



**Kennington  
Oval and Vauxhall  
Neighbourhood Plan**

**2035**

*January 2026*

Cover Page

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**The Kennington, Oval and Vauxhall Neighbourhood Plan has been produced by the Neighbourhood Planning Group of the Kennington, Oval and Vauxhall Neighbourhood Forum in consultation with local residents, businesses, organisations and community groups. It has received professional support from a variety of sources via the Neighbourhood Planning Support Programme. We are most grateful for the help from ONH, O'Neill Homer Ltd, who have helped us complete the final documentation.**

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## FOREWORD

This Neighbourhood Plan, produced in partnership with the community of Kennington, Oval and Vauxhall, is intended to promote genuinely sustainable planning gain alongside new developments to ensure that our mixed community thrives. The Neighbourhood Plan welcomes development which creates jobs and housing, improves our public amenities and offers much-needed infrastructure.

The Kennington, Oval and Vauxhall Neighbourhood Forum was established over 20 years ago. It was widely welcomed because it gave the local community the opportunity for democratic engagement in the work of the local authority and other agencies affecting the environment and the wellbeing of local people.

When the possibility to create a Neighbourhood Plan for the area first emerged the Neighbourhood Forum held detailed discussions over a considerable time to explore and understand the process and the likely benefits. In 2015, following widespread agreement about the potential benefits of a Neighbourhood Plan, the Neighbourhood Forum applied for designation and was approved by Lambeth Council as a Neighbourhood Planning Forum.

The KOV Forum was redesignated in 2021 as a 'qualifying body' to prepare the KOV Plan, as per the Neighbourhood Planning (General) Regulations 2012 (as amended). The Plan covers the period to 2035 to coincide with that of the adopted Lambeth Local Plan.

The Neighbourhood Plan was conceived by KOV Forum and registered by Lambeth Council before the changes made by the Local Government Boundary Commission in 2022. The Plan, therefore, still covers the areas within Oval and Prince's Wards as identified before boundary changes. The newly constituted Vauxhall Ward is within the area of the Plan.

This area has seen intensive development over the last decade triggered by ministerial approval in 2005 of the 180 m tall St George Tower, contrary to the advice of Lambeth Council and the Planning Inspector but despite existing planning guidance the area has not seen commensurate benefits. We therefore seek to protect our area from future inappropriate development through the specific approaches set out in the Plan.

Since this Neighbourhood Plan was first envisaged, several years ago, community concerns have materialised with a significant increase in tall and exceptionally tall buildings. The cumulative impact of successive tall towers has demonstrated how difficult the community has found it to have its voice heard with well founded objections over-ruled and ignored.

Our area straddles the Central Activities Zone and congestion charge boundaries bordered by the Thames along the Albert Embankment including the northern part of the Vauxhall Nine Elms Battersea Opportunity Area. This is an urban area with

excellent access to transport, but it is also a crowded area with limited green space, poor air quality and where the transport infrastructure and other public amenities are operating at capacity and beyond. It is an area of increasing social inequality, which must be addressed if the community is to thrive.

Local residents care about the area and the environment and this Plan reflects those motivations and values as far as possible while ensuring conformity, as required, with policies in the Lambeth Local Plan, the London Plan and the National Planning Policy Framework. It is the result of substantial work by many committed individuals, with the encouragement and participation of the community, who wish to take the opportunity to deliver positive change.

The Plan was formally examined to demonstrate that it is in general conformity with relevant London and Lambeth planning policies. The independent Examiner concluded that the Forum successfully engaged with the local community in preparing the Plan.

When determining planning applications in our area the policies and provisions in the Neighbourhood Plan must be properly cited and weighted in the 'planning balance' alongside other 'material considerations'.

Kennington, Oval and Vauxhall Neighbourhood Forum pays tribute to all who supported the work of preparation of the Neighbourhood Plan through all the challenges faced. To all who contributed, please accept very warmest thanks.

*On behalf of the  
Kennington, Oval and Vauxhall  
Neighbourhood Forum*

## KOV Neighbourhood Plan Policies

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## 1. INTRODUCTION AND BACKGROUND

- 1.1. The Kennington Oval and Vauxhall Neighbourhood Forum ('KOV Forum') prepared a new draft ('pre-submission') version of its Neighbourhood Plan ('KOV Plan') for the area designated by the local planning authority, the London Borough of Lambeth (LB of Lambeth), in July 2015. The KOV Forum was redesignated in 2021 by the LB of Lambeth as a 'qualifying body' to prepare the KOV Plan, as per the Neighbourhood Planning (General) Regulations 2012 (as amended). The KOV Plan will cover the period to 2035 to coincide with that of the adopted Lambeth Local Plan (see below).
- 1.2. Neighbourhood Planning is a tool to enable local people to have more of a say in what happens in their neighbourhood. The Localism Act 2011, which provides the statutory basis for Neighbourhood Plans, enables decision-making powers at central and local government level to be devolved back into the hands of local communities.
- 1.3. In 2014 the KOV Forum decided to use the opportunity provided by the Localism Act and prepare our own Neighbourhood Plan to identify key policy and project priorities for future investments in our built environment. The first draft KOV Plan was consulted on in 2018 and revised in the light of comments received, for discussions with the LB of Lambeth in 2019/20.
- 1.4. The Covid pandemic brought a halt to the project, as did the requirement for the Forum to seek its redesignation by L. B. Lambeth (its first five-year period having expired) and the adoption of both the new London Plan and the Lambeth Local Plan in the meantime. The project was revived in late summer 2023 when it was decided that a new draft KOV Plan would be necessary given the length of time since the previous consultation.
- 1.5. The Kennington Oval and Vauxhall Plan was conceived by KOV Forum and registered by Lambeth Council before the changes made by the Local Government Boundary Commission in 2022. The Plan therefore still covers the areas within Oval and Prince's Wards as identified before boundary changes, including parts of the River Thames on its western edge (see Map A overleaf). The newly constituted Vauxhall Ward is within the area of the Plan. The Plan area lies in the northern half of Lambeth immediately south of the area covered by the South Bank and Waterloo Neighbourhood Plan, made in 2019. To the east are the areas of Walworth and Elephant and Castle in the borough of Southwark. To the south are Stockwell and Brixton, also in Lambeth.
- 1.6. Neighbourhood Plans must meet certain 'basic conditions' although there is considerable scope for the local community to decide on its planning policies. In essence, we must show that our KOV Plan:
  - has had regard to national planning policy
  - is in general conformity with relevant London and Lambeth planning policies

- promotes sustainable development, and
- meets various legal obligations

1.7. In addition, we also need to show an independent examiner that we have successfully engaged with the local community in preparing the KOV Plan. If the examiner is satisfied that we have, and considers that the KOV Plan meets the above conditions, then the Plan will go to a referendum of the local electorate.

## **The Draft ('Pre-Submission') KOV Plan**

1.8. A draft version of this KOV Plan was published in early 2024 for public consultation under Regulation 14, known as the 'Pre-Submission' stage. It was publicised widely for consultation to encourage good feedback from local people, businesses and organisations, as well as from the LB of Lambeth and other national bodies. We then reviewed all comments received and modified the Plan accordingly.

1.9. In 2018 the KOV Forum requested from the LB of Lambeth a 'screening opinion' on whether the first version of the KOV Plan would be required to have a Strategic Environmental Assessment (SEA) of its policies as per the Environmental Assessment of Plans and Programmes Regulations 2004. Having consulted the relevant statutory bodies, the LB of Lambeth stated that in its opinion an SEA was necessary.

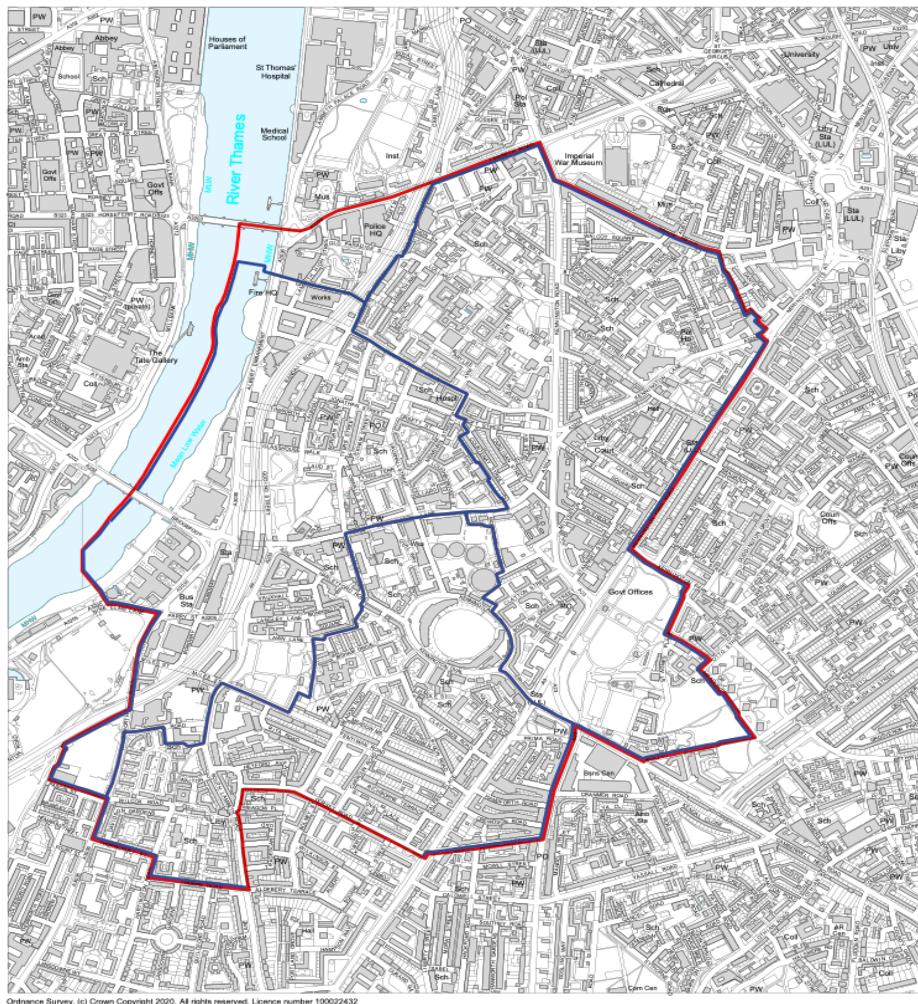
1.10. An updated version of the KOV Plan was prepared in 2020; this no longer contained the policy proposals that were previously considered to have potentially significant environmental effects. As such the KOV Plan was screened again in June 2020 and it was concluded that an SEA was no longer required. The LB of Lambeth required a further screening in 2024 due to the time elapsed since the 2020 screening but, in July 2024 confirmed that an SEA was not required. At the same time, L. B. Lambeth confirmed that the provisions of the Conservation of Habitats and Species Regulations 2017 were considered not to apply to the KOV Plan as there were no 'European Designated Sites' within the Neighbourhood Area or in its vicinity.

1.11. Similarly, the Water Quality Directive and Waste Directive are not considered relevant, as the KOV Plan does not include any policies that will affect either water quality or waste management. In respect of the Air Quality Directive, the KOV Plan does include a policy that is relevant to air quality. However, it is in line with national policy and guidance.

## **Implementing the KOV Plan**

1.12. Once the KOV Plan has been 'made', the LB of Lambeth should take proper account of its provisions when determining planning applications in our area. The local community, including the KOV Forum or a successor, will scrutinise officer reports to ensure that the policies are being properly cited and weighted in the 'planning balance' alongside the adopted London Plan and Local Plan policies and other 'material considerations'.

1.13. In Section 6 of the document we set out our proposals for implementation of the KOV Plan, including our priorities for investing the Community Infrastructure Levy (CIL) in our area. During the development of the KOV Plan, a number of initiatives and projects were proposed which could enhance the neighbourhood socially, economically and environmentally. Not all of them fall within the remit of land use planning or can be delivered through a Neighbourhood Plan. However, these issues were felt to be important to the community and clearly need to be addressed so that they provide results that local people want to see. We have called these initiatives Priority Community Projects.



*Map A: Designated Kennington Oval and Vauxhall Neighbourhood Area with ward boundaries.*

## 2. THE NEIGHBOURHOOD AREA

- 2.1. The KOV area lies in one of the most rapidly changing parts of London, on the banks of the River Thames in the Borough of Lambeth. Between 2011 and 2021 the population of Lambeth increased by 4.8% from 303,100 to 317,600. The current population is approximately 322,000 (ONS). The KOV area is an area of high-density urban living and working, located south of the River Thames and at the edge of the busy Central Activities Zone.
- 2.2. In 2015 over 85% of the KOV area housing stock was made up of flats, maisonettes or apartments with limited or no access to private outdoor amenity space (GLA Ward Profiles 2015). This is a higher proportion than in Lambeth as a whole. As of October 2020, Lambeth had a total of 144,985 residential dwellings of which 34% were privately rented, 32% were social housing and 34% owner occupied properties (State of the Borough 2022). The latest Lambeth ward profile data estimates that, as of 1 January 2024, the population of the main KOV area is approximately 51,647 of which Kennington Ward accounted for 16,815, Oval Ward for 16,819 and Vauxhall for 18,013.

### Transport Connectivity

- 2.3. The KOV area benefits from excellent transport infrastructure by road, rail, river, underground and bus. It includes Vauxhall bus station, the second busiest in London, with some 120 buses per hour. However, a consequence of that transport infrastructure is poor air quality. The area is considered to have excellent public transport accessibility reflected in very low ownership of vehicles (0.4 per household, GLA Ward Profiles 2011). However, accessibility is compromised by the transport system in the area being at capacity and along the main through routes (road and rail tracks) into central London the air quality is consistently poor, the roads often congested and noisy with not enough trees and greenery mitigating some of the negative impacts of traffic.
- 2.4. Over the past few years, green open spaces located at the Vauxhall Gyratory, Kennington Road and stretches along the river have been borrowed for long periods of time to deliver additional transport infrastructure such as the Northern Line Extension and other development.

### Overshadowing and loss of tranquillity

- 2.5. A key concern raised during the consultation process was the potential impact of development on the fringes of open space on its character and tranquillity. It is recognised that the demand for development land in London often results in new buildings growing increasingly tall and this impacts on their setting. Of growing concern to the local community is the effect of the development of tall buildings on daylight/sunlight reaching neighbouring residential buildings as well as green

spaces/open spaces used by the community.

## **Healthy and Active Lifestyle**

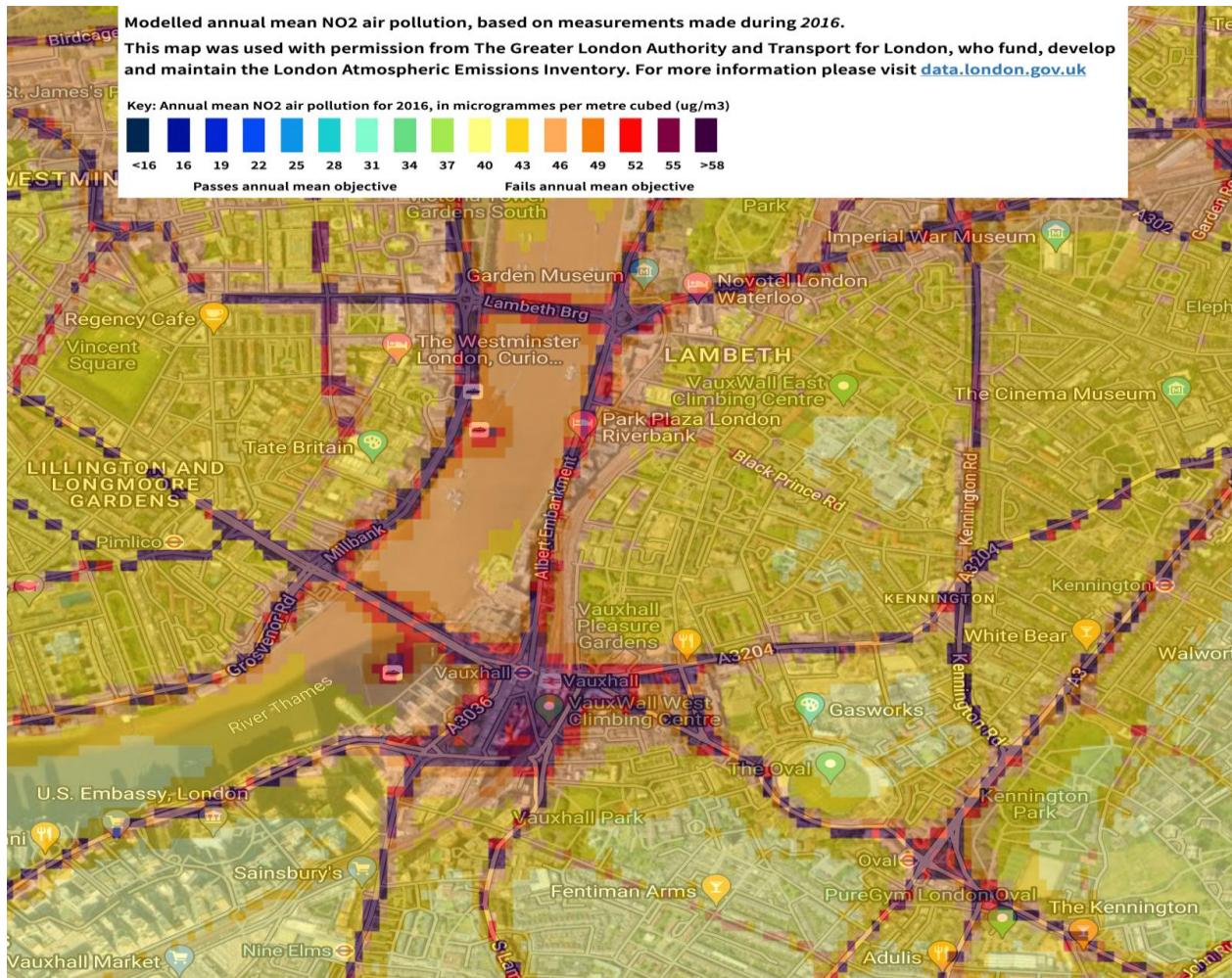
- 2.6. The latest data indicate some 24% of children in year 6 in Lambeth are considered obese (State of the Borough Report 2022). Green spaces can support education as well as the health, cognitive development and physical and mental wellbeing of people of all ages. Well maintained green spaces allow opportunities for communities to come together through sports, recreation, gardening , etc. This fosters engagement and community responsibility with long term benefits for the future development of the area. Green infrastructure encourages people to utilise open spaces which benefit from proximity to well used spaces and corridors. Green infrastructure promotes the attractiveness of the area to businesses and residents increasing footfall around local businesses encouraging local economic growth, job creation and retention of an engaged local community.
- 2.7. The KOV area has previously been identified as deficient in access to green space and the situation does not improve (see Lambeth Open Spaces Strategy 2013, figures 9 and 10). Development pressures have meant the situation has not improved.

## **Local Air-quality**

- 2.8. London frequently exceeds EU standards for particulate matter. Reducing the use of motorised traffic by promoting walking, cycling and public transport, can combat pollution and improve inner city air quality, which would translate into improved health for residents.
- 2.9. Although 60% of all local households have no access to the motor car, the main source of pollution in the area arises from road traffic. Map B below shows the hot zones for pollution, namely the Vauxhall gyratory area, Oval junction, Lambeth Bridge and Kennington Cross and along the roads that connect them with each other.
- 2.10. The Department for Transport (DfT) publishes detailed information on traffic flows along main routes so the contribution of each route to local pollution is well known. There is a pollution monitoring station at Vauxhall Cross that directly measures levels of Nitrogen Dioxide, PM10 and Sulphur Dioxide. This station is part of the London Air Quality Monitoring Network.
- 2.11. It is expected that in the next few years it will be possible to measure a wide range of pollutants and provide live feedback. National planning policy, the London Plan and Lambeth Local Plan encourage active travel, however, it remains the case that many parents still drive their children to school even though, by doing so, they contribute to pollution and expose their children to higher levels of pollution.
- 2.12. The provision of safer and greener routes to nearby schools is a fundamental driver of change, along with the provision of real time air quality monitoring information for

the attention of children, parents, carers, teachers and the public to ensure they are aware of local air pollution to which the school and the general public are exposed.

2.13. Parents, pupils and teachers will then be better equipped to question and challenge the level of air pollution, take action to reduce air pollution and bring pressure to bear on local, regional and national government in terms of the regulation and legislation required to eliminate the major sources of air pollution.



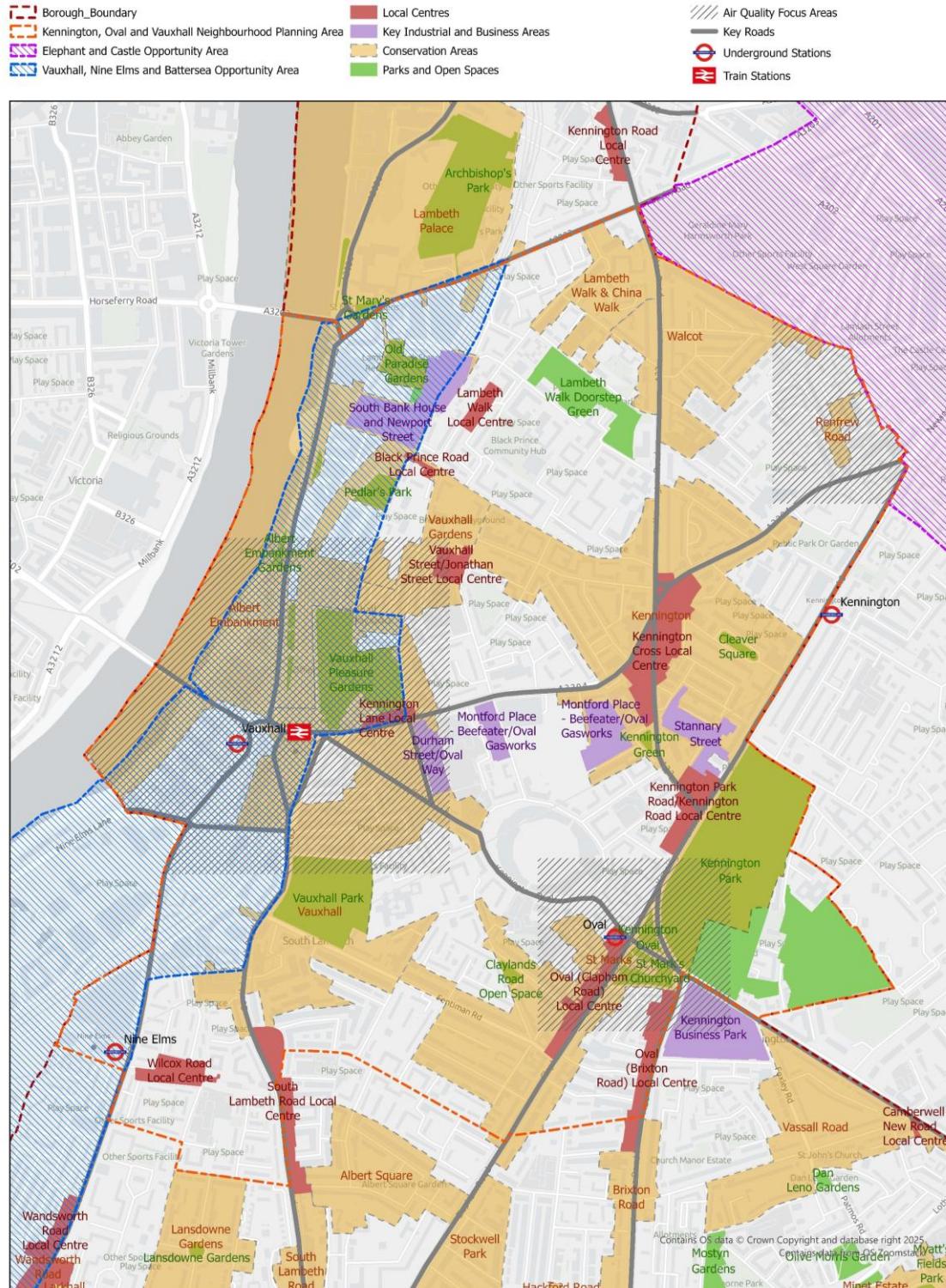
Map B: Air Pollution in the KOV Area  
Source: [londonair.org.uk](http://londonair.org.uk)

## Local Facilities and Services

2.14. The social and economic benefits of providing a good mix and density of amenities within walkable distance to many are widely regarded as significant, as is the existence of local job opportunities in easy reach of local people (see Map C below). This is in light of 60% of all local households having no access to a car.

2.15. The local centres at Kennington Cross and along Kennington Park Road and their proximity to each other suggest a more coordinated approach could lead to a much more vibrant high street with many more local job opportunities and services. Kennington Green (a green open space opposite the Old Town Hall) is centrally

located on the walking route between the two local centres, with some 25,000+ residents in walking distance. Improved coordination and connectivity can be achieved through pro-active planning policies supported by a range of other initiatives aimed at strengthening and improving access to shops, the range of shops available, services, offices, restaurants and community facilities.



*Map C: Strategic Designations (from the London Plan and Lambeth Local Plan) and major land-use and transport features.*  
Source: LB Lambeth

## **Development and Design**

2.16. The recent period of intensive development in the Opportunity Area was initiated following a ministerial decision in 2005. The 180m tall St George Wharf Tower was approved and built contrary to advice from Lambeth Council and the Planning Inspector. The Inspector expressed concern that, cumulatively, the indiscriminate scattering of very tall buildings across the skyline would be likely to cause visual harm to the Westminster World Heritage Site.

2.17. The Palace of Westminster and Westminster Abbey, including St Margaret's Church, were designated as a Cultural World Heritage Site in 1987. The inclusion of this group of buildings on the world heritage list recognises their 'Outstanding Universal Value' as part of the world's natural and cultural heritage.

2.18. London boroughs with high land and house prices, including areas such as Vauxhall, are facing major planning and environmental challenges when home owners, instead of moving to larger premises, excavate large basements under their houses. This intensification is welcomed where done well. It makes good use of already existent infrastructures.

2.19. Neighbouring properties can suffer subsidence and long term nuisance from construction traffic, particularly if others in the same street are inspired to do the same to extend and increase the value of their property without interfering with many of the usual Conservation Area constraints.

2.20. Recent consultations and community engagement in the planning and design process in the KOV area have not been successful in the eyes of the local community. That is why the Neighbourhood Plan has been requested. The perception is partly due to poor sharing of relevant information which prevents community involvement in planning decisions. Developers frequently choose to use images and other information which does not provide clarity for what will be delivered when the plans are constructed. Display of difficult to interpret information and imagery means that the community is not facilitated to provide relevant and meaningful feedback.

### 3. PLANNING POLICY CONTEXT

3.1. The Kennington, Oval and Vauxhall Neighbourhood Area lies within the London Borough of Lambeth in Greater London.

#### National Planning Policy

3.2. This Neighbourhood Plan has been prepared in accordance with the version of the National Planning Policy Framework (NPPF) published by the Government in December 2023 which is the most important guide in determining how neighbourhood plans have had regard to national planning policy. It is especially encouraging of neighbourhood plans, stating, “Neighbourhood planning gives communities the power to develop a shared vision for their area (...) neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan” (§29).

3.3. The following paragraphs of the NPPF are considered especially relevant to the KOV Plan, given its scope and intent:

- Pre-application engagement (§38 and §39)
- Promoting healthy and safe communities (§96)
- Open space and recreation (§102-§106)
- Promoting sustainable transport (§108-§110)
- Achieving well-designed places (§131)

3.4. A revised NPPF was published on 12 December 2024. However, the NPPF December 2024 version was not applied for the purposes of the examination of this Plan.<sup>1</sup>

#### Strategic Planning Policy

3.5. The development plan comprises the adopted the London Plan 2021 and the Lambeth Local Plan 2021. All of the policies of the London Plan are regarded as ‘strategic’ for the purpose of neighbourhood planning and, in Annex 11 of the Local Plan, the LB of Lambeth has determined that all but a very small number of those policies are also strategic. This does not preclude the KOV Plan from seeking to refine a strategic policy to meet the needs or character of the local area, provided that, in doing so, it does not undermine the strategic purpose of the policy.

3.6. The Forum has been mindful of that the KOV Plan should add value to existing policy and not repeat it. The extensive coverage of the area by those adopted plans means

<sup>1</sup> View the transitional arrangements at paragraph 239, NPPF (2024):

<https://www.gov.uk/guidance/national-planning-policy-framework/annex-1-implementation>

that the KOV Plan contains only five policies (see Section 5). For those policies, the following London Plan and Local Plan policies are considered the most relevant.

London Plan 2021	Lambeth Local Plan 2021
<ul style="list-style-type: none"> <li>• SD1 Opportunity Areas</li> <li>• D4 Delivering good design</li> <li>• D5 Inclusive design</li> <li>• D8 Public realm</li> <li>• S1 Developing London's social infrastructure</li> <li>• E9 Retail, markets and hot food takeaways</li> <li>• HC3 Strategic and Local Views</li> <li>• HC7 Protecting public houses</li> <li>• G4 Open space</li> <li>• SI1 Improving air quality</li> <li>• T2 Healthy streets</li> <li>• T5 Cycling</li> <li>• T6 Car parking</li> <li>• T7 Deliveries, servicing and construction</li> </ul>	<ul style="list-style-type: none"> <li>• ED9 Public houses</li> <li>• ED11 Local centres and dispersed local shops</li> <li>• S1 Safeguarding existing social infrastructure</li> <li>• T1 Sustainable travel</li> <li>• T2 Walking</li> <li>• T3 Cycling</li> <li>• EN1 Open space, green infrastructure and biodiversity</li> <li>• Q1 Inclusive environments</li> <li>• Q25 Views</li> <li>• PN2 Vauxhall</li> <li>• PN8 Kennington/Oval</li> </ul>

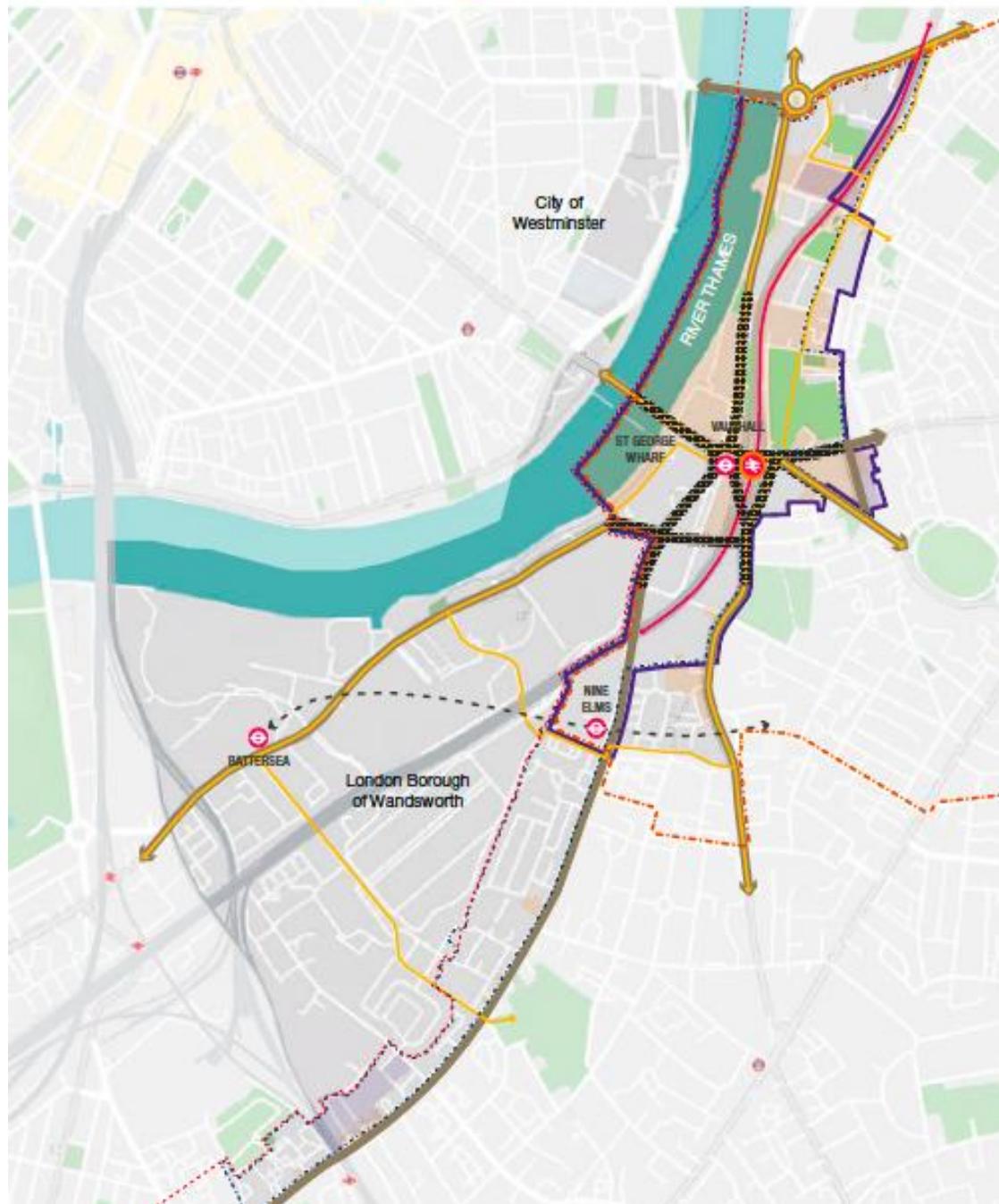
- 3.7. The combination of these plans and policies shows that the KOV area will continue to be the focus of development and growth. Vauxhall in particular forms part of the 'Vauxhall, Nine Elms and Battersea' Opportunity Area, with the Northern Line Extension to Battersea and improvements around the Vauxhall transport interchange supporting the delivery of 18,500 new homes and new jobs in that Area when completed.
- 3.8. Policy PN2 of the Local Plan allocates four sites for redevelopment at Albert Embankment (Site 10), Keybridge House (11), Wandsworth Road (12) and Vauxhall Island (13). It also identifies some Key Industrial and Business Areas, the Conservation Areas, Open Spaces and Healthy Routes in the Area, as well as a 'Green Spine/Linear Parl' extending from Lambeth Palace on the northern KOV boundary through Vauxhall Pleasure Gardens towards Nine Elms on its southern boundary (see Maps D and E below).
- 3.9. Policy PN8 for Kennington and Oval contains no site allocations but does make similar provision for other uses (see Map F below). However, the emerging Lambeth Site Allocations Development Plan Document, which was submitted to the Secretary of State for Examination on 31 October 2024, proposes one additional site

allocation within the KOV area at 6-12 Kennington Lane (Site 7).

#### PN2 Vauxhall

##### Key

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



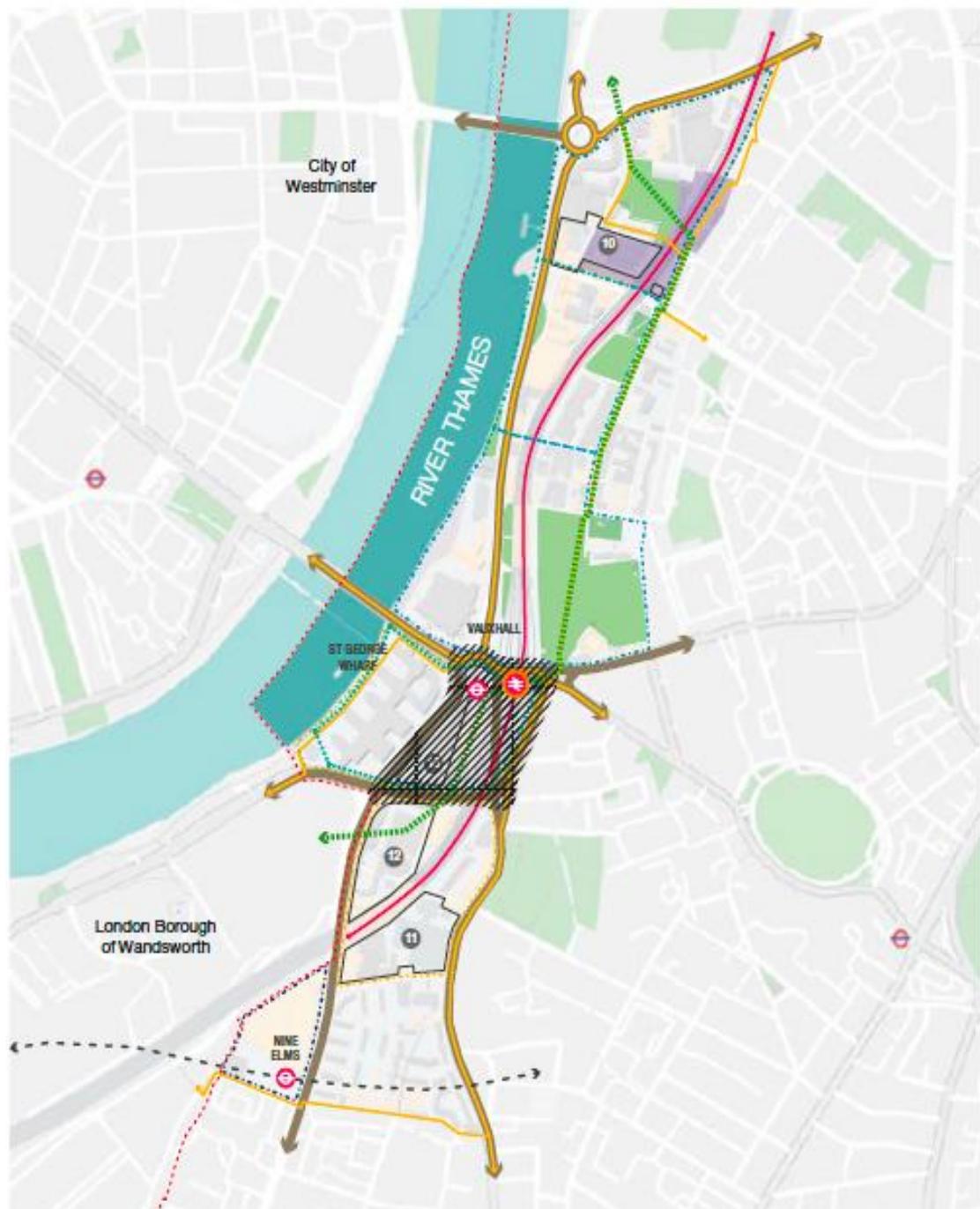
Map D: Policy PN2 of the Adopted Lambeth Local Plan for Vauxhall

Source: LB Lambeth

PN2 Vauxhall

**Key**

----- Borough boundary	Character Areas	Key Roads
----- CAZ retail cluster	----- Lambeth Gateway	- - -> Northern Line Extension
■ Site Allocations	----- Central Embankment	—> Healthy Routes
Site 10 - Albert Embankment	----- Glasshouse Walk	—> Low Line
Site 11 - Keybridge House	----- Vauxhall Cross	—> Green Spine/Linear Park
Site 12 - Land bounded by	----- Miles Street	
Wandsworth Road	----- Pascal Place	
Site 13 - Plot bounded by 7-83	Key Industrial and Business Areas	Station accessibility
Wandsworth Road	----- Vauxhall Cross	
(Vauxhall Island site)	Open Space	
		● Poor
		● Moderate

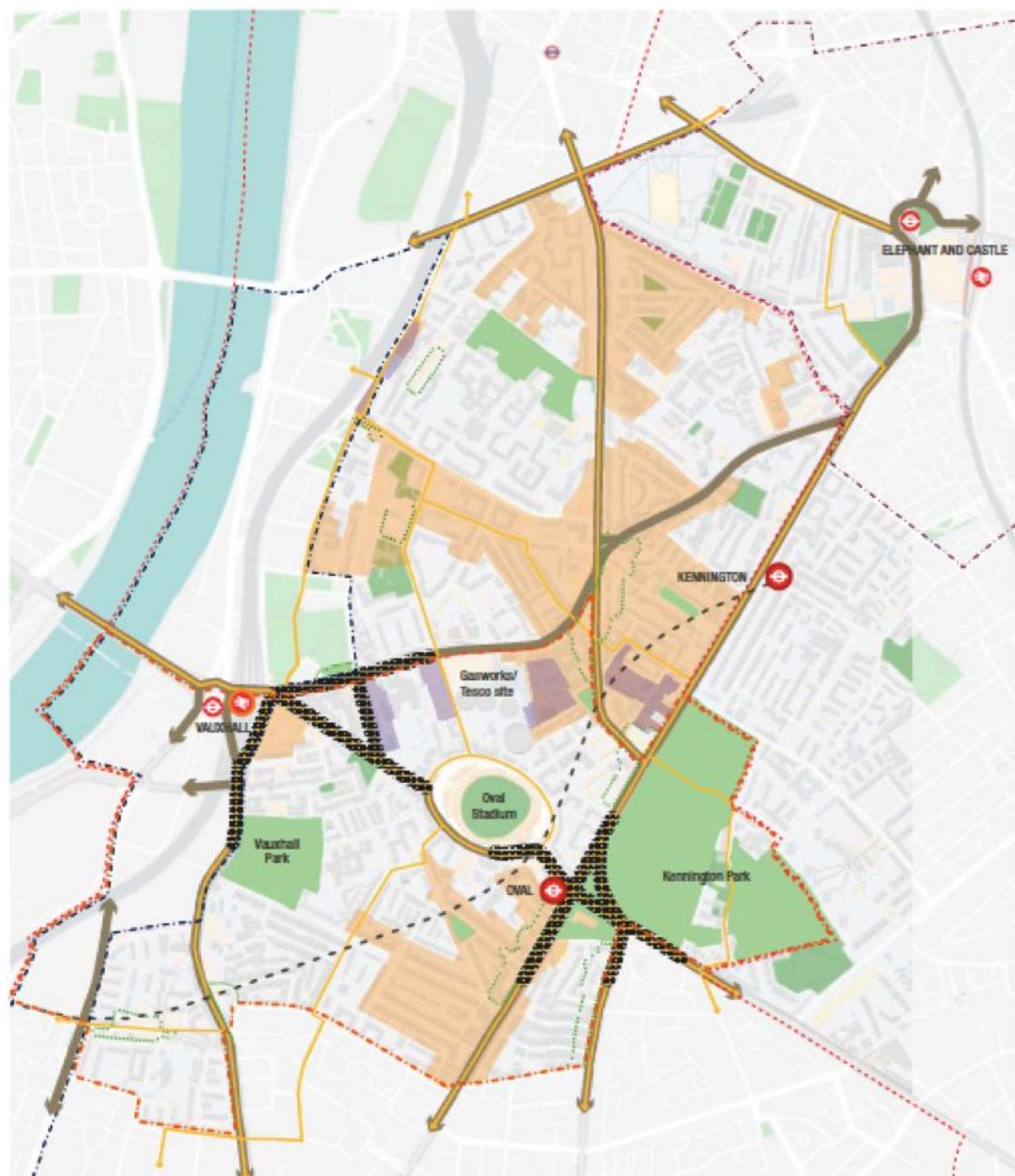


Map E: Policy PN2 of the Adopted Lambeth Local Plan for Vauxhall

Source: LB of Lambeth

PN8 Kennington/Oval

## Key



*Map F: Policy PN8 of the Adopted Lambeth Local Plan for Kennington and Oval*  
Source: LB of Lambeth

## 4. COMMUNITY VIEWS ON PLANNING ISSUES

- 4.1. The KOV Forum has been keen to ensure that, although the KOV plan covers a large area of many different communities, it made every effort to reach and engage with a wide, diverse range of local people over the duration of the project. The separate Consultation Statement submitted for examination explains how this was done.
- 4.2. In summary the engagement process aimed to involve as many local people as possible throughout the various consultation stages so that the Plan was shaped and informed by the views and knowledge of local people and other stakeholders. We wished to ensure that consultation events took place at critical points in the process where decisions needed to be taken. We wanted to engage with as wide a range of people as possible, using a variety of approaches, and communication and consultation techniques. We have ensured that the results of our activities were fed back to local people and available to read (in both hard copy and via the KOV Forum website) as soon as possible after the consultation events.
- 4.3. We have held KOV Forum public meetings, other public meetings where we have engaged with Friends of Parks and Libraries, churches and other community groups, including tenant and resident associations, which were engaged at events in community halls, summer fêtes and farmers' market.
- 4.4. Comments were sought from local people via a survey containing proposals/ideas that had come out of various community Neighbourhood Plan workshops and NP stalls at community events. The survey, which was available via the KOV Forum website, was emailed to the KOV Forum membership (850) and hard copies were distributed to households and community venues such as health centres, libraries, schools, shops, etc. A QR code and link to the survey was also available on posters displayed in public places.
- 4.5. Draft objectives and priorities for larger and smaller projects were tested in this first survey. Over 450 local people filled in the survey. The results are presented here and formed the basis of the draft policies presented in the Pre-Submission Plan (March 2018). In addition to the quantitative analysis of the summary, the main issues raised were:
  - air pollution;
  - conflict between traffic: motor vehicles, cyclists and pedestrians;
  - protection of parks and green open spaces;
  - planning decisions not delivering in the best interests of the community;
  - too many tall buildings;
  - need to maximise affordable and social rent housing in new developments;
  - more support to retain small businesses in the area;
  - more facilities for young and elderly, homeless and mentally ill;
  - increased focus required on promoting and retaining active retail at Kennington

Cross;

- protection of adventure playgrounds and libraries;
- need for extra childcare facilities to facilitate employment; and
- requirement for more local training and employment opportunities.

4.6. The rigorous and extensive consultation undertaken before the pandemic remains relevant to the current version of the Neighbourhood Plan. A significant increase in planning permissions involving tall buildings in the north of the borough shows that the concerns of the Kennington, Oval and Vauxhall community in responses to pre-pandemic consultations remain valid.

4.7. Furthermore, the rapidly escalating world-wide attention to air pollution and its causes was already a major concern in north Lambeth when consultations about a Neighbourhood Plan were initiated. At that time, the local community also recognised the importance and value of green, open spaces in the area and agreed to prioritise their long-term protection. During the pandemic, people throughout the country, particularly those living in densely populated cities such as London, relied on local parks and green spaces for essential relief from the effects of lockdown and isolation. Public parks and green spaces have always been appreciated as a vital urban resource but their significance for quality of life, health and well-being is now much more widely recognised and valued.

## 5. OBJECTIVES AND LAND USE POLICIES

### Objectives

5.1. The key objectives of the Neighbourhood Plan are:

- Improve our local air quality
- Protect our network of green spaces and routes
- Protect our important local views
- Support our local shops and community facilities
- Prioritise and encourage pedestrian, cyclist and public transport users' experience of our area

5.2. These objectives will be achieved through a combination of the policies of the London Plan, the Lambeth Local Plan and the KOV Plan and of many other non-planning projects and activities. This section sets out the contribution that will be made by the Neighbourhood Plan policies. Section 6 sets out the priorities agreed by the KOV Forum for those projects and activities, as well as an explanation of how the Plan will be implemented.

## Land Use Policies

- 5.3. The following policies relate to the development and use of land in the designated Neighbourhood Area of Kennington, Oval and Vauxhall. They focus on specific planning matters that are of greatest interest to the local community, especially in seeking to respond to the challenges set by the new London Plan and the adopted and emerging Lambeth Local Plans.
- 5.4. The London Plan encourages neighbourhood forums to bring forward policies in their Neighbourhood Plans “that vary from the detail of the Policies in this Plan where locally specific circumstances and evidence suggests this would better achieve the objectives of the London Plan and where such an approach can be considered to be in general conformity with the London Plan” (§0.0.21A). However, in every case, each policy does accord with the direction set by the Mayor.
- 5.5. The Forum has not been encouraged by the LB of Lambeth to allocate housing sites or to shape strategic allocations. There is no indicative housing figure for the KOV area proposed in Annex 12 of the Local Plan. This approach has avoided unnecessary repetition of policies between the two plans, though they have a mutual, helpful inter-dependence, with the KOV Neighbourhood Plan refining and complementing the London and Lambeth Local Plans.
- 5.6. The five policies are numbered and titled. Where necessary, the area to which it will apply is shown on the Policy Map at the end of this document. Each policy has supporting text that explains the purpose of the policy, how it will be applied and, where helpful, how it relates to other development plan policies.

The Neighbourhood Plan designates the following locations as Local Green Spaces, as shown on the Policy Map:

- i. Bonninton Square Pleasure Garden, Langley Lane
- ii. 'Oval Triangle', Kennington Park Road
- iii. Lambeth Walk Open Space, Fitzalan Street/Lppard Street
- iv. Old Paradise Gardens, Lambeth High Street
- v. Pedlar's Park, Vauxhall Walk
- vi. Community Garden, Harleyford Road
- vii. Vauxhall Park
- viii. Pedlar's Acre Park, Opal Street/Cottington Street
- ix. Open Space, Claylands Road
- x. Cotton Gardens Park, Kennington Lane

Proposals for inappropriate development on land located within a Local Green Space will only be supported in very special circumstances.

### KOV 1 : Local Green Spaces

5.7. This policy designates ten existing open spaces as Local Green Spaces in accordance with §106 of the NPPF. This has the effect of requiring proposals that will be deemed inappropriate by definition, (unless exempted by the NPPF §152 or §156), needing to meet the same 'very special circumstances' legal test applying to the Green Belt and Metropolitan Open Land in London. This means that development in these locations is deemed harmful and would not be permitted unless a very special set of circumstances can be proven to outweigh this harm.

5.8. Only those spaces that meet the NPPF criteria have been designated, as described in Appendix B. Kennington Park is not proposed as a Local Green Space as it is already identified in the adopted Local Plan as a District Park and is a registered historic park and garden. As such, it has sufficient protection from harmful development.

5.9. The benefits of green spaces, as part of wider networks of green infrastructure in very densely populated urban areas like KOV, are increasingly well understood and extend from air quality to mental health. These networks make a vital contribution to overall quality of life in cities, providing a sense of freedom and sanctuary and somewhere to relax, to play, to enjoy and learn about nature, to meet with friends, exercise and enjoy good quality air. They are a vital shared urban resource. In the earlier community survey of 2017, 456 local people wanted the KOV Forum to increase the protection of precious green spaces in the area from further encroachment by new development.

5.10. The existence of quality open space also improves the biodiversity and overall visual attractiveness of the local environment, and mitigates flood risk. It helps create the distinctive character of an area and a sense of belonging for those who live and work there but also for visitors. This policy is consistent with the vision of the Lambeth's Parks and Open Spaces Strategic Plan 2020-2025.

5.11. The policy also aligns with the strategic policies of the London Plan and supplements Local Plan Policy EN1 (Open Space and Biodiversity) which does not designate this type of open space on its own Policy Map. Both policies are intended to prevent 'town-cramming' which is now especially important in the KOV area that has seen major development and intensification over the last decade. However, they do not undermine the ability for the area as a whole to intensify and for suitable brownfield land to be reused to enable housing growth. The number of sites designated is considered to be a minimum and covers only a small percentage of the overall KOV area.

5.12. The circumstances in which development would be permitted on designated Local Green Spaces include the provision of appropriate facilities for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; the extension or alteration of an existing building; and the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces. These circumstances are more limited than those in which development would be allowed under Lambeth Local Plan Policy EN1, therefore this policy offers a distinct approach.

A. Development proposals must set out the measures they are taking to contribute to the improvement of air quality in the KOV Neighbourhood Area. Such measures may include, but are not limited to:

- The removal or reduction of on-site car parking when redeveloping existing sites, with provision for electric vehicle charging points or other technology which encourages the take up of sustainable transport.
- The use of low-pollution vehicles during construction.
- Freight consolidation arrangements.
- Arrangements for off street loading and servicing within development sites to free up scarce kerb space for active travel and buses.
- Provision of secure parking facilities for standard bicycles and cargo bicycles, which should be designed considering the potential for growth in future demand.
- Provision of financial contributions to bicycle hire facilities and services that are proportionate to the size of the development.
- The design and layout of buildings that will avoid creating areas that inhibit effective dispersion of pollution, including the avoidance of 'street canyons' where road traffic emissions are trapped by tall buildings on either side of the road.
- The design of buildings that will minimise public exposure to pollution sources. This may include maximising façade distances from busy roads and/or locating habitable rooms away from these façades.

B. The Neighbourhood Plan identifies the following Greenways as pedestrian routes that are primarily situated away from heavy traffic, air pollution and noise, as shown on the Greenways map:

- Vauxhall Loop
- Lambeth Palace to Vauxhall
- Lambeth Walk (as an extension of Greenway C in the South Bank and Waterloo Neighbourhood Plan)
- Imperial War Museum and Kennington Road (as an extension of Greenway D in the South Bank and Waterloo Neighbourhood Plan)
- Elephant and Castle to Kennington Park
- Riverside Greenway Route

All development proposals should demonstrate how they promote walking and cycling as primary modes of transport in line with the Mayor's Healthy Streets for London approach, Lambeth's Climate Action Plan, and Lambeth's Transport Strategy (2019). Proposals adjoining or adjacent to an identified Greenway must contribute financially to improvements to the Greenways' streetscape, making sure these are pedestrian and cycle friendly. Such improvements must ensure Greenways meet the quality requirements set out in *Appendix A to Lambeth's Healthy Routes Plan* and address road danger in line with the Safe by Design principles outlined in *Lambeth's Road Danger Reduction Strategy*. Kerbsides along Greenways should be improved in line with *Lambeth's Kerbside Strategy*.

## **KOV 2 : Improving Air Quality**

5.13. This policy is intended to improve air quality in the KOV area by requiring new development to contribute to the removal of air pollution at source by encouraging more active travel, more efficient buildings, use of cleaner vehicles and similar. It also seeks to mitigate exposure to pollution through increased greening and better separation of pedestrians and motorised vehicles. The policy provides local support for the aspiration of Lambeth Council in respect of Healthy Routes and Low Traffic Neighbourhoods to promote active travel and reduce air pollution. Lambeth Council's Air Quality Action Plan 2017-22 was updated 2023-25. It outlines action that will be taken to improve air quality and better public health outcomes, and to break the connection between inner-London living and poor air quality. The Air Quality Focus Area around Vauxhall is indicated on Map C.

5.14. In doing so, it complements Policies T1, PN2 and PN8 of the Local Plan and policies GG3, D7, G5 and SI1 of the London Plan on air quality and green infrastructure. Importantly too, it responds positively to Policy 5 of the adjoining, made South Bank and Waterloo Neighbourhood Plan, which already contains many of the same provisions and identifies Greenways that this policy extends through the KOV area.

5.15. In the 2017 survey, 402 local people wanted the KOV Forum to support developments that improve local air quality. Local knowledge offers more insights on the distribution of pollution not obvious from generalised maps based on pollution monitoring stations and known traffic flows. Some local residential roads have relatively high volumes of traffic and hence related pollution. As such roads are not included in DfT figures, pollution maps overlook their contribution.

5.16. In contrast, relatively enclosed green areas like Bonnington Square have noticeably better air quality. Ideally children and other vulnerable pedestrians should be able to walk as far as practicable and experience the relatively good air quality of Bonnington Square and not the poor quality of nearby Vauxhall gyratory. A network of pollution monitors with live feedback outside schools and along busy through routes will support the public to make more informed decisions. Of particular concern is the high volume of traffic passing by local schools on TfL controlled routes, for example the four schools in the Vauxhall gyratory area.

5.17. Part B of Policy KOV 2 should contribute to the provision of segregated cycling infrastructure where Greenways overlap with Lambeth's Healthy Routes Network. The Healthy Route Network can be found on Page 2 of Appendix A of Lambeth's Council's Healthy Routes Plan: <https://www.lambeth.gov.uk/transport-strategy/healthy-routes-plan>.



*“Lambeth has some of the highest levels of air pollution in the UK. Our citizens’ health is at risk and it is for this reason that we are determined to forge ahead with our bold and ambitious plans to improve the air quality in our borough.”*

*Lambeth Air Quality Action Plan  
2017 to 2022, p2*

*Image: Afternoon smog above the Vauxhall Gyratory and Nine Elms*

The Neighbourhood Plan defines the local shops at Kennington Cross on the Policy

- A. Proposals will be considered in accordance with strategic policy on development outside defined Local Centres in accordance with Local Plan Policy ED11, part D.
- B. Major development proposals in Local Centres and on neighbouring sites will be expected to contribute to the improvement of the immediate public realm, to ensure space exists for local people to stop and rest, dwell and interact, promoting a usable, attractive and cohesive neighbourhood.

### **KOV 3 : Local Shops and Services**

5.18. The London Plan encourages plans to consider the protection of local centres of shops and other services and to develop appropriate policies to support and enhance their role and prevent the loss of retail and related facilities that provide essential convenience and specialist shopping (Policy SD7 and E9). Local Plan ED11 on local centres and dispersed local shops. Policy ED11 relates to 42 Local Centres in the Borough of Lambeth, ten of which are located in or partially within the KOV Area. These are South Lambeth Road (partially within), Wilcox Road, Kennington Lane, Kennington Park Road/Kennington Road, Kennington Cross, Oval (Clapham Road), Oval (Brixton Road), Vauxhall Street/Jonathan Street, Lambeth Walk and Black Prince Road.

5.19. Well-functioning local centres require a full range of services, including financial facilities such as post offices, banks and cash point machines, credit unions and building societies for the benefit of all in the local community. Parts of the KOV area, including Kennington Cross and Vauxhall south, need safeguarding from the closure of shops and services, where possible, in particular because of their proximity to the Vauxhall, Nine Elms and Battersea Opportunity Area, where major new development is envisaged.

5.20. The recent and planned growth for the area will mean these local commercial and social functions become even more important in the future. At present, some change may be possible without requiring planning consent, so the policy focuses on changes of use and other development proposals that normally require consent.



*Image: Wincott Parade, Kennington Road*  
Attribution: Byron R. Green CC BY 4.0



*Image: Tesco Express, Kennington Road on the corner of Black Prince Road*  
Attribution: Byron R. Green CC BY 4.0

## KOV 4 : COMMUNITY INFRASTRUCTURE PREMISES

**The Neighbourhood Plan identifies the following local community infrastructure, as shown on the Policy Map and listed below, which are recognised for their heritage, cultural, economic or social value to the community:**

- i. Kennington Park Estate Community Centre, *Harleyford Street SE11 5SY*
- ii. Carmelita Centre, *Vauxhall Walk SE11 5JT*
- iii. Ashmole Estate Tenants' Hall, *Meadow Road SW8 1PL*
- iv. Wheatsheaf Community Centre, *Wheatsheaf Lane SW8 2UP*
- v. Vauxhall Gardens Community Centre, *Glasshouse Walk SE11 5ES*
- vi. Royal Vauxhall Tavern, *Kennington Lane SE11 5HY*
- vii. Fentiman Arms, *Fentiman Road SW8 1LN*
- viii. Griffin Belle, *Wyvil Road SW8 2TH*
- ix. Duchy Arms, *Sancroft Street SE11 5UG*
- x. The Pilgrim, *Kennington Lane SE11 5QU*
- xi. Prince of Wales, *Cleaver Square SE11 4EA*
- xii. Durning Library, *Kennington Lane SE11 4HF*
- xiii. Tate South Lambeth Library, *South Lambeth Road SW8 1QP*

**A. Proposals that will harm or result in the loss of this community infrastructure will not be supported unless:**

- i. It can be clearly demonstrated that the facility is no longer required and alternative facilities are easily accessible for the community they are intended to serve; and
- ii. It can be demonstrated through a rigorous marketing exercise that the use is no longer viable, that all reasonable efforts have been made to retain it and that there is no alternative use that would provide a beneficial facility to the local community

**B. Proposals for the redevelopment, improvement or expansion of any existing local community infrastructure to extend or diversify the level of service will be supported, provided the change will not undermine the viability of the primary use of the facility.**

#### **KOV 4 : Community Infrastructure Premises**

5.21. The policy identifies those community assets (buildings and land) in the KOV area that will be protected from change of use by the application of adopted Local Plan Policy S1 (on community premises) and ED9 and Policy HC7 of the London Plan on public houses. The facilities identified above and in Appendix A include facilities that are widely used, appreciated and which support the community's needs. They should therefore be protected from loss.

5.22. The strategic policies seek to resist the loss of community facilities and public houses unless there is evidence to suggest the facility is no longer needed, it has been vacant and marketed for a community use without success or it can be re-provided elsewhere or in a different way. Continuing to have a range of local community services within the neighbourhood which reflect the community's needs is imperative to ensuring a desirable, well-functioning neighbourhood with strong community cohesion and the long-term potential value of land in community use should therefore not be lost without good reason. Furthermore, locally based amenities will help to encourage walking/cycling over driving and is vital to our many less-mobile residents.

5.23. In addition to protecting existing facilities, due to the continued growth in the KOV area over the next few years it is expected that many facilities will need to be upgraded or expanded to meet demand and the policy therefore encourages proposals to enable these facilities to do so to remain valuable neighbourhood facilities. In some cases, facilities will struggle to remain economically viable, rather than the limitations of the premises, land or location being the issue. Policy S1 supports the co-location of facilities and the KOV Plan policy therefore encourages the partial redevelopment of facilities that will ensure that they remain viable but requires the resulting increase in use to be appropriate in terms of design and to avoid harming the amenities of adjoining residential properties.

5.24. The Forum recognises a certain degree of overlap exists between Part A of Policy KOV 4 and Lambeth Local Plan Policy S1 when referring to premises that would be considered Social Infrastructure under the Local Plan. However, by applying the same criteria to Public Houses, whose protection is less onerous in the Local Plan, the Forum considers this part of the policy offers a distinct approach. Similarly, Part B of Policy KOV 4 is considered to provide an additional level of detail and a distinct local approach by, as opposed to Local Plan Policy S2, specifically referring a type of improvement, i.e., the re-development, improvement or expansion of the premises to extend or diversify their level of service. Policy KOV4 supports these improvements unless they undermine the viability of the primary use of the facility.



*Image: The Griffin Belle, Wyvil Road*  
Attribution: CAMRA

# Kennington, Vauxhall and Oval Neighbourhood Plan

## Local View Map (October 2025)

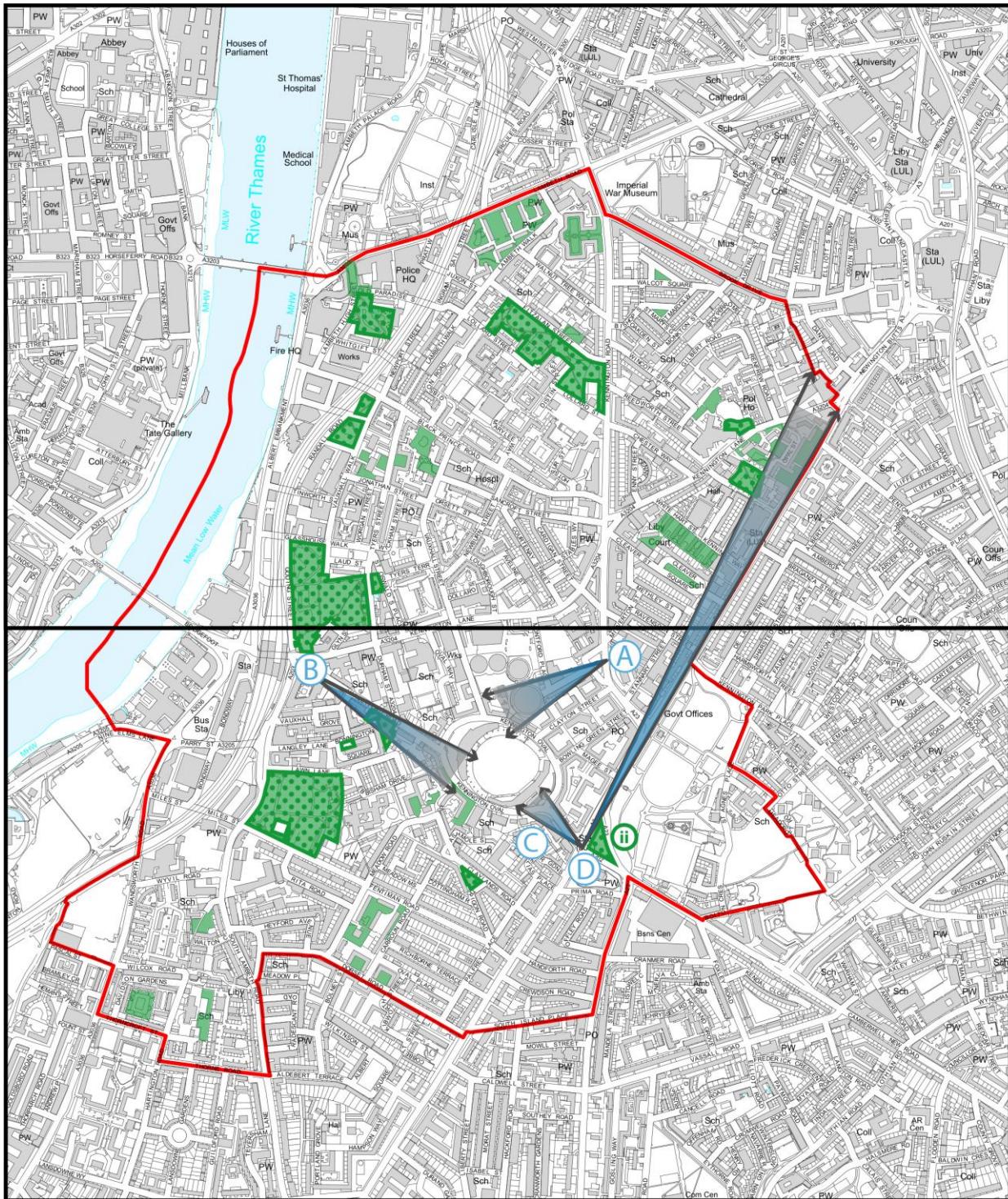


Neighbourhood Area Boundary



### KOV 5: Local Views

- A. Kennington Road to Gas Holder №1
- B. Harleyford Road to the Oval Cricket Ground
- C. Harleyford Street to the Oval Cricket Ground
- D. Kennington Park Road to the Elephant and Castle tall building cluster



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## KOV 5: IMPORTANT LOCAL VIEWS

**The Neighbourhood Plan identifies the following Important Local Views, to protect their composition and character from harm. Their viewing locations, description of view, visual management guidance and view cones are set out below. View cones are shown on the previous page and the Policy Map.**

- A. Kennington Road to Gas Holder №1
- B. Harleyford Road to the Oval Cricket Ground
- C. Harleyford Street to the Oval Cricket Ground
- D. Kennington Park Road into Elephant and Castle

Development proposals should not have an adverse impact on the composition and character of these Important Local Views within the respective view cone and as outlined below.

Proposals should provide wire line illustrations, silhouette of key assets and well-defined views to demonstrate how they will respect the significance of these views

### KOV 5 : Important Local Views

5.25. This policy is intended to complement Policy Q25 of the adopted Local Plan and Policy HC3 of the London Plan by identifying four local views that are considered by local people as important in helping define the character of the KOV area. Further details on each view are provided below. In the 2017 survey, 402 local people asked us to protect local views by regulating building heights.

5.26. The KOV area is an historically important part of London and has been of strategic importance since Roman times. It contains many listed buildings and structures, notable parks and modern buildings and is located south of the World Cultural Heritage Site of the Palace of Westminster and Westminster Abbey. Our neighbourhood area straddles the Central Activities Zone and congestion charge area and is bordered by the River Thames along the Albert Embankment including the northern part of the Vauxhall Nine Elms Battersea Opportunity Area.

5.27. The KOV Area consists of and/or is visually connected to a number of notable townscapes, buildings and structures both old and new including the Palace of Westminster, the River Thames, Kennington Gas Holder (No1), St Marks Church Kennington, St George Wharf, SIS (MI6) building, Vauxhall Bus Station and others. Maintaining visual links with those landmarks is considered important, connecting different parts of the neighbourhood particularly for those on foot, cycling and using public transport. The lack of a strategic approach to tall buildings results in an erosion of the spatial hierarchy of the local and wider context, orientation, legibility and way finding. Therefore, adverse impacts of taller buildings and structures on

local or strategic views are to be avoided.

5.28. Given the precedents created in the Opportunity Areas to the west and north of our neighbourhood, the number of planned developments and pressures of making a scheme financially viable to cross-subsidise affordable homes and employment uses, it is important to ensure that impacts of taller buildings are studied, understood and considered in the context of local character, orientation and identity outside the Opportunity Areas and conservation areas which are subject to different policies protection.

5.29. Until recently, some roads such as the Clapham Road/Kennington Road (A3), the old Roman Road, offered views into the heart of the City of London. Such views are being consistently eroded by new buildings that visually cut off the area. Even local views of relatively new tall buildings such as St George Wharf Tower have been obstructed by newer buildings. The lack of a tall building strategy and an up to date Local View Framework contributed to this regrettable situation. A focused and appropriate consideration of the placement of new buildings and their design and size would result in a much better visually connected built environment, local identity and orientation.

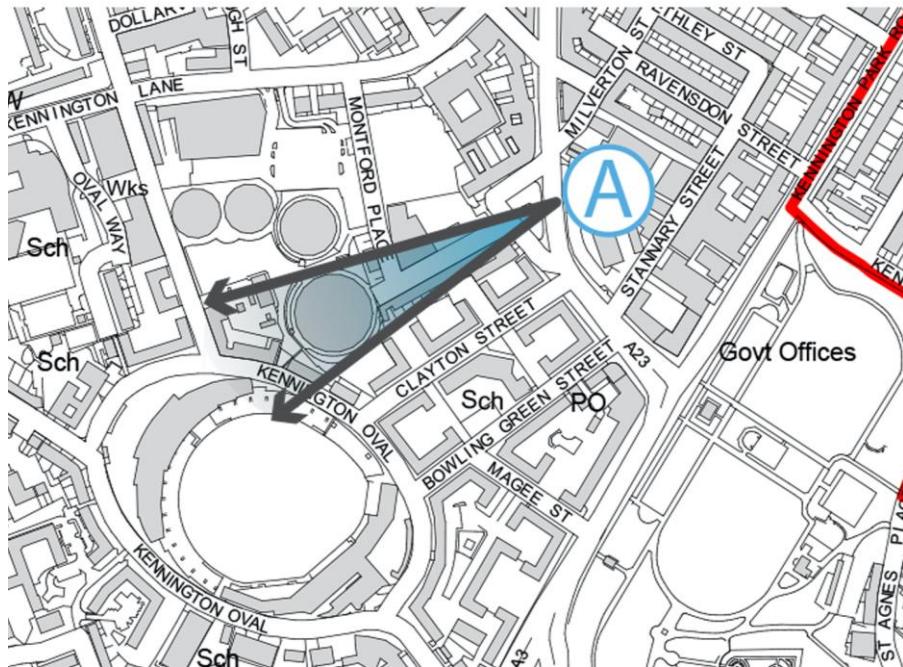
#### **KOV5A: Kennington Road to Gas Holder №1**

5.30. The listed gas holder provides a significant cultural orientation point in the Kennington area and north Lambeth as a whole. It is a landmark which makes an aesthetic, historic and cultural contribution to the view. It is a view of architectural and landscape composition of historical significance.

5.31. It is acknowledged that the Places for London, TfL Property Company/Grainger site on Montford Place is subject to an implemented planning permission (Reference: 2001086/FUL).

5.32. The gas holder was listed Grade 2 in March 2016 based on:

- historic and architectural interest in the world's largest gas holder when built
- early example of the use of wrought iron in the construction of the guide frame
- involvement of three of the most prominent Victorian gas engineers (Woodall and F and G. Livesey)
- landscape interest: the gas holder affords urban landscape value and international recognition as the background to the Oval cricket ground



**Viewing Place:** Kennington Road



**Viewing Location:** From Kennington Road across Kennington Green

### **Viewing Place**

From Kennington Road across Kennington Green along the alignment of Montford Place.

### **Viewing Location**

A static view across Kennington Green as the viewer moves along Kennington Road providing a backdrop to Kennington Green and a focus at the western end of Montford Place.

### **Viewing Location Coordinates**

**51°29'9.38" N      0°6'41.11" W**



*Image: View of Gas Holder No. 1 July 2024*

*Attribution: KOV Forum CC BY 4.0*

### **Visual Management Guidance**

The view is sensitive to the scale and roofline of the buildings in the foreground and the viewing corridors along Montford Place.

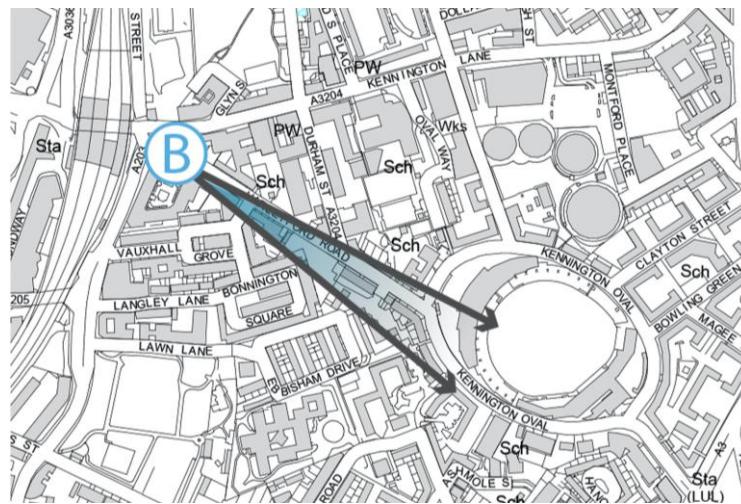
New development should not harm the overall composition of the view nor impinge on the viewing corridors.

### **Description of View**

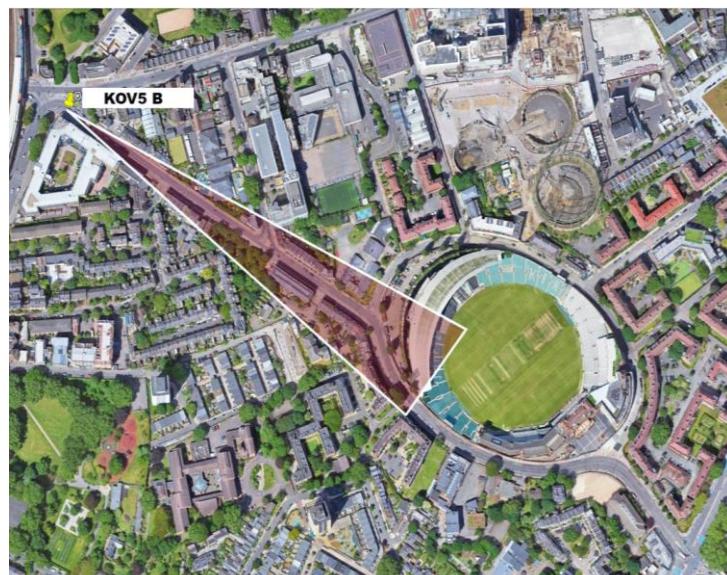
Gas Holder No. 1 is a Grade II Listed structure of industrial heritage significance which is also a local landmark

## **KOV5B Harleyford Road to Oval Cricket Ground**

5.33. The Oval Cricket Ground is internationally renowned and the views to it along Harleyford Road on the southeastern approach are of significance to the area. It is therefore important to retain an open, uncluttered vista.



***Viewing Place: Harleyford Road***



***Viewing Location: Northwestern end of Harleyford Road***

### **Viewing Place**

On the pedestrian crossing island at north western end of Harleyford Road on the SE side outside the Cobalt Square building.

### **Viewing Location**

A static view as the viewer moves SE towards the Alec Stewart Gate entrance to the Oval Cricket Ground.

### **Viewing Location Coordinates**

**51°29'9.71"N      0° 7'17.53"W**



*Image: View of the Oval Cricket Ground along Harleyford Road June 2024*

*Attribution: KOV Forum*

### **Visual Management Guidance**

The view is sensitive to the scale and roofline of the buildings along Harleyford Road.

New development should not impinge on the viewing corridor or disrupt the line of the canopy to the JM Finn Stand.

Proposals for buildings taller than their neighbours will generally be deemed inappropriate.

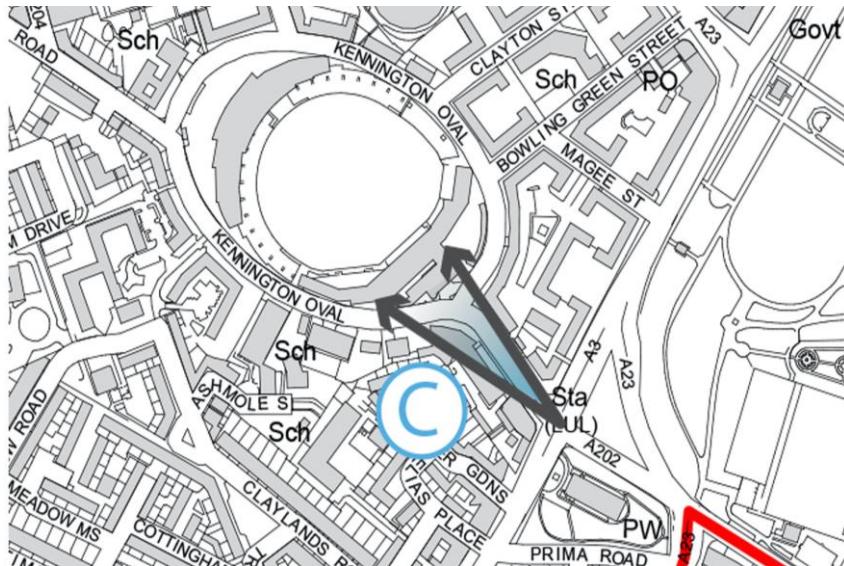
### **Description of View**

On the approach from Vauxhall Station to the Alec Stewart Gate entrance to the Cricket Ground the view is framed by the frontages of the buildings along either side of Harleyford Road with their consistent scale, height and building line creating a strong view corridor.

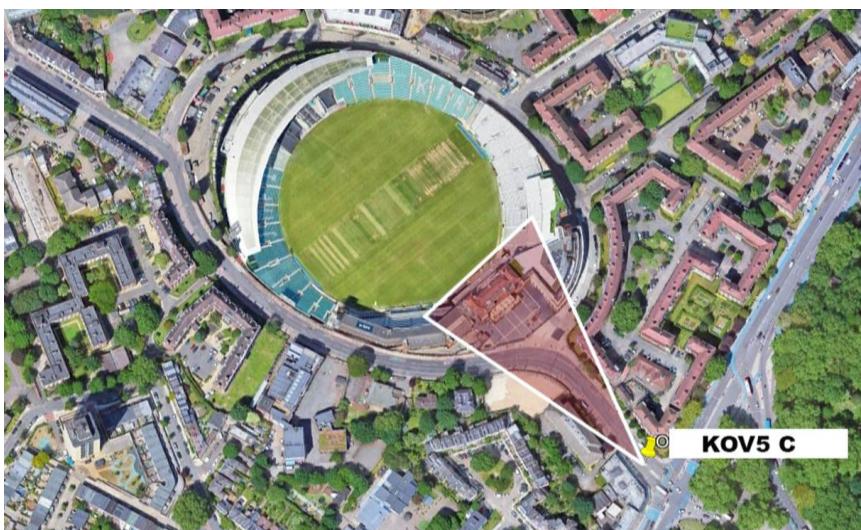
The JM Finn Stand is the focal point in this view with its green wall filling the gap at the end of Harleyford Road and its curved canopy adding a dynamic element. On the right hand side of this view the scale of the structure is hinted at by the Cricket Ground's Lighting masts which punctuate the skyline.

## **KOV5C Harleyford Street to Oval Cricket Ground**

5.34. The Oval Cricket Ground is internationally renowned and the views to it along Harleyford Street on the northwestern approach from Oval station are of significance to the area. It is therefore important to retain an open, uncluttered vista.



***Viewing Place: Harleyford Street***



***Viewing Location: Southeastern end of Harleyford Street***

### ***Viewing Place***

At south eastern end of Harleyford Street outside the Oval underground station.

### ***Viewing Location***

A static view as the viewer moves NW towards the Pavilion and Hobbs Gate entrance to the Oval Cricket Ground.

### ***Viewing Location Coordinates***

**51°28'55.75"N      0° 6'45.28"W**



*Image: View of the Oval Cricket Ground along Harleyford Street June 2024*

Attribution: KOV Forum CC BY 4.0

### Description of Views

From outside the Oval Station the view north westward of the Hobbs Gate entrance and Pavilion is framed by frontages of the four and five storey residential blocks either side of Harleyford Street which are of a consistent character, material, scale and building line creating a strong view corridor.

The Pavilion building forms the focal point of this view and its alignment to the Street allows the symmetry of the building centred on the entrance colonnade to be appreciated.

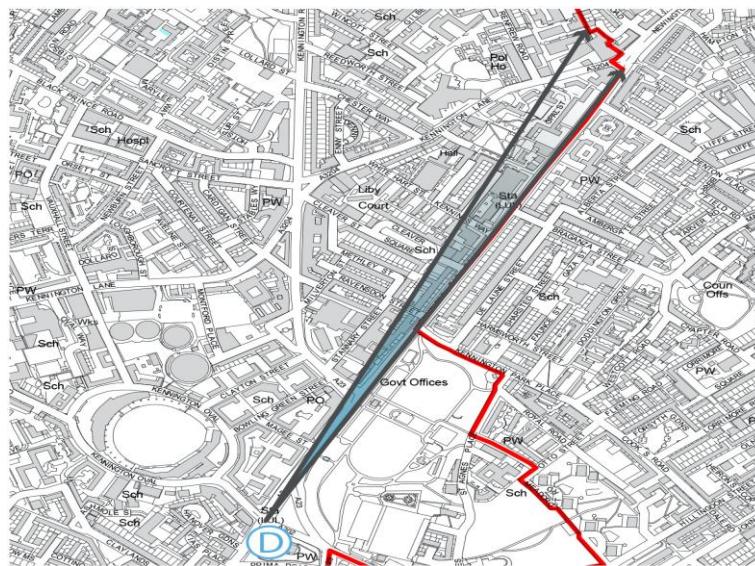
### Visual Management Guidance

The visual presence of the Pavilion as a focal point and destination is supported by the scale and consistent building line of the foreground buildings.

New development should not detract from its visual presence, harm the overall composition of the view, nor compete with the scale, roof profile or silhouette of the Pavilion against clear sky.

## **KOV5D Kennington Park Road into Elephant and Castle**

5.35. The view of the tall buildings that characterise the growth of the city is special along the straight and perfectly aligned Kennington Park Road. It helps visually associate the KOV area with one of the landmarks of this international city, the cluster of tall buildings at Elephant and Castle. It is a reminder of the historic development of London, as Kennington Park Road follows the alignment of the old Roman Road from the City of London across London Bridge towards Chichester. In seeking to comply with this policy, those designing development proposals should ensure that development in the foreground of this view must not be to the detriment of the view. There is an expectation for tall building development within the view where it extends beyond the KOV NP boundary into Southwark in accordance with Southwark Plan Policy P19, which will reinforce the contrast between the nature of Kennington Park Road within the KOV NP boundary and its tree lined streets and the city beyond.



**Viewing Place:** View N along Kennington Park Road to the tall building cluster.



**Viewing Location:** Junction between Kennington Park Road and Harleyford Street

### **Viewing Place**

On Kennington Park Road at the junction with Harleyford Street outside the Oval tube station.

### **Viewing Location**

A dynamic view as the viewer moves N along Kennington Park Road with the tall building cluster providing a landmark focal point.

### **Viewing Location Coordinates**

**51°28'54.99"N    0°6'45.23"W**



*Image: View of Elephant and Castle tall building cluster from junction of Harleyford Street and Kennington Park Road, April 2025*  
Attribution: Rolfe Judd Planning

### Description of View

The view N along Kennington Park Road is framed by a consistent building line and scale of built form along the western side. Mature tree planting is continuous along the eastern side and most of the western side. Starting from Cleaver Square this forms a shady tree-lined avenue along the northern section of Kennington Park Road.

The combined effect of the road's alignment, the building line and scale of the built form, and the landscape features is to create a vista in which the tall building cluster is the focus. This is an unfolding view with changing glimpses above and through the tree line of the blocks and their alignment right up to the area's northern boundary at Newington Butts where the cluster is fully revealed and is the dominant feature.

The view provides orientation and accentuates the local sense of place along Kennington Park Road by maintaining visual links with the tall buildings cluster landmark.

### Visual Management Guidance

The view is sensitive to the consistent building line, scale of built form and tree line along Kennington Park Road. New development should not harm the overall composition nor compete with the tree line or the tall building silhouettes against clear sky.

## 6. IMPLEMENTATION

- 6.1. The Neighbourhood Plan will be implemented through the decisions that Lambeth Council, as the local planning authority, takes in its consideration and determination of planning applications.

### Development Management

- 6.2. The LB of Lambeth will use a combination of the Local Plan and this Neighbourhood Plan policies to inform and determine its planning application decisions. The KOV Forum is now a statutory consultee on planning applications made in its area and it will be made aware of any future planning applications or alterations to those applications by the planning authority. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.

### Early Engagement with the Local Community

- 6.3. The Forum wishes to refine the way in which the process of engaging the local communities in its area in the design of major and minor development proposals is carried out, to address what it perceives as failures to do so effectively in recent years. The intent is to lead to a higher standard of local community engagement in the design process, as encouraged by the National Design Guide and Policy D3 of the London Plan.
- 6.4. The LB of Lambeth has a suite of design policies in the Local Plan. More genuine engagement and the LB of Lambeth giving greater weight to this process should lead to better design outcomes. The KOV area has intense development pressures that lead to proposals being made that have the potential to significantly impact on the lives of local people. It is therefore vital that their knowledge of how the area functions, their understanding of the essential features of local character, and their views on the merits of emerging proposals are given proper weight in the consideration of planning applications.
- 6.5. The local community found recent consultations and engagement work in the planning and design process in the KOV area disappointing, which is why the Neighbourhood Plan has been requested to address the issue. The perception is partly due to poor sharing of relevant information which enables community involvement in planning decisions for everyone. Developers frequently choose to use axonometric images and other information which does not provide clarity for what will be delivered when the plans are constructed. Display of this type of difficult to interpret information and imagery means that the community is not facilitated to provide relevant and meaningful feedback.

6.6. In the 2017 survey, 390 local people told us that major developments must consult local people early in the design process before submitting a planning application. Big applications must also undergo an independent Design Review before decisions are taken. As a local community, we recognise our role in supporting good design in our built environment and speeding up the planning process by working proactively, constructively and positively with landowners and developers. Therefore, we wish to have a greater and earlier involvement in forthcoming planning applications for larger and/or significant sites. Applicants should be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals which demonstrate this in developing the design of the new development will receive a greater level of approval than otherwise.

6.7. The Forum expects applicants preparing major development proposals to demonstrate in the Statement of Public Consultation how they have engaged in a meaningful way with local residents and other stakeholders prior to submitting a planning application. As a minimum, the Statement should describe how the knowledge and opinions of the local community have been sought, positively considered and responded to in formulating the proposals set out in the separate Design and Access Statement. Where a proposal has not accommodated that knowledge or opinion, then the Statement should explain the reasons for not doing so.

6.8. Where a Statement of Public Consultation is required for non-major development proposals, the Forum expects applicants to demonstrate how they have engaged in a meaningful way with the occupants and owners of properties and land in the vicinity prior to submitting a planning application. Where a proposal has not accommodated the views of those occupants or owners, the Statement should explain the reasons for not doing so.

6.9. Applicants' proposals should always provide sufficient detail to allow the local community to understand what is proposed and to engage in a genuine consultation process. This is part of an iterative design process to enable local views and knowledge to be incorporated into the evolution of the design of the development and form part of the required Design and Access Statement in the planning application.

6.10. As the LB of Lambeth already has a Local Validation Requirements Process these expectations are reasonable. The LB of Lambeth Statement of Community Involvement (SCI) already urges developers of major developments to undertake consultations with the local community before they make planning applications. The Council has already established a new process for design review, which should enable this policy, and those of the Council, to be better implemented.

## **Local Infrastructure Improvements**

6.11. The scale of development proposed in the Local Plan for the KOV area will continue to be significant over the next decade. The KOV Forum will therefore aim to work closely and collaboratively with the LB of Lambeth to determine how and where the Community Infrastructure Levy (CIL) and Section 106 planning obligation financial contributions collected in the KOV area are invested in the area.

6.12. After years of consultation and detailed discussion with the local community on the KOV Plan, the KOV Forum has identified community priority projects based on issues known to have been of concern to the neighbourhood for some time. The development of the KOV Plan has offered the opportunity to address those concerns and direct resources towards key priorities supported by the local community.

6.13. These projects are put forward by the local community and are examples of locally supported projects which fulfil the policy objectives of the plan. The projects are identified to indicate the most significant ambitions of the local community for future CIL investment. With negotiated and agreed further assessment and scrutiny, the projects should form the Lambeth Cooperative Local Investment Plan for the KOV area.

### **PROJECT A: SUPPORT FOR THE HOMELESS**

6.14. In the 2017 survey, 377 local people told us to support facilities for the homeless in our area. The statistics on rough sleeping across London then showed outreach teams recording a high and steadily increasing number of people sleeping rough across London. This applied to the KOV area at least as much as to other parts of London.

6.15. In 2023 homelessness reached crisis proportions with increasing numbers of rough sleepers in London and in Lambeth and a reduction in mental health professionals working with rough sleepers (the number of mental health specialists working with rough sleepers at the South London and Maudsley Mental Health Trust has been reduced by 50% since 2002). With further cuts to the funding of supported housing, the KOV community is deeply concerned about the welfare of homeless people/rough sleepers staying in or passing through our area and we wish to work with statutory agencies and support voluntary organisations working with these vulnerable people in Kennington, Oval and Vauxhall.

## **PROJECT B: MODERN, QUALITY LIBRARY FACILITIES**

6.16.In the survey, 341 local people wanted us to provide for modern quality library facilities. The KOV local community in 2023 was pleased to welcome resources for maintenance and improvement of current library facilities particularly in the face of recent reductions in funding available from government through the local authority. We welcome the recent refurbishment at the Durning and Tate South Lambeth Libraries although both buildings need further maintenance and repair. Support for the development and revenue funding of new library facilities will be prioritised on condition the proposal is deemed sustainable and will clearly serve the needs of the area.

## **PROJECT C: NURSERY PROVISION & SCHOOL HOLIDAY CHILDCARE ON OUR ESTATES**

6.17.In the 2017 survey, 271 local people wished to see nurseries on all our housing estates and childcare during school holidays. A significant section of the population in Kennington, Oval and Vauxhall lives on social housing estates. Access to affordable nursery and childcare provision has worsened considerably since then. Childcare provision in school holidays will support parents to become or remain economically active. Estate based services will also contribute to community cohesion and provide a focus of community activity, reducing isolation and increasing communication and networking.

6.18.Affordable and easily accessible childcare is crucial for working families by helping to create more opportunities for parents who wish, or need, to work and raise children at the same time. Providing children with good-quality education and care in their earliest years can help them succeed at school and later in life. This contributes to creating a society where opportunities are equal regardless of background.

## **PROJECT D: ESTABLISHMENT OF A COMMUNITY DEVELOPMENT TRUST**

6.19. In the survey, 205 people wanted us to set up a Community Development Trust to deliver on local priorities with some form of community control. Trusts are community organisations:

- that are owned and managed by the local community,
- which aim to achieve the sustainable regeneration of a community or address a range of economic, social, environmental and cultural issues within a community,
- that are independent but seek to work in partnership with other private, public and third sector organisations, and
- which aim to reduce dependency on grant support by generating income through enterprise and the ownership of assets, with all trading surpluses principally reinvested in the organisation or the community.

6.20. The Forum will be interested in working with the LB of Lambeth and local land interests to explore the potential for this idea as part of any major development scheme or other regeneration initiative. There are now precedents for this in London with the London Community Land Trust now responsible for delivering more than 150 affordable homes (though the community's interest may not just be in affordable housing here).

## **PROJECT E: AIR QUALITY AND GREEN INFRASTRUCTURE**

6.21. These projects may support the objectives related to air quality and green spaces which form part of the suggested Community Infrastructure Levy (CIL) Investment and Co-operative Local Investment Plans (CLIPs) Priorities and specifically comply with the Green Infrastructure Network. A programme of improvements to our parks and green spaces was supported in the survey by 479 local people, including greening of bus stops, street tree planting, street greening in general, living walls, and improved local walking and cycle routes.

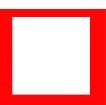
6.22. Once the KOV Plan has been made, the Forum will work with the LB of Lambeth to agree how to operate the 'Neighbourhood CIL' to invest in these priority local investment projects in line with the delivery framework agreed by the LB of Lambeth in 2021.

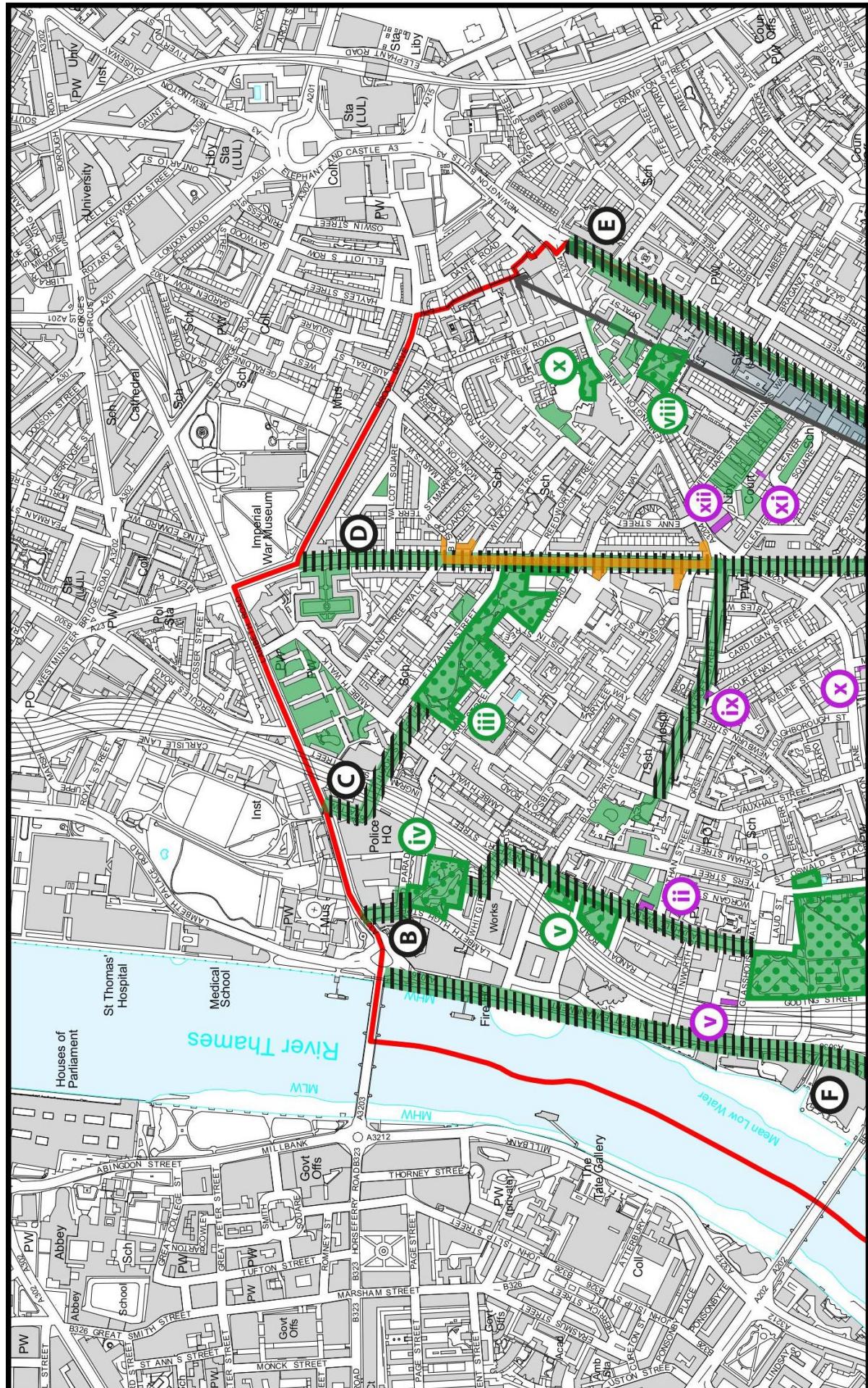
## **PROJECT F: WALKING AND CYCLING**

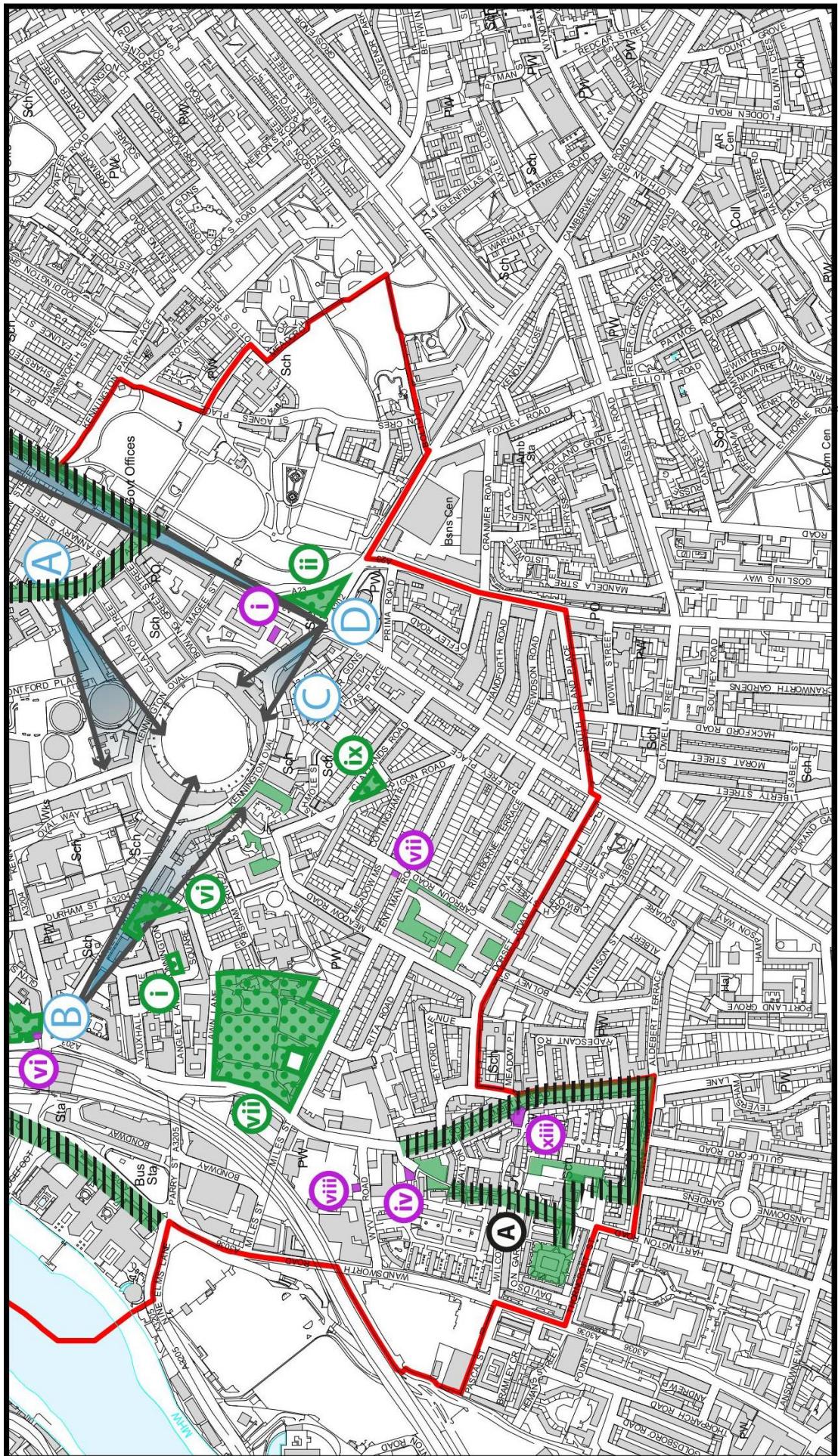
6.23. The Forum will work in partnership with Lambeth Council and TfL on the delivery of initiatives to make our streets walking and cycling friendly as identified in Lambeth's Transport Strategy and Climate Action Plan. These initiatives include but are not limited to road danger reduction on those parts of the Healthy Routes Network that do not overlap with the proposed Greenways, traffic calming initiatives in the context of the Low Traffic Neighbourhood initiative, and partial pedestrianisation and public realm improvements in local centres.

# Kennington, Oval and Vauxhall Neighbourhood Plan

## Policy Map Legend

	<b>Neighbourhood Area Boundary</b>
	<b>Insets</b>
	<b>KOV1: Local Green Space</b> <ul style="list-style-type: none"> <li>i. Bonnington Square Pleasure Garden, Langley Lane</li> <li>ii. 'Oval Triangle', Kennington Park Road</li> <li>iii. Lambeth Walk Open Space, Fitzalan Street/Lollard Street</li> <li>iv. Old Paradise Gardens, Lambeth High Street</li> <li>v. Pedlar's Park, Vauxhall Walk</li> <li>vi. Community Garden, Harleyford Road</li> <li>vii. Vauxhall Park</li> <li>viii. Pedlar's Acre Park, Opal Street/Cottington Street</li> <li>ix. Open Space, Claylands Road</li> <li>x. Cotton Gardens Park, Kennington Lane</li> </ul>
	<b>KOV1: Green Infrastructure</b>
	<b>KOV2: Improving Air Quality</b> <ul style="list-style-type: none"> <li>A. Vauxhall Loop</li> <li>B. Palace to Vauxhall</li> <li>C. Lambeth Walk</li> <li>D. Imperial War Museum and Kennington Road</li> <li>E. Elephant and Castle to Kennington Park</li> <li>F. Riverside Greeway Route</li> </ul>
	<b>KOV3: Local Shops</b>
	<b>KOV4: Local Community Infrastructure</b> <ul style="list-style-type: none"> <li>i. Kennington Park Estate Community Centre</li> <li>ii. Carmelite Centre</li> <li>iii. Ashmole Estate Tenants' Hall</li> <li>iv. Wheatsheaf Community Centre</li> <li>v. Vauxhall Gardens Community Centre</li> <li>vi. Royal Vauxhall Tavern</li> <li>vii. Fentiman Arms</li> <li>viii. Griffin Belle</li> <li>ix. Duchy Arms</li> <li>x. The Pilgrim</li> <li>xi. Prince of Wales</li> <li>xii. Durning Library</li> <li>xiii. Tate South Lambeth Library</li> </ul>
	<b>KOV5: Local Views</b> <ul style="list-style-type: none"> <li>A. Kennington Road to Gas Holder N°1</li> <li>B. Harleyford Road to the Oval Cricket Ground</li> <li>C. Harleyford Street to the Oval Cricket Ground</li> <li>D. Kennington Park Road into Elephant and Castle</li> </ul>
	<b>Protected Green Space (outside of the KOV Neighbourhood Plan)</b>





## APPENDIX A: LIST OF COMMUNITY INFRASTRUCTURE PREMISES



*Images: Carmelita Centre Mural & Kennington Park Estate Community Centre*

*Attribution: KOV Forum CC BY 4.0*

### Community Centres

#### **Kennington Park Estate Community Centre**

8 Harleyford Street, Kennington, SE11 5SY

Of significant importance and value to the residents of the 750-home Kennington Park Estate. Also serves the surrounding area in north Lambeth. Managed by the community for the community. Registered as an Asset of Community Value.

#### **Carmelita Centre**

41 Vauxhall Walk, SE11 5JT

(At the time of writing, the site of the Carmelita Centre had planning permission for a new development including a new community centre on the ground floor.)

Serving the 3,000 or so residents of Vauxhall Gardens Estate and available for use by the wider community. Managed by Vauxhall Gardens Estate Tenants and Residents Association promoting health and wellbeing and community cohesion.

#### **Ashmole Estate Tenants' Hall**

Ashmole Estate, Meadow Road, London SW8 1QB

Serves the approximately 600 homes of the Ashmole Estate and the wider neighbourhood.



*Image: Wheatsheaf Hall Community Centre*

*Attribution: Stephen Richards CC BY-SA 2.0*

### **Wheatsheaf Community Centre**

Wheatsheaf Lane, Vauxhall, SW8 2UP

Wheatsheaf Hall is a charming Grade II Listed building. It has been a community venue since 1988 when members of the local community leased the building from the Council. It was awarded grade II listed status in 1975 and is run by volunteers.

### **Vauxhall Gardens Community Centre**

Glasshouse Walk, Vauxhall, London SE11 5ES

Serving the residents of social housing in the area and available for use by the wider local community.

## Public Houses

### **Royal Vauxhall Tavern**

Kennington Lane, Vauxhall, London SE11 5HY

Already registered as an Asset of Community Value and of great value and significance to local residents and to the whole of London as an LGBTQ venue. Must be protected from development and preserved as a significant cultural facility.

### **Fentiman Arms**

64 Fentiman Road London SW8 1LN

Traditional public house in a residential area featuring high value private housing as well as social housing. A popular and valued amenity in the area.

### **Griffin Belle**

Wyvil Road, Vauxhall, SW8 2TH

A popular venue serving the social housing on Wyvil Estate as well as the residents of the new student and private housing recently developed on the nearby South Lambeth Road.

### **Duchy Arms**

63 Sancroft Street, SE11 5UG

The Duchy Arms is a traditional late Victorian public house, located in a building of character in keeping with the residential area it serves and acknowledged as a heritage asset. Also close to a significant concentration of public housing such as the Ethelred Estate and close to an area of intense new residential development.

### **The Pilgrim**

247 Kennington Lane, SE11 5QU

Lively local public house, located on Kennington Lane immediately adjacent to the major 'Oval Village' development which is to result in over 1,000 new homes. Other residential developments in the area will create many more new flats increasing the local population even further. Also serving existing social housing on the other side of Kennington Lane. Local community facilities in an area under so much intense development pressure must be valued and protected.

### **Prince of Wales**

48 Cleaver Square, Kennington, SE11 4EA



*Image: The Royal Vauxhall Tavern*  
*Attribution: Ewan Munro CC BY-SA 2.0*



*Image: Prince of Wales, Cleaver Square*  
*Attribution: Reading Tom CC BY 2.0*

## Public Libraries

### Durning Library

Kennington Lane, SE11 4HF

The Durning Library was built in 1889, designed by Sidney R. J. Smith the architect of Tate Britain, in the Gothic Revival style. It was a gift to the people of Kennington from Jemima Durning Smith. With its many notable architectural features it is described as 'a characterful and splendid building on a modest scale'. It is recognised as a prominent local building of architectural and heritage merit. It is highly valued and well supported by the local community.



*Image: Durning Library*

*Attribution: John Lubbock CC BY-SA 4.0*

## **Tate South Lambeth Library**

180 South Lambeth Road, SW8 1QP

Opened in 1888, the Tate South Lambeth Library is the borough's oldest public library in continuous use. It is the first and smallest of the three libraries the sugar magnate and philanthropist Henry Tate donated to Lambeth borough. Sir Henry's other two bequests are the Brixton Tate Library and the Streatham Library. The building is of significant heritage and architectural value.

Designed by Sidney Smith (architect of the Tate Gallery), the exterior and interior are very different from when it first opened its doors. The library service operated from two big rooms on the ground floor. The original design included copper cupolas on the two tower sections of the front and a round porch with caryatids (nude statues of female torsos). None survives. The Library, however, due to the sustained effort and support of the local community, remains a valued and essential community facility, serving the vibrant Portuguese community of the nearby social housing of Wyvil Estate, Victoria Mansions, Davidson Gardens and more. It provides a vital range of services and facilities to the population of this area of north Lambeth.



*Image: Tate South Lambeth Library*  
*Attribution: Reading Tom CC BY 2.0*

## APPENDIX B: LOCAL GREEN SPACES



*Image: Bonnington Square Garden  
Attribution: KOV Forum CC BY 4.0*



*Image: "Touchstone" - permanent granite sculpture by Peter Randall-Page, Oval Triangle  
Attribution: Richard Dunstan*

## **Local Green Spaces**

The NPPF states that Local Green Space designation should only be used where green space is

- a) in reasonable close proximity to the community it serves;
- b) demonstrably special to the local community and holds a particular significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

The Spaces described below comply with these selection criteria.

### **i. Bonnington Square Pleasure Garden, Langley Lane**

Bonnington Square Garden is of great significance to the local community. Bonnington Square is located between Harleyford Road and South Lambeth Road, two heavily used, main London traffic arteries, and very close to the Vauxhall Cross gyratory, the location of one of the most busy bus interchanges in London.

The Pleasure Garden provides a highly valued, quiet, green oasis from the noise, traffic and air pollution of this area of central London. It is of value in terms of introducing and maintaining biodiversity and a refuge for wildlife in a densely populated inner city location.

It is demonstrably special to the local residents, specifically as it was created by the Bonnington Square community. The Bonnington Square Garden Association was formed in the early 1990s to ensure a neglected piece of land was preserved and enhanced by the community for the community. It is of local significance in that it was saved for the benefit of local residents by local residents and continues to be cherished and maintained entirely by the community.

It has historic value in that the derelict site was created when a WW2 bomb demolished the houses which stood there.

The original planting plan by Bonnington Square residents Dan Pearson and James Fraser from New Zealand created 'a unique mix of the classic English and the exotic tropical, of gentle textures and bold architectural', including a walnut tree, tropical banana and bamboo, and New Zealand planting in raised beds. The planting has been embellished since then adding to its biodiversity and beauty. Further interest includes the boat above the wisteria-covered pergola, and the wheel, an 1860s industrial artefact rescued from a nearby marble factory. The Garden Association has planted trees, vines and street gardens in the surrounding neighbourhood.

The Garden and its immediate environs have some of the best air quality due to its unique location and high level of tree and other green plant coverage. It provides recreational and leisure opportunities for residents and visitors, offering a tranquil respite from the

ceaseless noise and activity of the inner city, a very short distance from Westminster.

## ii. 'Oval Triangle', Kennington Park Road

The Oval Triangle open space is at the historic cross roads of several major highways in the Borough: Brixton Road, Clapham Road, Camberwell Road, Kennington Park Road and Harleyford Street. They are east-west or north-south arteries carrying vast volumes of vehicles day and night.

The open space is the site of the landmark pillar identifying the area as Kennington. In its location opposite Oval underground station, along with St Mark's church, it forms a significant visual 'gateway' to the Oval and Kennington. It also has historic significance as the site of Kennington Common where the Chartists Movement assembled in 1848.

The Triangle is situated across Kennington Park Road from the 1930s built Kennington Park Estate. It is in close proximity to the community it serves and is local in character with Borough wide traffic and transport significance.

The many mature trees on the space provide much needed greenery on this hostile traffic island helping to mitigate excessive levels of air pollution from the constant heavy traffic on all sides. It provides a high quality visually attractive public open space as a refuge from the incessant traffic, accessible and safe for all.



*Image: Lambeth Walk Open Space with Ethelred Towers Estate in the background*  
*Attribution: Max Granger CC0 1.0*



*Image: Old Paradise Gardens view from Lambeth High Street through its metal gates*

*Attribution: Byron R. Green CC BY 4.0*

### **iii. Lambeth Walk Open Space, Fitzalan Street/Lollard Street**

Lambeth Walk Open Space is located next to Kennington Road, a main traffic artery to central London. It is adjacent to and serves Ethelred Estate of some 1,000 homes. The sheltered housing schemes of Mallam and Tompkins Houses are also close by.

It offers a resource of great value to local residents in terms of recreation, rest and play. It is demonstrably special to the local community as evidenced by the existence of the Friends Group and its work to secure funding for the regeneration project and leading on maintaining it as an attractive and accessible community resource.

Some 15 years ago the Friends of Lambeth Walk Open Space involved local people in regenerating the park through tree planting and landscaping. Activities included workshops, planting days and consultation events. The project involved local people in a much needed improvement creating a wonderful green space for relaxation and play, making a difference to all who live or work in, or simply pass through the area. Previously it was an area with high levels of traffic pollution which was in great need of more tree cover and green planting.

Local schools are encouraged to use the site for educational activities to introduce young people to local environmental issues.

There is a play ground specifically for children under six. The nearby Lollard Street Adventure Playground caters for older children. Attractive seating is available in more tranquil areas and for parents/carers to supervise children using the play ground. The

area also offers green open spaces of significant recreational value.

#### **iv. Old Paradise Gardens, Lambeth High Street**

This open space provides a delightful local amenity for the local community and for the staff of the businesses/offices on the nearby Albert Embankment. It serves the residents of the social housing on Whitgift Street and Old Paradise Street for outdoor recreation, leisure and children's play.

It has a highly significant history as a burial ground provided to the parish by the Archbishop of Canterbury in 1703. In 1880 it was converted into a public garden, opened in 1884. The recreation ground was extended in 1929 but by the 1970s was largely asphalted. It has been re-landscaped with well designed planting, seating, pergolas and recreational features and is now a green flag park, with a herbal healing garden, community gardening beds which grow cut flowers and a community meadow on the sunny hillock.

It provides a valued green open space in a densely populated area within sight of Westminster. Other than Archbishop's Park on the other side of the very busy Lambeth Road, there is no other open green space in the neighbourhood easily and safely accessible to local residents for outdoor activities and children's play.



*Image: Pedlars Park nestled between Vauxhall Walk & the main rail line*

*Attribution: Byron R. Green CC BY 4.0*



*Image: Harleyford Road Community Garden*  
*Attribution: KOV Forum CC BY 4.0*

## **v. Pedlar's Park, Vauxhall Walk**

Pedlar's Park is a small local park covering an area of 0.6 hectares and contains an enclosed area of amenity grassland with play equipment designed for children up to 14 years old. To the north of the play area there is a formal garden formed of ornamental raised beds and pergolas and an area of meadow grassland crossed by a footpath. The park is bound by the rail viaduct and associated archways to the west, and Vauxhall Walk to the east. A public house and residential properties form the northern boundary.

Salamanca Street dissects the park and provides a route beneath the viaduct to Albert Embankment.

The park carries historical significance in that it was created on the site of the St Saviour's Street National School in 1968 and extended in 2006 to include the nearby Salamanca Open Space. It is named after the 'Pedlar of Lambeth', believed to have donated one acre of land for the nearby St Mary's-at-Lambeth Church (now the Garden Museum).

Salamanca Street is named after the Battle of Salamanca in Spain, won by the Duke of Wellington.

The 2006 Open Space Strategy recorded Pedlar's Park as being one of the best parks for quality in the borough, featuring as it does, a play area, amenity grassland for informal ball games, teen shelter, ornamental garden and meadow areas.

The enclosed play area provides a safe play environment and is used by young families. The existing formal gardens are used as a meeting point and for quiet reflection. The

grass mounds in the northern section of the park are used by local office workers for relaxing during their lunch breaks. Trees and shrubs offer a refuge from the rail viaduct and the busy inner city.

## **vi. Community Garden, Harleyford Road**

One of the most well-established community gardens in London, Harleyford Road Community Garden is on the site of a Georgian terrace with long front gardens facing onto Harleyford Road, which by the 1970s were mostly demolished. In 1984 local residents began to grow vegetables on the wasteland and set up the Harleyford Road Garden Association to undertake a feasibility study. The community garden was designed and laid out from 1986-88 and continues to be maintained by local residents. It is divided into several areas and consists of a children's play area, lawns, picnic area, shrubberies of native and exotic species, a greenhouse and allotments area for herbs and vegetables, and a small pond. Recent features include a mosaic wall, extended mosaic paths and new benches.

It is a community garden in very close proximity to the community it serves, including residents of the immediately adjacent Harleyford Court, the residents of the terrace of houses on the opposite side of Harleyford Road and the residents of Bonnington Square, Vauxhall Grove and Langley Lane. It is of special value to the local community as it offers a barrier between the housing in Bonnington Square and the notoriously heavily trafficked Harleyford Road.

There are a few mature sycamores from the earlier domestic gardens, but otherwise the planting is entirely new. It has a perimeter wall with a small ironwork gate on Harleyford Road. It is used by schools and nursery groups for nature study. In 2009, new features such a mosaic wall, extended mosaic paths and new benches were added.



*Image: Vauxhall Park - Lavender Fields in bloom*  
Attribution: Friends of Vauxhall Park CC BY 4.0

## vii. Vauxhall Park

Vauxhall Park has a distinguished history. It owes its existence to the marriage in 1867 of Millicent Garrett to Henry Fawcett, who, despite being blind, was both professor of political economy at the University of Cambridge and Liberal MP for Brighton. They rented a London house, 51 South Lambeth Road, on what was known as the Lawn estate. Their house, was set far back from the South Lambeth Road, behind the lawn for which it was named. Each house in the terrace had behind it a long, wide garden of about three-quarters of an acre. It was Fawcett's special wish to form a park on the site of his home and after his death in 1884, his widow Millicent Fawcett cooperated with Octavia Hill and the Kyrle Society in the formation of the park. Fanny R. Wilkinson was commissioned to design the park and supervise the work, one of the few women landscape gardeners of her time.

The park was opened in July 1890 by Albert, Prince of Wales. It is located on South Lambeth Road (A203) at its junction with Fentiman Road (B301) and comprises about eight and a half acres of land. 2020 celebrated 130 years of Vauxhall Park.

It is in close proximity to the Ashmole Estate consisting of some 600 social housing homes. It is therefore a valued amenity providing recreational facilities, green, open spaces for quiet enjoyment as well as green planting and mature trees contributing to mitigation of the air pollution associated with traffic and transport in this area of the capital. The award winning park has been at the heart of the community for 130 years. From its beginnings its ambition was to be a place of relaxation and enjoyment for people living and/or working in or visiting Vauxhall.

A programme of improvement works in Vauxhall Park was carried out in 2020. The works were driven by Friends of Vauxhall Park and funded by planning gain monies from the surrounding skyscrapers. Facilities in the park include a playground with equipment for less able children, central London's only lavender field (harvested annually by volunteers), a café, two table tennis tables, a plaque marking the site of Millicent and Henry Fawcett's House, two tennis courts (fee payable for playing), a community orchard, basketball court, human sundial, lavender mosaic, picnic tables, a large dog area and drinking fountains suitable for refilling water bottles. Vauxhall Park has retained its Green Flag for 20 years and has twice been awarded a prestigious London in Bloom Gold Award.

The Green Flag recognises the best green spaces, meaning that Vauxhall Park is one of the best of 1,452 green spaces in the country.



*Image: Pedlars Acre Park viewed from the Queen Elizabeth Jubilee Garden*

*Attribution: Byron R. Green CC BY 4.0*



*Image: Claylands Green Open Space looking towards Sirinham Point*

*Attribution: Byron R. Green CC BY 4.0*

## **viii. Pedlar's Acre Park, Opal Street/Cottington Street**

Pedlar's Acre Park is in very close proximity to the community it serves. It is surrounded on all sides by high density residential accommodation in the form of blocks of flats, mostly social housing. It is, therefore, local in character, it is of a modest size and accessible on all sides.

The park is located between Kennington Lane and Kennington Park Road, both of which carry huge volumes of central London traffic. The park is of immense value to the residents of the adjacent housing providing a very attractive quiet garden area, a children's play area, a multi-use games area and gym/exercise equipment.

The well maintained and well presented garden area commemorates the Golden Jubilee of 2002 and offers a tranquil space with interesting greenery and a variety of seasonal planting.

There is a variety of planting, including significant greenery and many mature trees within a very compact area. The park represents an important facility for local residents, particularly parents and children as the other nearest green spaces, Kennington Park and Geraldine Mary Harmsworth Park are some distance away, accessed by very busy main roads.

The park provides a green and pleasant sanctuary from the noise and pollution of the inner city and offers the opportunity for outside activity to the residents of the nearby social housing.

## **ix. Open Space, Claylands Road**

Claylands Green is a relatively small open space of special value to the local community. It is a vital stretch of green in a densely built-up area close to streets of terraced housing as well as the Ashmole Estate which consists mainly of social housing including sheltered housing, tower blocks and several inter-war five storey walk up blocks. It is overlooked by the high rise Sirinham Point - 88 social housing flats - with little access for residents to nearby outdoor green space other than Claylands Green which provides a respite from the indoor environment and an opportunity for outdoor tranquillity.

Claylands Green's importance to the local community was clearly demonstrated by the campaign launched when the Green was under threat as a potential site for the construction of the Northern Line Extension (NLE). During the initial planning phase of this major project, it was claimed that the only practical site for the emergency access serving the two tunnels was Claylands Green. After very strong opposition from the local community and meetings with Transport for London and NLE officers, the plan to build the emergency access shaft at Claylands Green was dropped. The local community group worked relentlessly to keep up pressure on powerful public authorities to save the Green itself and to prevent residents of this generally quiet residential area from having to endure up to five years of noise and disruption during the construction process.

It is regularly used for events including community picnics, carol singing, celebrating the coronation etc, plus games and exercise. As the area in which Claylands Green is situated is at a distance from the extremely busy Harleyford Road and Clapham Road, it enjoys less polluted air quality and, is, therefore, of particular value to local residents for outdoor recreational and leisure pursuits and exercise. It prompted the establishment of a community gardening group in response to the desire of local people to take care of and enhance this valued, scarce resource.



*Image: Claylands Green community group lunch*  
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## x. Cotton Gardens Park, Kennington Lane

This green and leafy park is located alongside the busy Kennington Lane and in very close proximity to the social housing tall towers of Cotton Gardens Estate. The Estate consists of three high rise blocks, Fairford, Ebenezer and Hurley Houses of 23 storeys, each containing some 80, mostly family sized, residential flats. Knight's Walk is also part of the Estate, consisting of some 60 units designed specifically for older people or people with disabilities and is predominantly low rise. The park provides an essential, green, open outdoor space for the significant population living in the three tower blocks and the older residents of Knight's Walk.

The whole area in this part of north Lambeth, as in most of Lambeth, is densely populated with the prospect of new high rise housing development in the immediate neighbourhood. The green outdoor space is, therefore, of great value to local residents for recreational and other leisure purposes and as a respite from the constraints of high rise living.

The park features a tranquil picnic area with seating, play equipment with multi use games area making it a very important amenity for residents of the Estate. The greening and mature trees provide a haven from the traffic and pollution of nearby major roads.



*Image: Cotton Gardens Park looking northward from Kennington Lane*  
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**All of these sites, other than Oval Triangle, are owned by Lambeth Council and the Lambeth Parks Department was contacted prior to Regulation 14 to advise on these policies, including the Local Green Spaces Policy.**

**Lambeth Council confirmed that the land known as Oval Triangle is managed by TfL but as its title is not listed with the Land Registry, ownership cannot be stated. At the time of writing, Lambeth was considering applying to register the title for Oval Triangle.**