

NON-TECHNICAL SUMMARY

Sustainability Appraisal

Draft Revised Lambeth Local Plan
Proposed Submission Version
January 2020

December 2019



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1. Introduction

1.1 This Non-Technical Summary summarises the findings of the Sustainability Appraisal (SA) of the Draft Revised Lambeth Local Plan Proposed Submission Version January 2020 (DRLLP PSV 2020). An SA promotes sustainable development through the integration of social, environmental and economic considerations into the preparation of new planning documents. It is required by Section 39 of the Planning and Compulsory Purchase Act 2004.

1.2 The Non-Technical Summary is part of the Sustainability Report for the DRLLP PSV 2020. The SA report has been produced alongside the DRLLP PSV 2020 to provide guidance on its development. This report presents the key findings to date of the Sustainability Appraisal on the DRLLP PSV 2020 and provides background and relevant additional information.

2 The Revised Lambeth Local Plan Proposed Submission Version

2.1 Lambeth Council has reviewed parts of its Local Plan 2015. The existing Local Plan, adopted in 2015, contains a strong vision for the development of the borough to improve opportunities for local people. It sets the planning policies for the borough and much of it is still up-to-date and effective. However, changes to national planning law and policy, a full review of the London Plan and changes in Lambeth mean parts of the Local Plan need to be reviewed.

2.2 The DRLLP PSV 2020 sets out the spatial strategy, long term spatial vision, strategic objectives and policies for development, and has a limited sites for development within Lambeth to cover the period up until 2035. It is based on the social, economic and environmental objectives and priorities of the Lambeth Borough Plan 2016-2021, together with other relevant plans, programmes and strategies all of which have implications for the development and land use within the borough.

2.3 The borough-wide planning policies are organised by topic: housing, economic development and town centres, social infrastructure, environment, transport and quality of the built environment. Some aspects of policy in these chapters have changed quite fundamentally but in many cases the changes arise from more superficial updating or cross-referencing to the new London Plan. Some of the most significant areas of policy change include:

- Inclusion of the new London Plan borough-level housing target of 1,335 net additional dwellings per annum in Lambeth, with policies to support delivery of this target, including on smaller sites
- Rewrite to align fully with the Draft London Plan approach to affordable housing, including Fast Track approach (whereby major development proposals that meet London Plan-set thresholds for affordable housing and other Local Plan policy requirements can follow a 'Fast Track Approach' without viability testing at planning application stage) on sites providing between 10 and 25 units; and reinstatement of the requirement for payment in lieu of affordable housing on sites providing between 1 and 9 units, subject to viability
- A new policy specifically relating to estate regeneration schemes
- A new policy on build to rent policy
- Stronger protection for existing office floorspace and clear support for new floorspace to support economic growth in the borough
- A new policy requiring major office schemes in the north and centre of the borough (including in the proposed new Brixton Creative Enterprise Zone) to provide affordable workspace for smaller creative and digital enterprises

- Reworked transport policies to support delivery of the Lambeth Transport Strategy, including Healthy Streets and a significant modal shift to walking and cycling
- A commitment to apply the emerging new London Plan policy on air quality to development proposals in Lambeth, and a stronger emphasis on urban greening (urban greening factor).

3 The Sustainability Appraisal

3.1 The purpose of the SA is to inform the decision making process, by highlighting the potential implications of pursuing a particular strategy or policy response. It aims to make sure that the final version of the Local Plan takes a more sustainable planning approach to development in the borough.

3.2 Sustainability Appraisals must follow Government guidance on Sustainability Appraisal, and must meet the requirements of the European Strategic Environmental Assessment Directive. A summary of the method used to undertake the SA on the DRLLP PSV 2020 is set out below in Table 1.

Equality Impact Assessment

3.3 It is important that the SA adequately addresses equality and diversity issues. The council has an adopted approach to undertaking Equality Impact Assessments (EqIA) and this SA seeks to integrate the principles of the EqIA across the sustainability objectives. This helps to explore the impact of the proposed policy on different equalities groups, (ie. ethnicity, gender, gender re-assignment, disability, age, sexual orientation, religion or belief, socio-economic factors, marriage and civil partnership, pregnancy and maternity, language, health). For example, whilst SA objective 5 specifically addresses issues of equality and diversity, other objectives also tease out equality impacts via appropriate sub-questions.

Health and Well-being Impact

3.4 As with the EqIA, the Health and Well-being Impact Assessment is integrated into the SA; an approach previously adopted in the SA on the Lambeth Local Plan 2015, which was discussed and agreed with NHS Lambeth. In addition, the Lambeth public health team have had a role in the preparation of the SA by providing current health statistics for the borough and up-to-date guidance and documents on public health. The public health team were also given an opportunity to comment during the preparation of the DRLLP PSV 2020 and advised about evidence for aspects of policy development. The Lambeth Clinical Commissioning Group (CCG) have been engaged in preparation of the Infrastructure Delivery Plan for the Local Plan review.

Table 1: SA process thus far

Date	Actions
SA Stage A: Setting the context and objectives, establishing the baseline and deciding on scope	
March 2016	The draft Scoping Report was made available for comment to the three statutory bodies Natural England, Environment Agency and Historic England over a five-week period from mid-March 2016. The draft Scoping Report provided a summary of the current environmental, social and economic conditions in Lambeth. This baseline information of the Scoping Report assisted in the development of the Sustainability Appraisal Framework (objectives to be used to appraise the DRLLP). Consultation responses were received from all three statutory bodies and their comments incorporated where appropriate.
Stage B: Developing and refining alternatives and assessing their effects; and Stage C: Preparing the Sustainability Appraisal Report	
October 2017	In October 2017 an initial sustainability appraisal was prepared for the Lambeth Local Plan Review Issues and Reasonable Alternatives. The SA assessed each reasonable alternative identified for the local plan issues against the sustainability objectives established through the preparation of the Scoping Report. Consultation was undertaken from October to December 2017 and thirteen representations were received on the SA Issues and Reasonable Alternatives, of which six made comments on the SA.
October 2018	The SA Report October 2018 predicted and evaluated the significant effects of the Draft Revised Lambeth Local Plan October 2018. 98 recommendations were made to address adverse effects and maximise beneficial effects.
December 2019	This SA Report predicts and evaluates the significant effects of the Draft Revised Lambeth Local Plan Proposed Submission Version 2020. It takes into account responses made by the policy team to the 98 recommendations made in the SA on the Draft Revised Lambeth Local Plan October 2018, and representations received on that SA.
Stage D: Consultation on the Draft Revised Lambeth Local Plan October 2018 and SA Report and publication of the Revised Lambeth Local Plan Proposed Submission Version and SA Report	
October – December 2018	The SA Report October 2018 along with the Draft Revised Lambeth Local Plan October 2018 were both available for public consultation for 8 weeks. The feedback received from this consultation has been considered for the Draft Revised Lambeth Local Plan Proposed Submission Version 2020.
31 st January – 13 March 2020	The Revised Lambeth Local Plan Proposed Submission Version 2020 is now available for publication in accordance with Regulation 19 of Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This SA Report (December 2019) is available as a supporting document to the Draft Revised Lambeth Local Plan Proposed Submission Version 2020.
Stage E: Monitoring the significant effects of implementing the Local Plan	
December 2019	The Sustainability Appraisal on the Revised Lambeth Local Plan Proposed Submission Version 2020 makes recommendations for how significant and uncertain effects of the Revised Lambeth Local Plan should be monitored.

4 Current environmental, social and economic conditions in Lambeth

4.1 The London Borough of Lambeth covers an area of about 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 and Gypsy Hill. Located in the southwest of London, Lambeth has approximately 3.2 kilometres of Thames frontage, and is situated on the southern bank of the Thames neighbouring the boroughs of Southwark, Croydon, and Wandsworth and Merton to the east south and west respectively, and Westminster and the City of London to the north across the Thames. Lambeth is an inner London borough with the north of the borough having a mix of central London activities, while the south of the borough is predominately suburban in character.

4.2 Lambeth is an area of contrasts. The northern part of the borough features internationally-significant central London activities centred around Waterloo and the South Bank area, including the South Bank Centre, major corporate offices, the

London Eye and Oval Cricket Ground. Heading south this area gives way to the diverse centres of Brixton and Clapham with their unique blend of entertainment, speciality retail and cultural industries, surrounded by a culturally-diverse residential population. Further south again are the suburbs of Streatham and Norwood which also feature locally important town centres. With no strategic industrial locations in Lambeth, locally significant sites known as Key Industrial Business Areas are protected and these are scattered throughout the borough, currently providing a total area of 48 hectares over 28 KIBAs in the borough. (The DRLLP proposes changes to KIBAs which if approved will result in a total area of 47 hectares over 31 KIBAs.)

- 4.3 The borough has an important historic environment with 62 Conservation Areas covering approximately 30 per cent of the borough including circa 2,500 listed buildings, the vast majority of which are nineteenth-century residential dwellings. There are also 17 Archaeological Priority Zones and eight historic Registered Parks and Gardens as well as protected strategic views in the north of the borough of St Pauls Cathedral and the Palace of Westminster which is a World Heritage site.
- 4.4 Lambeth is a very diverse borough ethnically, culturally, socially and economically and this diversity is constantly evolving. It is the among the most densely populated local authority in England, with over 100 people living in each hectare, more than twice the London population density. Nearly a third of a million people live in Lambeth – at least 318,000. It has a complex social and ethnic mix, with large African and Portuguese populations, and is an important focus for the UK black Caribbean population. The socio-economic profile of the area is mixed, with areas of affluence and deprivation in close proximity. Lambeth is the 8th most deprived borough in London and 22nd most deprived in England. This is an improved relative position since 2010 when Lambeth was ranked as the 14th most deprived authority in England. The most deprived places in the borough are mostly in Brixton and Stockwell, with some in Knight's Hill.
- 4.5 Lambeth is an important part of the London 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). The biggest sectors for employment within Lambeth are human health and social work and administrative and support services. Residents are more likely to be in employment than the London average. 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).
- 4.6 Lambeth has a relatively young age profile. Although it is a largely residential borough, it is a destination for young working age people, rather than families. The male and female populations have different age profiles. The young working age population is roughly even between males and females. For all ages over 50, there are slightly more females than males. This reflects national trends.
- 4.7 If trends continue, Lambeth's population is projected to grow by just over 1% per year for the next five years, and just under 1% for the five years after that. The borough

will continue to have a majority of young working age people (20-44). Although the UK population's older population is projected to increase, this will affect Lambeth less than places which are destinations for older people. Lambeth's population aged 60+ is projected to grow by a quarter in the next 10 years, compared to a 10% growth across the whole population. There are substantial differences between ethnic groups. For example, the black Caribbean 60+ population is projected to grow by almost 40%. Similarly, the older black African population, which is currently small, is projected to nearly double. The older white population, which is larger, is projected to grow by about 12%.

- 4.8 Although Lambeth is a largely residential borough with many long term residents, the proportion of people moving in and out of the borough is high, similar to many places in inner London. Approximately 12% of the population leave each year and are replaced by around 12% new arrivals. In other words, around 88% of the population each year remains the same.
- 4.9 The number of households in the borough is projected to grow from 143,655 in 2016 to 172,649 in 2036. Current household composition includes a high proportion of lone parent households with dependent children. One person households, in particular, are projected to increase. 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. 17 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.
- 4.10 Around 40% of Lambeth's population is white with a UK background. White people make up 59% of the population. Around 40% of Lambeth residents are White British or Irish, in line with inner London (43%). 15% of the population are from other White backgrounds – around 47,000 people. About two thirds of these people are from Europe outside the UK & Ireland, 8% are from central and south America, 4% from North America and the Caribbean, and 8% from Australasia.
- 4.11 Black people make up around a third of the population (30.4%). Lambeth's largest non-white ethnic group is black African (11.5%), followed by black Caribbean (8.8%). Lambeth has the joint second largest proportion of black Caribbean people in London after Lewisham (10.7%) and Croydon (8.8%) (SOB 2016). Lambeth has a small Asian population compared to many places in London. Only 8.4% of Lambeth residents are from Asian backgrounds (including Chinese), much less than the inner London average (21%). Around 150 different languages are spoken in families in the borough. Around 17,000 people (6% of the population) speak a main language other than English, mostly EU and African languages.
- 4.12 Regional data suggests that around 3.5% of people in London are Lesbian Gay Bisexual and Transgender (LGBT). Recent health estimates suggest that Lambeth has one of the largest populations of gay men in the UK .
- 4.13 Over 60% of Lambeth residents have a religion and 28% have no religion. Christians (53%) and Muslims (7%) are the largest group of residents with a religion.
- 4.14 About 37,000 people in Lambeth have their day-to-day activities limited by a long term illness or disability. About 60% of people with a limiting health condition are aged over 50.
- 4.15 There are an estimated 49,000 people in poverty in Lambeth before housing costs, and 87,000 people in poverty after housing costs. A third of working age people and

a quarter of people of retirement age in Lambeth are living in poverty. However, Lambeth is not one of London's most impoverished boroughs.

4.16 Public transport provision in the Borough is generally good for people without disabilities but less good for those with disabilities or access needs. There are 14 over-ground railway stations evenly spread throughout the borough and nine underground stations predominantly in the north. However, much of Lambeth's public transport infrastructure is currently at or over capacity during peak hours. Access to public transport is good in north and central Lambeth however; residents in Streatham and West Norwood are dependent on rail and bus connections. As Lambeth has one of the lowest car ownership rates in London, there is even more reliance on public transport.

4.17 Table 2 below lists key statistics in Lambeth for sustainability topic areas.

Table 2: Key sustainability statistics in Lambeth

Social	
Crime	<ul style="list-style-type: none"> ▪ There has been a 24% reduction in these priority crimes since 2012 with significant reductions in priority crime types in recent years apart from Violence with Injury (SOB 2016) ▪ Lambeth has the 6th highest crime rate in London; the 2nd highest rate for Violence with Injury, Sexual Offending and Drugs, and the third highest number of Anti-Social Behaviour (ASB) calls to Police compared to the rest of London (SOB 2016) ▪ Some categories of hate crime have increased from 2017/18 – 2018/19; Transgender hate offences have increased by 50% and homophobic offences by 13% ▪ More than nine in ten residents (97%) agree that they feel safe walking in their local area during the day.
Health	<ul style="list-style-type: none"> ▪ Both male and female life expectancy is lower than national averages. ▪ Lambeth male life expectancy is 78.5 years (one year lower than national average) ▪ Lambeth female life expectancy is 83 years (slightly above national average) ▪ In some of the most deprived wards in Lambeth, life expectancy is 5.6 and 3.8 lower for men and women respectively when compared with the borough's least deprived areas ▪ Over 85% of people in Lambeth say they are in good or very good health. ▪ About 6% of Lambeth residents have their day-to-day activities limited a lot by a long-term health problem or disability (18,600 people), and another 6.6% (20,000 people) are limited a little (SOB 2016).
Infrastructure	<ul style="list-style-type: none"> ▪ Existing transport infrastructure is very well used and over capacity in places; step-free access could be improved. ▪ With investment in West Norwood capacity would increase the amount of available burial plots to 2750 which will meet need for next 15 years ▪ There are over 60 parks and open spaces in Lambeth, 16 of which have been awarded the Green Flag award
Equality	<ul style="list-style-type: none"> ▪ About 37,000 people in Lambeth say their day-to-day activities are limited by a long term illness or disability, about 17,000 limited a lot, and 20,000 limited a little. ▪ Black people make up around a third of the population (30.4%). Lambeth's largest non-white ethnic group is black African (11.5%), followed by black Caribbean (8.8%). ▪ Around 17,000 people (6% of the population) speak a main language other than English, mostly EU and African languages ▪ Over 60% of Lambeth residents have a religion and 28% have no religion. Christians (53%) and Muslims (7%) are the largest group of residents by religion, which have differing ethnic profiles. ▪ None of Lambeth's twenty-one wards is in the 10% poorest in London and Clapham Common ward is in the 10% most affluent. ▪ Measuring poverty as having a household income below 60% of the median income, there are an estimated 49,000 people in poverty in Lambeth before housing costs, and 87,000 people in poverty after housing costs. ▪ IMD 2015 places Lambeth as the 8th most deprived borough in London and 22nd most deprived in England.
Housing	<ul style="list-style-type: none"> ▪ 73% of stock is flats – typical of inner London ▪ 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

	<p>cent in 2001. The proportion of private renters increased from 18 per cent to 33 per cent during this period</p> <ul style="list-style-type: none"> The number of households in the borough is projected to grow from 143655 to 172649 in 2036 (Lambeth SHMA).
Liveability	<ul style="list-style-type: none"> Population churn is at around 22-24% for last few years; about 80% of population remains same each year In 2016 nine in ten (94%) residents see their local area as a place where people from different backgrounds get along well together, up from 87% in 2015.
Heritage	<ul style="list-style-type: none"> 62 Conservation Areas covering approximately 30 per cent of the borough including circa 2,500 listed buildings
Environmental	
Biodiversity	<ul style="list-style-type: none"> 7 priority habitats in Borough 48 Sites of Importance for Nature Conservation
Carbon emissions	<ul style="list-style-type: none"> Total energy consumption in Lambeth equates to 3.1 per cent of the total energy consumption in London and Lambeth ranks 20th out of the 33 London boroughs 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
Flood risk	<ul style="list-style-type: none"> Much of north of Borough is within flood zone 3a for 1 in 100 year flooding from Thames Some flood risk around River Wandle
Water	<ul style="list-style-type: none"> Average household water consumption is about 166.5 litres per person per day
Waste	<ul style="list-style-type: none"> 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 instance
Air	<ul style="list-style-type: none"> Whole Borough in Area Quality Management Area There are five air quality focus areas in the borough The three 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
Economic	
Economy	<ul style="list-style-type: none"> There are 140,500 people employed in Lambeth, with a significant concentration of jobs in the north of the borough. Employment has grown more slowly in Lambeth than the London average since 2002, while the borough also has a relatively small business base. The two biggest sectors in for employment within Lambeth are human health and social work and administrative and support services. Whilst unemployment in 2014 was the lowest in ten years, there was an increase from 6% to 7% in 2015, which is still amongst the lowest in the last decade. In the year to June 2015, 85% of white working age residents were in employment compared to 66% of BME working age residents. Lambeth has the highest rate of long-term JSA claimants in London, the second highest level of JSA claimants aged 50 and over, and young people in Lambeth are more likely to claim JSA than the London average. 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
Regeneration	<ul style="list-style-type: none"> A number of regeneration projects current in Borough including Brixton, Waterloo opportunity area, Vauxhall, Oval and Kennington Development Area, Clapham and Streatham, West Norwood and Tulse Hill town centres. Estate regeneration projects include Knight's Walk, South Lambeth Estate and Westbury and sites within the Central Hill, Cressingham Gardens, and Fenwick Estates.

5 What would happen without the Revised Lambeth Local Plan

5.1 The SA is required to look at what the effect on the current conditions would be if there was no DRLLP PSV 2020. If the Council is to drive growth, manage the consequences of it and secure benefits for residents, then it is essential to have an up-to-date Local Plan. If there was no Revised Local Plan there would be a risk that policies within the existing adopted Local Plan would be considered 'out-of-date' under the National Planning Policy Framework (NPPF), certainly by 2020. In this situation decisions would be made following national and regional policies, which may not always be appropriate for the local context of Lambeth.

- 5.2 For example, as long as development proposals meet the NPPF definition of sustainable development, applications must be approved. This may result in more student housing than desired for the borough for example, or loss of employment generating land or lower than desired standards of sustainability of the built form/public realm.
- 5.3 Another issue is that there is an increasing demand for housing and especially genuinely affordable and sustainable housing within the borough. Absence of a Revised Local Plan would not be likely to provide the amount of affordable housing needed in the right locations in the borough. There are a high proportion of apartments within Lambeth. Different types and sizes of housing are needed and this may not be achieved as effectively without an up-to-date Revised Local Plan.
- 5.4 In general, development agreed without an up-to-date Revised Local Plan may not fit local needs. For example, the right development may not happen in our town centres (for example too many food and drink uses or betting shops) and the right services and facilities might not be developed for the expected growth in population.
- 6 Key sustainability issues**
- 6.1 The diverse character of Lambeth has resulted in a number of complex sustainability issues (see Table 3 below).

Table 3: Summary of key sustainability issues in Lambeth

Lambeth key issue	London key issue¹	Notes – KEY ISSUE SUMMARY
Increase the overall supply and mix of housing, including affordable housing. Capacity for conversions.	Lack of affordable housing; Under-supply of homes which meet the needs of Londoners (size, type, tenure); High level of approvals, low level of completions; Increasing costs of housing relative to wages; Homelessness; Implications from major Government reforms to housing legislation and policy	Access to good housing; Affordable housing; Sustainable housing; Housing mix, types, tenures.
Conserve, protect and enhance heritage assets, their settings and the wider historic environment as part of reinforcing local distinctiveness and place-making	Heritage assets at risk from neglect, decay, inappropriate development and air pollution; Views and vistas to heritage assets are at risk from increased development pressures; Potential harm to the significance of heritage assets and wider historic environment through inappropriate development.	Built heritage; Views and vistas.
Provide the essential infrastructure to support population growth.	Significant increase in the population; Young profile; Ageing and more diverse population; Uncertainty of the composition of the population, including migration patterns; Insufficient secondary school places to meet growing needs; Increased pressure on London's infrastructure as a result of growth and increased economic activity; Lack of high speed and efficient connectivity (digital) across all parts of London; Need to improve sewer and wastewater infrastructure capacity	Infrastructure provision, including healthcare services and facilities; digital connectivity and schools.

¹ Taken from IIA of London Plan (Nov 2017)

Lambeth key issue	London key issue ¹	Notes – KEY ISSUE SUMMARY
<p>Develop mixed, cohesive, safe communities accessible to all.</p>	<p>Increasing aging and diverse population; Persistent causes of Multiple Deprivation High levels of poverty in some parts of London, with rates of child poverty continuing to exceed national levels; Discrimination; Isolation; Population churn and impact on community cohesion; Gentrification; Increased threat of major incidents and unplanned events; Perceptions of lack of safety; Fear of crime creating barrier to activities leading to increased social isolation; Vulnerability of different groups of people at greater risk of crime; More vibrant night-time economy leading to increased risk of crime</p>	<p>Mixed communities; Cohesive communities; Safe communities; Accessible communities; Meeting the needs of diverse communities; Addressing social inequities; Tackling crime; Tackling terrorism; Addressing fear of crime.</p>
<p>Provide good access to local services and community facilities within neighbourhoods.</p> <p>Increase public transport accessibility and promote walking and cycling.</p>	<p>Poor orbital connectivity by all modes of public transport in outer London; Poor connectivity across the River Thames in east London; Reduced transport connectivity across London as a result of congestion and overcrowding on services and roads; Reduced connectivity across London by walking as a result of congestion and overcrowding on pavements and footpaths; Increasing airport capacity will impact on the spatial and economic fabric of the city; Barriers to using public transport; Poor design of the built environment; Loss of pubs, cinemas, creative workspace, live music and other cultural facilities and risk of harm to heritage assets; Inequality in access to cultural venues</p>	<p>Good local access to services and facilities; Tackling congestion; Increase public transport use, accessibility and provision, cycling and walking.</p>
<p>Increase the number and variety of jobs in the local economy, including local jobs for local people.</p>	<p>Disparities between rates of employment among London's residents; Disparity between wages and cost of living; Lack of diversity in jobs provided; Growth of low paid employment and zero hours contracts; Lack of support for transition from education to work, especially for young women; Large variations in educational performance across London</p>	<p>Increasing jobs, particularly local jobs for local people; Addressing high rates of child poverty; Addressing worklessness and unemployment among Black, Asian, Ethnic and Minority groups; Tackling barriers to employment; London's role in the UK economy.</p>
<p>Support the growth of key economic sectors through new business development, business retention and inward investment.</p>	<p>Changing global economy; London's Productivity; Potential loss of agglomeration benefits; Increased pressure on London's infrastructure as a result of growth and increased economic activity; Risk that infrastructure could constrain economic growth; Lack of high speed and efficient connectivity (digital) across all parts of London; Loss of employment land as a result of increased pressure for housing; Insufficient amount of floorspace available to meet identified needs;</p>	<p>New business development; Business retention; Inward investment; Digital connectivity Targeting key economic sectors.</p>

Lambeth key issue	London key issue ¹	Notes – KEY ISSUE SUMMARY
<p>Create viable, safe and well managed town centres:</p> <ul style="list-style-type: none"> ▪ Brixton ▪ Streatham ▪ Clapham ▪ Stockwell ▪ West Norwood / Tulse Hill <p>Support the regeneration of Vauxhall and Waterloo Opportunity Areas</p>	<p>Affordability of business space, particularly for small and medium sized enterprises and start-ups</p> <p>Impact of mixed use development – night-time economy and residents;</p> <p>Impact on town centres as a result of a reduction in demand for retail floorspace;</p> <p>Poor quality public realm in some parts of London which can discourage active travel;</p> <p>Risk of poor design, harm to the distinctive character of places lack of legible neighbourhoods and sense of place</p>	<p>Viable, safe and well managed town centres.</p>
<p>Support the regeneration and renewal of London Plan Opportunity Areas.</p>	<p>Development and Regeneration. The sustainable development and regeneration of London, including areas of deprivation. The Opportunity and Intensification Areas offer significant potential for sustainable development to meet London’s housing and employment needs.</p>	<p>Regeneration of London Plan Opportunity Areas.</p>
<p>Reduce carbon emissions from residents, businesses, public services and buildings.</p> <p>Implement measures to help Lambeth adapt to the consequences of inevitable climate change, including flood risk management</p>	<p>London is not currently meeting the Mayor’s CO₂ emission target;</p> <p>Transport will continue to contribute significantly to CO₂ emissions;</p> <p>CO₂ emissions from buildings continue to rise;</p> <p>London is no longer a global leader in terms of transitioning towards a low carbon economy;</p> <p>Increase in extreme weather events such as flood risk, drought and heat risk and associated impacts;</p> <p>Changing demographics such as an ageing population and more under five year olds increasing the number of potentially vulnerable people;</p> <p>Design of building causes a larger variation in temperature exposure than the Urban Heat Island (UHI) effect;</p> <p>Risk of flooding to property and people from river, surface water, tidal, sewer, ground water and reservoir;</p> <p>Increase in run-off and potential contamination and disruption of flows;</p> <p>Necessary infrastructure needs to be planned for, funded and implemented to support growth and development</p>	<p>Reducing CO₂ emissions.</p> <p>Climate change adaptation, including flood risk management</p>
<p>Maximise the efficient use and management of resources, including water, energy and waste.</p>	<p>Inability for London to accommodate required growth within its boundaries; Unsustainable patterns of development within and across London’s boundaries;</p> <p>Higher densities development;</p> <p>Competing pressures for land impacts on ability to provide social, physical and environmental infrastructure;</p> <p>Non-efficient use of land; Integration of land use and transport;</p> <p>Spatial impact and consequential development pressures resulting from decision on London’s future airport capacity;</p> <p>Relatively high and ineffective use of fossil fuels contributing towards London’s GHG emissions and air pollution;</p> <p>Insufficient low carbon energy supply;</p> <p>High number of Londoners in fuel poverty.</p> <p>Energy-inefficient building stock & transport;</p> <p>Un-utilised local energy resources;</p>	<p>Efficient use and management of resources;</p> <p>Efficient use and management of water: addressing increasing demand;</p> <p>Efficient use and management of energy;</p> <p>Efficient use and management of waste: increasing recycling rates and self-sufficiency in</p>

Lambeth key issue	London key issue ¹	Notes – KEY ISSUE SUMMARY
	<p>Need to manage peak electricity demand Need to reduce per capita water consumption; Need to plan for and deliver additional new water resources; Need to improve the quality of water in London's waterbodies; Need to improve the physical form of London's waterbodies; Need to improve sewer and wastewater infrastructure capacity; Increasing pressure on waste sites and infrastructure including wharves in London to meet demand; Wasteful economy increasing disposal costs and climate change impact; Low municipal waste recycling rate and inconsistent recycling service provision falling short of stretching recycling targets; Fragmented waste governance resulting in inconsistent recycling service provision and performance across London; Likely increase in waste arisings in particularly construction materials to meet the needs of London's growing population; Threat to London's geodiversity as a result of increased demand for development; Modifications to the landscape and subsequently geomorphological processes; Remediation of contaminated land</p>	<p>waste disposal; Pressure on biodiversity and open spaces.</p>
<p>Health and well-being, including air quality</p>	<p>Increasing health inequalities across the population; Londoners are living with complex health needs for longer period; Increasing and changing pressure on the health services and service provision; Differentials in life expectancy and healthy life expectancy across London; Widening social inequalities; Low levels of physical activity and increasing obesity levels across the population; High levels of NO_x, PM₁₀ and PM_{2.5} emissions from road transport; Little to no predicted reduction in PM₁₀ and PM_{2.5} emissions from road transport between 2013 and 2030; London is not compliant with legal limit values for NO₂; Large numbers of the population are exposed to levels of NO₂ above the EU limit value; Exposure to poor air quality is unequal across London and some areas are more exposed to poor air quality than others; The health impacts of air pollution include: an increased risk of early death as well as whole-life impacts on lung function, lung health and increased susceptibility to cardiovascular diseases, respiratory cancer, stroke, asthma and COPD; Parts of the population are exposed to roadside and railway noise that exceeds the threshold; Increasing noise levels from night-time economy, freight movement and deliveries associated with mixed use development; Lack of quiet and tranquil places for relaxation and enjoyment.</p>	<p>Improving air quality (and meeting EU targets); Addressing health inequalities and the health needs of Lambeth's existing and new residents.</p>
<p>Biodiversity, open space and green infrastructure</p>	<p>Loss of biodiversity and reduced ecological resilience as a result of increased pressure for development and intensification of existing development; Decrease in Areas of Deficiency in Access to Nature and</p>	<p>Protect and enhance existing open spaces, biodiversity and</p>

Lambeth key issue	London key issue ¹	Notes – KEY ISSUE SUMMARY
	increased recreational pressure on existing habitats and green spaces; Deficiencies in open spaces in some parts of the city; Impact of climate change and threat of new pests and diseases; Poor connectivity to green infrastructure for all	green infrastructure; Increase amount of open space and green infrastructure.

7. Sustainability Appraisal Framework

7.1

The SA Framework is a way of considering the effects of the Local Plan. It is a list of social, economic and environmental objectives that the Plan is tested against. The framework used is shown in the table below, which also shows how each objective meets SEA topic requirements. The SA Framework was developed in the Scoping Report and has since been updated in response to consultation comments received. As a result, the SA Framework presented below is slightly different to that presented in the Scoping Report.

Table 4: Revised Sustainability Objectives and SEA Topic Requirement

	SA Objective	SEA Topic Requirement
1	Crime and safety. Ensuring safe communities with reduced crime and disorder.	Population
2	Health and well-being. Promote a healthy borough, by reducing health inequalities and the causes of ill health.	Population, Human Health
3	Access and services. Create an environment that is accessible to and fully inclusive for all people including the elderly and disabled and improve accessibility to key services and facilities.	Population, Human Health
4	Provision of essential infrastructure. To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Population, Human Health, Material Assets
5	Equality and diversity. To ensure equitable outcomes for all communities, particularly those most liable to experience discrimination, poverty and social exclusion.	Population, Human Health
6	Housing. Ensuring everyone has the opportunity for an affordable decent home, quiet enjoyment of that home and the protection of local amenity.	Population, Human Health, Material Assets
7	Liveability and place. To design and sustain liveable, mixed-use physical and social environments that promotes long-term social cohesion, sustainable lifestyles, safety and security, and a sense of place.	Population, Human Health, Material Assets, Landscape, Cultural Heritage
8	Built and historic environment. Improve the quality, attractiveness, character and sustainability of the built environment through high quality design and protection of open space, valued views and historic assets.	Landscape, Cultural Heritage (including architectural and archaeological heritage)
9	Transport and travel. Integrate planning and transport decisions, to reduce the need to travel, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Population
10	Biodiversity. To protect, enhance and promote biodiversity, and to bring nature closer to people.	Biodiversity, Flora, Fauna, Landscape, Soil, Water
11	Green infrastructure. To create, manage and enhance green infrastructure.	Biodiversity, Flora, Fauna, Landscape, Soil, Water
12	Climate change and energy. Minimise energy consumption and increase energy efficiency and the use of renewable energy. Reduce greenhouse gases and prepare the Borough for the unavoidable effects of climate change.	Climatic Factors, Materials Assets
13	Water resources and flood risk management. To improve the quality of surface waters and groundwater, to achieve the wise management and sustainable use of water resources and to minimise flood risk.	Water, Climatic Factors
14	Waste. Ensure that Lambeth manages its waste in a sustainable manner, minimising the production of waste and increasing re-use, recycling, remanufacturing and recovery rates.	Population, Material Assets
15	Air quality. To improve air quality.	Air
16	Education and skills. To maximise the education and skills levels of the population.	Population, Material Assets, Human Health
17	Local economy. Create and sustain prosperity and business growth in a strong and dynamic local economy and improve the social and environmental	Population, Material Assets

	performance of businesses.	
18	Regeneration and efficient use of land. To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as contaminated land..	Material Assets, Soil
19	Tackling worklessness. Increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Population, Material Assets

8 Sustainability Appraisal Findings

8.1 An appraisal has been carried out on the sustainability of the DRLLP PSV 2020 policies. The spatial strategy, vision and objectives are largely the same as those in the adopted Lambeth Local Plan 2015. As they were appraised then, there is no need to appraise them again. Summary results of this previous appraisal of the vision and objectives are shown below:

'The vision and strategic objectives portray a sustainable approach to the Borough's future development. There is a balanced approach to social, environmental and economic issues and a real desire to tackle climate change (mitigation and adaptation), address infrastructure issues, provide local jobs and services and promote sustainable modes of travel. The vision and strategic objectives have taken on board many of the issues highlighted previously by the SA. However, there remain uncertainties about the delivery of essential infrastructure required for growth, in particular:

- *Timing: there is a danger that new infrastructure may follow development and growth (requiring development profits for infrastructure delivery) rather than be in place up front;*
- *Funding (and land required?) for some of the proposed infrastructure schemes has not been identified (e.g. some of the school place provision);*
- *The proportion of open space per resident ('green infrastructure') is likely to reduce as the population increases whilst new open space opportunities are extremely limited.*

Effects of DRLLP PSV 2020 policies on SA Objectives

8.2 First, it is important to point out that the level of growth proposed for the borough is required by the London Plan. The Draft London Plan, in its preparation, was itself subject to SA in 2017– this was called an Integrated Impact Assessment (IIA).

8.3 The effects of the DRLLP PSV 2020 on individual SA objectives are outlined below in Table 6. On the whole it is considered that the DRLLP PSV 2020 policies have been produced with sustainability actively in mind.

8.4 Generally, the SA has found that the DRLLP PSV 2020 policies seek to achieve significant positive social and economic effects and avoid or reduce the effect of (mitigate) significant negative effects. It has found that the scale, type and level of development proposed in the DRLLP PSV 2020 will not give rise to significant negative effects on biodiversity, landscape, historic environment and natural resources. This is because of the protective nature of policies in the DRLLP PSV 2020. It is recognised that there will be increases in carbon emissions and water use associated with increased population growth, but policies which have been included in the DRLLP PSV 2020 together with London Plan policies seek to mitigate the effects. The SA was not able to be definite about this because of uncertainties about the effects of these mitigation policies, which are discussed further below.

8.5 Uncertainties on the implementation of the DRLLP PSV 2020 are mainly about delivery of required housing, transport improvements and additional social services

and facilities to support population growth, and how successful environmental policies would be.

- 8.6 Environmental issues which the SA could not be certain about were:
- whether higher environmental standards for development will be achieved (use of Passivhaus or Home Quality Mark and higher BREEAM standards);
 - achievement of target scores for the urban greening factor (and whether living roofs and walls will be included in new development);
 - how much carbon emissions will be reduced across the borough given the amount of growth proposed through the DRLLP PSV 2020;
 - whether air quality will be significantly improved;
 - ambitiousness sought by developer/secured by the council (including the rigour to which policies are applied at the planning application stage); and
 - attitude and behaviours of occupiers relating to energy, water and waste use.

SA Recommendations

- 8.7 A total of 14 recommendations have been made in this SA on the DRLLP PSV 2020 with the aim of improving the impact of policies on sustainability or reducing potential for negative effects. Many recommendations involve strengthening policies with regards to accessibility and inclusiveness. For example, policy H5 reinforcing requirements for *accessible* housing; and that children’s play space should be *inclusive* as well as accessible. Policy T1 - that development should contribute towards improvement of *inclusive* access to public transport; that Lambeth will seek better *accessibility* in public transport (policy T4); and that new social infrastructure buildings and facilities are designed to promote *social inclusion*. Other recommendations include ensuring family-sized units are considered for the housing mix of market housing provision; better providing for actual useability of external amenity space; encouragement to exceed minimum internal space standards; clarification that London Plan guidance and standards apply relating to design and quality of housing; recognition of the social value of markets; and the importance of planning for safety, crime prevention and counter terrorism in visitor attractions, leisure, arts and cultural uses. Recommendations were also made regarding climate change and carbon emissions (policy EN4 and Q18). Positively all 14 recommendations were accepted by the policy team and have been incorporated into the DRLLP PSV 2020 (see Appendix 1).
- 8.8 The SA on the Draft Revised Lambeth Local Plan October 2018 resulted in 98 recommendations (see Appendix 1). The policy team considered each of these recommendations in preparing the DRLLP PSV 2020. Appendix 1 provides the full schedule of SA recommendations made in the SAs on DRLLP 2018 and DRLLP PSV 2020.
- 8.9 The Sustainability Appraisal has scored the sustainability effects of the DRLLP PSV 2020 using the symbols shown in Table 5. Table 6 presents the likely effects of the DRLLP PSV 2020 taking into account SA recommendations.

Table 5: Key symbols used in the appraisal

Symbol	Meaning
++	Significant positive effect on sustainability objective (normally direct)
+	Minor positive effect on sustainability objective
0	Neutral effect on sustainability objective
-	Minor negative effect on sustainability objective
--	Significant negative effect on sustainability objective (normally direct)
/	Policy has more than one score e.g. +/- policy could both support and conflict with the Sustainability Appraisal objective in a minor way.
?	Uncertain effect on sustainability objective

Consideration of Reasonable Alternatives to policy approach

- 8.10 Reasonable alternative (RA) approaches have been considered in the revised Lambeth Local Plan plan-making process for the ten key issues considered in the partial review: housing growth and infrastructure; affordable housing; housing for older people; self-build housing; business and jobs; town centres; hotels; waste; air quality; and transport. These issues were explored through a series of topic papers and questions to help facilitate consultation and feedback, with links to further evidence where relevant. The topic papers identified different possible ways (reasonable alternatives) of addressing the key issues. An SA was prepared on the reasonable alternatives identified in the topic papers/online surveys (see Appendix 2). The results of the SA work on the issues and reasonable alternatives has helped inform the plan-making process. As the spatial strategy, vision and objectives of the DRLLP PSV remain largely unchanged from the Lambeth Local Plan 2015, previous SA work undertaken on the Lambeth Local Plan 2015 (and Core Strategy), including on reasonable strategic alternatives remains relevant.
- 8.11 The process of preparing the DRLLP 2018 and then the DRLLP PSV 2020 has involved consideration of alternative approaches for policy, consultation responses, evolution of draft London Plan as well as SA recommendations made throughout the plan-making process. The policy team has reported that in determining the policy approach to progress for each revised local plan issue, it is important to stress that the SA on the issues and reasonable alternatives was only one consideration, alongside consultation results, evidence and conformity with regional and national policy requirements. In other words, no decision about which option to pursue was made solely on the basis of the SA. All iterations of the local plan to date (including the DRLLP PSV) have contained a strong drive towards housing growth (in line with draft London Plan targets). The balance between maintaining a stock of industrial land and retaining industrial floorspace capacity as required by draft London Plan on the one hand; and accommodating housing capacity and finding capacity for increased delivery of housing has largely remained the same throughout the plan review process.
- 9 Designated sites, including European Nature Conservation sites**
- 9.1 The council has considered whether the DRLLP PSV 2020 is likely to have an effect on European wildlife sites, as required under European legislation. No European Sites lie wholly or partly within Lambeth Borough. Four European Sites (Richmond Park, Walthamstow Reservoirs, Wimbledon Common and Epping Forest) lie partially within 15 kilometres of the Lambeth Borough boundary. An initial screening assessment was prepared on the Draft Revised Lambeth Local Plan October 2018 which concluded that the draft Plan would not have an adverse impact on the integrity of the four sites. This initial screening assessment was made available for public comment for 8 weeks and no comments were received on the screening assessment. The screening assessment has since been updated for the DRLLP PSV 2020 and similarly has not identified any likely significant adverse effects on any European Site. Accordingly it is considered that the DRLLP PSV 2020 would not have an adverse impact on the integrity of the four sites. Therefore, the Appropriate Assessment stage of Habitats Regulation Assessment (HRA) is not required.
- 9.2 It is considered that the Designated Sites of Nature Conservation Importance of Metropolitan, Borough and Local Importance are well protected for by policies in the DRLLP PSV 2020.

10 Technical difficulties / data limitations

10.1 The SA process is a useful way to identify potential issues and make suggestions to reduce possible negative impacts. It tests how policies work against sustainability objectives. However, there are a number of uncertainties and limitations that exist in the sustainability appraisal process, which are summarised below:

- The principal source of difficulty undertaking the SA is the reliance on the judgement of predicting and assessing effects. However, the SA has been undertaken by a professional in town planning and sustainability issues. Consultation on the SA report has also added value to the process through the views of other ‘experts’ and interested stakeholders to review the effects identified and provide alternative opinions for further consideration.
- Difficulties have been experienced in predicting the impact of the DRLLP PSV 2020 in the long term (for example uncertainties under the current difficult economic climate, funding gaps for some infrastructure projects and arrangements for how the UK will leave the EU). This has made it difficult to accurately appraise the sustainability of some policies.
- Difficulties distinguishing the influence of the DRLLP PSV 2020 from other external factors. For example whilst specific local conditions such as air quality, carbon emissions or health could be getting worse, this could be due to various factors beyond the control of the DRLLP PSV 2020, and the DRLLP PSV 2020 itself may still have a positive influence in so far as planning can influence such areas.
- A further difficulty was deciding how *significant* the effects of the DRLLP PSV 2020 are. This is particularly true for sustainability objectives such as health which are influenced by a wide range of factors.

11 Conclusion

11.1 Overall, it is considered that the DRLLP PSV 2020 provides a good spatial and policy framework that is in accordance with sustainable development principles. As noted earlier, the SA has identified a number of uncertainties. These particularly relate to the effectiveness of environmental policies, and whether or not housing and supporting services and facilities, including transport infrastructure improvements will be delivered. However, in general it was found that implementation of the DRLLP PSV 2020 is likely to result in significant positive social and economic effects.

Table 6: Summary of SA findings

Score	Timescale	Probability	Permanent or temporary	Indicators to monitor significant and uncertain effects
1. Ensuring safe communities with reduced crime and disorder				
++	Medium to long term	Likely	Permanent	<ul style="list-style-type: none"> Percentage of proposals directly incorporating 'Secured by Design', 'Designing Out Crime' and 'Safer Places' principles or receiving Secure by Design accreditation Recorded crimes per 1,000 households Resident surveys on perception of crime and level of safety in town centres Resident surveys on perception of crime and level of safety in public open spaces.
2. Promoting a healthy borough with better healthcare services, reduced health inequalities and by reducing the causes of ill health				
++	Medium to long term	Likely	Permanent	<ul style="list-style-type: none"> Infrastructure Delivery Plan updates Amount of open space lost through completed planning permissions Housing supply: number of net additional dwellings completed Tenure of new affordable housing (completions and approvals) Modal Share – walking, cycling and public transport Number of cycle parking spaces provided in completed major developments Number of disabled parking spaces per completed major development Life expectancy
3. Create an environment that is accessible to and fully inclusive for all people including the elderly and disabled and improve accessibility to key services and facilities				
+/?/-	Public realm improvements – medium term Large scale transport improvements – long term	Likely Funding for public transport capacity/accessibility improvements uncertain at this stage	Permanent and temporary (until improvements delivered)	<ul style="list-style-type: none"> Number of disabled parking spaces per completed major development Modal Share – walking, cycling and public transport Infrastructure Delivery Plan updates Average distance of households and bus stations to health/medical centres Proximity of new housing developments to services, facilities and employment
4. To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands				
?	Medium to long term	Likely although some infrastructure improvements (healthcare, transport) are uncertain at this time	Permanent with temporary effects until such infrastructure is delivered. Also temporary construction effects	<ul style="list-style-type: none"> Infrastructure Delivery Plan updates
5. To ensure equitable outcomes for all communities, particularly those most liable to experience discrimination, poverty, and social exclusion				
++/?	Infrastructure to support growth – long term; otherwise short - medium term	Transport is uncertain, otherwise achievement is likely	Permanent with temporary effects until necessary infrastructure/regeneration is delivered.	<ul style="list-style-type: none"> Gross affordable housing - % of habitable rooms in major developments (completions and approvals) Tenure of new affordable housing (completions and approvals) Net additional student bedspaces completed Number of specialist older persons housing units completed

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				<ul style="list-style-type: none"> ▪ Gypsy and traveller pitches ▪ Net additional affordable workspace floorspace (completions and approvals) ▪ Number of disabled parking spaces per completed major development ▪ Infrastructure Delivery Plan updates ▪ Resident surveys on perception of crime and level of safety in town centres ▪ Resident surveys on perception of crime and level of safety in public open spaces.
6. Ensure everyone has the opportunity for an affordable decent home, quiet enjoyment of that home and the protection of local amenity				
++/?	Mid- Long term	Likely	Permanent Temporary construction effects	<ul style="list-style-type: none"> ▪ Housing supply: number of net additional dwellings completed ▪ Gross affordable housing - % of habitable rooms in major developments (completions and approvals) ▪ Tenure of new affordable housing (completions and approvals) ▪ Net additional student bedspaces completed ▪ Number of specialist older persons housing units completed ▪ Gypsy and traveller pitches ▪ Resident survey satisfaction on housing
7. To design and sustain liveable, mixed-use physical and social environments that promote long-term social cohesion, sustainable lifestyles and a sense of place				
++/?	Mid-Long term	Likely	Permanent	<ul style="list-style-type: none"> ▪ Proportion of vacant units in Brixton and Streatham Major centres, Clapham and West Norwood District centres and Waterloo and Vauxhall CAZ Retail Clusters. ▪ Modal Share – walking, cycling and public transport ▪ Number of cycle parking spaces provided in completed major developments ▪ Number of disabled parking spaces per completed major development ▪ Amount of open space lost through completed planning permissions ▪ Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score ▪ Infrastructure Delivery Plan updates ▪ Diversity of resident ethnicity ▪ Resident surveys on satisfaction parks and open spaces ▪ Resident surveys on perception of crime and level of safety in public ▪ Level of population churn
8. Improve the quality, attractiveness, character and sustainability of the built environment by improving design quality and protecting open space, valued views and historic assets				
++	Historic and open spaces environments – short term and continuing; redevelopment / public realm medium to long-term as developments complete	Likely	Permanent	<ul style="list-style-type: none"> ▪ Amount of open space lost through completed planning permissions ▪ Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score ▪ Number of heritage assets on the 'at risk' register ▪ Number of conservation areas with up-to-date character appraisals ▪ Infrastructure Delivery Plan updates ▪ Number of listed buildings within the borough

9. Integrating planning and transport decisions, to reduce the need to travel, reducing reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and public transport				
++/?	Walking and cycling short – long term; major transport infrastructure long-term	Likely but funding for some major transport infrastructure projects currently uncertain / not secured	Permanent Temporary effects associated with construction	<ul style="list-style-type: none"> ▪ Modal Share – walking, cycling and public transport ▪ Number of cycle parking spaces provided in completed major developments ▪ Number of disabled parking spaces per completed major development ▪ Infrastructure Delivery Plan updates
10. To conserve and enhance biodiversity and to bring nature closer to people				
++/?	Short-term and enhancements short-medium term	Likely	Permanent; and temporary construction effects	<ul style="list-style-type: none"> ▪ Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score ▪ Amount of open space lost through completed planning permissions ▪ Change in areas of biodiversity importance ▪ Number of development planning approvals that have incorporated green infrastructure (which includes SUDs, green roofs, living walls) ▪ The achievement of BAP targets ▪ The change in area and condition of BAP habitats/species ▪ The change in area of Sites of Importance for Nature Conservation ▪ Percentage of borough by area located in an access to nature deficiency area
11. To create, manage and enhance green infrastructure				
++/?	Short term and new green infrastructure provision short-medium term as it establishes.	Likely – but also dependent on rigour to which policy is applied and enforced	Permanent	<ul style="list-style-type: none"> ▪ Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score ▪ Amount of open space lost through completed planning permissions ▪ Change in areas of biodiversity importance ▪ Number of development planning approvals that have incorporated green infrastructure (which includes SUDs, green roofs, living walls)
12. Minimise energy consumption and increase energy efficiency and the use of renewable energy. Reduce greenhouse gases and prepare the Borough for the unavoidable effects of climate change.				
+/?	Long term	Dependent on delivery of transport infrastructure, district heating networks and viability of sustainability measures in built environment	Temporary construction effects; otherwise permanent	<ul style="list-style-type: none"> ▪ The proportion of schemes achieving policy requirements relating to carbon dioxide emission reductions ▪ Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score ▪ Amount of open space lost through completed planning permissions ▪ Change in areas of biodiversity importance ▪ Number of major application approvals for non-residential developments achieving BREEAM Excellent ▪ Number of homes built to Home Quality Mark or Passivhaus standard ▪ Number of DHNs in the borough and dwellings/premises linked to them.

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13. To improve the quality of surface waters and groundwater, to achieve the wise management and sustainable use of water resources and to minimise flood risk				
+/?	Medium to long-term	Dependent on viability in implementing water efficiency measures; reducing flood risk is uncertain given high levels of development	Permanent	<ul style="list-style-type: none"> Number of developments which have had Surface Water Flood Risk Assessments approved by the Environment Agency and incorporate sustainable urban drainage systems Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues. Infrastructure Delivery Plan updates
14. Ensure that Lambeth manages its waste in a sustainable manner, minimising the production of waste and increasing reuse, recycling, remanufacturing and recovery rates				
+/?	Long-term in terms of funding and identifying and occupying new sites; short –medium term with regards to bring vacant buildings back in use	Uncertainty on funding for recycling and reuse centre (the project has not been progressed under IDP) and uncertainty of new waste operators coming forward and locating in borough	Temporary construction waste; otherwise permanent in management facilities once delivered, building back in use	<ul style="list-style-type: none"> New waste capacity (tonnes) by management type (recycling/composting, recovery, transfer and disposal) and type of wastes handled (HIC and CD&E) Loss of waste sites to other uses. Location and amount of compensatory capacity Waste exports (amount, type of waste and destination) Infrastructure Delivery Plan updates
15. To improve air quality				
?/+	Localised efforts to improve air quality – medium term Various transport infrastructure delivery (including Healthy Routes network) and Vauxhall gyratory remodelling – long term	Likely – localised improvements Uncertainty on delivery of new transport infrastructure and improved air quality	Permanent with ongoing management; and temporary with regards to construction effects	<ul style="list-style-type: none"> Percentage of residents with health problems related to air pollution/quality Improvement of air quality at the monitoring stations around the Borough Infrastructure Delivery Plan updates Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score Amount of open space lost through completed planning permissions Change in areas of biodiversity importance The proportion of schemes achieving policy requirements relating to carbon dioxide emission reductions Modal share – walking, cycling and public transport
16. To maximise the education and skills levels of the population				
+	Existing schools and community services safeguarded. Short-medium term for up skilling and apprenticeships	Likely	Permanent	
17 & 19. Create and sustain prosperity and business growth in a strong and dynamic local economy and improve the social and environmental performance of businesses; AND Increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.				
++/?	Short-term (construction) and long-term as developments occupied	Likely although may be slower to eventuate in current economic climate and uncertainty in how the UK will leave	Permanent	<ul style="list-style-type: none"> Net change in B1a floorspace through completed developments (including prior approvals) Net loss of B1a floorspace through completed Prior Approval developments (ie permitted development for change of use from office to residential) Net additional affordable workspace floorspace (completions and approvals)

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		the EU		<ul style="list-style-type: none"> ▪ Net change in completed B1b, B1c, B2 and B8 floorspace in KIBAs and outside KIBAs ▪ Proportion of original ground floor units in A1 retail use in <ul style="list-style-type: none"> 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 ▪ Proportion of vacant units in Brixton and Streatham Major centres, Clapham and West Norwood District centres and Waterloo and Vauxhall CAZ Retail Clusters ▪ Proportion of original ground floor units in A3/A4/A5 food and drink use in <ul style="list-style-type: none"> i) Streatham; ii) Clapham; and iii) Brixton Primary Shopping Areas ▪ Proportion of original ground floor units in A3/A4/A5 food & drink or nightclub use in Brixton Evening Economy management area ▪ Net additional visitor accommodation bedspaces ▪ Unemployment rates ▪ Number of businesses registered in the borough ▪ Number of vacant premises in town centres ▪ Total amount of additional employment floor-space, by type ▪ Total amount of employment floor-space, by type ▪ Total amount of floor-space for 'town centre uses'
18. To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in landuse through reuse of previously developed land and existing buildings.				
++	Short term and ongoing	Likely	Permanent	<ul style="list-style-type: none"> ▪ Number of existing vacant or dilapidated / derelict buildings brought back into use ▪ Number of regeneration projects completed in deprived areas. ▪ Housing supply: number of net additional dwellings completed

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