

## Sustainability Appraisal Adoption Statement – Lambeth Local Plan 2021

This statement has been prepared in compliance with the requirements of Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. The revised Lambeth Local Plan was adopted on 22<sup>nd</sup> September 2021. The Lambeth Local Plan 2021 as adopted, the accompanying Sustainability Appraisal (incorporating Strategic Environment Assessment), and a copy of this adoption statement may be viewed:

- at all borough libraries (library opening hours are available on the council website)
- Lambeth Civic Centre (by appointment, by emailing [planningpolicy@lambeth.gov.uk](mailto:planningpolicy@lambeth.gov.uk))
- on the council's website at [www.lambeth.gov.uk/planning](http://www.lambeth.gov.uk/planning)

Regulation 16 requires the council to produce a statement on the following particulars ((a) – (f) below):

- How environmental considerations have been integrated into the plan or programme**
- How the environmental report has been taken into account**

The SA Framework (ie sustainability objectives) used in the appraisal of the Lambeth Local Plan 2021 was developed in the Scoping Report (2016) and subsequently updated in response to consultation comments received during the preparation of the Plan. Policies of all iterations of the draft revised Plan were appraised against the following 19 sustainability objectives:

	<b>SA Objective</b>
1	Crime and safety. Ensuring safe communities with reduced crime and disorder.
2	Health and well-being. Promote a healthy borough, by reducing health inequalities and the causes of ill 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.
4	Provision of essential infrastructure. To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.
5	Equality and diversity. To ensure equitable outcomes for all communities, particularly those most liable to experience discrimination, poverty and social exclusion.
6	Housing. Ensuring everyone has the opportunity for an affordable decent home, quiet enjoyment of that home and the protection of local amenity.
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.
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.
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.
10	Biodiversity. To protect, enhance and promote biodiversity, and to bring nature closer to people.
11	Green infrastructure. To create, manage and enhance green infrastructure.
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.

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.
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.
15	Air quality. To improve air quality.
16	Education and skills. To maximise the education and skills levels of the population.
17	Local economy. Create and sustain prosperity and business growth in a strong and dynamic local economy and improve the social and environmental 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.
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.

At each stage of preparation and development of the Lambeth Local Plan 2021, the findings of the sustainability appraisal were taken into account to inform policy development. This process commenced with the Scoping Report (2016) (which set out the environmental, social and economic conditions for Lambeth that in turn informed the sustainability objectives set out in the Table above) and initial sustainability appraisal on the Lambeth Local Plan Review Issues and Reasonable Alternatives (2017) and full sustainability appraisal on the DRLLP 2018, DRLLP Proposed Submission Version 2020 and proposed main modifications in 2021. Accordingly, the SA has been applied iteratively throughout the preparation of the Plan with an appraisal undertaken and consulted on at each stage of Plan preparation and subsequently updated in light of the changes made to the Draft Plan to address consultation responses and sustainability appraisal recommendations.

It is important to note that preparation of the revised Lambeth Local Plan 2021 was a partial review of the previously adopted Lambeth Local Plan 2015. Changes to national and regional planning policy as well as changing circumstances in the borough and new evidence meant that some parts of the Lambeth Local Plan 2015 needed updating, whilst other parts of the Lambeth Local Plan 2015 remained fundamentally valid, up-to-date and therefore unchanged in the Lambeth Local Plan 2021 (except for factual updating). Therefore, plan preparation and associated sustainability appraisal work of the revised Lambeth Local Plan 2021 can be traced back to objectives of the Core Strategy 2011 and amalgamated to further contribute to the evolution of spatial planning in Lambeth since that time. The revised Lambeth Local Plan 2021 does not represent a radical change of direction or introduce significant changes in overall strategic approach from the Core Strategy but is a further stage in this evolution. Accordingly, previous SA work on the reasonable strategic alternatives remains valid and has been reviewed, considered and referred to as part of the SA on the revised Lambeth Local Plan. Some of the most significant areas of policy change in the revised Lambeth Local Plan 2021 (and which have undergone vigorous appraisal against the sustainability objectives, including appraisal of reasonable alternatives) 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 London Plan approach to affordable housing, including threshold approach
- A new policy specifically relating to estate regeneration schemes
- New policies on build to rent, and large-scale purpose-built shared living
- 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 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 new London Plan policy on air quality to development proposals in Lambeth, and a stronger emphasis on urban greening (urban greening factor).

The SA Issues and Reasonable Alternatives October 2017 appraised the reasonable alternatives identified for these areas (see Appendix 2 of the final SA Report). The outcomes of this SA work, together with consultation feedback fed into the Draft Revised Lambeth Local Plan 2018. Some key changes to policy approach resulting from this process are set out in section 5B of the final SA Report.

As the revised Lambeth Local Plan 2021 continues the established evolution of spatial planning for Lambeth from the strategic objectives of the Core Strategy, Appendix 5 of the final SA Report: 'Reasonable Alternatives Core Strategy and Draft Local Plan 2013 Summary' remains relevant and valid for the preparation of the revised Local Plan.

A SA was prepared on the Draft Revised Lambeth Local Plan 2018 and this was published in October 2018 for consultation alongside the Draft Plan. The SA made 98 recommendations to improve policy performance of the Draft Plan (ie maximise positive effects or reduce negative effects). The council considered each recommendation and where appropriate, changes were made to policy in the Draft Revised Lambeth Local Plan Proposed Submission Version (DRLLP PSV) 2020. A schedule of the recommendations together with accompanying council response was prepared (see Appendix 1 of the final SA Report December 2019). A further SA was undertaken on the DRLLP PSV 2020. This SA was published in December 2019 and contained a further 14 recommendations to improve impact of policies on sustainability or reduce potential for negative effects. Many recommendations involved strengthening policies with regards to accessibility and inclusiveness. Other recommendations included 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. Each of these recommendations were considered in finalising the DRLLP PSV, with all 14 recommendations accepted and policies amended.

During the examination process, the Inspector identified a number of main modifications considered necessary to make the Plan sound and legally compliant. A SA was prepared on the proposed main modifications to the DRLLP PSV 2020, which was an Addendum to the final SA Report. No modification was judged to be significant in the context of the sustainability performance of the Local Plan as a whole. In assessing legal compliance of the DRLLP PSV 2020, the Inspector's Report recognised the SA process led "to a number of recommendations with the aim of improving the impact of policies on sustainability or reducing potential for negative effects. This 'sustainability proofing' of the Plan has been wide ranging and thorough" (para 40). Accordingly, it is considered that environmental considerations and the environmental report have been taken into account at all stages of the plan making process.

**c) How opinions expressed as a result of consultation have been taken into account**

Extensive consultation was carried out throughout the development of policy and consultation responses were taken into account alongside sustainability appraisal and evidence base studies in the drafting and refinement of policies. Representations received on the SA of the DRLLP 2018 were also taken into account in undertaking the SA on the DRLLP PSV 2020. Further information on this can be found in Section 3 of the final SA Report and Appendix 1. Additionally, the SA of the proposed main modifications was made available for public consultation alongside the schedule of proposed main modifications, but no comments were received on the SA of them.

The Lambeth Local Plan Review Issues Consultation Report October 2018, DRLLP Consultation Report December 2019 and the Regulation 22 Consultation Statement May 2020 on the DRLLP PSV 2020 summarise results of the public consultation. The findings helped inform amendments to Draft Revised Lambeth Local Plan policy.

**d) Any trans-boundary consultations with other Member States**

No trans-boundary consultations with other Member States were deemed necessary in preparing the Revised Lambeth Local Plan or undertaking its Sustainability Appraisal.

**e) Reasons for choosing the plan as adopted, in light of the other reasonable alternatives dealt with**

Reasonable alternative (RA) approaches have been considered in the revised Lambeth Local Plan plan-making process for the key issues considered in the partial review of the Lambeth Local Plan 2015. This included appraisal of 36 sets of reasonable alternatives under the following ten broad these identified at the outset of 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 (see Appendix 2 of final SA Report) was prepared on the reasonable alternatives identified in the topic papers/online surveys. The RA's were appraised against the sustainability objectives that were developed as part of the Scoping Report process. The final SA Report (December 2019), including its appendices, demonstrate that reasonable alternatives have been considered, setting out a clear explanation of how alternatives were

generated, appraised, selected or rejected and the role that Sustainability Appraisal and community engagement have played in that process. It is therefore considered the results of the SA work on the issues and reasonable alternatives during the plan making process (including previous SA work as part of the evolution of spatial planning for Lambeth) have helped inform the policy approach in the DRLLP 2018 and later, the DRLLP PSV 2020, and has formed a part of the reasons for choosing the plan as adopted, alongside consultation results, evidence, and conformity with regional and national policy requirements.

**f) Measures that are to be taken to monitor the significant environmental effects of the implementation of the plan.**

The table below sets out the indicators to measure significant and uncertain environmental effects for each sustainability objective:

Score	Timescale	Probability	Permanent or temporary	Indicators to monitor significant and uncertain effects
<b>1. Ensuring safe communities with reduced crime and disorder</b>				
++	Medium to long term	Likely	Permanent	<ul style="list-style-type: none"> <li>▪ Percentage of proposals directly incorporating 'Secured by Design', 'Designing Out Crime' and 'Safer Places' principles or receiving Secure by Design accreditation</li> <li>▪ Recorded crimes per 1,000 households</li> <li>▪ Resident surveys on perception of crime and level of safety in town centres</li> <li>▪ Resident surveys on perception of crime and level of safety in public open spaces.</li> </ul>
<b>2. Promoting a healthy borough with better healthcare services, reduced health inequalities and by reducing the causes of ill health</b>				
++	Medium to long term	Likely	Permanent	<ul style="list-style-type: none"> <li>▪ Infrastructure Delivery Plan updates</li> <li>▪ Amount of open space lost through completed planning permissions</li> <li>▪ Housing supply: number of net additional dwellings completed</li> <li>▪ Tenure of new affordable housing (completions and approvals)</li> <li>▪ Modal Share – walking, cycling and public transport</li> <li>▪ Number of cycle parking spaces provided in completed major developments</li> <li>▪ Number of disabled parking spaces per completed major development</li> <li>▪ Life expectancy</li> </ul>
<b>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</b>				
+/?/-	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"> <li>▪ Number of disabled parking spaces per completed major development</li> <li>▪ Modal Share – walking, cycling and public transport</li> <li>▪ Infrastructure Delivery Plan updates</li> <li>▪ Average distance of households and bus stations to health/medical centres</li> <li>▪ Proximity of new housing developments to services, facilities and employment</li> </ul>
<b>4. To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands</b>				
?	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"> <li>▪ Infrastructure Delivery Plan updates</li> </ul>
<b>5. To ensure equitable outcomes for all communities, particularly those most liable to experience discrimination, poverty, and social exclusion</b>				
++/?	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"> <li>▪ Gross affordable housing - % of habitable rooms in major developments (completions and approvals)</li> <li>▪ Tenure of new affordable housing (completions and approvals)</li> <li>▪ Net additional student bedspaces completed</li> <li>▪ Number of specialist older persons housing units completed</li> <li>▪ Gypsy and traveller pitches</li> <li>▪ Net additional affordable workspace floorspace (completions and approvals)</li> </ul>

				<ul style="list-style-type: none"> <li>Number of disabled parking spaces per completed major development</li> <li>Infrastructure Delivery Plan updates</li> <li>Resident surveys on perception of crime and level of safety in town centres</li> <li>Resident surveys on perception of crime and level of safety in public open spaces.</li> </ul>
<b>6. Ensure everyone has the opportunity for an affordable decent home, quiet enjoyment of that home and the protection of local amenity</b>				
++/?	Mid- Long term	Likely	Permanent Temporary construction effects	<ul style="list-style-type: none"> <li>Housing supply: number of net additional dwellings completed</li> <li>Gross affordable housing - % of habitable rooms in major developments (completions and approvals)</li> <li>Tenure of new affordable housing (completions and approvals)</li> <li>Net additional student bedspaces completed</li> <li>Number of specialist older persons housing units completed</li> <li>Gypsy and traveller pitches</li> <li>Resident survey satisfaction on housing</li> </ul>
<b>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</b>				
++/?	Mid–Long term	Likely	Permanent	<ul style="list-style-type: none"> <li>Proportion of vacant units in Brixton and Streatham Major centres, Clapham and West Norwood District centres and Waterloo and Vauxhall CAZ Retail Clusters.</li> <li>Modal Share – walking, cycling and public transport</li> <li>Number of cycle parking spaces provided in completed major developments</li> <li>Number of disabled parking spaces per completed major development</li> <li>Amount of open space lost through completed planning permissions</li> <li>Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</li> <li>Infrastructure Delivery Plan updates</li> <li>Diversity of resident ethnicity</li> <li>Resident surveys on satisfaction parks and open spaces</li> <li>Resident surveys on perception of crime and level of safety in public</li> <li>Level of population churn</li> </ul>
<b>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</b>				
++	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"> <li>Amount of open space lost through completed planning permissions</li> <li>Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</li> <li>Number of heritage assets on the ‘at risk’ register</li> <li>Number of conservation areas with up-to-date character appraisals</li> <li>Infrastructure Delivery Plan updates</li> <li>Number of listed buildings within the borough</li> </ul>
<b>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</b>				
++/?	Walking and cycling short – long term; major transport infrastructure long-term	Likely but funding for some major transport infrastructure projects	Permanent Temporary effects associated with	<ul style="list-style-type: none"> <li>Modal Share – walking, cycling and public transport</li> <li>Number of cycle parking spaces provided in completed major developments</li> <li>Number of disabled parking spaces per completed major development</li> </ul>

		currently uncertain / not secured	construction	<ul style="list-style-type: none"> <li>Infrastructure Delivery Plan updates</li> </ul>
<b>10. To conserve and enhance biodiversity and to bring nature closer to people</b>				
++/?	Short-term and enhancements short-medium term	Likely	Permanent; and temporary construction effects	<ul style="list-style-type: none"> <li>Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</li> <li>Amount of open space lost through completed planning permissions</li> <li>Change in areas of biodiversity importance</li> <li>Number of development planning approvals that have incorporated green infrastructure (which includes SUDs, green roofs, living walls)</li> <li>The achievement of BAP targets</li> <li>The change in area and condition of BAP habitats/species</li> <li>The change in area of Sites of Importance for Nature Conservation</li> <li>Percentage of borough by area located in an access to nature deficiency area</li> </ul>
<b>11. To create, manage and enhance green infrastructure</b>				
++/?	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"> <li>Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</li> <li>Amount of open space lost through completed planning permissions</li> <li>Change in areas of biodiversity importance</li> <li>Number of development planning approvals that have incorporated green infrastructure (which includes SUDs, green roofs, living walls)</li> </ul>
<b>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.</b>				
+/?	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"> <li>The proportion of schemes achieving policy requirements relating to carbon dioxide emission reductions</li> <li>Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</li> <li>Amount of open space lost through completed planning permissions</li> <li>Change in areas of biodiversity importance</li> <li>Number of major application approvals for non-residential developments achieving BREEAM Excellent</li> <li>Number of homes built to Home Quality Mark or Passivhaus standard</li> <li>Number of DHNs in the borough and dwellings/premises linked to them.</li> </ul>
<b>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</b>				
+/?	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"> <li>Number of developments which have had Surface Water Flood Risk Assessments approved by the Environment Agency and incorporate sustainable urban drainage systems</li> <li>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues.</li> <li>Infrastructure Delivery Plan updates</li> </ul>
<b>14. Ensure that Lambeth manages its waste in a sustainable manner, minimising the production of waste and increasing reuse, recycling, remanufacturing and recovery rates</b>				

+/?	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"> <li>▪ New waste capacity (tonnes) by management type (recycling/composting, recovery, transfer and disposal) and type of wastes handled (HIC and CD&amp;E)</li> <li>▪ Loss of waste sites to other uses. Location and amount of compensatory capacity</li> <li>▪ Waste exports (amount, type of waste and destination)</li> <li>▪ Infrastructure Delivery Plan updates</li> </ul>
<b>15. To improve air quality</b>				
?/+	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"> <li>▪ Percentage of residents with health problems related to air pollution/quality</li> <li>▪ Improvement of air quality at the monitoring stations around the Borough</li> <li>▪ Infrastructure Delivery Plan updates</li> <li>▪ Number of major application approvals that meet or exceed the London Plan Urban Greening Factor target score</li> <li>▪ Amount of open space lost through completed planning permissions</li> <li>▪ Change in areas of biodiversity importance</li> <li>▪ The proportion of schemes achieving policy requirements relating to carbon dioxide emission reductions</li> <li>▪ Modal share – walking, cycling and public transport</li> </ul>
<b>16. To maximise the education and skills levels of the population</b>				
+	Existing schools and community services safeguarded. Short-medium term for up skilling and apprenticeships	Likely	Permanent	
<b>17 &amp; 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.</b>				
++/?	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 the EU	Permanent	<ul style="list-style-type: none"> <li>▪ Net change in office floorspace through completed developments (including prior approvals)</li> <li>▪ Net loss of office floorspace through completed Prior Approval developments (ie permitted development for change of use from office to residential)</li> <li>▪ Net additional affordable workspace floorspace (completions and approvals)</li> <li>▪ Net change in completed B1b, B1c, B2 and B8 floorspace in KIBAs and outside KIBAs</li> <li>▪ Proportion of original ground floor units in A1 retail use in <ul style="list-style-type: none"> <li>a) i) Lower Marsh/The Cut/Leake Street Special Policy Area</li> <li>ii) Streatham Hill Primary Shopping Area</li> <li>iii) Streatham Central Primary Shopping Area</li> <li>iv) Clapham Primary Shopping Area.</li> <li>b) Vauxhall CAZ Cluster.</li> <li>c) Brixton Primary Shopping Area</li> </ul> </li> </ul>

				<ul style="list-style-type: none"> <li>▪ Proportion of vacant units in Brixton and Streatham Major centres, Clapham and West Norwood District centres and Waterloo and Vauxhall CAZ Retail Clusters</li> <li>▪ Proportion of original ground floor units in A3/A4/A5 food and drink use in <ul style="list-style-type: none"> <li>i) Streatham;</li> <li>ii) Clapham; and</li> <li>iii) Brixton Primary Shopping Areas</li> </ul> </li> <li>▪ Proportion of original ground floor units in A3/A4/A5 food &amp; drink or nightclub use in Brixton Evening Economy management area</li> <li>▪ Net additional visitor accommodation bedspaces</li> <li>▪ Unemployment rates</li> <li>▪ Number of businesses registered in the borough</li> <li>▪ Number of vacant premises in town centres</li> <li>▪ Total amount of additional employment floor-space, by type</li> <li>▪ Total amount of employment floor-space, by type</li> <li>▪ Total amount of floor-space for 'town centre uses'</li> </ul>
<b>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.</b>				
++	Short term and ongoing	Likely	Permanent	<ul style="list-style-type: none"> <li>▪ Number of existing vacant or dilapidated / derelict buildings brought back into use</li> <li>▪ Number of regeneration projects completed in deprived areas.</li> <li>▪ Housing supply: number of net additional dwellings completed</li> </ul>

