Updated housing trajectory for Years 1 to 10 of the plan period

	Year 1 2019/20	Year 2 2020/21	Year 3 2021/22	Year 4 2022/23	Year 5 2023/24	Year 6 2024/25	Year 7 2025/26	Year 8 2026/27	Year 9 2027/28	Year 10 2028/29
Identified large sites 0.25ha and above	1,111	898	863	705	1,609	1,254	910	831	957	904
Small sites less than 0.25ha	402	400	400	400	400	400	400	400	400	400
Non-self-contained accommodation	-77	59	0	356	0	0	0	109	0	0
Total projected completions	1,436	1,357	1,263	1,461	2,009	1,654	1,310	1,340	1,357	1,304
Cumulative completions for 10 year supply	1,436	2,793	4,056	5,517	7,526	9,180	10,490	11,829	13,186	14,490
London Plan annualised target	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335	1,335
London Plan annualised target plus 10% buffer for first 5 years	1,469	1,469	1,469	1,469	1,469	1,335	1,335	1,335	1,335	1,335
Cumulative London Plan target including 10% buffer for first 5 years	1,469	2,938	4,407	5,876	7,345	8,680	10,015	11,350	12,685	14,020
MONITOR - number of dwellings above or below cumulative target including buffer	-33	-145	-351	-359	181	500	475	479	501	470
MANAGE - dwellings required taking account of completions to date	1,469	1,502	1,614	1,820	1,828	1,154	835	860	856	834

## Expected Housing Delivery over ten year plan period



## Summary of the principal components of the five year supply

	Year 1 - 2019/20	Year 2 -2020/21	Year 3 -2021/22	Year 4 -2022/23	Year 5 -2023/24
Net additional dwellings on deliverable large sites > 0.25ha	1,111	898	863	705	1,609
Net additional dwellings on small sites < 0.25ha	402	400	400	400	400
Net additional dwellings from non-self-contained (ratios applied)	-77	59	0	356	0
Total projected completions (net additional dwellings)	1,436	1,357	1,263	1,461	2,009
Cumulative completions (net additional dwellings)	1,436	2,793	4,056	5,517	7,526
Annualised London Plan target plus 10% buffer	1,469	1,469	1,469	1,469	1,469
Cumulative London Plan target including 10% buffer	1,469	2,938	4,407	5,876	7,345
MONITOR – number of dwellings above or below cumulative target inc. 10% buffer	-33	-145	-351	-359	181
MANAGE – dwellings required taking account of completions to date	1,469	1,502	1,614	1,820	1,828

## Schedule of large sites Years 1 to 10

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Completed														
Sainsburys, 62 Wandsworth Road, SW8 2LF	231	0	0	0	0	0	0	0	0	0	2.30	15/05379/ VOC		In VNEB OA
86-88 Gresham Road, SW9 7NP	43	0	0	0	0	0	0	0	0	0	0.29	15/07105/ FUL		
Land At Clarence Avenue, Poynders Road, Atkins Road, King's Avenue, New Park Road And Streatham Place Including Clapham Park Estate, Adjacent Land And Agnes Riley Gardens (Clapham Park - Precinct B4)	59	0	0	0	0	0	0	0	0	0	0.29	13/00778/ DET		
Land At Clarence Avenue, Poynders Road, Atkins Road, King's Avenue, New Park Road And Streatham Place Including Clapham Park Estate, Adjacent Land And Agnes Riley Gardens (Clapham Park - Precinct B6)	29	0	0	0	0	0	0	0	0	0	0.34	13/00808/ DET		
Thrayle House, Benedict Road, SW9 0XU	101	0	0	0	0	0	0	0	0	0	0.70	17/06154/ VOC		
177 Abbeville Road, SW4 9RL	41	0	0	0	0	0	0	0	0	0	0.28	18/00222/ P30		

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Loughborough Park Estate, Loughborough Park Road (Phase 3)	-28	0	0	0	0	0	0	0	0	0	2.40	15/01281/ FUL		Phase 3 of the Loughborough Park Estate redevelopment.
Shell Centre, 2 - 4 York Road, SE1 (Southbank Place)	512	0	0	0	0	0	0	0	0	0	3.50	12/04708/ FUL	Site Allocation 6	In Waterloo OA
Keybridge House, 80 South Lambeth Road, SW8 1RG (Phases 1 & 2)	123	0	0	0	0	0	0	0	0	0	1.01	16/05036/ VOC	Part of Site Allocation 11.	In VNEB OA
Under construction														
Shell Centre, 2 - 4 York Road, SE1 (Southbank Place)	0	264	104	0	0	0	0	0	0	0	3.50	12/04708/FUL & 19/03437/ NMC	Site Allocation 6	In Waterloo OA
Keybridge House, 80 South Lambeth Road, SW8 1RG (Phases 1 & 2)	0	51	125	0	0	0	0	0	0	0	1.23	16/05036/ VOC & 17/05311/ EIAFUL	Part of Site Allocation 11	In VNEB OA
Land Bound By Somerleyton Road, Coldharbour Lane And Railway Line, SW9 (Somerleyton Road)	0	0	74	118	0	116	0	0	0	0	1.72	15/05282/ RG3 & 15/07308/ FUL	Site Allocation 14	HfL site.
Land Bounded By Wandsworth Road To The West, Parry Street To The North, And Bondway And Railway Line To The East (Vauxhall Square)	0	0	0	124	255	199	0	0	0	0	1.85	15/05619/ VOC	Site Allocation 12	In VNEB OA
69 - 71 Bondway, SW8 1SQ (Bondway Commercial)	0	450	0	0	0	0	0	0	0	0	0.29	16/05309/ VOC		In VNEB OA

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Knight's Walk Estate, Renfrew Road, SE11 4PA	0	0	7	59	0	0	0	0	0	0	0.68	17/05992/ RG3	BLR	Part of HfL housing estate regeneration programme.
Gasholder Station, Kennington Oval, SE11 5SG (Kennington Gasholders site)	0	0	0	0	210	80	223	0	233	0	2.00	17/05772/ EIAFUL & 20/00987/ VOC	BLR	
West Norwood Lawn Tennis Club, 128 Knight's Hill, SE27 0SR	0	0	0	0	0	32	0	0	0	0	0.43	16/01650/ OUT & 18/04902/ REM	BLR	
Tesco Stores, 275 Kennington Lane And 145-149 Vauxhall Street, London, SE11	0	0	0	126	218	174	0	53	0	0	1.36	18/02597/ EIAFUL		
Land On The Westbury Estate, Wandsworth Road, SW8 3ND (Westbury Estate Phase 1)	0	0	64	0	0	0	0	0	0	0	0.38	17/06112/ FUL		Part of HfL housing estate regeneration programme. In VNEB OA
Tyler House, Sidney Road, SW9 0UA	0	13	0	0	0	0	0	0	0	0	0.27	16/07104/ FUL		
44 Clapham Common South Side, SW4 9BU	0	106	188	0	0	0	0	0	0	0	1.70	17/00605/FUL & 19/00406/ NMC		
Peters Court, 93 Kings Avenue, SW4 8EH	0	5	0	0	0	0	0	0	0	0	0.29	17/01562/ FUL		

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Arches 176 - 177 And 202 Lambeth Road, SE1	0	9	0	0	0	0	0	0	0	0	0.40	15/04360/FUL & 18/05202/ NMC		
Fenwick Estate South, SW9	0	0	46	0	0	0	9	0	0	0	0.40	15/05297/ RG4		Part of HfL housing estate regeneration programme.
Olive Morris House, 18 Brixton Hill, SW2 1RD	0	0	0	74	0	0	0	0	0	0	0.26	15/02264/ FUL		Council led scheme.
Land Bounded By Upper Ground And Doon Street - East Part Of Site (adj To Cornwall Rd), SE1	0	0	0	0	236	0	0	0	0	0	0.25	11/00996/ FUL		In Waterloo OA

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
10 Pascal Street, SW8 4SH	0	0	0	0	148	184	0	0	0	0	0.75	15/06216/ FUL		Landowner is Transport for London. Started April 2019. New application (20/02331/FUL) received following PPA, proposing 479 homes and 108m2 flexible commercial space. If approved this would be 147 units more than existing permission. Applicant wishes to complete construction by December 2022. In VNEB OA
Land At Clarence Avenue Poynders Road Atkins Road King's Avenue New Park Road And Streatham Place Including Clapham Park Estate Adjacent Land And Agnes Riley Gardens (Clapham Park Estate)	0	0	104	0	368	0	211	0	244	0	32.36	17/03733/ FUL		S106 signed 20/12/2019. Started October 2020  Clapham Park Estate regeneration.
Extant planning permissions														

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
South Lambeth Estate, Dorset Road, SW8 1AH	0	0	30	0	0	0	0	231	0	0	2.30	17/05993/ OUT	BLR	Part of HfL housing estate regeneration programme. Hybrid application - full permission granted for 30 units, reserved matters applications for remainder being prepared for submission.
Land on The Westbury Estate, Wandsworth Road, SW8 3ND (Westbury Estate Phases 2 and 3)	0	0	0	0	30	0	151	0	0	0	2.87	17/05991/ OUT	BLR	Part of HfL housing estate regeneration programme. Reserved matters applications being prepared for submission. In VNEB OA
12 - 20 Wyvil Road, SW8 2TG	0	0	0	0	0	0	23	255	0	0	0.35	16/05114/ FUL	Part of Site Allocation 11. BLR	Pre-application discussions underway about alternative residential scheme. In VNEB OA
Graphite Square, SE11 5EE	0	0	0	160	0	0	0	0	0	0	0.42	17/02936/ FUL	BLR	
6 Lansdowne Hill, SE27 0AR	0	0	51	0	0	0	0	0	0	0	0.28	19/02840/ FUL	Part of Site Allocation 18. BLR	
St Margaret's Church, Barcombe Avenue, SW2 3BH	0	0	15	0	0	0	0	0	0	0	0.32	17/05541/ FUL		

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Land Bounded By Wandsworth Road, Parry Street, Bondway And Vauxhall Bus Station, SW8 (Vauxhall Island Site)	0	0	0	0	0	0	0	0	0	257	0.57	17/05807/ EIAFUL	Site Allocation 13	Appeal Allowed 09/04/2020. In VNEB OA
Land at No.200-262 Hydethorpe Road and Bound by Thornton Road (Hydethorpe)	0	0	0	14	0	0	0	0	0	0	0.27	20/01264/ RG3		Part of HfL programme. S106 signed 23/07/2020.
OCCC Estate, Cornwall Road, Wootton Street And Windmill Walk	0	0	45	0	0	0	101	0	0	0	0.55	16/06172/ FUL		In Waterloo OA
Slade Gardens, Stockwell Park Road	0	0	2	0	0	0	0	0	0	0	0.51	17/02279/ FUL		
166 Weir Road	0	0	8	0	0	0	0	0	0	0	0.25	16/03148/ FUL		
Resolution to grant (full) subject to s106 agreement														
Ashmole Housing Estate, SW8	0	0	0	30	0	0	0	0	0	0	0.29	19/00744/ FUL	BLR	S106 expected to be completed in October 2020. Not in OA.
Higgs Industrial Estate, Herne Hill Road, SE24 OAU	0	0	0	0	0	134	0	0	0	0	0.50	18/05425/ FUL		S106 expected to be completed in October 2020. Not in OA.

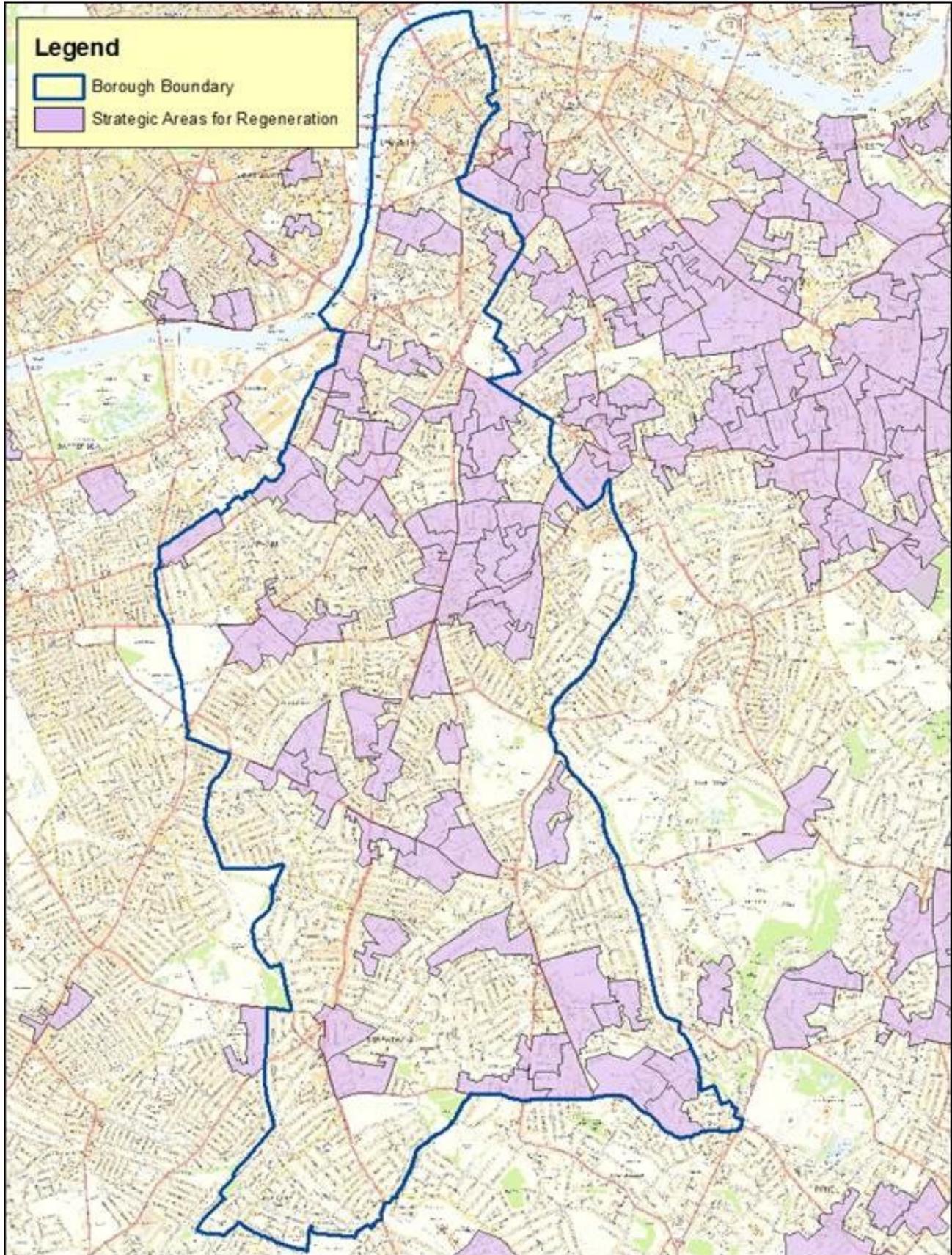
Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
8 Albert Embankment And Land To Rear Bounded By Lambeth High St, Whitgift St, The Railway Viaduct, Southbank Hse Together With Land Corner Of Black Prince Rd And Newport Street, SE1	0	0	0	0	0	0	0	0	95	348	1.06	19/01304/ FUL	Site Allocation 10, BLR	Application has been called in by Secretary of State. Public inquiry scheduled for December 2020. In VNEB OA
Vanbrugh Court, Wincott Street, SE11 4NS	0	0	0	0	0	0	0	16	0	0	0.50	18/03105/ FUL		Resolution to grant 14/07/20. S106 expected to be completed in October 2020.
Cedars Lodge, 113 - 117 Cedars Road, SW4 0PW	0	0	0	0	0	0	0	8	0	0	0.25	20/00026/ FUL		S106 expected to be completed in October 2020. Not in OA.
Council-led deliverable sites on the Brownfield Land Register														
Denby Court, 99 Lambeth Walk, SE11 6DY	0	0	0	0	144	0	0	0	0	0	0.52		BLR	Part of HfL programme. Site assessment work well advanced. Application expected later in 2020/21.
Pope's Road Car Park, Pope's Road, SW9 8PQ	0	0	0	0	0	109	0	0	0	0	0.47		Site Allocation 15, BLR	Council owned land, site assessment work well advanced, application expected 2022.
Other sites														

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Rest of Site 18 (286-362 Norwood Road, SE27)	0	0	0	0	0	0	0	0	0	200	1.62		Rest of Site Allocation 18. Allocation to be reviewed in SADPD	Partly Council owned. Council-led site assessment work underway.
Gabriel's Wharf and Princes Wharf, Upper Ground, SE1	0	0	0	0	0	0	0	0	0	99	0.53		Part of Site Allocation 9. Allocation to be reviewed in SADPD	Discussions underway with landowner about site assessment work (Coin Street Community Builders). In Waterloo OA
Land To The East Of Montford Place, Kennington, SE11 5DE	0	0	0	0	0	0	0	0	139	0	0.40	20/01086/ FUL	KIBA site. Identified in DRLLP PSV as appropriate for industrial intensification and co-location with residential.	Landowner is Transport for London. Application for 139 residential units and industrial floorspace. Site subject to PPA. Applicant wishes to complete construction by December 2022.
Lambeth Hospital site, Landor Road, SW9	0	0	0	0	0	132	167	151	120	0	2.54			Land owned by hospital trust. PPA scheme, application expected October 2020.

Site	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	Area (ha)	Planning reference	Allocation/ Brown- field Land Register	Notes
Geoffrey Close Estate, Off Flaxman Road, SW9	0	0	0	0	0	38	25	117	126	0	1.06			RP led estate regeneration scheme. Application expected October 2020.
Carmelita & Orsett Street	0	0	0	0	0	56	0	0	0	0	0.46			Part of HfL programme. Site assessment work well advanced. Application expected later in 2020/21.
Total	1111	898	863	705	1609	1254	910	831	957	904				

# Annex 13: **Strategic Areas of Regeneration in Lambeth**

## Strategic Areas for Regeneration



# Glossary

**Affordable housing** See National Planning Policy Framework and London Plan policy H4.

**Affordable workspace** Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

**Agent of change** Principle that places the responsibility of mitigating the impact of nuisances from existing nuisance generating uses on the proposed new development.

**Air Quality Focus Areas** Locations that have been identified as having high levels of pollution and human exposure. Designated by the Greater London Authority in consultation with each borough.

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

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

**Apartment-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.

**Area of nature deficiency** Areas where people have to walk more than one kilometre to reach a publically accessible Metropolitan or Borough Site of Importance for Nature.

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

**Blue Badge parking** Parking available to holders of Blue Badges (permits issued by the local authority entitling holders to park on the public highway in marked bays or on yellow lines).

**Build to rent** See London Plan policy H11.

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

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

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

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

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

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

**Community Infrastructure Levy (CIL)** The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new development in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

**Conservation area** An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under section 69 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.

**Creative and digital industries** Include businesses in the following sectors: visual arts; fashion; architecture; information technology; photography; health tech; museums, galleries and libraries; software and applications; visual effects; broadcasting; publishing; games; design; film and tv; creative tech; performing arts; crafts; advertising and media; music; and animation.

**Creative Enterprise Zone (CEZ)** A Mayor of London initiative to establish clusters of creative production, which provide affordable premises and enterprise-related incentives for artists and creative businesses, pro-culture planning and housing policies and offer career pathways and creative jobs for local communities and young people.

**Decentralised energy** The local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power – CHP) for purposes such as building space heating and domestic hot water production. CHP is often used in District Heating systems, with the heat generated as a by-product of electricity generation being pumped into homes, either as hot water or as steam, through networks of reinforced pipes.

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

**Family sized housing** Generally defined as having three or more bedrooms.

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

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

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

**Gyratory** A type of road junction at which traffic enters a one-way stream around a central island.

**Gypsy and traveller site** Site for settled occupation, temporary stopping place or transit for gypsies and travellers.

**Habitable room** Any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

**Heat Network Priority Areas** Areas in London identified by the Mayor where the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and customers.

**Heritage asset** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets (such as Conservation Areas, statutory listed buildings and registered parks and gardens) and undesignated heritage assets identified by the local planning authority (such as the Local Heritage List).

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

**Houses in Multiple Occupation (HMO)** Shared dwelling houses permanently occupied by members of more than one household as their only or main residence, who share basic amenities such as a kitchen or bathroom.

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

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

**Large-scale purpose-built shared living accommodation** See London Plan policy H16.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Neighbourhood Plan** A statutory plan prepared by a neighbourhood forum that introduces non-strategic planning policies in a designated neighbourhood area.

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

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

**Permitted development rights** A national grant of planning permission which allows certain building works and change of use to be carried out without having to secure planning permission.

**Planning obligation** See section 106 agreements below.

**Primary shopping area** Defined area where retail development is concentrated.

**Public House** The licensed premises must be open to and welcome the public without requiring membership or residency, allow free entry<sup>1</sup>, serve at least one draught beer or cider<sup>2</sup>, allow drinking without requiring food to be consumed, have

<sup>1</sup> Except when entertainment is provided on limited occasions

<sup>2</sup> Includes cask or keg beer or cider. References to 'cider' should be read as 'cider and perry'

at least one indoor area not laid out for meals, and permit drinks to be purchased in person at a bar<sup>3</sup>, without relying on table service.

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

**Public Transport Access Level (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 86 in relation to planning applications for town centre uses and paragraph 158 in relation to flood risk.

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

**Statement of Community Involvement** A Local Development Document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.

**Sui generis uses** Uses which do not fall within any Use Class, including scrap yards, petrol filling stations, nightclubs, taxi businesses, and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

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<sup>3</sup> Includes also a hatch or specific service point

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

**Sustainable drainage systems (SuDS)** Techniques such as permeable paving, that manage surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

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

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

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

**Trees of value** Trees that have the capacity to deliver eco-system benefits in the form of absorbing carbon dioxide (the main greenhouse gas) and producing oxygen and to filter, absorb and reduce other pollutant gasses including sulphur dioxide, carbon monoxide, nitrogen dioxide and ozone. To achieve improved air quality, trees of value will have large deciduous canopies or have the potential to develop such in the future.

**Urban greening** The process of providing appropriate types of green infrastructure, such as green roofs and street trees, in urban areas.

**Viability appraisal** An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements that can be provided.

**Viability review mechanism** A review of development viability defined within a section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision of the lifetime of a proposal.

**Visitor accommodation** Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation and non-serviced accommodation such as self-catering, apart-hotels, caravans and camping.

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

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

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

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