

**KENNINGTON
OVAL &
VAUXHALL
FORUM**



**Kennington
Oval and Vauxhall
Neighbourhood Plan**

2035

PRE-SUBMISSION PLAN

JANUARY 2024

*Published by the Kennington Oval and Vauxhall Neighbourhood Forum for examination
under the Neighbourhood Planning (General) Regulations 2012 (as amended)*

**KENNINGTON OVAL AND VAUXHALL
NEIGHBOURHOOD PLAN 2035
PRE-SUBMISSION PLAN
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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 O'Neill Homer Ltd, who have helped us complete the final documentation

FOREWORD

This Neighbourhood Plan, produced in partnership with the community of Kennington, Oval and Vauxhall, is intended to promote genuinely sustainable planning gain in our area alongside new developments, to ensure that our mixed community thrives. We welcome development that creates jobs and housing, improves our public amenities and offers much-needed infrastructure which would also comply with many of the aspirations of Lambeth Council, the GLA and central government.

Our area has seen intensive development over the last decade but despite the existing planning guidance the area has not seen commensurate benefits. We therefore seek to protect our area from future inappropriate development through more specific details as set out in this plan. We intend this plan to last for the next decade or so.

Our area straddles the Central Activities Zone and congestion charge boundaries and is bordered by the Thames along the Albert Embankment including the northern part of the Vauxhall Nine Elms Battersea Opportunity Area. We recognise that 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. This is an area of significant social inequality, which is increasing and must be addressed if the community is to thrive.

The recent decade of intensive development in the Opportunity Area, (rebadged Nine Elms on the South Bank for promotional reasons) was triggered by the ministerial approval in 2005 of the 180m tall St George Tower, contrary to the advice of Lambeth Council and the Planning Inspector, who 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. Since this Neighbourhood Plan was first envisaged, several years ago, these concerns have materialised with a significant increase in tall and exceptionally tall buildings in the area.

The cumulative impact of successive tall residential towers (the Vauxhall Cluster) has demonstrated how difficult the community has found it to have its voice heard with numerous objections being over-ruled and ignored. Developments regularly breach development plan guidance with regard to some or all of height, density and retention of employment floor space while providing little mitigating public open space. More importantly they have justified *under plan* levels of affordable housing by confidential, economic viability studies, never exposed to public scrutiny, thus undermining the creation of much needed social housing. As one of many examples, the St George Tower, demonstrates how this adherence to the letter of planning policy and the confidential transactions on viability assessment, delivers high status, low occupancy residential property, predominantly owned and kept vacant for investment purposes without provision of adequate compensatory infrastructure.

The Vauxhall Gyratory, gives the area a polluted harsh, traffic dominated character. At the time of writing, it remains intimidating and hostile, yet TfL sought planning approval for a controversial scheme after the Council waived the requirement to undertake an Environmental Impact Assessment, thus curtailing public scrutiny.

Through the Localism Act, the government has introduced the community right to do neighbourhood planning. As the official guidance says, *it is a new way for communities to decide the future of the places where they live and work. They will be able to:*


- *have their say on what those new buildings should look like and what infrastructure should be provided*
- *grant planning permission for the new buildings they want to see go ahead*

This plan is the result of substantial work by many committed individuals, with the encouragement and participation of the community, who wish to take the opportunity afforded by the Localism Act to deliver positive change. New uses and occupiers, both within and just beyond our area, are generating external interest in the area as a whole, and in particular in Vauxhall.

We hope you will support our Plan when it goes to referendum.

Marilyn Evers

On behalf of the Kennington, Oval and Vauxhall Forum Neighbourhood Planning Group

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1. INTRODUCTION AND BACKGROUND

1.1 The Kennington Oval and Vauxhall Neighbourhood Forum ('KOV Forum') has prepared a new draft ('pre-submission') version of its Neighbourhood Plan ('KOV Plan') for the area designated by the local planning authority, London Borough of Lambeth (LBL), in July 2015. The KOV Forum was redesignated in 2021 by LBL as a 'qualifying body' to prepare the KOV Plan, as per the Neighbourhood Planning (General) Regulations of 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 of 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 LBL 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 LBL (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 Plan 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 the KOV Plan meets the above conditions, then it will go to a referendum of the local electorate later in 2024.

The Draft ('Pre-Submission') KOV Plan

1.8 This draft version of the KOV Plan is published for public consultation under Regulation 14, known as the 'Pre-Submission' stage. We will work hard to publicise the consultation to encourage as much feedback as possible from local people, businesses and organisations, as well as from LBL and other national bodies. We will then review all of the comments we receive and modify the plan accordingly for submission.

Strategic Environmental Assessment, Other Regulations & EU Directives

1.9 In 2018 the KOV Forum requested from LBL 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 LBL stated that in its opinion an SEA was necessary.

1.10 This new version of the KOV Plan no longer contains the policy proposals that were then considered then to have potentially significant environmental effects. As part of the present consultation on the KOV Plan LBL will be asked to conduct further-screening to confirm that an SEA will no longer be necessary. At the same time, LBL will be asked to confirm that the provisions of the Conservation of Habitats and Species Regulations 2017 are not considered to apply to the KOV Plan as there are 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', LBL 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.

2. THE NEIGHBOURHOOD AREA

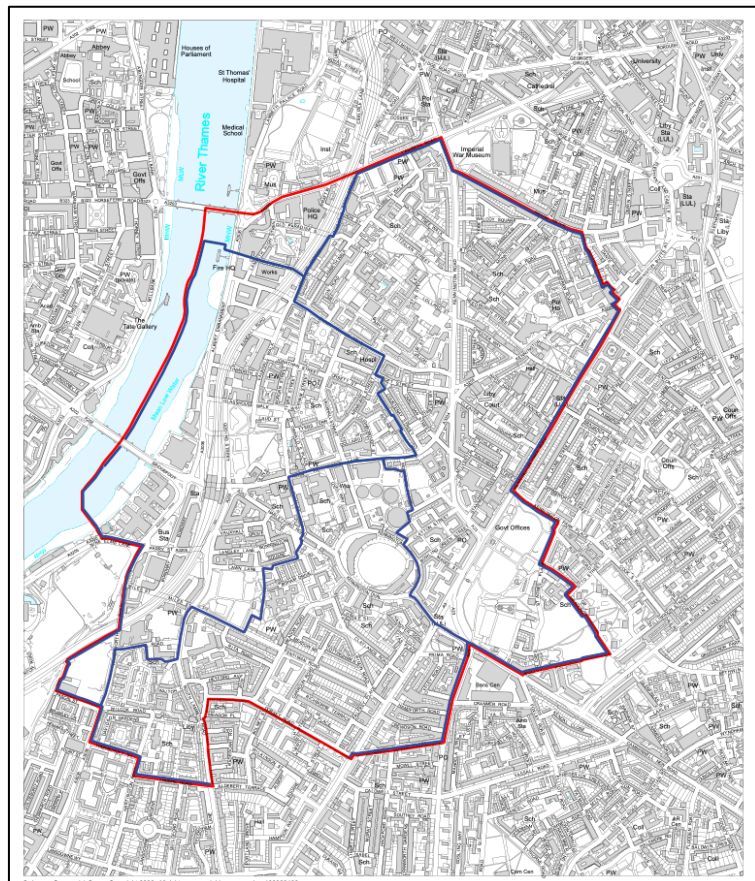
2.1 The KOV area lies in one of the most rapidly changing parts of London, on the banks of the River Thames in the Borough of Lambeth. Between 2011 and 2021 the population of Lambeth increased by 4.8% from 303,100 to 317,600. The current population is some 322,000, (ONS). The KOV area is an area of high-density urban living and working, is 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 dwelling of which 34% were private 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.



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

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.

Healthy and Active Lifestyle

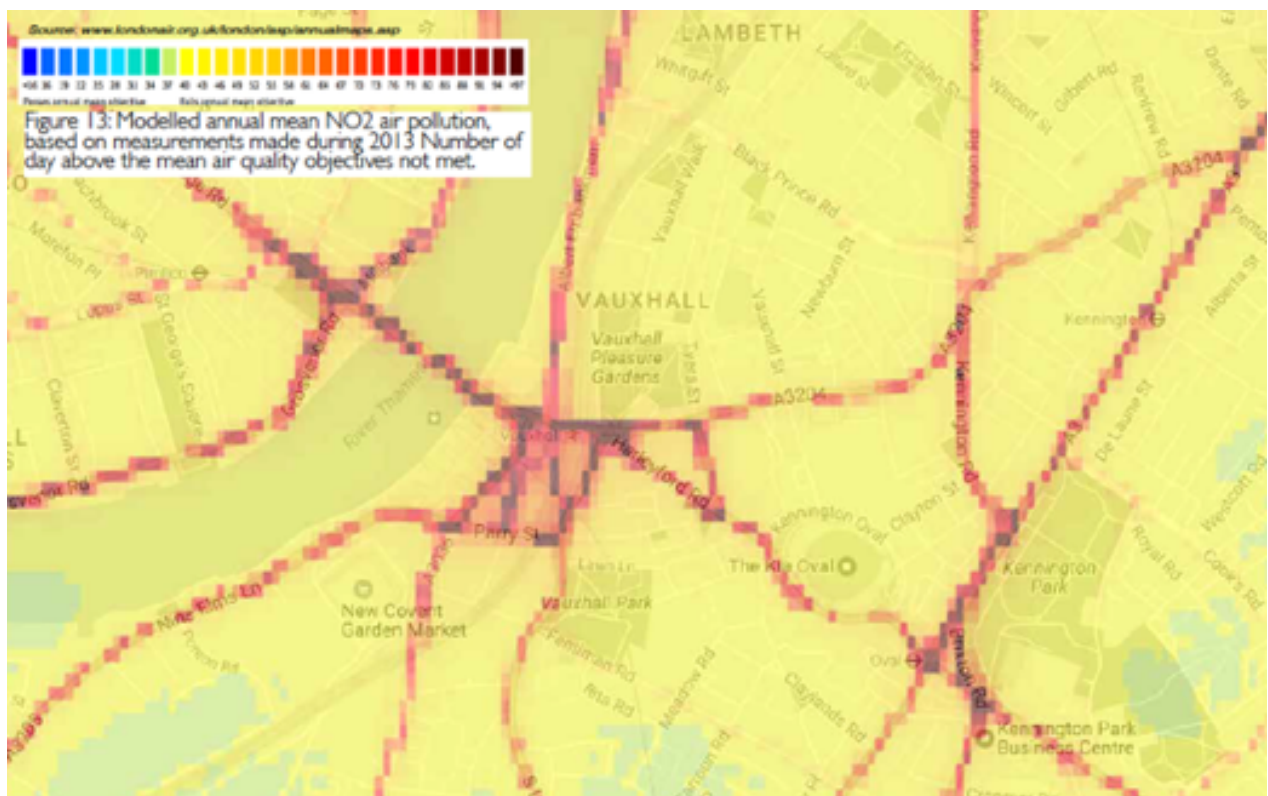
2.6 The latest data indicate some 24% of children in year 6 are considered obese (State of the Borough Report 2022). Green spaces can support education as well as the health, cognitive development and physical and mental wellbeing of people of all ages. Well maintained green spaces allow opportunities 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. Lambeth Open Spaces Strategy 2013, Figure 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, carbon dioxide and sulphur dioxide in the air. Reducing the use of motorised traffic and investment in green infrastructure, especially trees, can combat pollution and improve inner city air quality with multiple health benefits. New London Plan evidence.

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. The map 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 (see <https://www.londonair.org.uk/LondonAir/Default.aspx>).

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, London and Lambeth Plans encourage active travel but it remains the case that many parents still drive children to school even though they contribute to pollution and expose their children to higher levels of NO.

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.

2.12 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.

Flood risk

2.13 Almost all the Kennington Oval and Vauxhall area lies within Environment Agency Flood Zone 3 (high risk), including Kennington, Oval and Vauxhall Wards (Figure x.) Surface water flooding following heavy rainfall on 23/24 June 2016 overpowered the sewerage system flooding basements in Kennington Cross.

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 Plan C below). This in light of 60% of all local households having no access to the car.

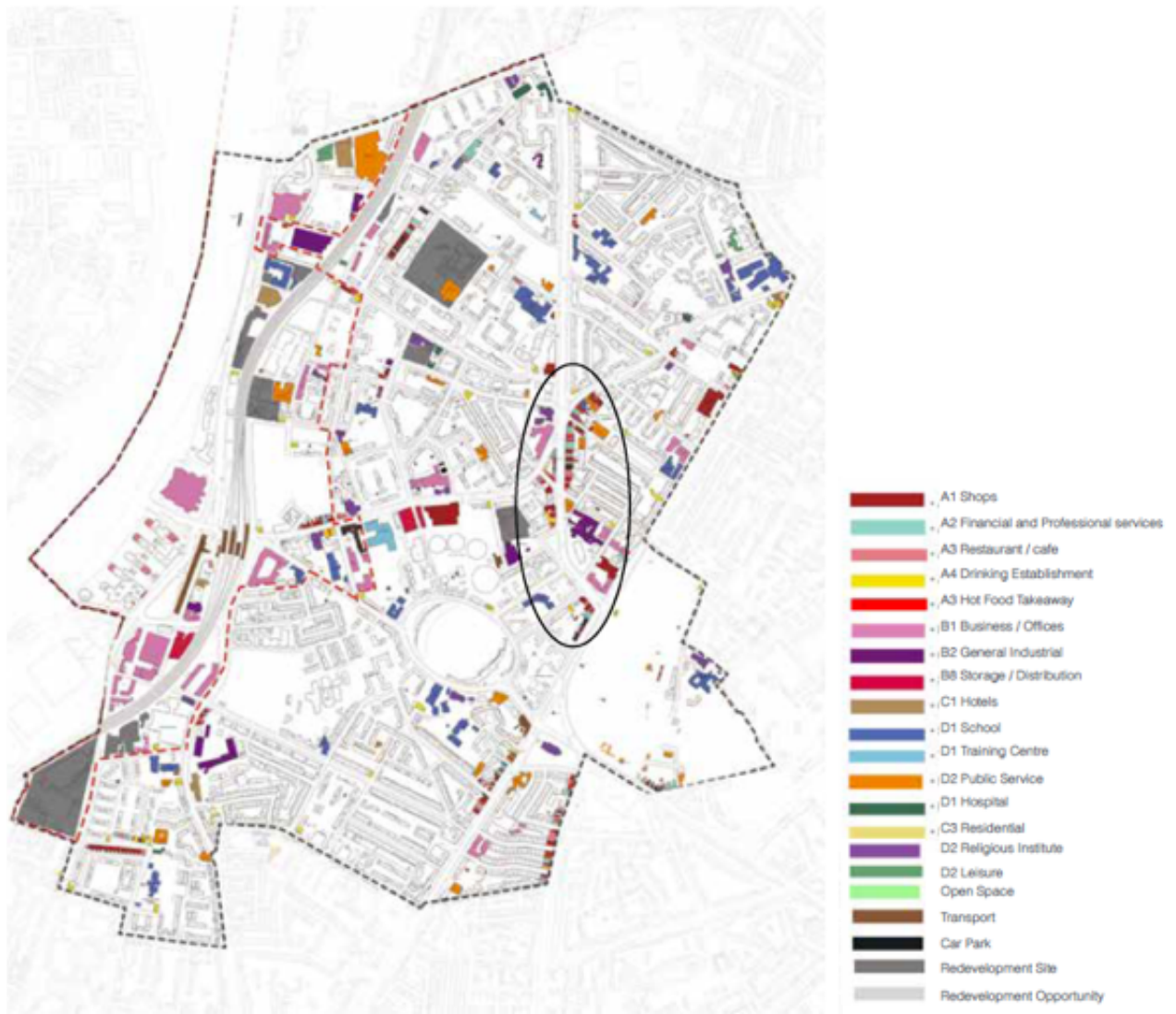
2.15 The local centres at Kennington Cross and along Kennington Park Road and their proximity to each other, suggests a more coordinated approach could lead to a much more vibrant High Street with many more local job opportunities and services. Kennington Green (a green open space opposite the Old Town Hall) is centrally located on the walking route between the two local centres with some 25000+ 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.

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. gives them 'Outstanding Universal Value' as part of the world's natural and cultural heritage

2.18 London boroughs with high land and house prices, including Vauxhall, are facing major planning and environment challenges when home owners, instead of moving to larger



Plan C: Local Shops and Services (Source: LB Lambeth)

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 The most recent version of the National Planning Policy Framework (NPPF) was published by the Government in 2021 and 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 (§39 and §40)
- Promoting healthy and safe communities (§92)
- Open space and recreation (§98 - §103)
- Promoting sustainable transport (§104 - §106)
- Achieving well-designed places (§130)
- 3.4 The NPPF is expected to be updated shortly, following the making of the Levelling Up & Regeneration Act during the preparation of the KOV Plan in 2023. The Act itself contains changes to the ‘basic conditions’ and to replacing SEA with Environmental Outcome Reports but it is not yet known the timetable for these changes to be enacted.

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, LBL 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 in doing so it does not undermine the strategic purpose of the policy.

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

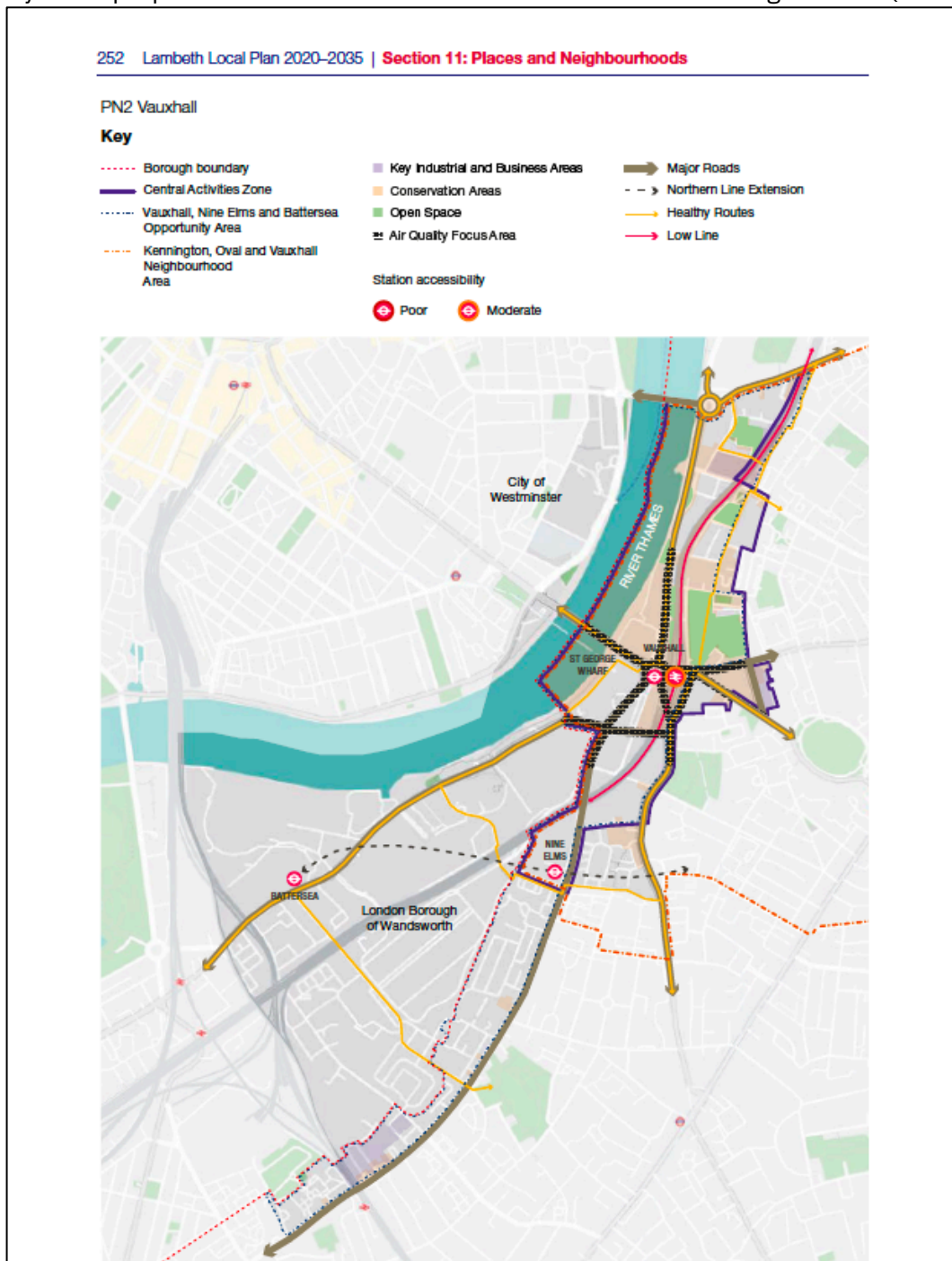
- | | |
|---|--|
| <ul style="list-style-type: none"> • SD1 Opportunity Areas • D4 Delivering good design • D5 Inclusive design • D8 Public realm • S1 Developing London’s social infrastructure • E9 Retail markets and hot food takeaways • HC3 Strategic and local views • HC7 Protecting public houses • G4 Open space • SI1 Improving air quality • T2 Healthy streets | <ul style="list-style-type: none"> • T5 Cycling • <u>Lambeth Local Plan 2021</u> • ED9 Public houses • ED11 Local centres and dispersed local shops • S1 Safeguarding existing social infrastructure • T1 Sustainable travel • T2 Walking • T3 Cycling • EN1 Open space, green infrastructure and biodiversity • Q1 Inclusive environments |
|---|--|

- Q25 Views
- PN2 Vauxhall
- PN8 Kennington/Oval

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 ‘Nine Elms Vauxhall’ 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 Park’ extending from Lambeth Palace on the northern KOV boundary through Vauxhall Pleasure Gardens towards Nine Elms on its southern boundary (see Plans 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 Plan F below). In addition, the draft Lambeth Site Allocations DPD of early 2022 proposed one allocation in the KOV area at 6-12 Kennington Lane (Site 7).



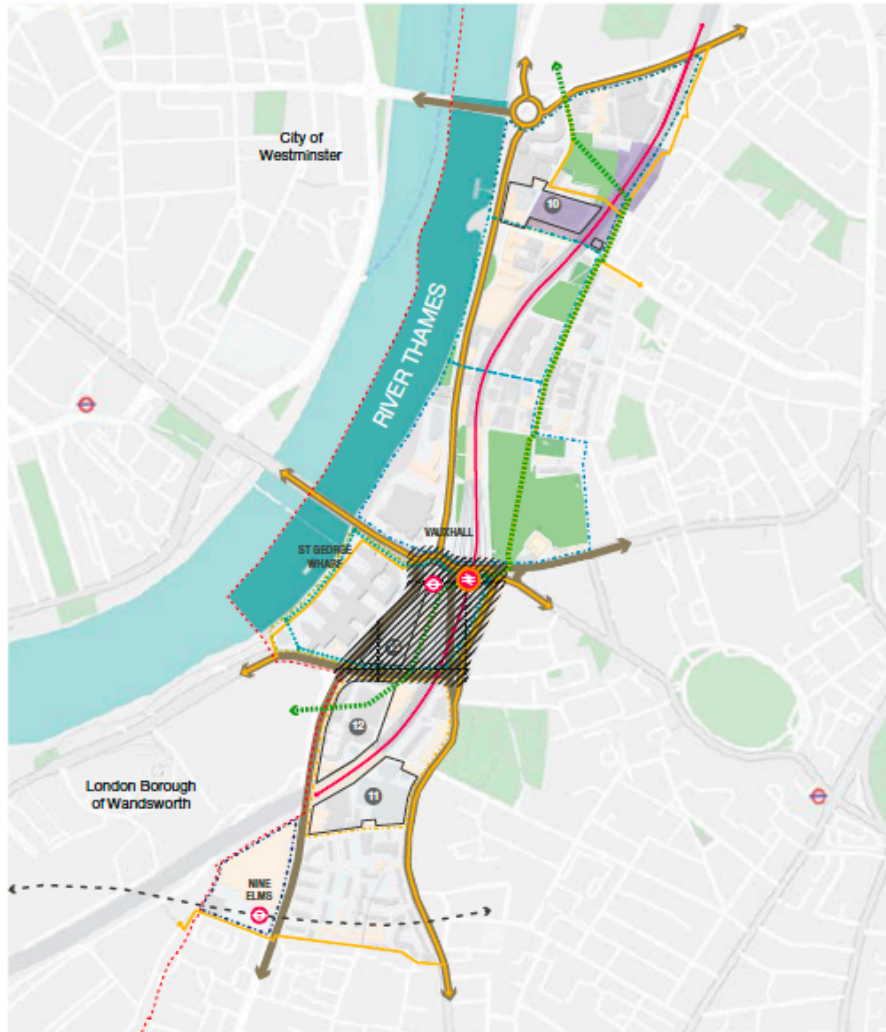
Plan D: Policy PN2 of the Adopted Lambeth Local Plan for Vauxhall (Source: LB Lambeth)

253 Lambeth Local Plan 2020-2035 | Section 11: Places and Neighbourhoods

PN2 Vauxhall

Key

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



Plan E: Policy PN2 of the Adopted Lambeth Local Plan for Vauxhall
(Source: LB Lambeth)

PN8 Kennington/Oval

Key

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



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



Plan F: Extract from Submission Draft Lambeth Local Plan Review covering KOV Area
(Source: LB 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 Statements 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 and have engaged with Friends of Parks and Libraries, churches and other community groups, tenant and resident associations events, community halls, summer fetes 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 e-copies of the survey were available via the KOV Forum website, distributed online to the KOV Forum membership (850) and hard copies (10,000) 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;
- 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 are still 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 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 by 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 LBL 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 with the policy wording in bold. Where necessary, the area to which it will apply is shown on the Policies 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 Proposals Map:

- i. **Bonnington Square Pleasure Garden, Langley Lane**
- ii. **'Oval Triangle', Kennington Park Road**
- iii. **Lambeth Walk Open Space, Fitzalan Street/Lollard 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**
- xi. **Proposals for inappropriate development on land located within a Local Green Space will only be supported in very special circumstances.**

5.7 This policy designates ten existing open spaces as Local Green Spaces in accordance with §102 of the NPPF. This has the effect of requiring proposals that will be deemed inappropriate by definition, (unless exempted by the NPPF §149 or §150), 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 the separate Local Green Spaces report (see also 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, positively mitigates flood risk reduction and overall visual attractiveness of the local environment. It helps create the distinctive character of an area and a sense of belonging for those who live and work there and also for visitors. This policy is therefore also 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 Policies 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.

POLICY KOV2: IMPROVING AIR QUALITY

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 incorporation of air filtration systems to improve indoor air quality for occupants.**
- **The use of low-pollution vehicles during construction.**
- **Freight consolidation arrangements.**
- **Provision of secure parking facilities for standard bicycles and cargo bicycles**
- **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 creating ‘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 facades.**

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:

A. Vauxhall Loop

B. Palace to Vauxhall

C. Lambeth Walk (as an extension of Greenway C in the South Bank and Waterloo Neighbourhood Plan)

D. Imperial War Museum and Kennington Road (as an extension of Greenway D in the South Bank and Waterloo Neighbourhood Plan)

E. Elephant and Castle to Kennington Park

F. Development proposals adjoining a Greenway must seek to:

- **Create an improved, pedestrian friendly streetscape, encouraging walking as the primary mode, as set out in local and Transport for London guidance; and**
- **Contribute to an improvement in air quality and a reduction in noise levels.**

5.12 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 etc. It also seeks to mitigate exposure to pollution through increased greening and better separation of pedestrians and motorised vehicles.

5.13 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 contains many of the same provisions and identifies Greenways that this policy extends through the KOV area.

“Lambeth has some of the highest levels of air pollution in the UK. Our citizen’s 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, p.2).

5.14 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.

5.15 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.



Above: Afternoon smog visible above the Vauxhall gyratory

KOV3: LOCAL CENTRES

The Neighbourhood Plan defines the following clusters of retail and other local services uses as Local Centres, as shown on the Policies Map:

- **Kennington Cross**
- **Clapham Road and Kennington Park Road**
- **South Lambeth Road**
- **Development proposals will be considered in accordance with strategic policy on Local Centres and will also be required to contribute to the improvement of the immediate public realm.**

5.16 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, restates this objective.

5.17 This policy identifies three local centres in the KOV area that fulfil this important local commercial and social function so they benefit from Policy ED11. 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. Local post offices have been under threat of closure and need protecting through the planning system. Parts of the KOV area, including Kennington Cross and Vauxhall south, need safeguarding because of their proximity to the NEV Opportunity Area.

5.18 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.



Above: Local commercial area near Kennington Cross

KOV4: COMMUNITY ASSETS

The Neighbourhood Plan identifies the following buildings and their curtilages as Community Assets for their heritage, cultural, economic or social value in its Appendix A. Development proposals will be considered in accordance with strategic policy on community facilities and public houses.

5.19 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 of Policy ED9 and Policy HC7 of the London Plan on public houses. The list of facilities is included in Appendix A and includes all of those facilities that are widely used, appreciated and which support the community's needs and should therefore be protected from loss.

5.20 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.

5.21 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 viable community assets. 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 terms and to avoid harming the amenities of adjoining residential properties.



Above: Kennington Underground Station

Attribution: Spudgun67 [CC BY-SA 4.0] via Wikimedia Commons

POLICY KOV5: IMPORTANT LOCAL VIEWS

The Neighbourhood Plan identifies the following Important Local Views, as shown on the Policies Map, to protect their composition and character from harm.

- A. Kennington Cross to Gas Holder No.1**
- B. Vauxhall Station to the Oval Cricket Ground**
- C. Kennington Park Road to the City of London**
- D. Development proposals that are located within or in the vicinity of an Important Local View will be supported, provided they do not compromise foreground or mid-ground buildings or structures that will harm an appreciation of the view or of the silhouette of any landmark buildings within the view.**

5.22 This policy is intended to complement Policy Q25 of the adopted Local Plan and Policy HC3 of the new London Plan by identifying three 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.

5.23 In the 2017 survey, 402 local people told us to protect local views by regulating building heights. 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.

5.24 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.

5.25 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.

5.26 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.

Kennington Cross to Gas Holder No 1

5.27 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.

5.28 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
- 5.29 In seeking to comply with this policy, those designing development proposals located within this view should take account of the following factors:
 - the view is very sensitive to buildings in its foreground and middle ground and especially to the gas holder as a landmark
 - There is a strong established pattern of buildings and spaces within this view
 - Its silhouette and design features are vulnerable to the massing of new buildings in its background in the view

Vauxhall Station to the Oval Cricket Ground

5.30 The Oval Cricket Ground is internationally renowned and the view to it along Harleyford Road is of significance to the area. It is therefore important to retain an open, uncluttered panorama between the Oval and the Station, including their wider urban context in relation to the station and the Ground.

5.31 In seeking to comply with this policy, those designing development proposals located within this view should take account of the following factors:

- Development in the foreground and middle ground of this view must not be overly intrusive, unsightly or prominent to the detriment of the view
- Development proposals must not create a canyon effect from new buildings crowding in too close to the panoramic view along Harleyford Road in the foreground, middle ground or background
- The scale, grain and massing of development proposals must not obstruct or intrude in any way on the existing view
- The appearance and materials (that may include, for example, texture, colour, scale and reflectivity) of development proposals must not obstruct or intrude upon the existing view
- Development proposals, including the night time effects and lighting effects, must not result in detrimental effects or intrusion on the skyline within the existing view
- Development proposals must not have a detrimental effect on the visual relationships between the two landmark buildings and the view, settings and surroundings between them along Harleyford Road
- Proposals for buildings taller than their neighbours will be deemed inappropriate.
- Proposals and their accompanying Design Statements must be respectful of the existing character of neighbouring buildings and the wider street scene
- Where new buildings are deemed acceptable in principle, whether in or adjoining the conservation area, they must preserve or enhance the character and appearance of the area.

Kennington Park Road into the City of London

5.32 The view of the tall buildings that characterise the City of London 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. In seeking to comply with this policy, those designing development proposals should ensure that development in the foreground and middle ground of this view must not be overly intrusive, unsightly or prominent to the detriment of the view



Above View to Gas-holder N^o 1 along Montford Place
Attribution: J Lubbock [CC BY-SA 4.0] via Wikimedia Commons



Above: City view along Kennington Park Road
Attribution: Ilya Kuzhekin [CC BY 3.0] via Wikimedia Commons



Above: View to the City along Kennington Park Road from Oval
Accreditation: © 2023 Lonstreet.com



Above: The Harleyford Road end of the Oval

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 LBL 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 LBL has a suite of design policies in the Local Plan but more genuine engagement and LBL 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 big 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, then 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 LBL already has a Local Validation Requirements Process these expectations are reasonable. The LBL 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 LBL 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 two years 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 many years. 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 KOV area as 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 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 and school holiday childcare on our estates

6.17 In the 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 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
- which aim to reduce dependency on grant support by generating income through enterprise and the ownership of assets, with all trading surpluses are principally reinvested in the organisation or the community

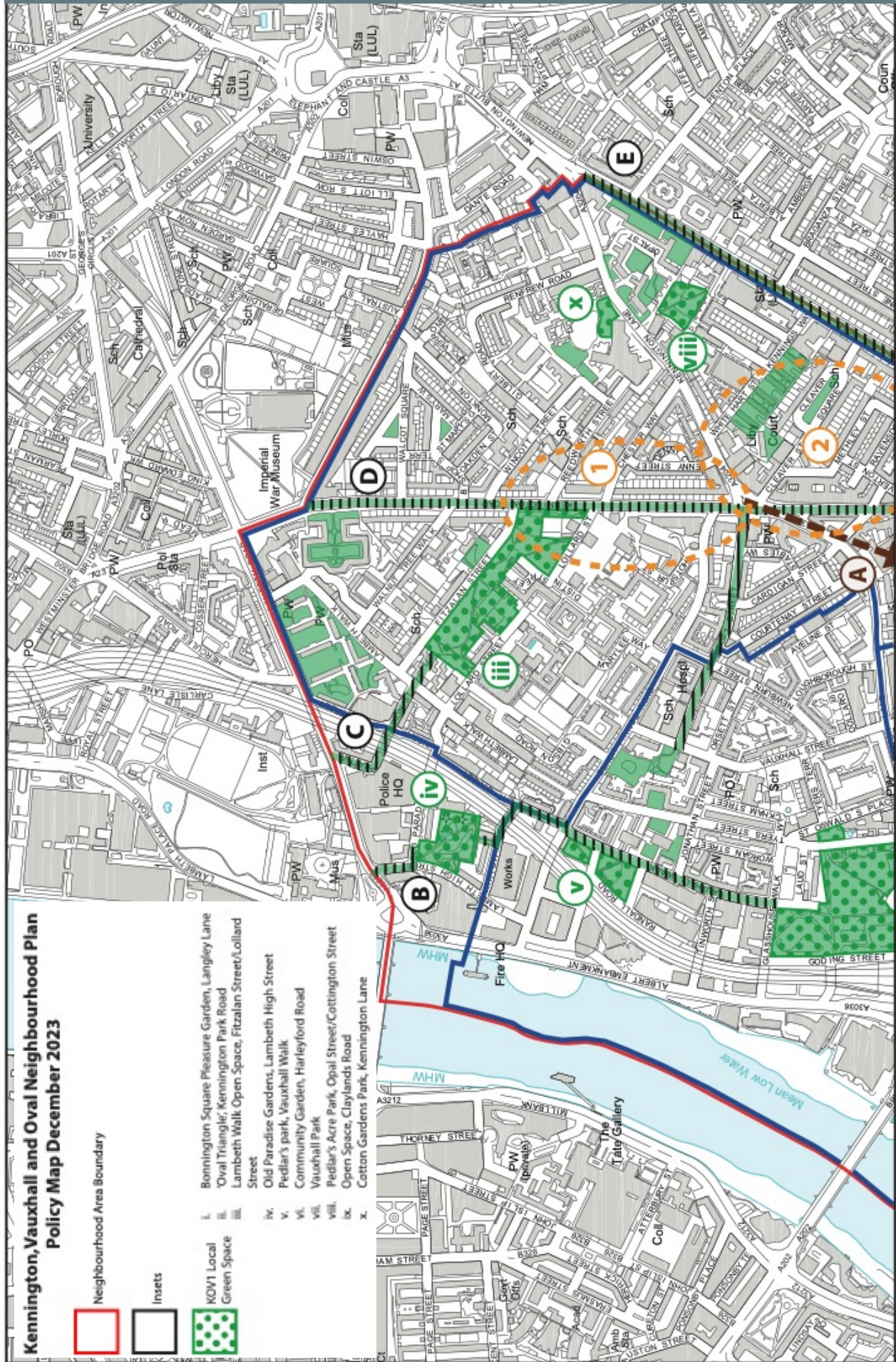
6.20 The Forum will be interested in working with LBL and local land interests to explore the potential for this idea as part of any major development scheme or other regeneration initiative. There are now precedents for this in London with the London Community Land Trust now responsible for delivering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

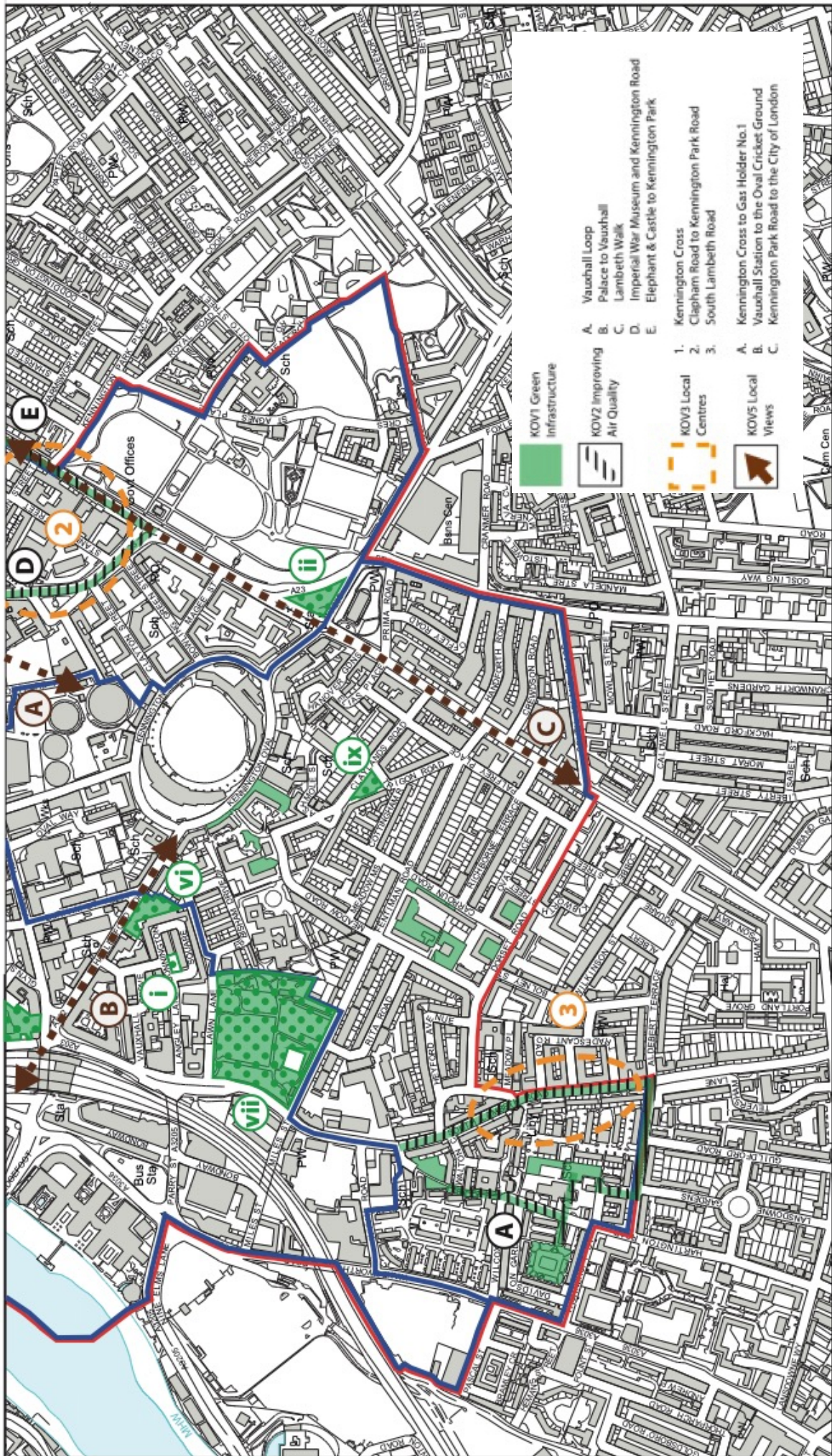
Project E: Air Quality and Green Infrastructure

6.21 These projects may support the objectives related to air quality and green spaces which form part of the suggested Community Infrastructure Investment and 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 LBL to agree how to operate the 'Neighbourhood CIL' to invest in these priority local investment projects in line with the delivery framework agreed by LBL in 2021.

POLICIES MAP AND INSETS





APPENDIX A: LIST OF COMMUNITY ASSETS (POLICY KOV4)



Above: *Wheatsheaf Hall*
Accreditation: Stephen Richards / Community hall, Wheatsheaf Lane [CC BY-SA 2.0]



Above: *The Royal Vauxhall Tavern*
Ewan Munro [CC BY-SA 2.0] via Wikimedia Commons

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

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 Community Centre

Ashmole Estate, Meadow Road, London SW8 1QB

Serves the 600 or so homes of Ashmole Estate and the wider neighbourhood.

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 SE1

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

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 1LA

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.

Vauxhall Griffin

Wyvil Road, Vauxhall, SE11

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

Duchy Arms

63 Sancroft Street, SE11 5UG

Located in a building of character, in keeping with the residential area it serves. 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

Small, traditional, local public house situated in the corner of quiet, leafy Cleaver Square. Very popular and well used by the local community and by visitors.

Durning Library

Kennington Lane, SE11

Highly valued and essential community facility. Well supported by the local community.

Tate South Lambeth Library

180 South Lambeth Road, SW8 1QP

Serving the vibrant Lambeth Portuguese community resident in the vicinity of South Lambeth Road, as well as the diverse community of the nearby social housing of Wyvil Estate, Victoria Mansions, Davidson Gardens, etc. Providing a vital range of services and facilities to the population of this area of north Lambeth.



*Above: Tate South Lambeth Library
Reading Tom [CC BY 2.0] via Wikimedia Commons*



Above: Durning Library
Accreditation: John Lubbock [CC BY-SA 4.0] via Wikimedia Commons



Above: Prince of Wales - Cleaver Square, Kennington
Accreditation: Matt Brown [CC BY 2.0] via Wikimedia Commons

APPENDIX B: LOCAL GREEN SPACES



Above: Bonnington Square Garden
Above: Oval Triangle



Above: Oval Triangle

Bonnington Square Pleasure Garden

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 was created 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, 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.

Oval Triangle

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 all major east/west and north/south traffic 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.

The space 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.



Above: Lambeth Walk Open Space



Above: Old Paradise Gardens

Lambeth Walk Open Space

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.

Old Paradise Gardens (Lambeth High Street Open Space)

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 it into a public garden, opened in 1884. . The recreation ground was extended in 1929 but by the 1970s was largely asphalted. It has since been re-landscaped, with well designed planting, seating, pergolas and recreational features.

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



Above: Pedlars Park



Above: Harley Road Community Garden

Pedlars Park, Vauxhall Walk

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

The 2006 Open Space Strategy recorded Pedlars 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.

Harleyford Road Community Garden

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, Langley Lane etc. 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 include a mosaic wall, extended mosaic paths and new benches.



Above: Vauxhall Park



Above: Pedlars Acre Park

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 celebrates 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. The Park facilities include a playground catering for aged 10 and under, the One O'Clock Club, a multi use games area predominantly for basketball/netball, a cafe, two tennis courts, chess tables in the lavender garden, the Vauxhall Motors Centenary Lavender Garden, rose pergola, the model village, an orchard, two fenced dog areas, a human sundial (in the lavender garden) and the Oval Montessori Nursery School.

The Park is also of significance in that it has been awarded the prestigious Green Flag Award for seven years in a row. 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.

Pedlars Acre Park

Pedlars 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.



Above: Claylands Green - Oval
Attribution: © Mike Keane



Above: Cotton Gardens Park

Claylands Road Open Space

This relatively green open space, Claylands Green, is of special value to the local community as demonstrated by the determined campaign launched by the community when the Green was under threat as the potential site for a major excavation in the construction of the Northern Line Extension.

During the initial planning phase of the major construction project it was claimed that the only practical place to put the emergency access (serving the two tunnels) was Claylands Green. Three options were given as to precise location; on Claylands Green, site of existing end of terrace house, garages opposite sheltered housing

After many meetings with TfL and NLE officers and almost total support from local people, the plan to build a shaft and emergency access point at Claylands Green was dropped. This involved the local community group working relentlessly to maintain pressure on powerful public authorities such as Transport for London with the aim of saving Claylands Green and local residents from years of noise and disruption and destruction of the Green for a period of up to ten years in this reasonably quiet residential area.

It offers a small but vital stretch of green in a very built up area in very close proximity to streets of terraced housing and the Ashmole Estate of mostly social housing including sheltered housing, tower blocks and several inter war five storey walk up blocks.

Cotton Gardens Park

This green and leafy park is located alongside the busy Kennington Lane serving the social housing tall towers of Cotton Gardens Estate. It features a tranquil picnic area with seating, play equipment and multi-use games area making it a very important amenity for residents of the Estate. The greenery and mature trees provide a haven from the traffic and pollution of nearby major roads.

