

Lambeth Site Allocations  
Development Plan Document  
Regulation 18 Consultation Draft  
January 2022

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# Section 1: **Introduction**

## The Site Allocations Development Plan Document

- 1.1 Once adopted, the Site Allocations Development Plan Document (SADPD) will be part of the statutory development plan for Lambeth, alongside the [Lambeth Local Plan 2021](#), the [London Plan 2021](#) and [South Bank and Waterloo Neighbourhood Plan 2019](#). It will therefore be part of the suite of planning policy documents that help deliver sustainable growth and investment in Lambeth. It will support implementation of wider Council strategies including the [Borough Plan](#), [Economic Resilience Strategy](#), [Transport Strategy](#) and emerging Climate Action Plan.
- 1.2 The principal objective of the SADPD is to unlock investment through the mechanism of site-specific planning policy.
- 1.3 This Draft of the SADPD adds site-specific policies to those already in the Lambeth Local Plan 2021. The SADPD should be read, and policies will be applied, alongside and in conjunction with the rest of the development plan for Lambeth, namely the London Plan, Local Plan and made neighbourhood plans.
- 1.4 The Draft SADPD includes policies for fourteen sites, distributed across the borough as shown on [Map 1](#). Of these sites, three have existing allocations in the Lambeth Local Plan 2021: Royal Street (Site 1); Gabriel's/Princes Wharf (Site 9) and Norwood Road (Site 18). These existing allocations will be superseded on adoption of the SADPD. The other existing allocations within the Local Plan 2021 are unaffected by the SADPD and will remain as they are in the Local Plan.
- 1.5 The numbering of the proposed allocations in the Draft SADPD is designed to work alongside the numbering of the existing allocations in the Local Plan 2021. See [Annex 1](#) for a full list of the site allocations in both the Local Plan 2021 and the Draft SADPD.

## Process

- 1.6 Preparation of the SADPD is the same as that for the recently adopted Lambeth Local Plan 2021. This involves a number of stages required by the regulations governing plan preparation. In summary, these include:
  - Consultation on the subject of the DPD (Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).
  - Consideration of representations received and revisions to the draft document.
  - Agreement by the Council of the version it intends to submit for examination (SADPD Proposed Submission Version).
  - Publication of the proposed submission version of the SADPD, along with an open invitation to submit representations (Regulations 19 and 20).

- Submission of the proposed DPD and supporting documents to the Secretary of State, along with any representations received at pre-submission publication (Regulation 22).
- Independent examination by a planning inspector on behalf of the Secretary of State; this involves an assessment against legal and procedural requirements and consideration of the ‘soundness’ of the plan against four tests.
- Assuming the Plan is found to be ‘sound’ by the inspector, adoption of the Plan by the Council.

## **National Planning Policy Framework**

- 1.7 Government sets out national planning policy in the form of the [National Planning Policy Framework \(NPPF\)](#). The latest version of the NPPF was published by government in July 2021. Local development plan documents must be consistent with national policy. The NPPF is also a material consideration in the determination of planning applications.
- 1.8 The proposed submission version of the SADPD will be examined by an independent planning inspector whose role is to assess whether the plan has been prepared in accordance with legal and procedural requirements, and whether it is sound. A ‘sound’ plan must be:
- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
  - b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
  - c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
  - d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the NPPF.

## **The London Plan**

- 1.9 The London Plan is the spatial development strategy for London, produced by the Greater London Authority on behalf of the Mayor of London. London borough development plan documents must be in general conformity with the London Plan. All references to the London Plan in this Draft SADPD relate to the London Plan 2021.

## Duty to Co-operate

- 1.10 The Localism Act 2011 and the tests of soundness in the NPPF require public bodies, including local planning authorities, to co-operate on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities such as housing, retail and commercial development, infrastructure, climate change and conservation and enhancement of the natural and historic environment.
- 1.11 Lambeth has borders with the Cities of London and Westminster, and the London boroughs of Southwark, Bromley, Croydon, Merton and Wandsworth. Each of these authorities has its own local plan at various stages of preparation or review. Lambeth engages periodically with these boroughs, and with other public bodies such as the Environment Agency and Historic England, to help achieve a full assessment of cross border issues and strategic alignment of objectives and policies. In addition, they will be formally consulted at each stage of preparation of the SADPD. Statements of Common Ground will be agreed to support the examination of the SADPD.

## Rationale for allocation of sites

- 1.12 Sites are included in this Draft SADPD for one or more of the following reasons:
- to set clear, site-specific parameters for the type and scale of development expected on a site, including the associated public benefits it should deliver;
  - to address site-specific circumstances that may require a more tailored approach to that set out in borough-wide policies;
  - to articulate the vision and potential that can be achieved through land assembly and/or a comprehensive approach to developing adjacent sites, particularly where these are in different ownerships;
  - to encourage landowners to consider the potential for optimising the development capacity of their land and help deliver key place-making objectives;
  - to signal some additional sites as appropriate for tall buildings, outside the locations already identified in the Local Plan; and
  - to enable key strategic infrastructure to come forward in a timely way.
- 1.13 It is not necessary to have a site-specific allocation for every potential development site in Lambeth. Many larger sites can and do come forward successfully without such a policy, with sustainable development achieved through application of the borough-wide and neighbourhood-level policies in the development plan as a whole.

- 1.14 There is also no need in Lambeth to allocate sites to demonstrate the borough's ability to meet its London Plan housing target, as this was achieved through the recent examination of the revised Lambeth Local Plan. However, the new site allocation policies will help to accelerate delivery of housing in the borough, maintain the necessary pipeline of new housing and thereby ensure housing delivery targets continue to be achieved. They will also enable the timely renewal and optimisation of social infrastructure and commercial floorspace.

## Approach

- 1.15 The guiding approach in developing the draft site allocation policies is design-led optimisation of development capacity, as required by London Plan [Policy D2](#).
- 1.16 This has involved analysis of the optimum mass and height that can be achieved on each site, having regard to site-specific planning constraints including impacts on neighbouring uses, views, townscape and heritage assets. An evidence base has been prepared to support the Draft SADPD and explain how design-led optimisation of development capacity has been approached on each of the sites. References to building heights should be read in the context of the definitions in Local Plan [Policy Q26](#). Building heights are expressed in metres rather than storeys because floor to ceiling heights vary according to the use of a building. As a very approximate rule of thumb, a typical residential floor to ceiling height is in the order of 3 metres and a commercial one is between 3.5 and 4 metres.
- 1.17 Key spatial planning objectives have been factored in and identified for each of the sites. This includes for example: strategic place-making and contribution to implementation of the relevant policy for Places and Neighbourhoods; inclusion, accessibility and permeability in the public realm; healthy routes and active travel; community safety; townscape and design quality, including contribution to local distinctiveness; and urban greening.
- 1.18 Existing development plan standards and requirements for matters such as sustainable design and construction, urban greening, zero carbon, climate change adaptation, housing quality, amenity space, child-friendly design, parking & transport and employment & skills will apply to these sites, but the policies in this Draft SADPD signal a clear expectation for exemplary approaches in meeting these standards. In many cases direct cross references are included within the draft site allocation policies, however relevant borough-wide policies and standards will apply even if they are not specifically referenced. [Mayoral Supplementary Planning Guidance](#) and [Lambeth Supplementary Planning Documents](#) will also apply in full to all of the sites included in this Draft SADPD. Where necessary and justified, the Council will use conditions and/or planning obligations to limit uses consented within

Class E to achieve the objectives of the site allocations and other development plan policies.

- 1.19 The Council is in the process of developing a Climate Action Plan for the borough. The next version of this Draft SADPD will include appropriate reference to the Lambeth Climate Action Plan once it has been prepared, in order to contribute to its delivery.

### **Format of the site allocations**

- 1.20 The site allocations in this Draft SADPD are presented in the following format:
- Contextual information, including area and site-specific maps showing relevant policy designations, constraints and opportunities.
  - A brief statement of the vision for the site, highlighting the opportunity presented by its redevelopment and its potential to contribute to strategic place-making.
  - The site allocation policy, setting out the requirements and expectations for the site.

### **Sustainability Appraisal**

- 1.21 Emerging development plan documents must undergo a statutory sustainability appraisal. This is a systematic process that aims to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. This includes consideration of impacts on equality and health and well-being. The sustainability appraisal of the Draft SADPD has been published for comment alongside the draft plan. The sustainability appraisal of the proposed submission version of the SADPD will undergo examination alongside the SADPD itself.

### **Strategic and local policies**

- 1.22 The NPPF requires local development documents to identify which policies are ‘strategic’ and which are ‘local’, to assist groups preparing neighbourhood development plans. All the policies in this Draft SADPD are strategic because they contribute to achieving London Plan and Local Plan strategic objectives across the borough.

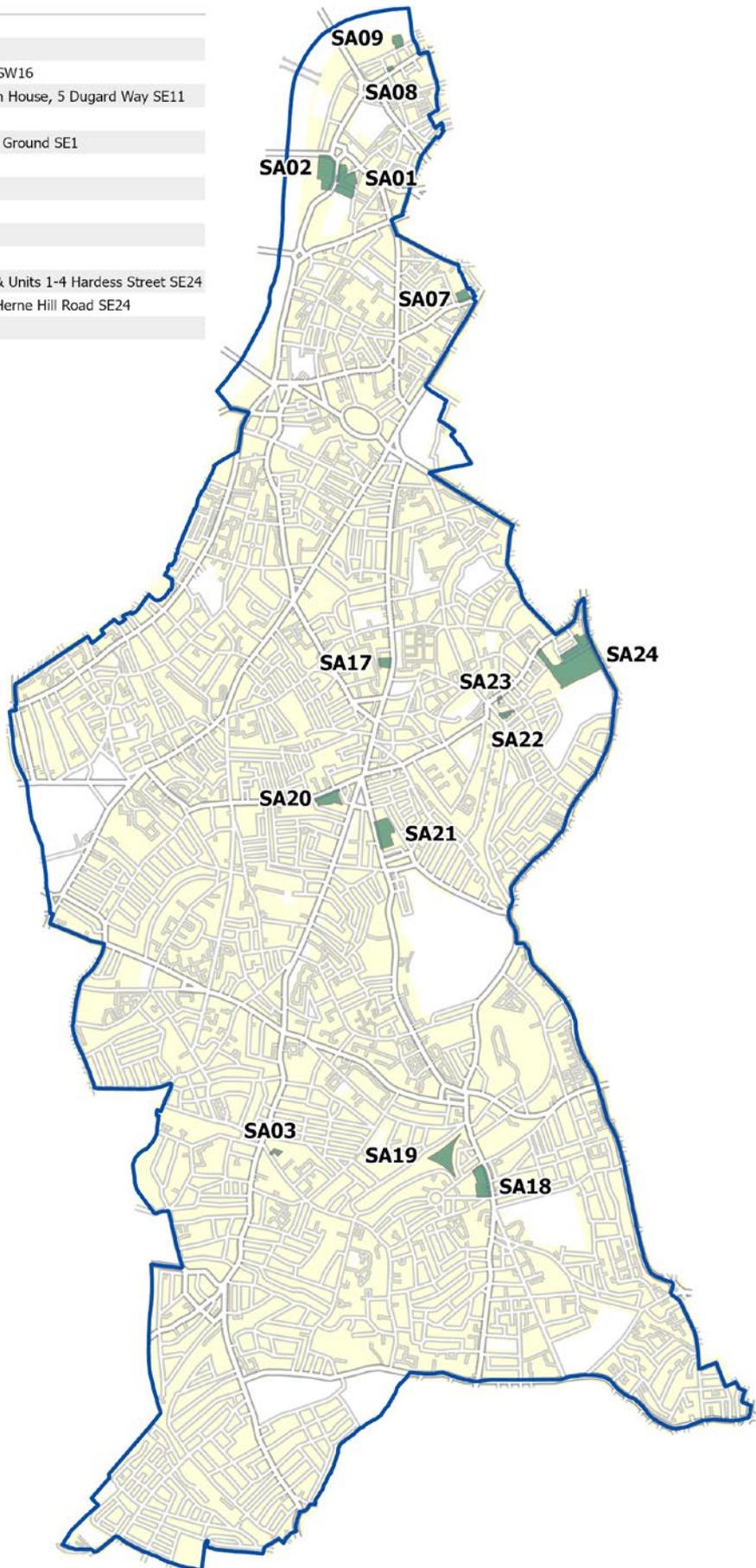
### **Monitoring**

- 1.23 Following adoption of the SADPD, progress with implementation of the site allocations will be reported in the Council’s annual [Authority Monitoring Report](#).

## Map 1: Proposed Site Allocations

**Reference Name**

SA01	Royal Street SE1
SA02	St Thomas' Hospital SE1
SA03	35-37 and Car Park Leigham Court Road SW16
SA07	6-12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
SA08	110 Stamford Street SE1
SA09	Gabriel's Wharf and Princes Wharf, Upper Ground SE1
SA17	330-336 Brixton Road SW9
SA18	286-362 Norwood Road SE27
SA19	Knolly's Yard SW16
SA20	Tesco, 13 Acre Lane SW2
SA21	51-65 Effra Road SW2
SA22	1 & 3-11 Wellfit Street, 7-9 Hinton Road & Units 1-4 Hardess Street SE24
SA23	Land at corner of Coldharbour Lane and Herne Hill Road SE24
SA24	King's College Hospital, Denmark Hill SE5



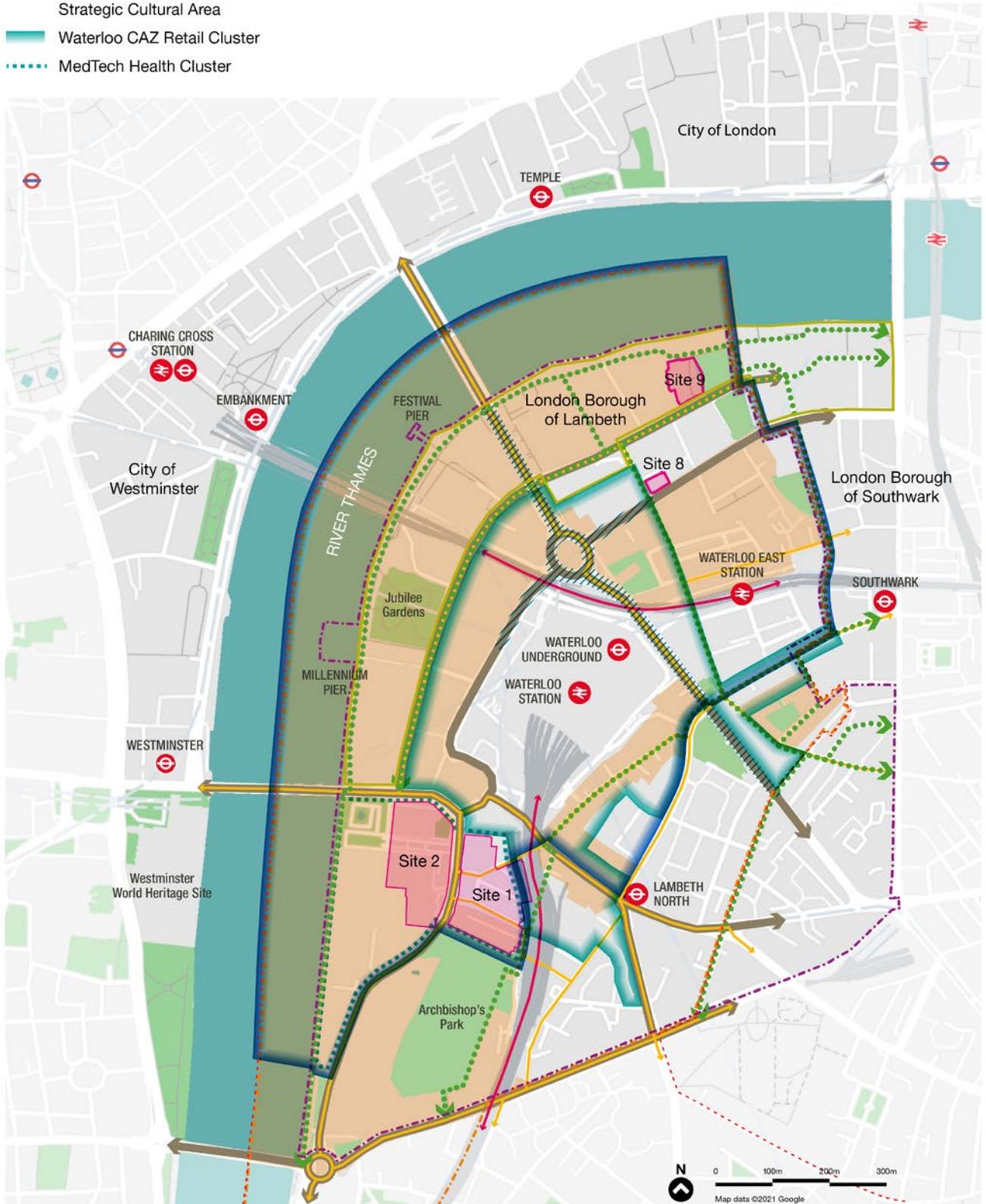
- ▭ Borough Boundary
- ▭ Proposed Site Allocations

# Section 2: **Proposed Waterloo and South Bank Site Allocations**

## Proposed Waterloo and South Bank Site Allocations

### Key

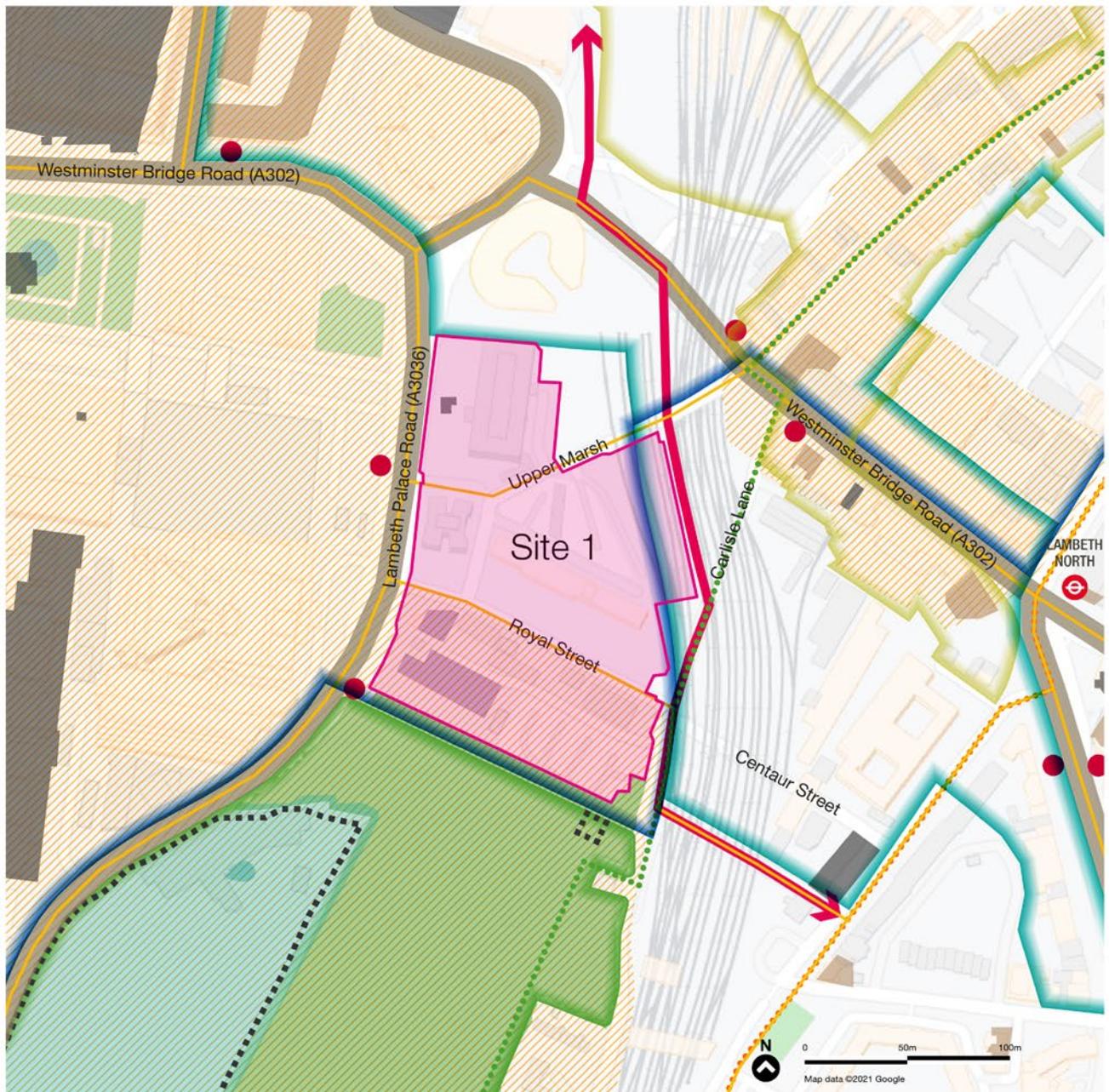
- Site Boundary
- - - Borough Boundary
- - - Central Activities Zone
- Waterloo Opportunity Area
- - - South Bank and Waterloo Neighbourhood Planning Area
- South Bank/Bankside Strategic Cultural Area
- Waterloo CAZ Retail Cluster
- - - MedTech Health Cluster
- Conservation Area
- Open Space
- ▨ Air Quality Focus Area
- ➔ Key Road
- ➔ Healthy Route
- ➔ Low Line
- ➔ Greenway
- ⊕ National Rail Station
- ⊖ Underground Station



## Proposed Site 1: Royal Street SE1

### Key

- |  |   |   |
|--|---|---|
|  Site Boundary  |  Statutorily Listed Building               |  Key Road            |
|  Waterloo Opportunity Area                                |  Locally Listed Building                   |  Healthy Route       |
|  Waterloo CAZ Retail Cluster                              |  Conservation Area                         |  Low Line            |
|  Lower Marsh / The Cut / Leake Street Special Policy Area |  Positive contributor to Conservation Area |  Greenway            |
|  Archaeological Priority Area                             |  Historic Park and Garden                  |  Cycle Route         |
|  Site of Importance for Nature Conservation (SINC)        |  Open Space                                |  Bus Stop            |
|  |   |  Underground Station |



Context	Proposed Site 1: Royal Street SE1
Site address and postcode	Royal Street SE1
Ward	Current: Bishop's Proposed: Waterloo & South Bank
Site area	7.2 ha
Land ownership	Guy's and St Thomas' Foundation (GSTF) The railway arches are leased by GSTF and a car hire firm
Existing land uses	<p>North of Royal Street</p> <ul style="list-style-type: none"> <li>• Canterbury House – residential (77 self-contained market units) and offices (336 sqm GEA)</li> <li>• Stangate House – residential (52 self-contained market units)</li> <li>• Becket House – offices (18,885 sqm GEA)</li> </ul> <p>Railway Arches</p> <ul style="list-style-type: none"> <li>• Commercial car park and car hire</li> </ul> <p>South of Royal Street</p> <ul style="list-style-type: none"> <li>• Temporary 'meanwhile' uses, including: <ul style="list-style-type: none"> <li>– Community City Farm</li> <li>– 'Old Paradise Yard' small business start-up space</li> </ul> </li> <li>• Carlisle Lane car park (used by St Thomas' hospital)</li> </ul>
Local Plan Place and Neighbourhood policy	<a href="#">PN1: Waterloo and South Bank</a>
London Plan and Local Plan designations	<p>The site lies within:</p> <ul style="list-style-type: none"> <li>• London Plan Central Activities Zone: within the CAZ health cluster; the railway arches only fall within the Waterloo CAZ retail cluster</li> <li>• Waterloo Opportunity Area</li> <li>• Thames Policy Area</li> </ul>
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017-2032
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone A</li> <li>• MCIL2 Band 2</li> </ul>

Context	Proposed Site 1: Royal Street SE1
Heritage assets	<p>Partly within:</p> <ul style="list-style-type: none"> <li>• Approaches and wider setting of the Westminster World Heritage Site</li> <li>• Lambeth Palace Conservation Area</li> </ul> <p>Within the site:</p> <ul style="list-style-type: none"> <li>• ‘South of the River’ sculpture (Grade II)</li> <li>• The former School on Carlisle Lane and former Institute at no. 10 Royal Street are positive contributors to the Lambeth Palace Conservation Area</li> </ul> <p>Near the site</p> <ul style="list-style-type: none"> <li>• Westminster World Heritage Site</li> <li>• Albert Embankment Conservation Area</li> <li>• Lambeth Palace Gardens (registered landscape)</li> <li>• Archbishop’s Park (local list space)</li> <li>• County Hall (Grade II*)</li> <li>• County Hall South Block (local list)</li> <li>• South Wing at St Thomas’ Hospital (Grade II)</li> <li>• Lower Marsh Conservation Area</li> </ul>
Views	<p>Strategic views:</p> <ul style="list-style-type: none"> <li>• Strategic view 4A.2 – Primrose Hill</li> <li>• Strategic view 17A – Hungerford Bridge Upstream</li> <li>• Strategic view 18A – Westminster Bridge</li> <li>• Strategic view 19A – Lambeth Bridge</li> <li>• Strategic view 20A – River Prospect Victoria Embankment to The County Hall</li> <li>• Strategic view 23A – Serpentine Bridge</li> <li>• Strategic View 27B – N side Parliament Square to Palace of Westminster (protected silhouette)</li> </ul> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (i) Brockwell Park to the city</li> <li>• (c) (ii) Norwood Park to City</li> <li>• (d) (viii) Lambeth Palace Terrace to Victoria Tower</li> <li>• (d) (ix) Lambeth Palace Gardens</li> <li>• (d) (x) Kennington Lane / Courtenay Street to Elizabeth Tower</li> <li>• (d) (xi) St Thomas’ Hospital Garden to Palace of Westminster</li> <li>• (d) (xv) Victoria Tower Gardens/Members Terrace, Houses of Parliament to Lambeth Palace</li> </ul>

Context	Proposed Site 1: Royal Street SE1
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6b (whole site)</li> <li>• South Lambeth Road is part of the TfL Road Network (TRLN)</li> <li>• Kennington Road / Westminster Bridge Road (east of the Royal Street site) – London Distributor Roads</li> <li>• Royal Street is an existing Healthy Route (HR), connecting to Hercules Road Quietway / HR, and adjacent to Upper Marsh (proposed HR)</li> <li>• Lambeth Palace Road is a Partnership Healthy Route</li> <li>• Walking distance to Waterloo Station, Waterloo East Station and Lambeth North Underground Station.</li> <li>• Close to several bus routes along Lambeth Palace Road</li> <li>• Close to timed closure of Lower Marsh</li> <li>• Royal Street one-way with contraflow for cycles, with a two-way section between Upper Marsh and Lambeth Palace Road approximately 1 minute walk from Cycle Hire Docking station (Archbishop’s Park)</li> <li>• Within the Waterloo Controlled Parking Zone</li> </ul> <p>Nearby projects:</p> <ul style="list-style-type: none"> <li>• Low Line pedestrian and cycle link along railway arches past Urbanest student accommodation, linking to Waterloo and onto Southwark</li> <li>• Spine Route project on Belvedere Road / Upper Ground</li> <li>• Guy’s and St Thomas’ Hospital Trust has a significant off-site freight consolidation strategy to reduce servicing trips to the hospital.</li> <li>• TfL’s Lambeth Bridge Scheme proposes to replace the roundabout with a four-way junction with segregated cycle lanes and increased pedestrian space.</li> <li>• Southbound bus lane on Lambeth Palace Road to be lengthened and northbound cycle lane to be removed as part of this scheme</li> <li>• Planned cycle route connecting St Thomas’ and Guy’s hospital sites via Upper Marsh / Lower Marsh (along HR network)</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area
Flood risk	<p>Wholly within the EA’s Flood Zone 3 and 2100 Thames Tidal Breach Scenario, although the site of Canterbury House is outside the 2005 Thames Tidal Breach Scenario.</p> <p>From the EA’s surface water mapping, isolated ponding of low risk (0.1 per cent AEP) surface water is present across the site. It is likely these are generated from surface water originating from the site.</p>

Context	Proposed Site 1: Royal Street SE1
Access to open space and nature conservation	<p>Archbishop's Park is to the immediate south of the site and Millennium Green (also a Local SINC) is about 450m to the north-east.</p> <p>The site is within an area of open space deficiency for regional parks, and part of site is also within an area of open space deficiency for district parks.</p> <p>The site is within an area that is deficient in access to nature.</p>
Trees	<p>Tree Preservation Order no. 452 lies to the immediate south of the site, within Archbishop's Park. The trees protected include 12 London Plane (<i>Acer plantanus</i>) and two Lime (<i>Tilia Spp</i>). There is also a significant London Plane tree standing on the lawn of Canterbury House, within the site.</p>
Community safety	<p>Recorded crimes in Bishop's ward May 2020 – April 2021: 4,304. Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 30.3 per cent</li> <li>• Violence and sexual offences: 17.3 per cent</li> <li>• Other theft: 11.0 per cent</li> </ul> <p>Recorded crimes in Bishop's ward June 2018 – April 2021: 15,092. Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 20.8 per cent</li> <li>• Other theft: 19.8 per cent</li> <li>• Violence and sexual offences: 16.6 per cent</li> </ul> <p>Bishop's ward has one of the highest crime rates in the borough due to the high level of footfall along the South Bank area and around London Waterloo Station. It has also had one of the highest rates of serious youth violence (SYV) in Lambeth since 2018 and had the highest rates of all wards in 2020.</p>
Description of current site character	<p>Carlisle Lane runs north south along and below the railway viaduct into Waterloo Station and connects to Westminster Bridge Road at the north. It provides the access into the car park and into the former Christ Church School site, which is a low-rise, single storey stock brick building that makes a positive contribution to Lambeth Palace Conservation Area. At the school vehicular entrance a small pocket park sits on the corner of Carlisle Lane and Royal Street. It is hard paved with a number of trees.</p> <p>No. 10 Royal Street is an Edwardian former institute on the corner of Lambeth Palace Road that also makes a positive contribution to Lambeth Conservation Area.</p> <p>Stangate House and Canterbury House are two 1950s residential blocks. Becket House on Lambeth Palace Road is a 1970s office with front lawn.</p>

<b>Context</b>	<b>Proposed Site 1: Royal Street SE1</b>
Neighbour context	<p>The Urbanest student accommodation at 199 Westminster Bridge Road lies to the north of the site (approximately 60m in height). Carlisle Lane and railway viaducts carrying lines into London Waterloo run along the eastern boundary of the site.</p> <p>To the south is Archbishop’s Park and a significant line of mature trees along its perimeter.</p> <p>To the west is Lambeth Palace Road and the St Thomas’ Hospital campus, and beyond that the River Thames.</p>
Relevant planning history	<p><b>Canterbury House</b>                      13/04991/FUL – Change of Use from D1 (Community) to B1 (Office) at the vacant ground floor unit. Granted 18/12/2013. Completed 01/11/2014.</p> <p><b>Land to the south of Royal Street</b>                      20/01748/FUL – Retention of Community City Farm and retention of sheltered teaching and storage spaces, polytunnel, raised planters and pens (for a temporary period of three years). Granted 30/07/2020.</p>

### **Vision: Proposed Site 1: Royal Street SE1**

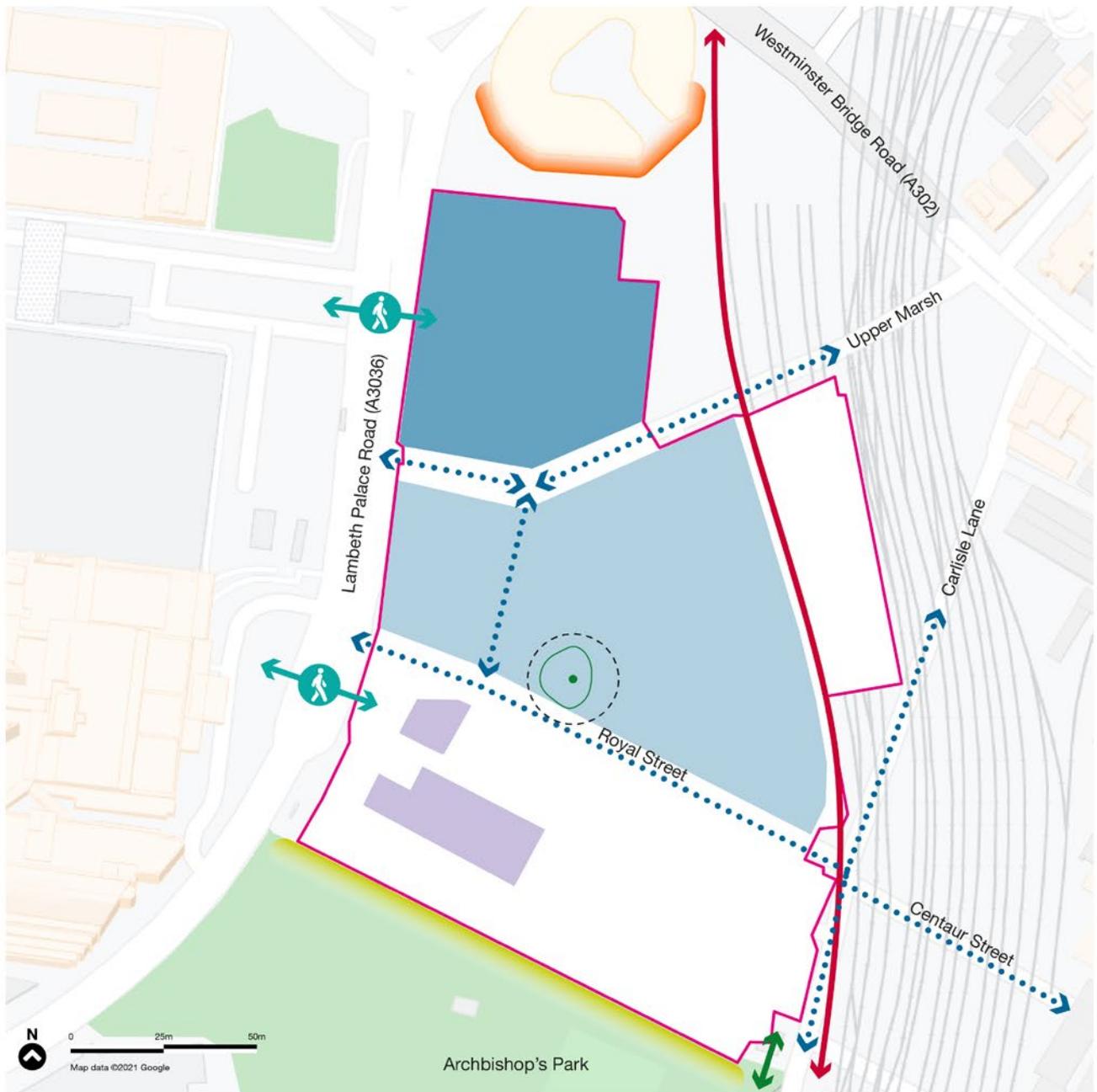
This key site provides a significant opportunity to contribute to the growth of the Waterloo SC1 cluster, linked to local hospitals and universities and supporting population health and well-being, life-sciences (including MedTech) and complementary sectors such as artificial intelligence; the growing cluster of low carbon industries in this part of Lambeth; and the evolution of the South Bank and Waterloo creative cluster. Public benefits will include new affordable housing, plus affordable workspace and employment and training opportunities for local people within those growing sectors.

High quality development of exemplary design will express a clear vision and strong ambition for environmental sustainability and health and well-being in the built environment, including public realm and connections to the wider neighbourhood. This will address the currently discordant and incomplete urban realm in this part of the Waterloo Opportunity Area, creating a new place of distinct character, which: preserves or enhances the setting and Outstanding Universal Value of the Westminster World Heritage Site; is exemplary in achieving net zero carbon; achieves excellent levels of urban greening; improves the entrance to Archbishop's Park; provides routes through that integrate positively with pedestrian and cycle routes and networks, including Healthy Routes, Greenways and the Low Line; and significantly enhances the environmental quality and pedestrian experience along perimeter roads, particularly Lambeth Palace Road.

Vision for Proposed Site 1: Royal Street SE1

**Key**

- Site Boundary
- ⋯ Through routes to be retained
- Potential/enhanced pedestrian connections
- Enhanced park entrance
- Low Line
- Sensitive residential neighbour
- Sensitive relationship to existing trees
- Location appropriate for tall building – general building height 60m
- Location appropriate for tall building – general building height 50m
- Positive contributor to Conservation Area
- Tree of value to be retained



Site Allocation Policy	Proposed Site 1: Royal Street SE1
Land uses	<p>Development should include no fewer than 129 self-contained residential units, to replace the existing quantum of homes on the site.</p> <p>In addition, the site has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• office floorspace, including approximately 30 per cent that is lab-enabled to contribute to the growth of the SC1 cluster linked to hospitals and universities</li> <li>• flexible spaces at ground floor level to activate frontages, providing a range of unit sizes and types</li> <li>• cultural uses to contribute to the evolution of the South Bank and Waterloo cultural cluster</li> </ul> <p>Given the majority of the site falls outside the Waterloo CAZ retail cluster, this site should not primarily be a retail destination. Applications should demonstrate there would be no harmful impact on the role and special character of the Lower Marsh/the Cut/Leake Street Special Policy Area as a centre for local needs and specialist independent retail.</p>
Affordable housing and affordable workspace	<p>The affordable housing threshold is 35 per cent.</p> <p>At least 10 per cent of the net uplift in office floorspace must be provided as affordable workspace at a 50 per cent reduction from market values for a period of 15 years, or a level of on-site provision of equivalent value (see Local Plan <a href="#">Policy ED2</a>). This should include on site: a proportion of the lab-enabled space (wet and dry); research and development business incubator space to support small business growth including life-science spinout or start-up activity; cultural uses; a skills and education hub linked to the life-sciences sector. This cannot include general Class E space or other community uses.</p> <p>The affordable workspace provision on site should take account of the latest life-science industry requirements, demand and evidence of market failure in the supply of space for that sector. This should also take particular account of affordable workspace and incubator space provision on the St Thomas' hospital campus.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p> <p>The Employment and Skills Plan should reflect the particular opportunity on this site to secure jobs and training opportunities for Lambeth residents within the health and life sciences, low carbon, creative, digital and artificial intelligence sectors.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>

Site Allocation Policy	Proposed Site 1: Royal Street SE1
Heritage assets	<p>Development should have regard to the significance (including setting) of heritage assets. In particular:</p> <ul style="list-style-type: none"> <li>• Preserve or enhance the Outstanding Universal Value, authenticity and integrity of the Westminster World Heritage Site; and preserve or enhance the setting of the Albert Embankment Conservation Area and the South Bank Conservation Area by: <ul style="list-style-type: none"> <li>– Having a height and massing which is not distracting or visually discordant in the cityscape</li> <li>– Ensuring the architectural forms are calm and recessive</li> <li>– Using a palette of materials which closely mimics the appearance of Portland stone in views from across the river.</li> </ul> </li> <li>• Preserve or enhance the character or appearance of the Lambeth Palace Conservation Area by: <ul style="list-style-type: none"> <li>– Retaining former School, Carlisle Lane</li> <li>– Retaining former Institute at no. 10 Royal Street</li> <li>– Delivering a high-quality building on the car park site which responds positively to the character of the conservation area in terms of height, appearance and materials.</li> </ul> </li> <li>• Preserve or enhance the setting of the Lower Marsh Conservation Area by: <ul style="list-style-type: none"> <li>– Ensuring building heights are not unduly dominant</li> <li>– Ensuring an interesting roofline in views south along Lower Marsh</li> </ul> </li> <li>• Preserve the significance (setting) of Lambeth Palace garden.</li> <li>• Preserve the significance (setting) of Archbishop’s Park.</li> </ul>

Site Allocation Policy	Proposed Site 1: Royal Street SE1
Building heights and views; townscape	<p>The site is appropriate for tall buildings in the locations shown in Local Plan <a href="#">Annex 10</a>. Development should integrate the buildings into its context sensitively by:</p> <p>In locations appropriate for a tall building:</p> <ul style="list-style-type: none"> <li>• Achieving a general building height of 60m AOD on the site of Becket House (Annex 10 location W7).</li> <li>• Achieving a general building height of 50m AOD on the sites of Stangate House and Canterbury House (Annex 10 location W8).</li> </ul> <p>Away from these tall building locations:</p> <ul style="list-style-type: none"> <li>• There should be a fall in building heights towards the southern edge of the site adjacent to Archbishop’s Park to preserve or enhance the character and appearance of the Lambeth Palace Conservation Area, and the openness of Archbishop’s Park.</li> </ul> <p>Development should also address the following principles:</p> <ul style="list-style-type: none"> <li>• Provide activation and animation at ground floor, including to the facades onto the perimeter streets</li> <li>• Ensure the route from the north-east gate of the park northwards along Carlisle Lane remains an attractive, safe and overlooked one for pedestrians including: <ul style="list-style-type: none"> <li>– Urban greening</li> <li>– Pocket parks / informal seating</li> <li>– Generous footways</li> </ul> </li> <li>• Improve the public approach and visibility of the north-east entrance to Archbishop’s Park (from Carlisle Lane).</li> <li>• Maintain the historic route of Upper Marsh</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Development should be serviced off-street and servicing impacts should be minimised through freight consolidation, and by considering sharing of servicing requirements with nearby sites.</p> <p>Shared surfaces will be considered where appropriate but protected pedestrian areas should be provided where vehicles are expected to be large and / or manoeuvring.</p> <p>Development should contribute towards implementation of the Healthy Route Network in the vicinity of the site.</p> <p>Generous areas of public realm should be incorporated, with widened footways on Royal Street. Permeability for cyclists and pedestrians through the site should be maintained and where possible enhanced, linking into and improving existing and future cycle routes, Healthy Routes, Greenways and the Low Line.</p>

Site Allocation Policy	Proposed Site 1: Royal Street SE1
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p> <p>Streets and routes through the development site must have good natural surveillance, be legible and have a good degree of activation at ground level.</p>
On-site residential amenity	Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.
Neighbour relationships	The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with the Urbanest building on Westminster Bridge Road.
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific Flood Risk Assessment (FRA) will be required as part of a planning application and flood risk should be verified by site-specific breach inundation flood levels, to determine more accurate flood depths at precise locations.</p> <p>Ground floor levels and below will be restricted to Less Vulnerable use types only and will require multiple access and egress points, in addition to a sufficient Evacuation Plan.</p> <p>More vulnerable uses will not be allowed below breach. Self-contained residential development and/or sleeping accommodation will not be permitted at basement levels in areas identified as at risk of flooding.</p> <p>Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered.</p> <p>The isolated ponding of low-risk surface water should be acknowledged and assessed within the site-specific FRA and should be resolved by a sustainable surface water management system such as SuDS that also provides multiple environmental benefits.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=12.8l/s</math>.</p>

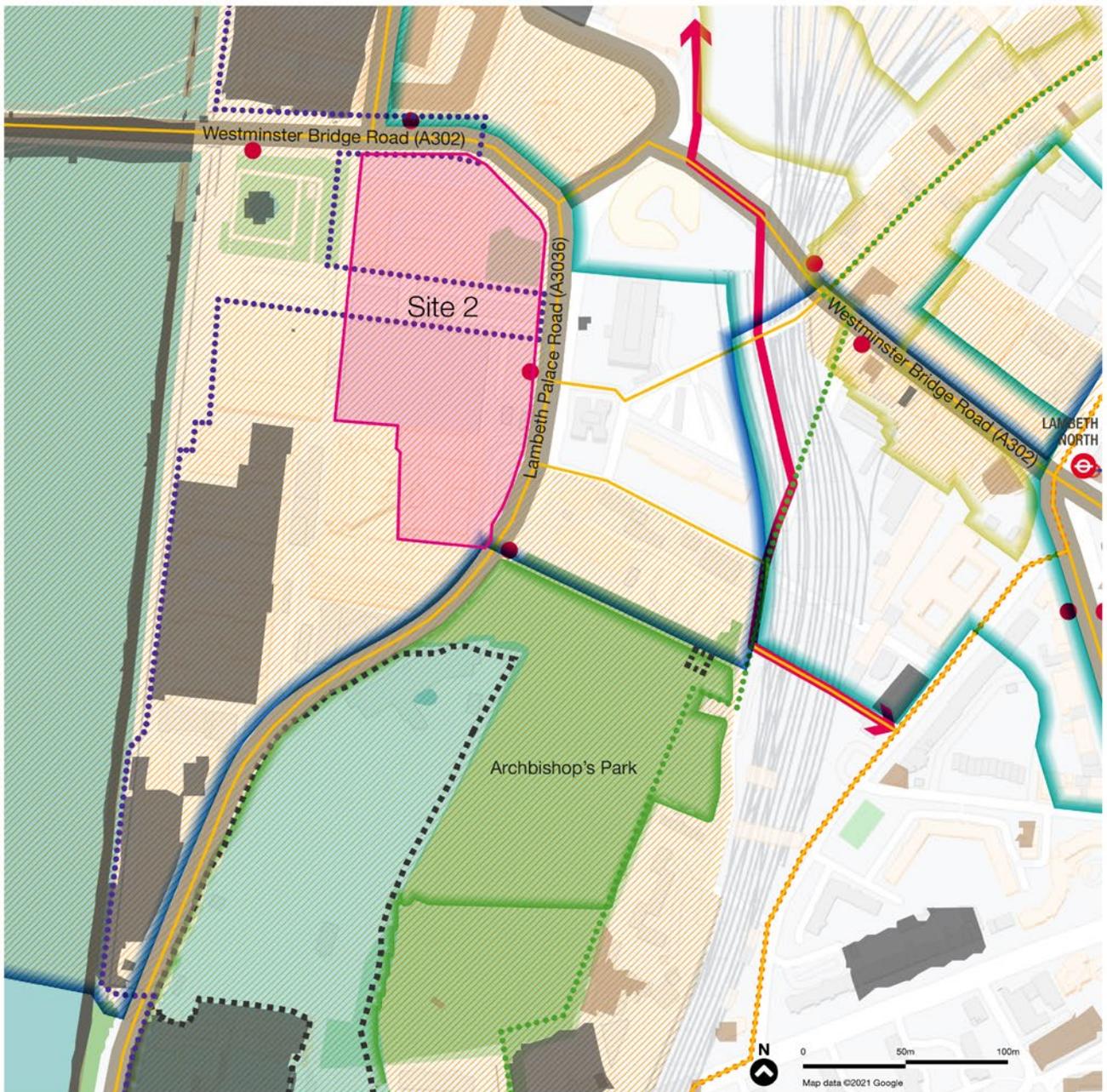
Site Allocation Policy	Proposed Site 1: Royal Street SE1
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a> . Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.
Waste management	<p>The River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational.</p> <p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	<p>Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>. The entrance to Archbishop's Park should be improved.</p> <p>If development will result in increased useage of nearby open spaces, developer contributions will be sought to their ongoing maintenance and management.</p>
Urban greening and trees	<p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p> <p>The relationship with Archbishop's Park should be improved through the urban greening strategy for the site. The design should take account of the above and below ground constraints posed by the adjacent mature trees of value in Archbishop's Park (namely tree protection area and tree canopy constraints) and the positive integration of these trees thereafter including space for future growth. Opportunities for new tree planting should be optimised.</p> <p>The biodiversity value of the site should be significantly improved to help address the existing deficiency in access to nature conservation in this location.</p>

## Proposed Site 2: St Thomas' Hospital SE1

Context for Proposed Site 2: St Thomas' Hospital SE1

### Key

- |  |   |   |
|--|---|---|
|  Site Boundary  |  Statutorily Listed Building |  Key Road            |
|  Waterloo Opportunity Area                                |  Locally Listed Building     |  Healthy Route       |
|  Waterloo CAZ Retail Cluster                              |  Conservation Area           |  Low Line            |
|  Lower Marsh / The Cut / Leake Street Special Policy Area |  Historic Park and Garden    |  Greenway            |
|  Immediate Setting of the Westminster World Heritage Site |  Open Space                  |  Cycle route         |
|  Archaeological Priority Area                             |   |  Bus stop            |
|  Site of Importance for Nature Conservation (SINC)        |   |  Underground Station |



Context	Proposed Site 2: St Thomas' Hospital SE1
Site address and postcode	St Thomas' Hospital SE1
Ward	Current: Bishop's Proposed: Waterloo & South Bank
Site area	2.35 ha
Land ownership	The whole site is owned by Guy's and St Thomas' NHS Foundation Trust (GSTT)
Existing land uses	Hospital Florence Nightingale Museum (within Gassiot House)
Local Plan Place and Neighbourhood policy	<a href="#">PN1: Waterloo and South Bank</a>
London Plan and Local Plan designations	The whole sites falls within: <ul style="list-style-type: none"> <li>• The London Plan CAZ</li> <li>• The Waterloo Opportunity Area</li> <li>• Thames Policy Area</li> <li>• Approaches to the Westminster World Heritage Site</li> </ul> Part of the site falls within: <ul style="list-style-type: none"> <li>• Immediate setting of the Westminster World Heritage Site</li> </ul>
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017-2032
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone A</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	Within the site: <ul style="list-style-type: none"> <li>• Albert Embankment CA</li> <li>• Westminster World Heritage Site – setting and approaches (<a href="#">Policy Q19</a>)</li> </ul> Nearby: <ul style="list-style-type: none"> <li>• Westminster World Heritage Site</li> <li>• Edward VI statue – Grade I</li> <li>• Robert Clayton statue – Grade I</li> <li>• County Hall – Grade II*</li> <li>• St Thomas' Hospital Victorian Buildings – Grade II</li> <li>• Torsion fountain – Grade II</li> <li>• Lambeth Palace Gardens (registered landscape)</li> <li>• Lambeth Palace Conservation Area</li> <li>• South Bank Conservation Area</li> <li>• County Hall South block (local heritage list)</li> <li>• Archbishop's Park (local heritage list)</li> </ul>

Context	Proposed Site 2: St Thomas' Hospital SE1
Views	<p>Strategic views:</p> <ul style="list-style-type: none"> <li>• Strategic view 4A.2 – Primrose Hill</li> <li>• Strategic view 17A – Hungerford Bridge Upstream</li> <li>• Strategic view 18A – Westminster Bridge</li> <li>• Strategic view 19A – Lambeth Bridge</li> <li>• Strategic view 20A – River Prospect Victoria Embankment to The County Hall</li> <li>• Strategic view 23A – Serpentine Bridge</li> <li>• Strategic View 27B – N side Parliament Square to Palace of Westminster (protected silhouette)</li> </ul> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (i) Brockwell Park to the city</li> <li>• (c) (ii) Norwood Park to City</li> <li>• (d) (viii) Lambeth Palace Terrace to Victoria Tower</li> <li>• (d) (ix) Lambeth Palace Gardens</li> <li>• (d) (x) Kennington Lane / Courtenay Street to Elizabeth Tower</li> <li>• (d) (xi) St Thomas' Hospital Garden to Palace of Westminster</li> <li>• (d) (xv) Victoria Tower Gardens/Members Terrace, HoP to Lambeth Palace</li> </ul>

Context	Proposed Site 2: St Thomas' Hospital SE1
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6b</li> <li>• Walking distance to Waterloo Station, Waterloo East Station and Lambeth North Underground Station.</li> <li>• Close to several bus routes.</li> <li>• Site is surrounded by existing and proposed Healthy Routes: <ul style="list-style-type: none"> <li>– Lambeth Palace Road and Westminster Bridge Road – Partnership Healthy Routes</li> <li>– Royal Street is an existing Healthy Route, connecting to Hercules Road Quietway / HR,</li> <li>– Upper Marsh and Belvedere Road proposed HRs</li> </ul> </li> <li>• Close to timed closure of Lower Marsh.</li> <li>• Royal Street one-way with contraflow for cycles, with a two-way section between Upper Marsh and LPR.</li> <li>• Cycle Hire Docking station in Archbishop's Park</li> <li>• South Lambeth Road (which lies immediately to the east of St Thomas' Hospital) – TLRN</li> <li>• Kennington Road / Westminster Bridge Road (further to the east of Royal Street) – London Distributor Road</li> <li>• The site is in an existing CPZ (Waterloo)</li> </ul> <p>Nearby projects:</p> <ul style="list-style-type: none"> <li>• Spine Route Project on Belvedere Road / Upper Ground</li> <li>• 'Low Line' pedestrian and cycle link along railway arches past Urbanest student accommodation, linking to Waterloo and onto Southwark</li> <li>• GSTT has a significant off-site freight consolidation strategy to reduce servicing trips to the hospital</li> <li>• TfL's Lambeth Bridge Scheme proposes to replace roundabout with a four-way junction with segregated cycle lanes and increased pedestrian space. Southbound bus lane on LPR to be lengthened and northbound cycle lane to be removed</li> <li>• Planned cycle route connecting St Thomas' and Guy's hospital sites via Upper Marsh / Lower Marsh (along HR network)</li> </ul>
Air Quality Focus Area	No
Energy	Site is located in a Heat Network Priority Area.
Flood risk	<p>The site is wholly within the EA's Flood Zone 3 and both 2005 and 2100 Thames Tidal Breach Scenario.</p> <p>The surface water flood risk is low.</p>
Access to open space and nature conservation	<p>Archbishop's Park is adjacent to the site and Millennium Green (also a SINCE) is about 600m to the north-east.</p> <p>The Albert Embankment path adjoins the site along the River Thames frontage.</p> <p>The site is within an area of open space deficiency for regional parks and the south and south-eastern part of the site is also within an area of open space deficiency for district parks.</p> <p>Part of the site is within an area that is deficient in access to nature.</p>

Context	Proposed Site 2: St Thomas' Hospital SE1
Trees	<p>No Tree Preservation Orders on site.</p> <p>14 trees protected under Tree Preservation Order no. 452 are east of the site on the northern boundary of Archbishop's Park.</p>
Community safety	<p>Recorded crimes in Bishop's ward May 2020 – April 2021: 4,304.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 30.3 per cent</li> <li>• Violence and sexual offences: 17.3 per cent</li> <li>• Other theft: 11.0 per cent</li> </ul> <p>Recorded crimes in Bishop's ward June 2018 – April 2021: 15,092.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 20.8 per cent</li> <li>• Other theft: 19.8 per cent</li> <li>• Violence and sexual offences: 16.6 per cent</li> </ul> <p>Bishop's ward has one of the highest crime rates in the borough due to the high level of footfall along the South Bank area and around London Waterloo Station. It has also had one of the highest rates of serious youth violence (SYV) in Lambeth since 2018 and had the highest rates of all wards in 2020.</p>
Description of current site character	<p>A large central London hospital campus comprising Victorian listed buildings and late 20th Century tall buildings (circa 60m in height), along with other 20th Century buildings closer to Lambeth Palace Road and Westminster Bridge Road. The allocation covers the latter only (Gassiot House, Lambeth Wing and Accident and Emergency department).</p> <p>Located on the River Thames opposite the Westminster World Heritage Site and highly visible within a range of important strategic views. There are important open spaces and groupings of mature trees of value.</p>
Neighbour context	<p>To the west of the site is the Thames Walk and River Thames. Lambeth Palace Road forms the eastern boundary, with the Royal Street allocation standing directly opposite. To the north is Westminster Bridge Road and County Hall. To the south is Evelina Children's Hospital within the wider St Thomas' campus.</p>

Context	Proposed Site 2: St Thomas' Hospital SE1
Relevant planning history	<p><b>Gassiot House</b></p> <p>11/03370/FUL – Refurbishment of existing accommodation spaces, upgrading and alterations to selected entrances, a proposed new glazed courtyard pavilion within an existing external courtyard and associated plant within a new plant enclosure on the existing roof level. Granted 24/01/2012.</p> <p>12/00923/FUL – Relocation of the existing St Thomas' Hospital Data Centre to the Ground floor undercroft area which is being vacated by the existing Cycle Store and Waste Store. Existing Cycle Store and General Waste Stores relocated to an adjacent area in the undercroft. Granted 01/06/2012.</p> <p>19/01532/FUL – Erection of 135 sqm single storey pain management outpatients building (Use Class C2) and internal access connection to Gassiot House. Granted 01/07/2019.</p> <p><b>North Wing</b></p> <p>09/00188/FUL – Erection of a single storey ground floor extension to the existing ancillary retail and restaurant uses within the North Wing. Granted 18/03/2009.</p> <p>20/01004/FUL – Installation of wellbeing garden on West side of North wing. Granted 21/07/2021.</p> <p><b>East and Lambeth Wings</b></p> <p>13/01999/FUL – Extension and reconfiguration of St Thomas' A &amp; E department including internal rearrangement and erection of a ground floor glazed entrance and first floor staff facilities. Granted 11/09/2013.</p> <p><b>Evelina Children's Hospital</b></p> <p>00/01685/FUL – Demolition of Riddell House and ancillary outbuildings and construction of nine-storey building to be used as a children's hospital. Granted 19/07/2001.</p> <p><b>Adjacent to the Evelina Children's Hospital</b></p> <p>19/01397/FUL – Redevelopment to provide six storey hospital building (C2 use). Granted 12/12/2019.</p> <p>21/01869/FUL – Demolition of existing St Thomas' House and Dunhill Fitness Centre and development of a 12 storey building (G+11) plus two storey basement with five storey link extension to the Evelina London Children's Hospital to provide additional children's medical services (Class C2), hard and soft landscaping, access and associated works. Resolution to grant by Planning Applications Committee on 05/10/2021.</p>

Context	Proposed Site 2: St Thomas' Hospital SE1
	<p><b>Prideaux Building</b></p> <p>20/00884/FUL – Demolition of existing building and redevelopment of the site to provide a part three, part four storey mixed-use development comprising research and development and educational uses and associated enabling landscape and public realm works. Demolition of the external access link between the Grade II listed South Wing of St Thomas Hospital (Block 8) and the main entrance to the Prideaux Building development site, creation of new public walkway link and associated façade works to the south elevation of the South Wing (Block 8), demolition of security hut and substation adjoining Block 9 of St Thomas Hospital and associated facade works, demolition of part of boundary wall to Lambeth Palace Road and associated repair work. Granted 13/04/2021.</p>

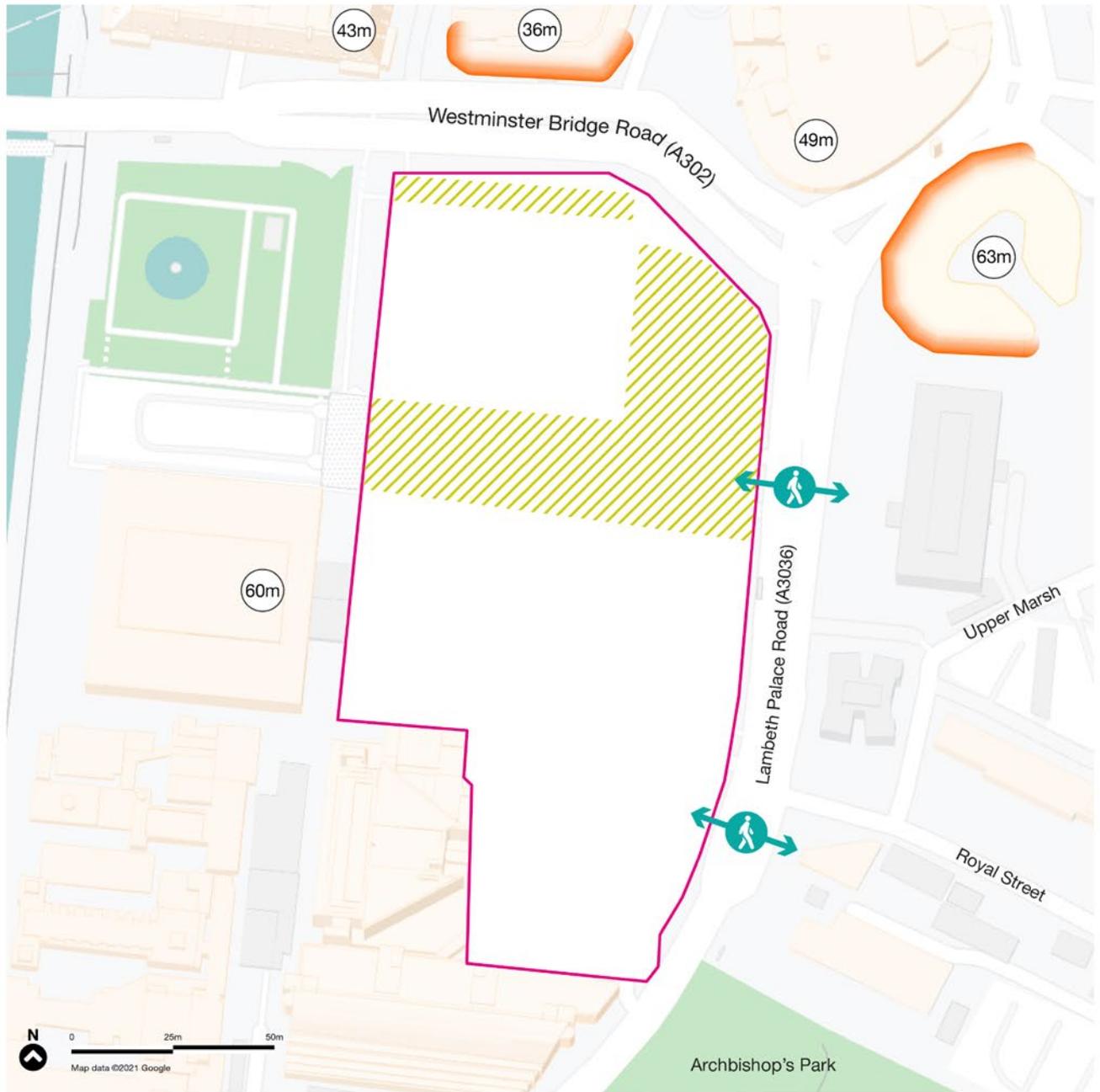
**Vision: Proposed Site 2: St Thomas' Hospital SE1**

The optimisation of development on this site provides an opportunity to deliver enhanced clinical care facilities and to contribute to the growing SC1 Life sciences and MedTech health cluster in this part of the Waterloo Opportunity Area. There is also a significant opportunity to improve the townscape character and pedestrian experience along Lambeth Palace Road, in conjunction with the development of the Royal Street site. Both developments offer the potential to enhance the Albert Embankment Conservation Area and should preserve or enhance the setting and Outstanding Universal Value of the Westminster World Heritage Site.

Vision for Proposed Site 2: St Thomas' Hospital SE1

**Key**

- Site boundary
- Potential/enhanced pedestrian connections
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Trees of value to be retained
- Open space



Site Allocation Policy	Proposed Site 2: St Thomas' Hospital SE1
Land uses	Hospital and ancillary uses. Re-provision of the Florence Nightingale Museum on site or at an appropriate alternative location.
Social infrastructure	The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure should be addressed.
Employment and skills	Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a> , including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a> .
Heritage assets	<ul style="list-style-type: none"> <li>• Development should preserve or enhance the Outstanding Universal Value, authenticity and integrity of the Westminster World Heritage Site; and preserve or enhance the setting of the Albert Embankment Conservation Area, the South Bank Conservation Area and County Hall.</li> </ul>
Building heights and views; townscape	<ul style="list-style-type: none"> <li>• The site is not within a location identified as appropriate for tall buildings.</li> <li>• The detailed massing of proposed new blocks should respond positively to their context, ensuring parapet heights, form and appearance relate coherently to the character of Lambeth Palace Road and Westminster Bridge Road. The latter is particularly important given heritage sensitivity in terms of the setting of and approaches to the Westminster World Heritage Site.</li> <li>• Where it would be visible in sensitive views from outside the Campus, all rooftop plant should not exceed the height of the building envelopes and be effectively screened from view.</li> </ul> <p>Development should also address the following principles:</p> <ul style="list-style-type: none"> <li>• The footprint of Gassiot House may be extended / cantilever an additional 10m westward so long as it maintains the principal pedestrian route into the hospital campus within a generous colonnade or cantilever.</li> <li>• The footprint of Lambeth Wing and A&amp;E may be extended eastward towards Lambeth Palace Road so long as it does not come any closer than 10m to the back edge of pavement.</li> <li>• The existing palette of external materials of the post-war buildings should be closely matched in order to maintain a unified Campus character and to respond positively to the local distinctiveness of this heritage sensitive part of central London.</li> </ul>

Site Allocation Policy	Proposed Site 2: St Thomas' Hospital SE1
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Development will be expected to contribute towards implementation of the Healthy Route Network in the vicinity of the site.</p> <p>Development should be serviced off-street and servicing impacts should be minimised through freight consolidation, and by considering sharing of servicing requirements with nearby sites.</p> <p>The existing network of routes through the site should not be compromised by redevelopment.</p> <p>Shared surfaces will be considered where appropriate but protected pedestrian areas should be provided where vehicles are expected to be large and / or manoeuvring.</p>
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
Neighbour relationships	<p>Development should not cause unacceptable impacts on existing neighbours, including overlooking, loss of daylight, overshadowing and noise pollution.</p> <p>Particular regard should be paid to sensitive residential neighbours at County Hall South Block and the Urbanest building on Westminster Bridge Road.</p>

Site Allocation Policy	Proposed Site 2: St Thomas' Hospital SE1
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific Flood Risk Assessment will be required as part of a planning application and flood risk should be verified by site-specific breach inundation flood levels, to determine more accurate flood depths at precise locations.</p> <p>Ground floor levels and below will be restricted to Less Vulnerable use types only and will require multiple access and egress points, in addition to a sufficient Evacuation Plan.</p> <p>There is a possibility the site could discharge its surface water directly to the River Thames. In this scenario, the sustainable drainage system should prioritise water quality management above reducing the rate of runoff e.g. an intensive green roof would be more practical than a blue roof.</p> <p>Should it not be feasible to discharge the site's surface water into the River Thames, the development will be required to discharge any controlled runoff at the greenfield runoff rate.</p> <p>Outfalls with diameters greater than 300mm will need to have a second line of defence (e.g. in-line check valve) to prevent inundation of the development if the drainage system was to become tidally locked or the main flap valve was to fail.</p> <p>All developments adjacent to a tidal flood defence must ensure the current and future statutory crest levels are maintained as outlined in the Thames Estuary 2100 plan and the condition of tidal wall defences provide a sufficient level of defence in accordance with the design life of the building (e.g. generally 100 years for residential and 50-60 years for commercial), and that a 16 metres setback safeguarded for inspections, maintenance, future defence raising and potential replacement without increasing flood risk or encroaching on the river channel.</p> <p>The approximate greenfield runoff rate: <math>Q_{Bar}=12.5l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>
Waste management	<p>The River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational.</p> <p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>
Air quality	<p>Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a>.</p>
Access to open space and nature conservation	<p>Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p>

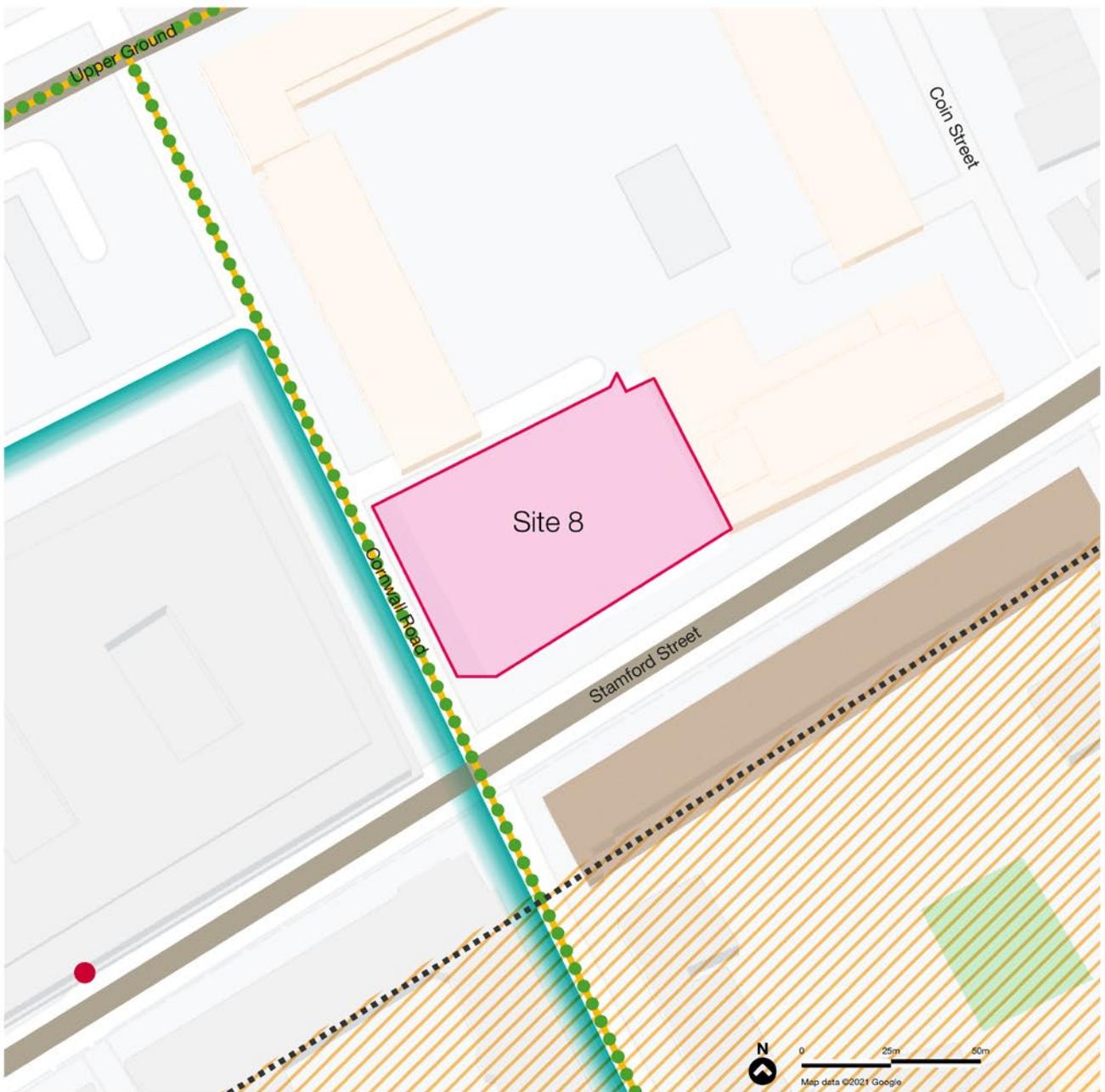
Site Allocation Policy	Proposed Site 2: St Thomas' Hospital SE1
Urban greening and trees	<p>The two significant groups of trees within the site should be retained. Additional urban greening and enhancement of existing urban greening should be optimised especially along its street frontages.</p> <p>The Urban Greening Factor (UGF) target score is 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>

## Proposed Site 8: 110 Stamford Street SE1

Context for Proposed Site 8: 110 Stamford Street SE1

### Key

- |  |   |   |
|--|---|---|
|  Site Boundary                |  Locally Listed Building |  Key Road      |
|  Waterloo CAZ Retail Cluster  |  Conservation Area       |  Healthy Route |
|  Archaeological Priority Area |  Open Space              |  Greenway      |
|  |   |  Bus Stop      |



Context	Proposed Site 8: 110 Stamford Street SE1
Site address and postcode	110 Stamford Street SE1
Ward	Current: Bishop's Proposed: Waterloo & South Bank
Site area	0.114 ha
Land ownership	Private ownership (social enterprise)
Existing land uses	Vacant since 1985
Local Plan Place and Neighbourhood policy	<a href="#">PN1: Waterloo and South Bank</a>
London Plan and Local Plan designations	<ul style="list-style-type: none"> <li>Waterloo Opportunity Area</li> <li>Central Activities Zone</li> </ul>
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017-2032
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>Lambeth CIL Zone A</li> <li>MCIL2 Band 2</li> </ul>
Heritage assets	None on the site Nearby: <ul style="list-style-type: none"> <li>85 to 123 Stamford Street (Grade II)</li> <li>Waterloo Conservation Area. (The Waterloo Conservation Area Appraisal (2009) proposed to include Cornwall House to the west of the site in the CA.)</li> </ul>
Views	No strategic views. <ul style="list-style-type: none"> <li>Local views (<a href="#">Policy Q25</a>):</li> <li>(c) (i) (c) Views N and NNE to the City from Brockwell Park</li> <li>(c) (ii) View NNE from Norwood Park</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>PTAL 6b.</li> <li>Walking distance to Waterloo Station, Waterloo East Station and Blackfriars Station.</li> <li>Close to several bus routes</li> <li>London Eye Pier approximately 800m away: River Bus route RB1 (London Eye Pier – Woolwich Arsenal Pier)</li> <li>Upper Ground and Cornwall Road form part of the Healthy Route network</li> <li>Several cycle hire docking stations within walking distance</li> <li>Within the Waterloo Controlled Parking Zone</li> </ul> Nearby projects: <ul style="list-style-type: none"> <li>Spine Route project on Belvedere Road / Upper Ground</li> </ul>
Air Quality Focus Area	Yes - Waterloo
Energy	Located in a Heat Network Priority Area.

Context	Proposed Site 8: 110 Stamford Street SE1
Flood risk	<p>Wholly within the EA's Flood Zone 3 and both 2005 and 2100 Thames Tidal Breach Scenario.</p> <p>The extent of surface water flooding within the site is from a topographic anomaly in the model that shows the remnants of a lower ground floor level and a vacant site. The risk of flooding to the site is likely low if a building with a formal drainage system is positioned on this site.</p>
Access to open space and nature conservation	<p>St John's Church Gardens is about 150m to the south of the site. Bernie Spain Gardens is 200m and Hatfields Green is within 300m to the east.</p> <p>The site is within an area of open space deficiency for district, metropolitan and regional parks.</p> <p>The site is within an area that is deficient in access to nature.</p>
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	<p>Recorded crimes in Bishop's ward May 2020 – April 2021: 4,304.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 30.3 per cent</li> <li>• Violence and sexual offences: 17.3 per cent</li> <li>• Other theft: 11.0 per cent</li> </ul> <p>Recorded crimes in Bishop's ward June 2018 – April 2021: 15,092.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 20.8 per cent</li> <li>• Other theft: 19.8 per cent</li> <li>• Violence and sexual offences: 16.6 per cent</li> </ul> <p>Bishop's ward has one of the highest crime rates in the borough; it has had one of the highest rates of serious youth violence (SYV) in Lambeth since 2018 and the highest rates of all wards in 2020.</p>
Description of current site character	The site had been vacant since the demolition of the previous building in 1985 and redevelopment of the rest of the street block by Coin Street Community Builders for housing and the Coin Street Neighbourhood Centre immediately adjacent.
Neighbour context	<p>The site is the last remaining part of a perimeter block development fronting Stamford Street, Cornwall Road, Upper Ground and Duchy Street. The building immediately adjacent to the Site at 108 Stamford Street was developed in the 2000s as the Coin Street Neighbourhood Centre and is four storeys in height with a fifth storey set back from the Stamford Street frontage. The building is award-winning, noted for its sensitive, contemporary response to context.</p> <p>Immediately opposite the Site on Stamford Street is a Grade II listed Georgian terrace, which is four storeys. To the west, fronting Stamford Street and Cornwall Road, is the Franklin Wilkins Building - a six-storey Edwardian academic building occupied by King's College London.</p> <p>To the north are terraced homes that form part of the Coin Street Community and include a communal garden.</p>

Context	Proposed Site 8: 110 Stamford Street SE1
Relevant planning history	<p><b>108 Stamford Street (Coin Street Neighbourhood Centre Development)</b></p> <p>03/01794/FUL (Land Corner Of Coin Street And Stamford Street) – Erection of a part-four/part-two/part-single storey building with basement, comprising retail/restaurant use on part-ground and part-basement floor, community-care/meeting room and offices on part-ground floor, plant on part-basement, nursery with outdoor play area to rear and offices at first and second floor level, offices with terrace to second floor and learning and enterprise support centre and conference facilities/and plant to third floor, roof terrace and plant to fourth floor, associated landscaping and pick up/drop off lay-by to Stamford Street, installation of stainless steel planting wires on south east elevation of Iroko Housing adjacent to Coin Street. Granted 03/05/2006 (Implemented as Coin Street Neighbourhood Centre Development).</p> <p>09/00749/FUL – Use of Basement level to provide health facilities, waiting rooms, kitchen and meeting facilities/or the retention of retail/restaurant use (A1/A3) (as approved 3 May 2006 - reference 03/01794/FUL). Granted on 17/08/2009.</p>

### **Vision: Proposed Site 8: 110 Stamford Street SE1**

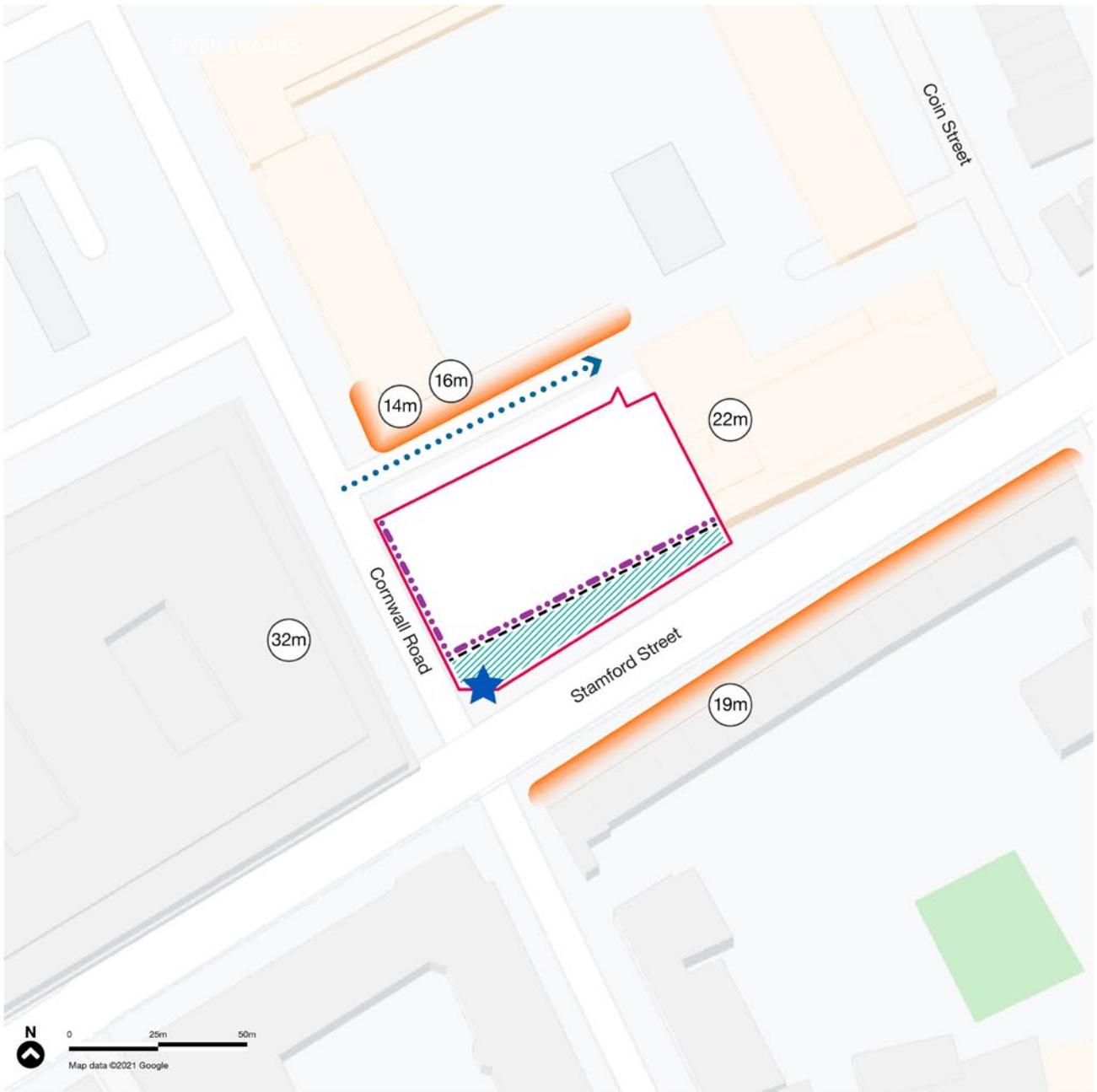
The site provides an opportunity to contribute to the Waterloo Opportunity Area through mixed use development, including new housing and affordable housing. Ground floor uses have potential to complement the existing services provided by the adjacent Neighbourhood Centre.

Development will address the current eyesore condition by completing the urban block. The design should complement the award-winning design of the Coin Street Neighbourhood Centre. There is an opportunity to create new public realm on the Stamford Street frontage with potential for activation on the corner with Cornwall Road.

Vision for Proposed Site 8: 110 Stamford Street SE1

**Key**

- Site boundary
- - - Line of new building
- ⋯ Active frontage
- ⋯ Access to car park to be retained
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- ▨ New area of public realm
- ★ Potential location for new kiosk or café



Site Allocation Policy	Proposed Site 8: 110 Stamford Street SE1
Land uses	<p>The site has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• community/office floorspace at ground floor, providing an active frontage to Stamford Street</li> <li>• approximately 30 to 40 self-contained residential units</li> </ul>
Affordable housing and affordable workspace	<p>The affordable housing threshold is 50 per cent for public sector land and 35 per cent for private sector land.</p> <p>If office space is proposed, Local Plan <a href="#">Policy ED2</a> on affordable workspace will apply.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>
Heritage assets	<p>None on the site</p> <p>Nearby:</p> <ul style="list-style-type: none"> <li>• 85 to 123 Stamford Street (Grade II)</li> <li>• Waterloo Conservation Area (the CA appraisal 2009 proposed to include Cornwall House to the west of the site in the CA)</li> </ul>
Building heights and views; townscape	<p>The site is not appropriate for a tall building. Development should mediate between prevailing heights in the immediate context.</p> <p>Development should address the following principles:</p> <ul style="list-style-type: none"> <li>• continue the building line of no. 108 Stamford Street</li> <li>• abut closely to the flank of no. 108 to avoid gaps in the frontage</li> <li>• respond positively to the award-winning façade of no. 108 and local historic context in terms of façade design, materiality and colour</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>The ramp to the underground car park is to be retained. Suitable pedestrian and vehicular inter-visibility splays must be provided.</p> <p>Development will be expected to contribute to the implementation of the Spine Route and Healthy Route along Upper Ground.</p> <p>Servicing should be from the existing loading bay on Stamford Street to protect users of Quietway 1 on Cornwall Road. Potential for freight consolidation and sharing of servicing requirements with nearby sites should be explored.</p> <p>The site presents the opportunity to create a new, high quality public space on Stamford Street with potential for a kiosk on the corner with Cornwall Road.</p>

Site Allocation Policy	Proposed Site 8: 110 Stamford Street SE1
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on Stamford Street and Cornwall Road.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific Flood Risk Assessment will be required as part of a planning application and flood risk should be verified by site-specific breach inundation flood levels, to determine more accurate flood depths at precise locations. The FRA will also need to confirm that the flood risk identified in modelling is likely due to an anomaly in the topography due to the presence of an exposed below ground level; and demonstrate that the site is safe.</p> <p>Ground floor levels and below will be restricted to Less Vulnerable use types only and will require multiple access and egress points, in addition to a sufficient Evacuation Plan.</p> <p>More vulnerable uses will not be allowed below breach. Self-contained residential development and/or sleeping accommodation will not be permitted at basement levels in areas identified as at risk of flooding.</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The development should reduce the rate of surface water runoff on this site to the greenfield equivalent. The use of blue or green roofs are ideal for this location to achieve this.</p> <p>The approximate greenfield runoff rate is <math>Q_{BAR} = 0.67l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>

Site Allocation Policy	Proposed Site 8: 110 Stamford Street SE1
Waste management	<p>Where possible the River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational.</p> <p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>
Air quality	<p>Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a>.</p>
Access to open space and nature conservation	<p>Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p>
Urban greening and trees	<p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>

## Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1

Context for Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1

### Key

- |   |   |   |
|---|---|---|
|  Site Boundary                                     |  Conservation Area                         |  Key Road      |
|  Borough Boundary                                  |  Positive contributor to Conservation Area |  Healthy Route |
|  Archaeological Priority Area                      |  Open Space                                |  Greenway      |
|  Site of Importance for Nature Conservation (SINC) |   |   |



Context	Proposed Site 9: Gabriel's Wharf and Princes Wharf, SE1
Site address and postcode	Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Ward	Current: Bishop's Proposed: Waterloo & South Bank
Site area	0.53 ha
Land ownership	Social enterprise (Coin Street Community Builders) Princes Wharf leased to ITV (expires 2029) Small section of Council-owned land on western edge also leased to ITV (expires 2029)
Existing land uses	Gabriel's Wharf: Shops, food and drink and cultural uses (approximately 906 sqm GIA) Princes Wharf: Former TV studio used in association with the former ITV studios adjacent at 72 Upper Ground (3,189 sqm GIA)
Local Plan Place and Neighbourhood policy	<a href="#">PN1: Waterloo and South Bank</a>
London Plan and Local Plan designations	The site falls within: <ul style="list-style-type: none"> <li>• Waterloo Opportunity Area</li> <li>• Central Activities Zone</li> <li>• South Bank and Bankside Strategic Cultural Area</li> <li>• Thames Policy Area</li> </ul>
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017-2032
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone A</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	Site falls within: <ul style="list-style-type: none"> <li>• South Bank Conservation Area (no. 58 Upper Ground on Princes Wharf is a positive contributor)</li> <li>• Westminster World Heritage Site approaches</li> </ul> Near the site: <ul style="list-style-type: none"> <li>• Westminster World Heritage Site</li> <li>• Old Barge House Alley Conservation Area (LB Southwark)</li> <li>• Somerset House (Grade I) (City of Westminster)</li> <li>• National Theatre (Grade II*)</li> <li>• IBM Building, Upper Ground (Grade II)</li> </ul>
Views	Strategic views: <ul style="list-style-type: none"> <li>• Protected vista 8: Westminster Pier to St Paul's Cathedral</li> </ul> Local views ( <a href="#">Policy Q25</a> ): <ul style="list-style-type: none"> <li>• (c) (i) Views N and NNE from Brockwell Park to the City</li> <li>• (c) (ii) View NNE from Norwood Park to the City</li> <li>• (c) (iii) View N from Gipsy Hill to the City</li> </ul>

Context	Proposed Site 9: Gabriel's Wharf and Princes Wharf, SE1
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6b - walking distance to Waterloo, Waterloo East and Blackfriars Stations; bus stops on Stamford Street (approximately 200m south), Upper Ground (approximately 280m west) and Waterloo Bridge (approximately 450m west); London Eye Pier approximately 800m south-west with access to River Bus route RB1 (London Eye Pier – Woolwich Arsenal Pier)</li> <li>• Upper Ground, a two-way single carriageway road: a Borough Road; part of the Healthy Route Network; part of National Cycle Route 4 between London and Fishguard.</li> <li>• Many cycle-hire docking stations within walking distance of the site</li> <li>• Within a Controlled Parking Zone (Waterloo)</li> </ul> <p>Nearby projects:</p> <ul style="list-style-type: none"> <li>• Spine Route Project - to improve conditions for cyclists and pedestrians along Upper Ground</li> </ul>
Air Quality Focus Area	Located in the borough-wide Air Quality Management Area..
Energy	Located in a Heat Network Priority Area.
Flood risk	<p>The site is wholly within the EA's Flood Zone 3 and both 2005 and 2100 Thames Tidal Breach Scenario.</p> <p>Surface water management issues are deemed not significant.</p>
Access to open space and nature conservation	<p>Bernie Spain Gardens adjoins the site to the east. Hadfields Green open space is about 300m to the south of the site. The Queen's Walk adjoins the site along the River Thames frontage.</p> <p>The site is within an area of open space deficiency for district, metropolitan and regional parks.</p> <p>The site is within an area that is deficient in access to nature.</p>
Trees	<p>There are no Tree Preservation Orders on or near the site.</p> <p>Trees lining the western side of Bernie Spain Gardens have canopies that over-sail Gabriel's Wharf. These trees are of high amenity value.</p> <p>Street trees on Upper Ground over-sail the southern site boundary of Gabriel's Wharf.</p>
Community safety	<p>Recorded crimes in Bishop's ward May 2020 – April 2021: 4,304.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 30.3 per cent</li> <li>• Violence and sexual offences: 17.3 per cent</li> <li>• Other theft: 11.0 per cent</li> </ul> <p>Recorded crimes in Bishop's ward June 2018 – April 2021: 15,092.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 20.8 per cent</li> <li>• Other theft: 19.8 per cent</li> <li>• Violence and sexual offences: 16.6 per cent</li> </ul> <p>Bishop's ward has one of the highest crime rates in the borough. It has had one of the highest rates of serious youth violence (SYV) in Lambeth since 2018 and had the highest rates of all wards in 2020.</p>

Context	Proposed Site 9: Gabriel's Wharf and Princes Wharf, SE1
Description of current site character	<p>Gabriel's Wharf – a collection of small, and some independent, businesses (shops, food and beverage) in low-rise purpose-built structures around a central space accessed from north and south; the uses contribute to the vibrancy of the South Bank. None of these buildings has architectural or historic interest.</p> <p>Princes Wharf – Early 20th Century warehousing accessed solely from Upper Ground, part of which was formerly used as a TV studio in association with the adjacent former ITV site. The only structure of architectural or historic value is the Neo-Tudor frontage building at no. 58 Upper Ground, which makes a positive contribution to the character and appearance of the South Bank Conservation Area.</p>
Neighbour context	<p>The former ITV site is to the west, comprising a 1970s studio and office complex. Bernie Spain Gardens open space, with its mature trees, adjoins to the east. Residential terraces on Upper Ground adjoin to the south. The north of the site fronts Queen's Walk.</p>
Relevant planning history	<p><b>Princes Wharf, 58 Upper Ground</b></p> <p>99/01787/FUL – Erection of first floor extension for ancillary use as television studio storage unit and associated alterations. Granted 02/11/1999</p> <p>99/02019/FUL – Conversion of building for use as a studio with ancillary space and extension of roof. Granted 07/03/2000</p> <p>17/04152/FUL – Demolition of existing temporary structures (external staircases, portable building, bridge links and other structures) and making good to the fabric of the retained building. Granted 26/04/2018.</p> <p><b>Adjacent to the site – 72 Upper Ground</b></p> <p>21/02668/EIAFUL – Demolition of all existing buildings and structures for a mixed-use redevelopment comprising offices, cultural spaces and retail uses with associated public realm and landscaping, servicing areas, parking and mechanical plant. Decision pending.</p>



**Vision: Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1**

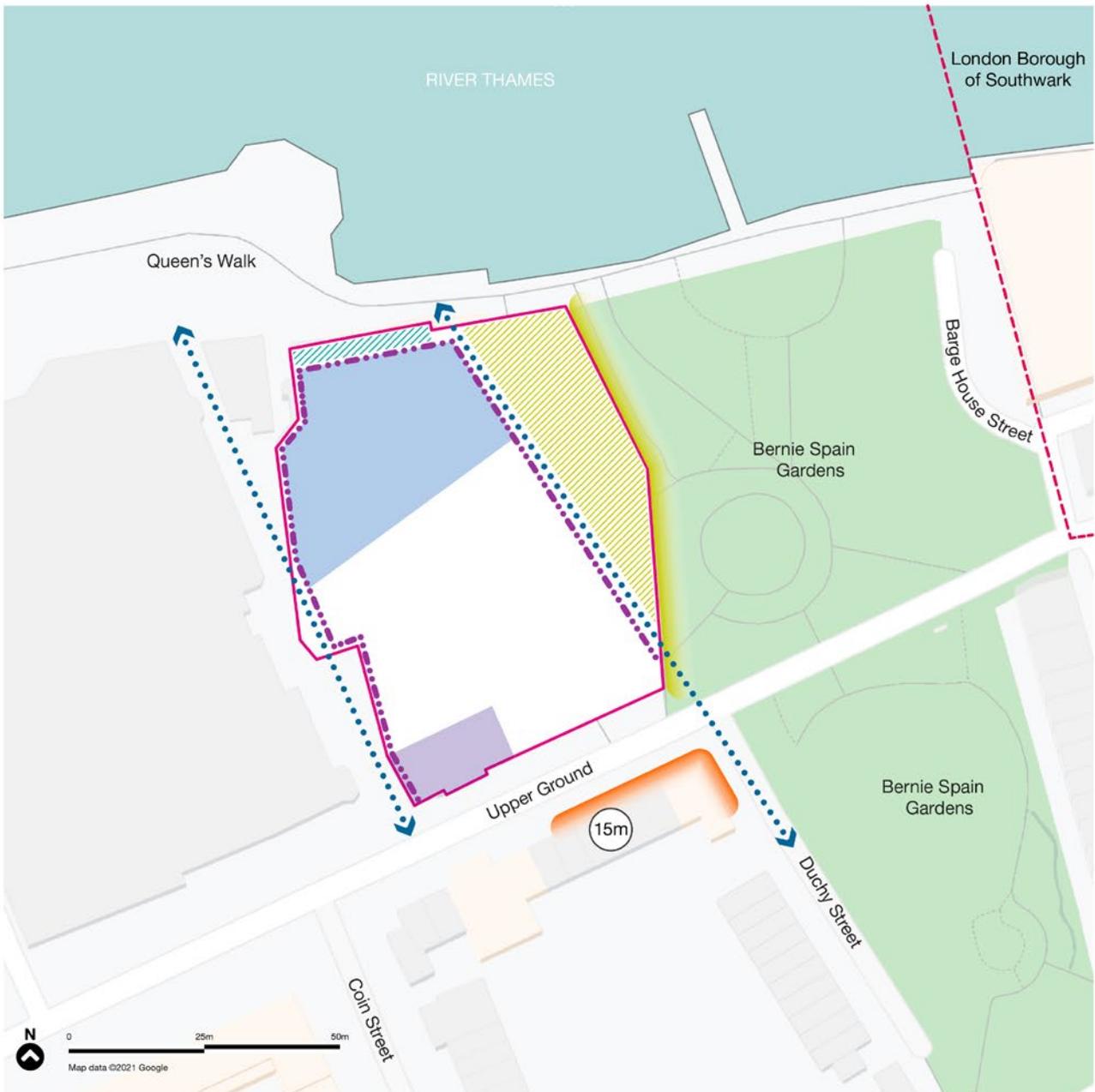
The site has significant potential for a mix of uses that will contribute positively to the Waterloo Opportunity Area and this part of the South Bank and Bankside Strategic Cultural Area, including cultural uses, offices, housing with affordable housing, and shops and restaurants fronting a new piazza. Such a scheme would enhance the character and appearance of the South Bank Conservation Area.

By following the building line of Duchy Street there is a specific opportunity to create a new area of activated public realm between the site and the line of trees that marks the boundary with Bernie Spain Gardens. Sensitive redevelopment designed to complement proposals for the neighbouring former ITV site at 72 Upper Ground can also improve the public realm at Queen's Walk, providing better activation to the river frontage; help increase the permeability of the area; and contribute positively to the townscape along this part of the South Bank.

Vision for Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1

**Key**

- Site boundary
- - - Borough boundary
- · - · Active frontage
- · · · New pedestrian routes
- Sensitive residential neighbour
- Sensitive relationship to existing trees
- Ⓢ Height in metres of existing neighbouring building
- Strategic view restricts height
- Positive contributor to Conservation Area
- New terrace/piazza
- New area of public realm



Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Land uses	<p>The site provides an opportunity for mixed-use redevelopment. This should include active frontage and cultural uses on the ground floor, plus housing. This could also include offices and/or workspace.</p> <p>Uses at ground floor level on the northern, western and eastern perimeter of the site should include a range of small and medium-sized units suitable for independent businesses and cultural uses, designed to activate new areas of public realm.</p>
Affordable housing and affordable workspace	<p>The affordable housing threshold is 50 per cent for public sector land and 35 per cent for private sector land.</p> <p>If office space is proposed, Local Plan <a href="#">Policy ED2</a> on affordable workspace will apply.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>
Heritage assets	<p>Development should cause no harm to the significance (including setting) of heritage assets, in particular:</p> <ul style="list-style-type: none"> <li>• the Westminster World Heritage Site – Queen's Walk should be widened to improve the approaches to it</li> <li>• the South Bank Conservation Area, particularly in relation to views from River Thames / Queen's Walk, Bernie Spain Gardens and Upper Ground; and no. 58 Upper Ground as a positive contributor</li> <li>• the Old Barge House Alley Conservation Area (LB Southwark)</li> </ul>

Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Building heights and views; townscape	<p>The site is not appropriate for a tall building. Taller elements of up to 44 metres are possible south of the LVMF view cone.</p> <p>Development should:</p> <ul style="list-style-type: none"> <li>• Mediate building heights to ensure the scheme is well integrated with its larger scale neighbours to the west and yet is responsive to the lower-rise character of its context to the south and east.</li> <li>• Respect the Strategic Linear view 8 from Westminster Pier to St Paul's Cathedral.</li> <li>• Avoid appearing in the setting of Somerset House as viewed from its courtyard entrance.</li> <li>• Continue the building line on Upper Ground established by no. 58 Upper Ground in order to integrate the historic building into the development.</li> <li>• Set back the building line on Queen's Walk to give more space to the public realm and allow for entry and egress from the development. This will improve the public realm approaches to the Westminster World Heritage Site.</li> <li>• Continue the building line set by Duchy Street frontages to the eastern boundary with Bernie Spain Gardens.</li> <li>• Ensure there are active ground floor uses around as much of the site perimeter as possible.</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Potential should be explored for freight consolidation and shared servicing with adjoining and nearby sites. Servicing must be off-street and accessed from Upper Ground.</p> <p>Development will be expected to contribute to projects to improve conditions for cyclists and pedestrians and reduce through-traffic in the vicinity of the site.</p> <p>New vibrant and attractive pedestrian routes should be created to the eastern and western boundaries of the site, giving access between Queen's Walk and Upper Ground. This should be prioritised over creating a new route through the site.</p> <p>The western route should be designed to respond positively to the proposed redevelopment at 72 Upper Ground, including straightening the current irregularity in the party wall building line on the western side of Princes Wharf.</p> <p>On the eastern side, development should improve the relationship with Bernie Spain Gardens by straightening the path along its western edge and creating good natural surveillance through active ground floor frontages and upper floor fenestration.</p>

Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on Upper Ground.</p> <p>Development should ensure that the amenity value of Bernie Spain Gardens is not diminished by undue overshadowing or enclosure.</p>

Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific Flood Risk Assessment will be required as part of a planning application and flood risk should be verified by site-specific breach inundation flood levels, to determine more accurate flood depths at precise locations.</p> <p>Ground floor levels and below will be restricted to Less Vulnerable use types only and will require multiple access and egress points, in addition to an Evacuation Plan.</p> <p>More vulnerable uses will not be allowed below breach.</p> <p>There is a possibility the site could discharge its surface water directly to the River Thames. In this scenario, the sustainable drainage system should prioritise water quality management above reducing the rate of runoff e.g. an intensive green roof would be more practical than a blue roof.</p> <p>If surface water is discharged into the Thames via an outfall with a diameter greater than 300mm the drainage system will need to include a second line of defence to prevent inundation if the system is tidally locked or should the main flap valve fail.</p> <p>Should it not be feasible to discharge the site's surface water into the River Thames, the development will be required to discharge any controlled runoff at the greenfield runoff rate.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=2.8l/s</math>.</p> <p>All developments adjacent to a tidal flood defence, must ensure the current and future statutory crest levels are maintained as outlined in the Thames Estuary 2100 plan and the condition of tidal wall defences provide a sufficient level of defence in accordance with the design life of the building (e.g. generally 100 years for residential and 50-60 years for commercial), and that a 16 metres setback safeguarded for inspections, maintenance, future defence raising and potential replacement without increasing flood risk or encroaching on the river channel.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>
Waste management	<p>The River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational. Where possible, construction should be coordinated with nearby sites.</p> <p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>
Air quality	<p>Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a>.</p>

Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Access to open space and nature conservation	<p>Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p> <p>If development will result in increased usage of nearby open spaces, developer contributions will be sought to their ongoing maintenance and management.</p>
Urban greening and trees	<p>The building line to the eastern edge of the site should not harm the root protection zones or canopies of trees in Bernie Spain Gardens. Allowance should be made for the construction phase and also future growth of the trees.</p> <p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>

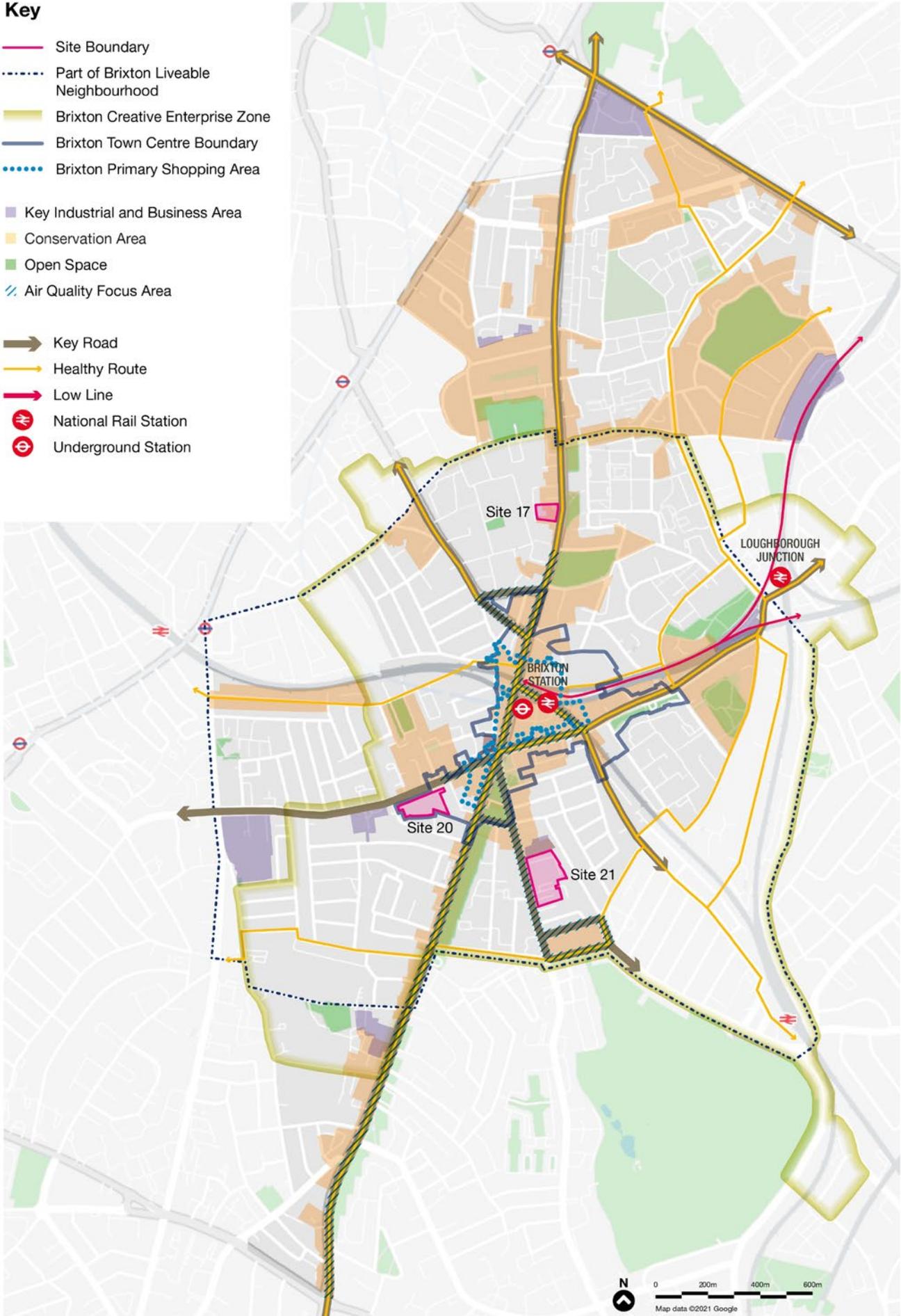


# Section 3: **Proposed Brixton Site Allocations**

## Proposed Brixton Site Allocations

### Key

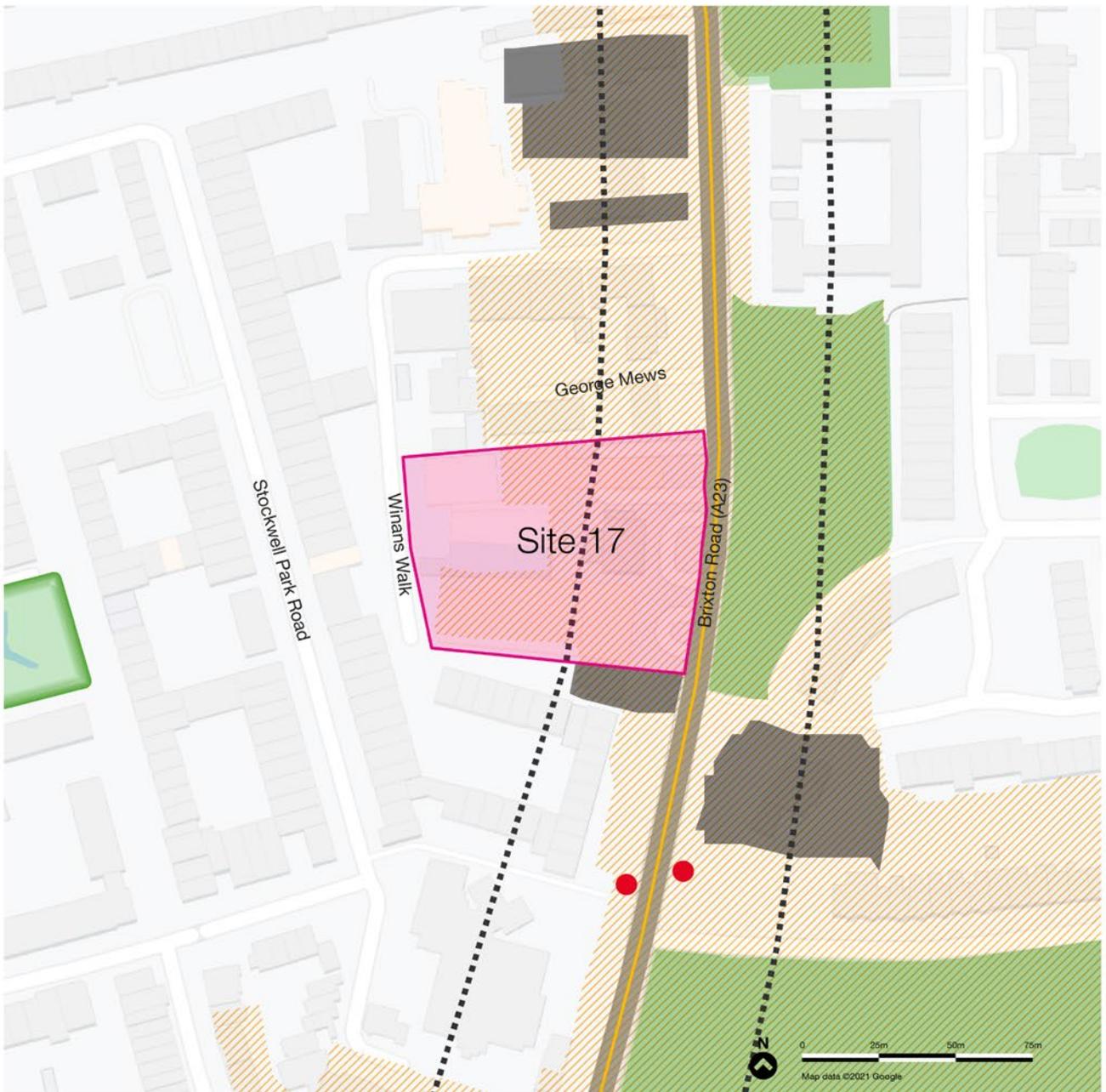
- Site Boundary
- - - - - Part of Brixton Liveable Neighbourhood
- ▬ Brixton Creative Enterprise Zone
- ▬ Brixton Town Centre Boundary
- Brixton Primary Shopping Area
  
- Key Industrial and Business Area
- Conservation Area
- Open Space
- ▨ Air Quality Focus Area
  
- ➔ Key Road
- ➔ Healthy Route
- ➔ Low Line
- ⊕ National Rail Station
- ⊕ Underground Station



## Proposed Site 17: 330–336 Brixton Road SW9

### Key

- Site Boundary
- Archaeological Priority Area
- Statutorily Listed Building
- ▨ Conservation Area
- Key Road
- Healthy Route
- Site of Importance for Nature Conservation (SINC)
- Open Space
- Bus Stop



Context	Proposed Site 17: 330–336 Brixton Road SW9
Site address and postcode	330–336 Brixton Road SW9
Ward	Current: Ferndale Proposed: Brixton North
Site area	0.52 ha
Land ownership	332-334 Brixton Road is owned by South London and Maudsley NHS Foundation Trust. The rest of the site is in mixed private ownership.
Existing land uses	330 Brixton Road – petrol station and premises – 552 sqm GIA Land to the rear of 330-334 Brixton Road – 1,289 sqm GIA of light industrial workshop space (non-designated industrial land). 332-334 Brixton Road – 563 sqm GIA of medical services with ancillary office floorspace 336 Brixton Road – 3,553 sqm GIA of office and associated ancillary floorspace
Local Plan Place and Neighbourhood policy	<a href="#">PN3: Brixton</a>
London Plan and Local Plan designations	Within the Brixton Creative Enterprise Zone. Not within a town centre.
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone C</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	Site partly within: <ul style="list-style-type: none"> <li>• Brixton Road Conservation Area</li> <li>• Archaeological Priority Area no. 4 – Line of Roman Road linking London and Lewes</li> </ul> Adjacent: <ul style="list-style-type: none"> <li>• 340 Brixton Road (Grade II)</li> </ul>
Views	No strategic views. Local views ( <a href="#">Policy Q25</a> ): <ul style="list-style-type: none"> <li>• (c) (i) (c) View N and NNE from Brockwell Park to the City</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 2</li> <li>• Brixton Road is part of the TfL Road Network (TLRN) and a TfL Red Route</li> <li>• Brixton Road is part of the ‘Partnership’ Heathy Routes</li> <li>• Within the Brixton Liveable Neighbourhood area ‘Opportunities to Improve’.</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area

Context	Proposed Site 17: 330–336 Brixton Road SW9
Flood risk	The site is in Flood Zone 1. EA and Lambeth modelling suggests flood flows are confined to the highway for the high (3.3 per cent AEP) and medium (1.0 per cent AEP) risk events, with flood depths between 0.15 and 0.30m. The low-risk event shows the flooding from the highway to extend past the eastern site boundary.
Access to open space and nature conservation	<p>There is a local open space directly opposite the site on the other side of Brixton Road.</p> <p>The site is within an area of open space deficiency for district and regional parks.</p> <p>The site is within an area that is deficient in access to nature.</p>
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	<p>Recorded crimes in Ferndale ward August 2020 – July 2021: 2,691.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 38.3 per cent</li> <li>• Violence and sexual offences: 16.6 per cent</li> <li>• Other theft: 7.5 per cent</li> </ul> <p>Recorded crimes in Ferndale ward September 2018 – July 2021: 8,202.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 30.3 per cent</li> <li>• Violence and sexual offences: 18 per cent</li> <li>• Other theft: 10.6 per cent</li> </ul> <p>Ferndale ward has had one of the highest rates of serious youth violence (SYV) in Lambeth since 2018 and was the sixth highest ward out of 21 in 2020.</p>
Description of current site character	<p>No. 330 Brixton Road is a modern petrol filling station with forecourt canopy, totem sign and retail unit. It harms the appearance of the conservation area.</p> <p>Nos. 332 – 334 Brixton Road are an inaccurate rebuild of a pair of early Victorian houses. Their scale and general appearance make them a low basic positive contributor to the conservation area, but the façade detailing is inauthentic (especially the discordant central door / window on the party wall between the two units).</p> <p>No. 336's striking frontage office block is a post-war landmark. It was erected as a computer centre for Coutts Bank and is considered to be a non-designated heritage asset. It is a positive contributor to the conservation area. The warehouses premises behind the frontage buildings are not considered to have any architectural or historic interest and where they stand within the conservation area they are considered to make a negative contribution.</p>
Neighbour context	The site is surrounded by 3 to 4 storey housing dating from a variety of periods.
Relevant planning history	None



**Vision: Proposed Site 17: 330–336 Brixton Road SW9**

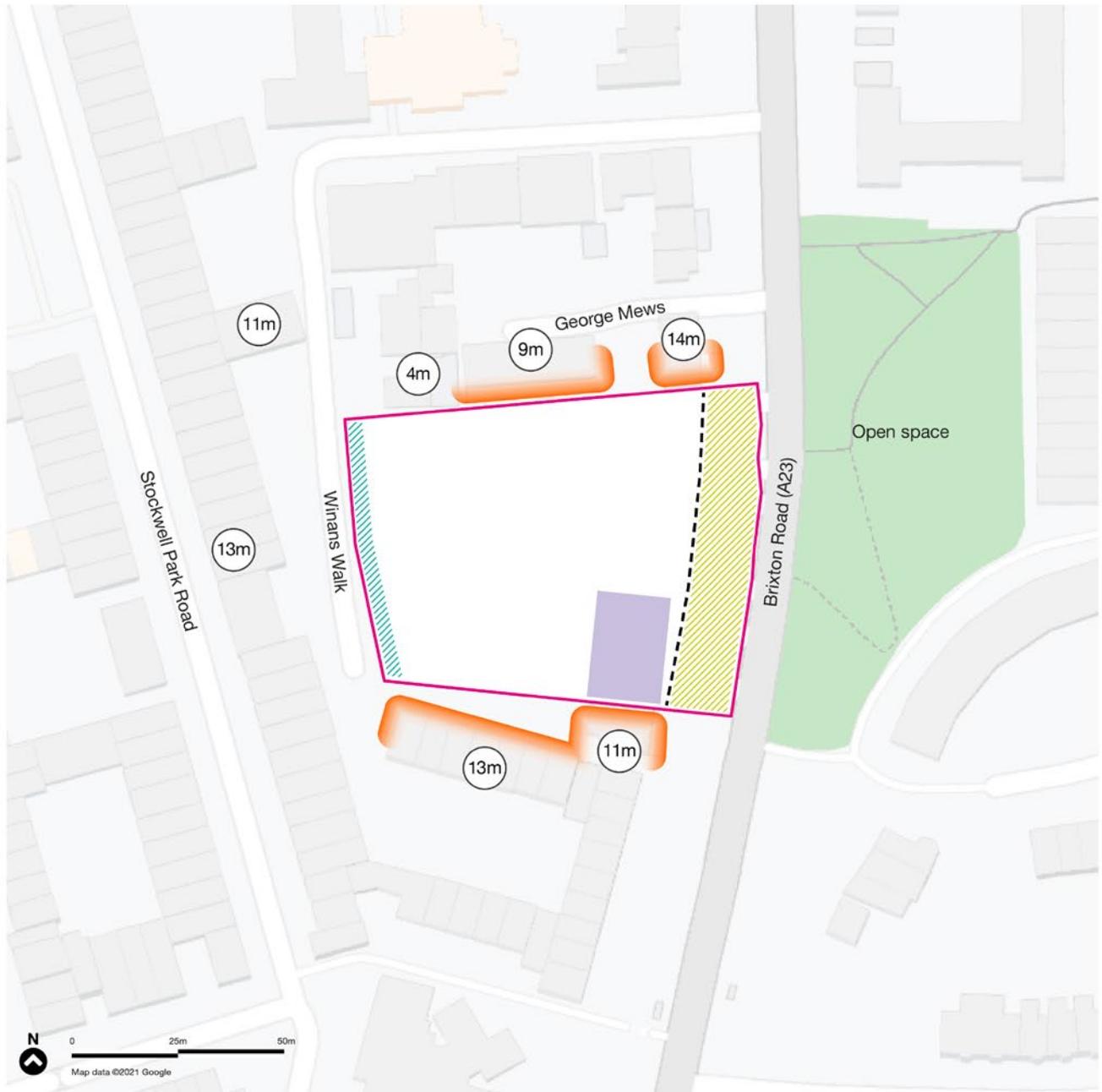
Redevelopment of this site offers potential to provide improved accommodation for existing users, including offices for the WeAre336 hub of voluntary and community sector organisations, plus NHS clinical facilities and associated ancillary space. Retention of light industrial workspace on the site will make a significant contribution to the Brixton Creative Enterprise Zone. There is additional potential to create new housing and affordable housing.

New development can positively contribute to place-shaping in the area by enhancing the townscape and visual attractiveness of the site, improving the environment for pedestrians through the reduction in vehicle cross-overs, and introducing soft landscaping to the Brixton Road frontage to improve visual amenity, air quality and sustainable urban drainage. Winans Walk has potential to be reinstated as a residential street through the creation of a defensible street boundary and dedicated footways at the rear of the site. Some of the key features of the Brixton Road Conservation Area can also be reinstated, including the historic building line, street boundary treatments and soft-landscaped front gardens.

Vision for Proposed Site 17: 330–336 Brixton Road SW9

**Key**

- Site boundary
- Building line to be restored
- Sensitive residential neighbour
- Building to be retained
- New footway
- Opportunity to improve landscaping/urban greening
- ① Height in metres of existing neighbouring building



Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Land uses	<p>The site provides an opportunity for comprehensive mixed-use redevelopment, which is likely to help optimise overall development capacity and achieve the best place-shaping outcome. However, given multiple land ownerships, the site may come forward in phases, in which case each phase should contribute to and help deliver the overall vision for the site as a whole. Proposals for any part of the site should not compromise or restrict delivery of the overall vision.</p> <p>Redevelopment should include replacement office and community floorspace of equivalent or better functionality, new light industrial workspace appropriate to the Brixton Creative Enterprise Zone and new housing, including affordable housing.</p> <p>The site as a whole has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• Re provision of the existing quantum of office floorspace.</li> <li>• Re provision of the existing community use to equivalent or better functionality, unless the existing clinical facility is re-provided elsewhere as part of an agreed strategy for provision of that service</li> <li>• At least 1,289 sqm GIA light industrial workspace (to achieve no net loss of existing industrial floorspace capacity).</li> <li>• Approximately 70 to 75 self-contained residential units, with the quantum depending on the relative proportions of other uses on the site.</li> </ul>
Affordable housing	<p>The affordable housing threshold will range from 35 per cent to 50 per cent as the site is in a mix of private and public ownership.</p> <p>If the site comes forward for comprehensive development, the affordable housing threshold across the whole site will be 38 per cent.</p> <p>In a phased approach, the affordable housing threshold for each phase of development will be calculated pro rata according to the proportion of private and public sector land involved in that phase, following the approach in the GLA Practice Note 'Threshold Approach to Affordable Housing on Public Land' (July 2018) or any subsequent updated guidance.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p> <p>Given the requirement to provide workspace on this site within the Brixton Creative Zone, there is a particular opportunity to provide jobs and skills training for local people in the creative industries.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>

Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Heritage assets	<p>Development should preserve or enhance the significance (including setting) of heritage assets including:</p> <ul style="list-style-type: none"> <li>• Brixton Road Conservation Area</li> <li>• 340 Brixton Road (Grade II)</li> </ul> <p>Opportunities include:</p> <ul style="list-style-type: none"> <li>• removal of the discordant petrol station including its canopy and signage</li> <li>• removal of vehicle hard standing to the street frontage</li> <li>• reinstating the original building line parallel to Brixton Road</li> <li>• reinstating boundary treatments to Brixton Road</li> <li>• better integration of no. 336 into the townscape</li> <li>• authentic remodelling of the frontage of 332-334 Brixton Road; redevelopment of 332-334 will be considered if the proposed replacement causes no harm to the character or appearance of the conservation area</li> </ul>
Building heights and views; townscape	<p>The site is not appropriate for a tall building. Heights should step down from no. 336 south to north on the Brixton Road frontage. There is potential for slightly greater height at the rear of the site to Winans Walk.</p> <p>Development should address the following principles:</p> <ul style="list-style-type: none"> <li>• Retain the frontage building at no. 336 Brixton Road as a positive contributor to the conservation area</li> <li>• Use high quality building materials which preserve or enhance the character and appearance of the conservation area</li> <li>• Re-instate the historic building line to Brixton Road</li> <li>• Remove the car-dominated front forecourts and replace with front gardens and landscaping</li> <li>• Restore Winans Walk as a residential street by introducing a pavement and defensible street boundary</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Servicing should be accommodated off-street, potentially using Winan's Walk as per the existing arrangement.</p> <p>Development should facilitate the reduction of off-street parking fronting Brixton Road, the reduction of vehicle crossovers and associated improvements to the public realm for pedestrian safety.</p> <p>It may be possible to create a pedestrian access to the development site from Winans Walk.</p>

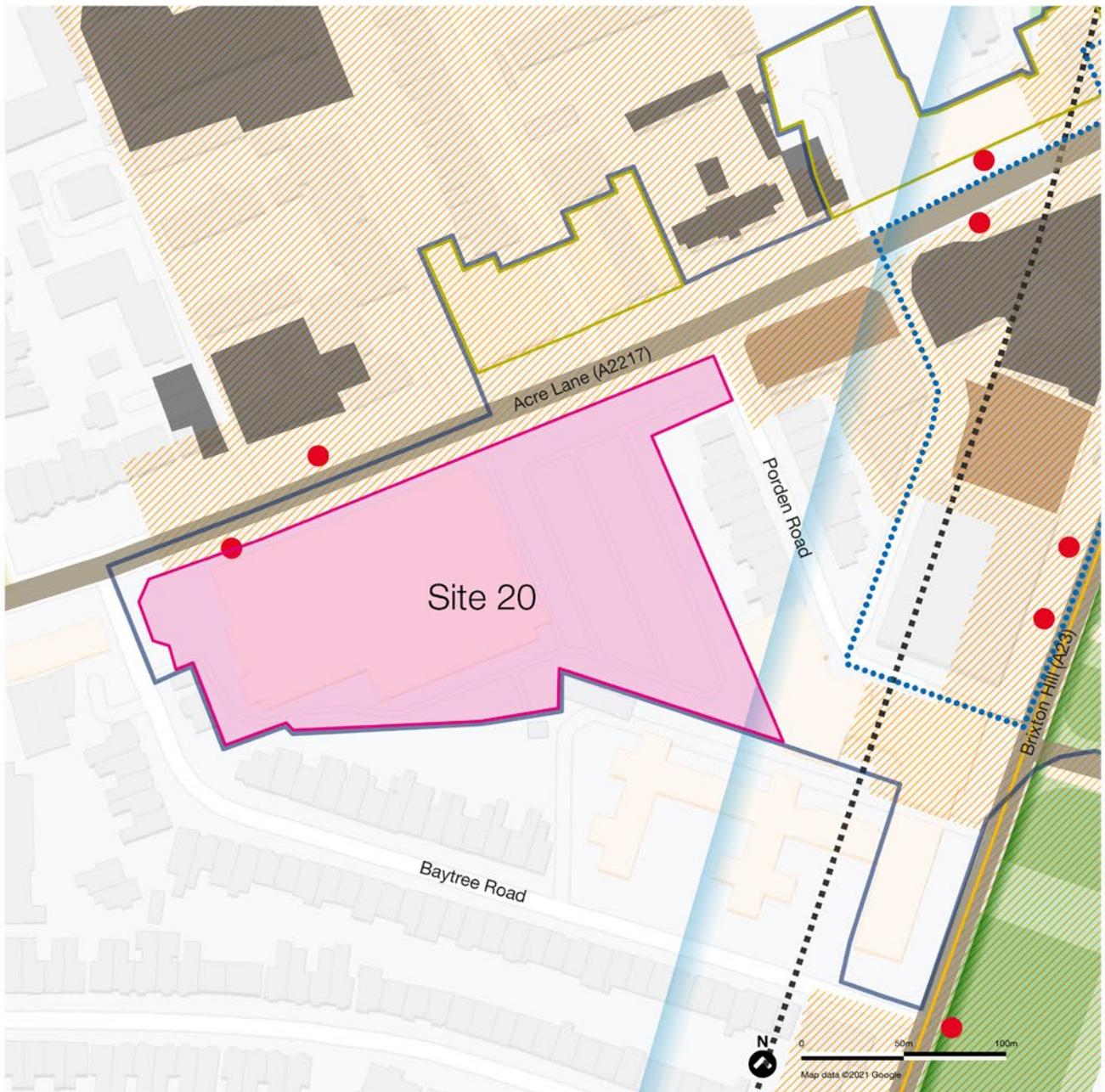
Site Allocation Policy	Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Community safety	The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
On-site residential amenity	Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.
Neighbour relationships	The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on George Mews, Winans Walk and at Bedwell House.
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>Mitigation measures to reduce the risk of surface water flooding from the surface water flow route along Brixton Road are highly recommended and will be required should residential development be considered at areas prone to flooding (i.e. the southeast corner). The standard of protection required will be for the medium risk (i.e. 1 per cent AEP) event with the impacts of climate change which must be considered.</p> <p>It is expected that finish flood levels and/or threshold levels are at a minimum of 300mm above the 1 per cent AEP flood.</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=2.81</math> l/s.</p>
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy S12</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a> . Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy S11</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .

<b>Site Allocation Policy</b>	<b>Proposed Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1</b>
Access to open space and nature conservation	Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a> .
Urban greening and trees	Soft landscaping should be incorporated on the Brixton Road frontage that will enhance the visual attractiveness of the site and provide a SuDS function.  The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.

## Proposed Site 20: Tesco, 13 Acre Lane SW2

### Key

- |   |   |   |
|---|---|---|
|  Site Boundary                                     |  Air Quality Focus Area      |  Key Road      |
|  Brixton Town Centre Boundary                      |  Statutorily Listed Building |  Healthy Route |
|  Primary Shopping Area                             |  Locally Listed Building     |  Bus Stop      |
|  Evening Economy Management Zone                   |  Conservation Area           |   |
|  Archaeological Priority Area                      |  Open Space                  |   |
|  Site of Importance for Nature Conservation (SINC) |   |   |



Context	Proposed Site 20: Tesco, 13 Acre Lane SW2
Site address and postcode	Tesco Store, 13 Acre Lane SW2
Ward	Current: Brixton Hill Proposed: Brixton Acre Lane
Site area	1.3 ha
Land ownership	Private
Existing land uses	Tesco supermarket (approximately 2,500 sqm net sales area) and car park (229 spaces)
Local Plan Place and Neighbourhood policy	<a href="#">PN3: Brixton</a>
London Plan and Local Plan designations	<ul style="list-style-type: none"> <li>• Brixton major town centre (outside primary shopping area)</li> <li>• Brixton Creative Enterprise Zone</li> </ul>
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone C</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>There are no heritage assets on the site.</p> <p>Nearby:</p> <ul style="list-style-type: none"> <li>• Trinity Gardens Conservation Area</li> <li>• Brixton Conservation Area</li> <li>• Lambeth Town Hall, Brixton Hill / Acre Lane (Grade II)</li> <li>• Trinity Homes Almshouses, 1-26 Acre Lane (Grade II)</li> <li>• 46 Acre Lane (Grade II)</li> <li>• Cedars House, 48-50 Acre Lane, (Grade II)</li> <li>• 52 Acre Lane (Grade II)</li> <li>• 55-57 Acre Lane (Grade II)</li> <li>• Ivor House, Acre Lane (local list)</li> </ul>
Views	<p>No strategic views.</p> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (i) Views NNW from Brockwell Park to (a) Lambeth Town Hall's Tower, and (b) St Matthew's Church tower.</li> <li>• (c) (ii) Views from Norwood Park to the City</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6a – walking distance to Brixton tube and over-land stations and numerous bus stops</li> <li>• Acre Lane – London Distributor Road</li> <li>• Within Brixton Liveable Neighbourhood</li> <li>• Within Brixton Hill Low Traffic Neighbourhood</li> <li>• Nearest cycle hire docking station on Saltoun Road off Effra Road (42 bikes)</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area

Context	Proposed Site 20: Tesco, 13 Acre Lane SW2
Flood risk	Within flood risk zone 1. No known surface water management issues.
Access to open space and nature conservation	Part of the site is within an area that is deficient in access to nature.
Trees	<p>There are three trees on site protected under Tree Preservation Order no. 180. These are:</p> <ul style="list-style-type: none"> <li>• Tree 1 – Sycamore <i>Acer pseudoplatanus</i> on boundary with 22 Baytree Road SW2 5RP</li> <li>• Tree 2 – Ash <i>Fraxinus excelsior</i> on boundary with 4 Porden Road SW2 5RT. This tree is no longer present.</li> <li>• Tree 3 – Sycamore <i>Acer pseudoplatanus</i> within Tesco car park c15m from the boundary with Acre Lane.</li> </ul> <p>There are existing mature street trees along the Acre Lane boundary of the site.</p>
Community safety	<p>Recorded crimes in Brixton Hill ward August 2020 – July 2021: 2,267.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 35.5 per cent</li> <li>• Violence and sexual offences: 21.9 per cent</li> <li>• Burglary: 7.1 per cent</li> </ul> <p>Recorded crimes in Brixton Hill ward September 2018 – July 2021: 6,657.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 29.7 per cent</li> <li>• Violence and sexual offences: 22.6 per cent</li> <li>• Vehicle crime: 7.3 per cent</li> </ul> <p>Brixton Hill has one of the highest rates of serious youth violence in Lambeth.</p>
Description of current site character	The site accommodates a single storey supermarket with surface level car parking.
Neighbour context	<p>To the north, across Acre Lane, is the Trinity Gardens Conservation Area and several Grade II listed buildings.</p> <p>The site to the west, 41–45 Acre Lane, is being redeveloped for housing. To the east along Acre Lane lie Ivor House and Lambeth Town Hall, within the Brixton Conservation Area.</p> <p>Behind the site along Baytree Road and Porden Road are two storey residential terraces. The south-east corner of the site tapers to a point between Arlington Lodge and Somerset Place, five storey blocks of flats.</p>
Relevant planning history	None



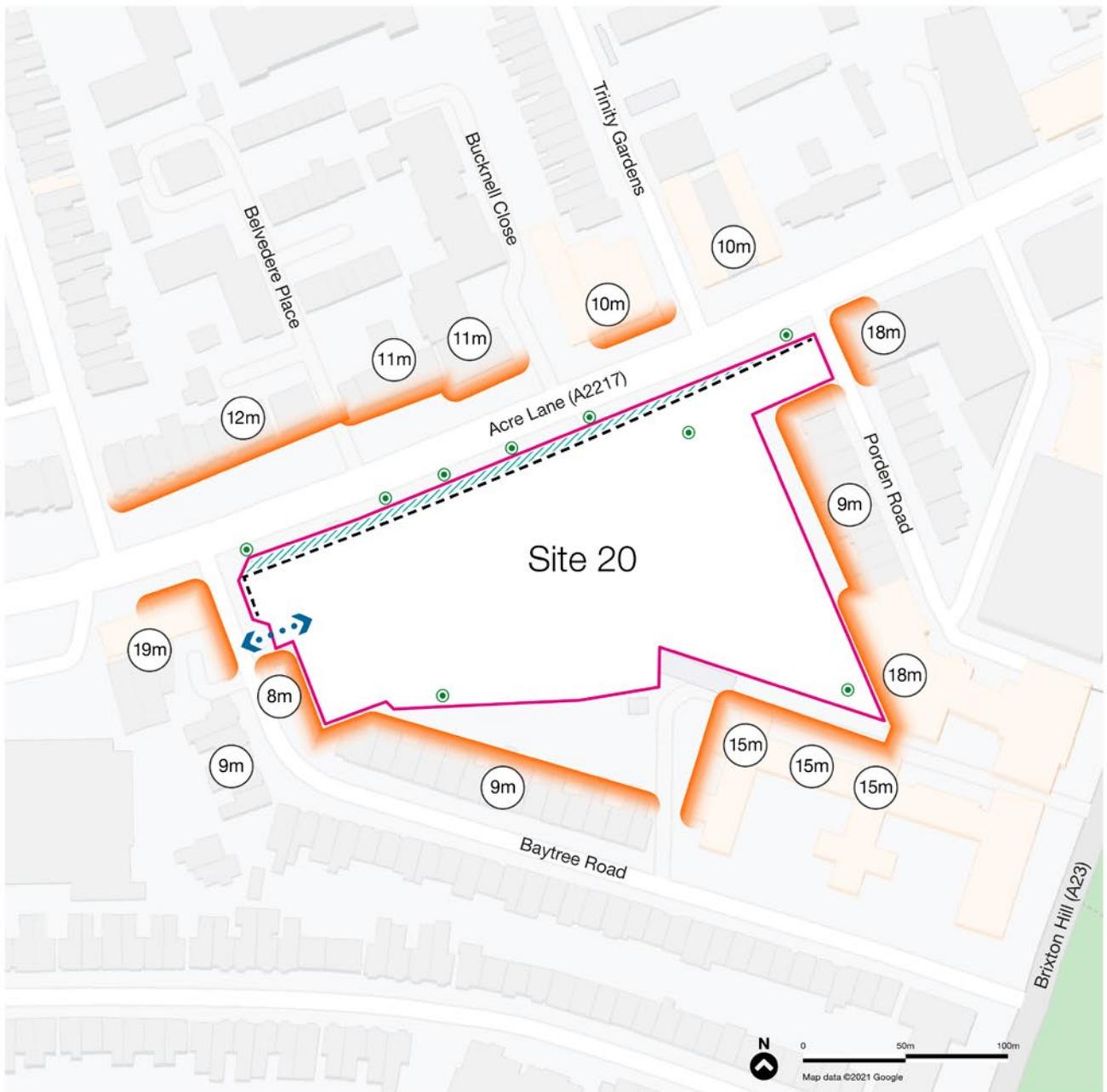
### **Vision: Proposed Site 20: Tesco, 13 Acre Lane SW2**

The site presents an opportunity to reprovide a supermarket for the town centre in addition to new homes, including affordable housing. This will help to address the current poor appearance of the site through high quality design, which responds well to its sensitive context adjoining conservation areas. Other benefits include a widened footway and increased activity on and around Acre Lane, that will improve community safety; and significant potential for enhanced urban greening and biodiversity.

Vision for Proposed Site 20: Tesco, 13 Acre Lane SW2

**Key**

- Site boundary
- - - Indicative building line
- Retail servicing route to be retained
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Tree of value
- / / / Widened footway



Site Allocation Policy	Proposed Site 20: Tesco, 13 Acre Lane SW2
Land uses	<ul style="list-style-type: none"> <li>Replacement supermarket with residential. The site has potential to accommodate approximately 120 to 170 self-contained residential units.</li> </ul>
Affordable housing	The affordable housing threshold is 35 per cent.
Social infrastructure	The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.
Employment and skills	Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a> , including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy S16</a> .
Heritage assets	<ul style="list-style-type: none"> <li>Development should cause no harm to the significance (including setting) of heritage assets, in particular to the setting of Lambeth Town Hall in views from Coldharbour Lane, which is identified as significant in the Brixton Conservation Area Statement.</li> </ul>
Building heights and views; townscape	<p>The site is not appropriate for a tall building development. Development should address the following principles:</p> <ul style="list-style-type: none"> <li>reinstate a building line to Acre Lane</li> <li>introduce animation and pedestrian entrances to Acre Lane</li> <li>use materials and massing which responds positively to local distinctiveness</li> <li>ground floor residential units should all be provided with adequate defensible space, especially those fronting Acre Lane</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>A replacement supermarket of equivalent net sales area to the existing store is expected to need an appropriate level of parking to operate effectively. Car parking provision should secure a meaningful reduction from the existing quantum in order to achieve key Local Plan and Transport Strategy objectives around active travel, carbon reduction and air quality improvement. Non-car access and pedestrian accessibility to the store should be positively promoted through scheme design.</p> <p>Visibility for pedestrians and cyclists should be optimised and pedestrian access into and through the site should be improved. This should include a widened footway along Acre Lane with enhanced urban greening.</p> <p>Servicing of the replacement supermarket should be accessed from Baytree Road rather than from Acre Lane.</p> <p>Vehicular cross-overs at Acre Lane should be minimised, to maximise pedestrian flow to and from the town centre.</p> <p>New streets should be legible, safe, and tree-lined, with adequate defensible space to ground floor residential uses.</p>

Site Allocation Policy	Proposed Site 20: Tesco, 13 Acre Lane SW2
Community safety	The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
On-site residential amenity	Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.
Neighbour relationships	The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on Baytree Road, Porden Road and Arlington Lodge. There may be benefits to future occupiers in reducing the height of the boundary wall shared with Arlington Lodge.
Flood risk mitigation	Development must comply with Local Plan <a href="#">Policy EN5</a> . Site-specific Flood Risk Assessment (FRA) and Drainage Strategy that demonstrates conformity with national and local standards and policies for sustainable surface water management will be required to support any planning application. Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a> . The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered. The approximate greenfield runoff rate is $Q_{Bar}=6.75l/s$ .
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a> . Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a> .

Site Allocation Policy	Proposed Site 20: Tesco, 13 Acre Lane SW2
Urban greening and trees	<p>The existing trees of value are protected under Local Plan <a href="#">Policy Q10</a>. Development should be situated to avoid harm to them or to existing street trees during construction. Additional urban greening should be provided in association with a widened footway along Acre Lane.</p> <p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>

## Proposed Site 21: 51–65 Effra Road SW2

### Key

- |  |  |  |
|--|--|--|
|  Site Boundary                |  Statutorily Listed Building      |  Key Road |
|  Brixton CEZ                  |  Conservation Area                |  Bus Stop |
|  Archaeological Priority Area |  Key Industrial and Business Area |  |
|  |  Rush Common                      |  |



Context	Proposed Site 21: 51–65 Effra Road SW2
Site address and postcode	51–65 Effra Road SW2
Ward	Current: Coldharbour Proposed: Brixton Rush Common
Site area	1.85 ha
Land ownership	The site is in mixed public and private ownership. Lambeth Council owns Fitch Court, 59 Effra Road with land adjoining, and 61 and 63 Effra Road.
Existing land uses	Brixton Unitarian Church – approximately 400 sqm GIA of community floorspace Mosaic Centre – approximately 700 sqm GIA of community floorspace Effra Road retail park – 3,456 sqm GIA of retail floorspace across two large sheds. Fitch Court – 35 self-contained residential units (affordable sheltered housing, to be re-provided as part of the nearby Somerleyton Road development) 63 Effra Road (b and c) – 2 self-contained residential units (market housing owned and let by the Church) Masey Mews – private road providing access to the separate housing development at the rear of the Church.
Local Plan Place and Neighbourhood policy	<a href="#">PN3: Brixton</a>
London Plan and Local Plan designations	The site falls within: <ul style="list-style-type: none"> <li>• Brixton Creative Enterprise Zone</li> <li>• The site is not within a town centre</li> </ul>
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone C</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>Within the site:</p> <ul style="list-style-type: none"> <li>• Art Deco lamp-post (local list)</li> </ul> <p>Whilst considered to be a competent piece of post-war design, the Brixton Unitarian Church is not of sufficient quality to warrant treatment as a non-designated heritage asset.</p> <p>Close to the site:</p> <ul style="list-style-type: none"> <li>• Brixton Conservation Area to the north</li> <li>• 43 and 45 Effra Road (Grade II)</li> <li>• Lambeth Town Hall (Grade II)</li> <li>• St Matthew's Church (Grade II*)</li> <li>• 47 and façade of 49 Effra Road (local list)</li> </ul>

Context	Proposed Site 21: 51–65 Effra Road SW2
Views	<p>No strategic views.</p> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (i) View NNW from Brockwell Park to (a) Lambeth Town Hall tower</li> <li>• (c) (i) View NNW from Brockwell Park to (b) St Matthew’s Church tower</li> <li>• (c) (i) View NNW from Brockwell Park (c) N and NNE to the City</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL – 6a</li> <li>• Effra Road is a London Distributor Road</li> <li>• Southern edge of Brixton Liveable Neighbourhood</li> <li>• Site in Railton Low Traffic Neighbourhood</li> <li>• Nearest cycle hire docking station on Saltoun Road off Effra Road (42 bikes)</li> <li>• Pedestrian environment: relatively narrow footways walking towards Brixton</li> </ul>
Air Quality Focus Area	Yes - Brixton/Streatham
Energy	Located in a Heat Network Priority Area
Flood risk	<p>The site is located in Flood Zone 1.</p> <p>The EA’s model and Lambeth’s ICM model show a high risk (3.3 per cent AEP) of flooding to the site from surface water, with depths between 0.30 and 0.60m during a 1 per cent Annual Exceedance Percentage event.</p> <p>The source of this water is likely to be from flows within the highway generated by the large upper catchment. This water then flows through the site entrance from Effra Road. According to the current models the flood water reaches existing residential properties along Dalberg Road.</p>
Access to open space and nature conservation	<p>Rush Common adjoins the site and runs along both sides of Effra Road. St Matthew’s Church Gardens is within 200m of the site and Brockwell Park is within 500m of the site.</p> <p>The site is within an area of open space deficiency for regional parks.</p>
Trees	No Tree Preservation Orders (TPO) located on or adjacent to the site.

Context	Proposed Site 21: 51–65 Effra Road SW2
Community safety	<p>Recorded crimes in Coldharbour ward August 2020 – July 2021: 4,005.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 35 per cent</li> <li>• Violence and sexual offences: 20.3 per cent</li> <li>• Drugs: 6.9 per cent</li> </ul> <p>Recorded crimes in Coldharbour ward September 2018 – July 2021: 11,368.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 28.2 per cent</li> <li>• Violence and sexual offences: 22 per cent</li> <li>• Other theft: 8.2 per cent</li> </ul> <p>Coldharbour Ward had one of the highest rates of serious youth violence offences and the highest rate of firearm offences among Lambeth wards between 2018 – 2020.</p>
Description of current site character	<p>At the north of the site are two large retail sheds with extensive forecourt parking. To the south of this is an inward-looking development of sheltered housing (Fitch Court) which is two storeys in height and dates from the 1980s/1990s. At the southern end of the site, south of Masey Mews, is the post-war Brixton Unitarian Church complex and adjoining it to the south is the single-storey Mosaic Clubhouse which is a purpose-built 1970s community facility, providing support to those living with a mental health condition in the borough of Lambeth. The Rush Common designation runs along the front part of each of these individual plots fronting Effra Road, providing a welcome sense of openness and greenery.</p>
Neighbour context	<p>Terraced housing to the east (Dalberg Road) and flats to the south (Bailey Mews and Masey Mews). To the west, across Effra Road, a medium-rise residential housing estate (St Matthew's Estate) set in Rush Common landscape. The Eurolink Business Centre, a designated Key Industrial and Business Area, is immediately to the north of the site.</p>
Relevant planning history	None



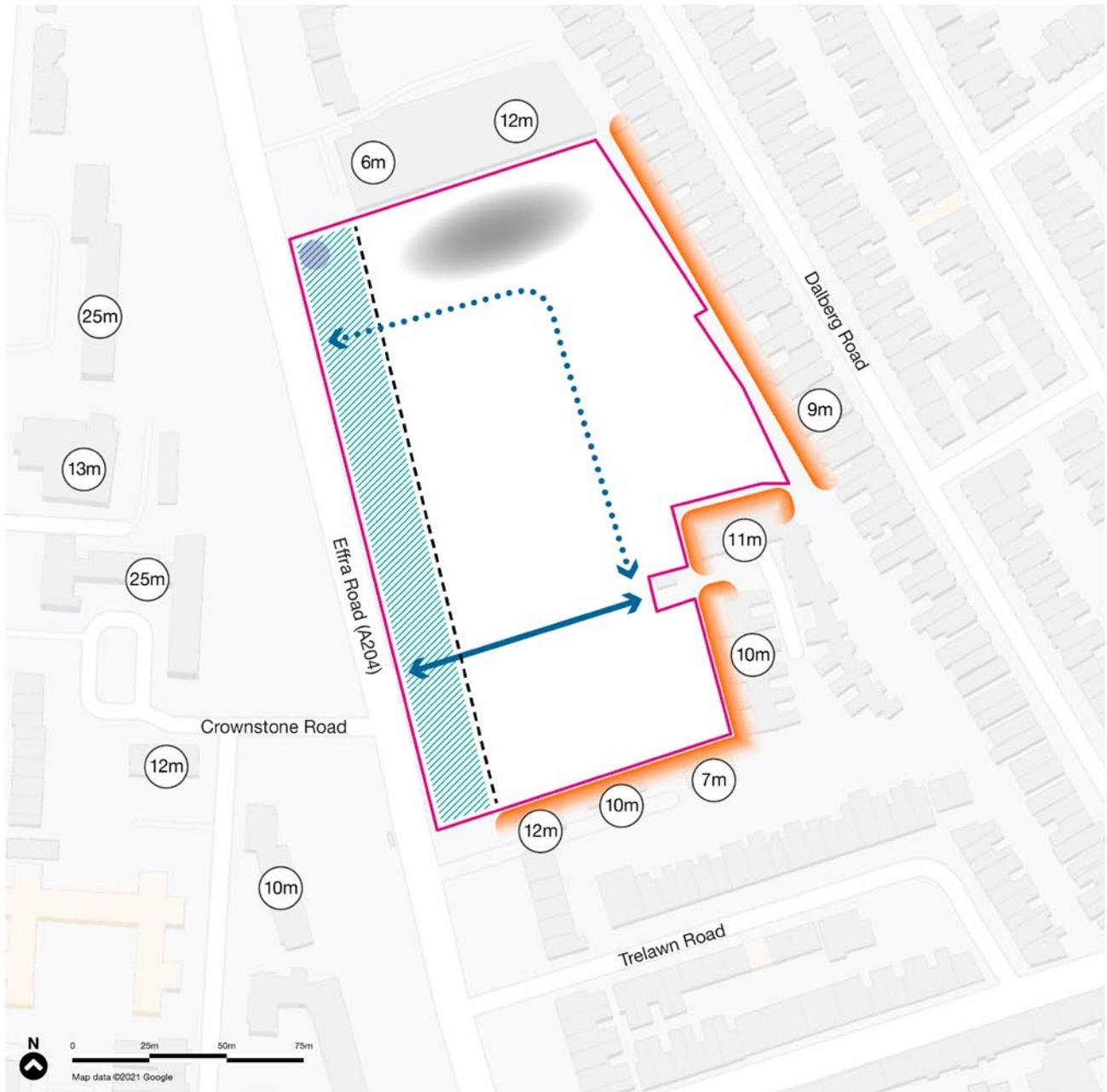
**Vision: Proposed Site 21: 51–65 Effra Road SW2**

Together, the parcels of land within this site present an opportunity to bring forward high-quality, mixed-use development that can contribute replacement community facilities and place of worship, new workspace and jobs within the Brixton Creative Enterprise Zone, and new housing and affordable housing within an existing residential neighbourhood, all within walking and cycling distance of Brixton town centre. New development will provide improvements to the quality of the Rush Common open space, with new green space and trees to improve amenity and air quality and assist with sustainable urban drainage in an area at risk of surface water flooding. New buildings will reinstate the historic building line along Effra Road, respect local views and preserve or enhance the setting of the Brixton Conservation Area and other nearby heritage assets. It will provide a strong sense of place, with a unified architectural character that reflects and enhances the local distinctiveness of this part of Brixton.

Vision for Proposed Site 21: 51-65 Effra Road SW2

**Key**

- Site boundary
- - - New building line
- ⋯⋯⋯ Indicative location for new servicing / access route
- Roadway improvement
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Area suitable for light industrial workspace
- Locally listed lamp column to be retained
- New and improved public realm



Site Allocation Policy	Proposed Site 21: 51–65 Effra Road SW2
Land uses	<p>The site provides an opportunity for comprehensive mixed-use redevelopment, which is likely to achieve optimum development capacity and the best place-shaping outcome. However, given multiple land ownerships and the need to ensure effective transitional arrangements for current uses, the site may come forward in phases, in which case each phase should contribute to and help deliver the overall vision for the site as a whole. Proposals for any part of the site should not compromise or restrict delivery of the overall vision.</p> <p>Redevelopment should include replacement space for the existing community uses of equivalent or better functionality and equivalent affordability to the occupiers; new light industrial workspace appropriate to the Brixton Creative Enterprise Zone; and new housing, including affordable housing. Planning applications must consider and address the transitional arrangements required to ensure on-going and effective provision of services by and for the current occupiers of the community facilities on the site.</p> <p>The site as a whole has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• Replacement community space of equivalent or better functionality to that already on the site and equivalent affordability to the occupiers</li> <li>• Approximately 200 to 240 self-contained residential units (gross)</li> <li>• An element of flexible, light industrial workspace at the northern end of the site</li> </ul>
Affordable housing	<p>The affordable housing threshold will range from 35 per cent to 50 per cent as the site is in a mix of private and public ownership. If the site comes forward for comprehensive development, the affordable housing threshold across the whole site will be 39 per cent.</p> <p>In a phased approach, the affordable housing threshold for each phase of development will be calculated pro rata according to the proportion of private and public sector land involved in that phase, following the approach in the GLA Practice Note 'Threshold Approach to Affordable Housing on Public Land' (July 2018) or any subsequent updated guidance.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p> <p>Given potential to create new workspace on this site within the Brixton Creative Zone, there is a particular opportunity to provide jobs and skills training for local people in the creative industries.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>

Site Allocation Policy	Proposed Site 21: 51–65 Effra Road SW2
Heritage assets	<p>The locally listed lamp column should be repaired and brought back into working order. Should relocation be necessary the lamp should be placed in a publicly accessible area within the site.</p> <p>Development should preserve or enhance the significance (including settings) of nearby heritage assets.</p>
Building heights and views; townscape	<p>The site is not identified as appropriate for tall building development (defined in this part of the borough as exceeding 45m in height). Given the local views constraints, heights should range from approximately 13m in the east to approximately 26-29m to the west and be stepped and arranged to avoid unacceptable impacts on neighbour amenity.</p> <p>Development should also observe the following principles:</p> <ul style="list-style-type: none"> <li>• Reinststate the historic building line to Effra Road.</li> <li>• Ground floor residential units should, where possible, have their own front doors to the street rather than be accessed through communal cores, to maximise activity and surveillance.</li> <li>• The architectural approach should demonstrate responsiveness to the site / local context, its history and the character. Locally distinctive stock brick should be the primary building material.</li> <li>• Provide a coherent sense of place, with a strong unified architectural character.</li> <li>• The community use and place of worship provides an opportunity for architectural interest and delight.</li> <li>• Maintain the openness of Rush Common, enhance the existing landscaping.</li> </ul>

Site Allocation Policy	Proposed Site 21: 51–65 Effra Road SW2
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>The layout of the site should minimise the number of vehicular crossing points over Rush Common and use where possible the existing retail park entrance/egress, and an upgraded Masey Mews. There is the potential to narrow the existing site entrance and move it slightly to south.</p> <p>Rush Common land should be used to provide an enhanced walking route that is fully publicly accessible and landscaped accordingly. Where vehicles must cross pavements along Effra Road, a pedestrian priority design will be expected.</p> <p>Vehicular traffic should not dominate the public realm within the site. This could include measures to slow cars through incorporation of a meandering route between landscaping features. Development access roads should not be gated and should provide well-overlooked conventional tree-lined streets.</p> <p>Servicing for light industrial uses should comprise a single off-street servicing point that avoids service vehicles going through the site.</p> <p>The street layout should be supported by all street-facing properties (including to Effra Road) having a positive relationship to the street with defensible space, natural surveillance and clear entrances. Rear gardens and communal amenity space should not be publicly accessible.</p> <p>Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes.</p>
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p> <p>Rush Common land should not be relied upon to meet external amenity space standards for new housing.</p>

Site Allocation Policy	Proposed Site 21: 51–65 Effra Road SW2
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution.</p> <p>Particular regard should be paid to the relationship with sensitive residential neighbours on Dalberg Road, Masey Mews, and Bailey Mews. New terraced housing to the rear of site should provide a better relationship with the gardens on Dalberg Road than the existing site layout.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>Part of the site is subject to considerable surface water flooding. A site-specific Flood Risk Assessment (FRA) will be required for any new development and must address the surface water flooding risk. To mitigate the risk of flooding the FRA should include and consider in order of preference:</p> <ul style="list-style-type: none"> <li>• Analyse, assess, and understand the flood risk in detail to establish extents and depths of flooding across the development site, with an acceptable level of confidence.</li> <li>• Avoid the most vulnerable use types in locations at risk of flooding (e.g. Omit development in location identified as at risk of flooding).</li> <li>• Substitute land use types in accordance with the Environment Agency's Vulnerability Classification, through locating the most vulnerable use types to areas least likely to flood (e.g. locate residential properties above ground floor levels in at risk locations).</li> <li>• Mitigate the risk of flooding through a Flood Alleviation Scheme that manages the source(s) of flooding, but ensuring the risk of flooding elsewhere is not increased. Examples of measures include land and threshold raising, flood control measures, and surface water management measures. (Note: Surface water flood level reaches 16.685m AOD (0.384m deep).</li> </ul> <p>In addition to the above, Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=10.02</math> l/s.</p> <p>Planning obligations may be sought towards a Flood Alleviation Scheme in the form of SuDS in the vicinity that will help to reduce the surface water flood risk to the site and neighbouring properties (located the other side of Effra Road within Council-owned land). This scheme may reduce the risk for the site sufficiently to allow residential properties to be located at ground floor.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>

Site Allocation Policy	Proposed Site 21: 51–65 Effra Road SW2
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy S11</a> and Lambeth’s <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	<p>Rush Common open space should be retained and enhanced, including the removal of hardstanding and reinstatement of soft landscaping.</p> <p>In addition, development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p>
Urban greening and trees	<p>New development should optimise opportunities for street tree planting and new green infrastructure along Effra Road.</p> <p>Trees of value on Rush Common should not be negatively impacted or altered by the development.</p> <p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>



# Section 4: **Proposed Streatham Site Allocation**

## Proposed Streatham Site Allocation

### Key

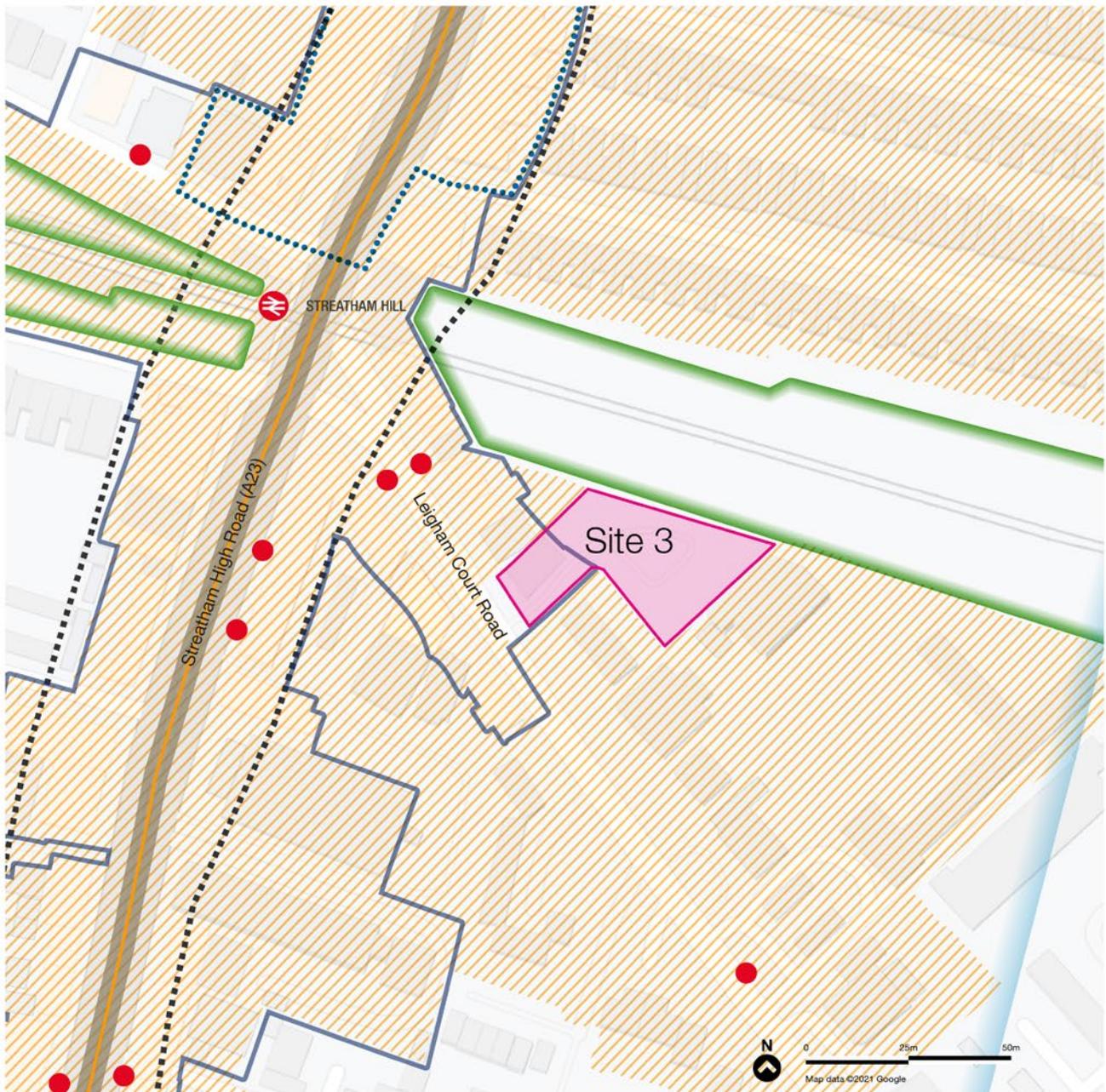
- Site Boundary
- Streatham Town Centre Boundary
- Primary Shopping Area
- Local Centre
- Air Quality Focus Area
- Conservation Area
- Open Space
- Key Road
- Healthy Route
- National Rail Station



## Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16

### Key

- |   |   |   |
|---|---|---|
|  Site Boundary                                     |  Conservation Area |  Key Road              |
|  Streatham Town Centre Boundary                    |   |  Healthy Route         |
|  Primary Shopping Area                             |   |  Bus Stop              |
|  Archaeological Priority Area                      |   |  National Rail Station |
|  Site of Importance for Nature Conservation (SINC) |   |   |
|  Air Quality Focus Area                            |   |   |



<b>Context</b>	<b>Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16</b>
Site address and postcode	35–37 and Car Park Leigham Court Road SW16
Ward	Current: Streatham Wells Proposed: Streatham Hill East
Site area	0.22 ha
Land ownership	Lambeth Council
Existing land uses	Car park Public toilets (disused) 35–37 Leigham Court Road
Local Plan Place and Neighbourhood policy	<a href="#">PN4: Streatham</a>
London Plan and Local Plan designations	Nos 35–37 Leigham Court Road are within Streatham major town centre but not in a primary shopping area. The car park at the rear of the site is not within the town centre.
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone D</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>There are no heritage assets within the site.</p> <p>Near the site:</p> <ul style="list-style-type: none"> <li>• Streatham High Road/Streatham Hill Conservation Area adjoins to the north, west, and south-west.</li> <li>• Leigham Court Road (North) Conservation Area adjoins to the south. Nos. 39 and 43 Leigham Court Road immediately adjoining the site and are positive contributors to this conservation area. No. 45 and the synagogue make a neutral contribution to the conservation area; their main merits are their sympathetic height. No. 49 Leigham Court Road is locally listed and a positive contributor to this conservation area.</li> </ul>
Views	None
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6a</li> <li>• Leigham Court Road is a ‘Local Distributor Road’</li> <li>• Streatham Hill is a Healthy Routes ‘Partnership route’</li> <li>• Site is close to Streatham Hill station</li> <li>• Located in Streatham Hill Low Traffic Neighbourhood</li> <li>• Good bus links with a number of bus stops close by on Streatham High Road</li> <li>• Not currently within a Controlled Parking Zone</li> <li>• Some Red Route 30 minute parking/loading along Leigham Court Road</li> </ul>
Air Quality Focus Area	Yes - Brixton/Streatham
Energy	Located in a Heat Network Priority Area.

Context	Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16
Flood risk	<p>The site is within flood risk zone 1.</p> <p>There are no known surface water management issues at this site.</p>
Access to open space and nature conservation	<p>Hillside Gardens Park and Tooting Bec Common (LB Wandsworth) are about 900m from the site. Valley Road Playing Fields are about 1km from the site.</p> <p>The site is within an area of open space deficiency for local, small and pocket parks, as well as regional parks.</p> <p>Borough Site of Importance for Nature Conservation (SINC) 14 – Railway Lineside Streatham Hill abuts the site.</p>
Trees	<p>No Tree Preservation Orders located on or adjacent to the site.</p> <p>Mature trees within the Leigham Court Road (N) Conservation Area adjoin the site.</p>
Community safety	<p>Recorded crimes in Streatham Wells ward August 2020 – July 2021: 1,651.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 41.6 per cent</li> <li>• Violence and sexual offences: 20.7 per cent</li> <li>• Other theft: 8.7 per cent</li> </ul> <p>Recorded crimes in Streatham Wells ward September 2018 – July 2021: 4,469.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 41.2 per cent</li> <li>• Violence and sexual offences: 19.4 per cent</li> <li>• Vehicle crime: 10 per cent</li> </ul> <p>Streatham Wells Ward had the 4th lowest rate of Serious Youth Violence among Lambeth wards in 2020, down from 5th in 2019 and 9th in 2018.</p>
Description of current site character	<p>The site is a Council-owned public car park to the rear with disused public toilets fronting Leigham Court Road. The rear of the site abuts the railway line, including designated borough SINC 14 - Railway Lineside Streatham Hill which contains numerous mature trees.</p>
Neighbour context	<p>The retail properties on the north side of Leigham Court Road between the site and Streatham High Road are generally single storey although 29-33 Leigham Court Road is two-storey. Across the road and towards Streatham High Road the inter-war buildings are five and six storeys in height and fall within the Streatham Town Centre boundary; they generally have retail at ground floor and there is a GP surgery. The footpaths on both sides of the road towards Streatham High Road are wide and generous for pedestrians.</p> <p>Residential buildings to the south of the site are generally Victorian and three to four storeys in height.</p> <p>There is a nursing home at no. 45 with a synagogue behind it (which bounds the site) and a disused bowling green behind Nos. 47 and 49.</p>

Context	Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16
Relevant planning history	<p>None on site</p> <p><b>Adjacent to site – Dorchester Parade</b></p> <p>21/01583/FUL – Demolition of existing building and erection of a four-storey building with roof top insert, comprising two commercial units (Use Class E) on the ground floor with eleven flats (Use Class C3), together with the provision of private and communal amenity space, plus refuse, recycling and cycle storage facilities. Decision pending.</p>

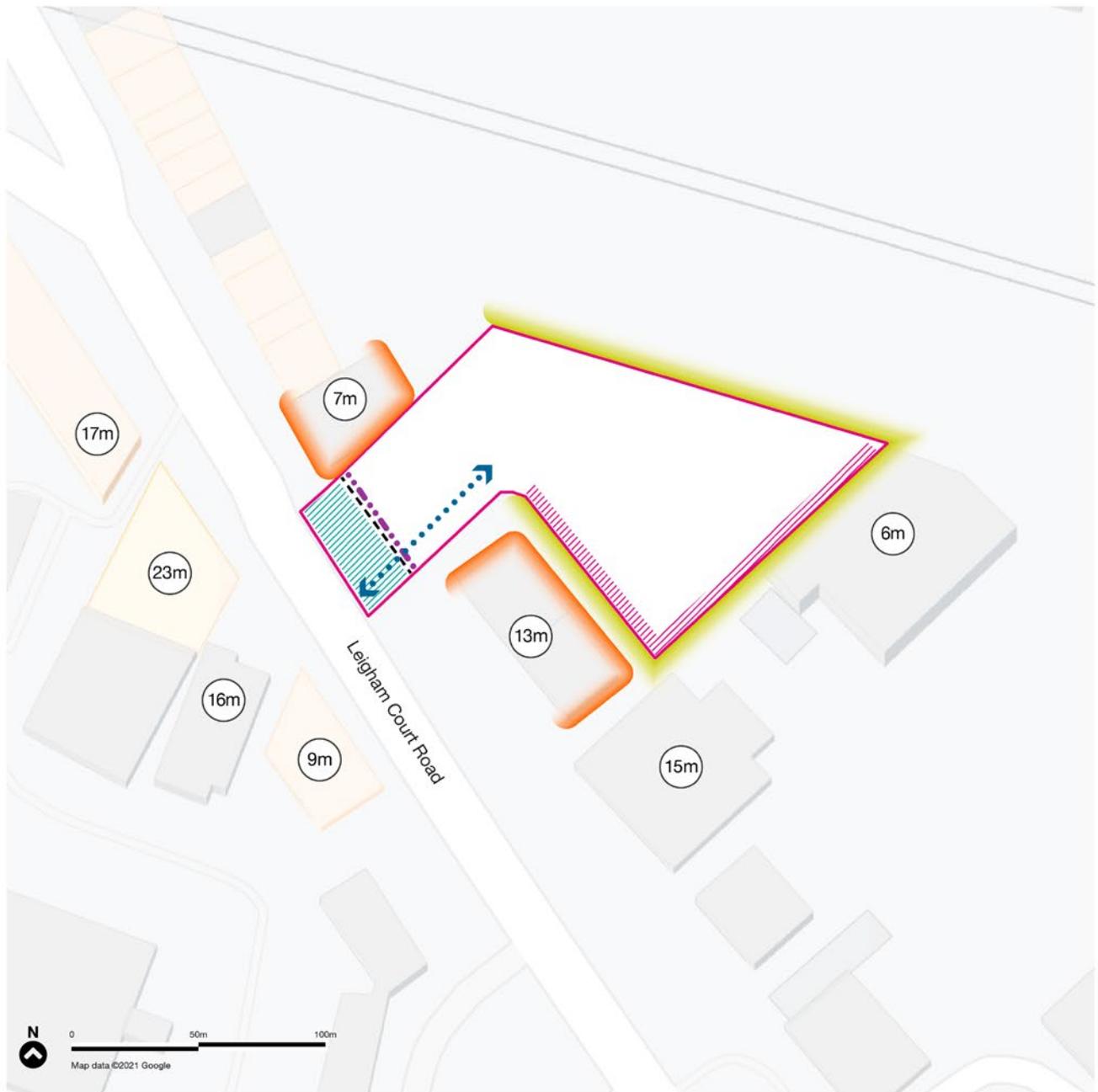
**Vision: Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16**

The site provides an opportunity for sustainable mixed-used development that includes ground floor active frontages onto Leigham Court Road, with commercial space or residential above, and new housing with affordable housing to the rear of the site. As well as contributing new commercial space to the town centre, new development can contribute positively to the character of the nearby conservation areas and help to improve the public realm along Leigham Court Road, creating an attractive gateway to the town centre from the south. There is a particular opportunity for urban greening in association with the nearby nature conservation site along the railway embankment. Potential for comprehensive redevelopment with adjacent sites is strongly encouraged.

Vision for Proposed Site 3: 35-37 and Car Park Leigham Court Road SW16

**Key**

- Site boundary
- - - New building line
- Servicing/access route
- - - Active frontage
- Sensitive residential neighbour
- Sensitive relationship to existing trees
- ① Height in metres of existing neighbouring building
- Development set back from neighbours
- Improved public realm



Site Allocation Policy	Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16
Land uses	<p>The site provides an opportunity for mixed-use development and is suitable for new housing with active ground floor town centre uses within the town centre boundary fronting onto Leigham Court Road.</p> <p>The site has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• approximately 30 to 35 self-contained residential units</li> <li>• ground floor commercial floorspace within Class E within the town centre boundary</li> </ul> <p>Applicants are strongly encouraged to explore potential for comprehensive redevelopment with adjacent sites</p>
Affordable housing	<p>The affordable housing threshold is 50 per cent as the site is in public sector ownership.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>
Heritage assets	<p>Development should preserve or enhance the significance (including setting) of all heritage assets.</p> <p>Redevelopment of the site's frontage should respond positively to the character of the adjoining Streatham High Road / Streatham Hill Conservation Area.</p> <p>Care is required to preserve or enhance the setting of the Leigham Court Road (N) Conservation area, in particular the backdrops of nos. 39 &amp; 43 Leigham Court Road. No building behind the street frontage block should loom up from behind these buildings when viewed from the opposite side of the street within this Conservation Area.</p>
Building heights and views; townscape	<p>The site is not appropriate for a tall building. Redevelopment should respond to the height of existing buildings across the road to reinforce the character of the town centre.</p> <p>Development should also address the following principles:</p> <ul style="list-style-type: none"> <li>• not compromise the future development potential of the single storey retail parade (nos. 29, 31, 33 and 33a Leigham Court Road) or other adjacent sites, and should explore potential to bring sites forward together where possible</li> <li>• respond positively to the adjacent SINC by maximising the opportunity for urban greening on the site and to enhance residential amenity areas</li> <li>• high quality design to reflect that seen throughout the surrounding conservation areas</li> <li>• use of brick is strongly encouraged to reinforce local distinctiveness and heritage settings</li> <li>• provide a clear public front and a secure, resident-only rear to the site</li> </ul>

Site Allocation Policy	Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>The access route into the site should be publicly accessible and un-gated with a sense of security achieved through good levels of natural surveillance over all publicly accessible areas.</p> <p>Vehicles accessing the site from Leigham Court Road will need to enter and exit in forward gear.</p> <p>Off-street servicing and turning within the site must be provided.</p> <p>The spacious footway and public realm to Leigham Court Road should be enhanced.</p>
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution.</p> <p>Particular regard should be paid to the relationship with sensitive residential neighbours on Leigham Court Road.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>PSite-specific Flood Risk Assessment (FRA) and Drainage Strategy that demonstrates conformity with national and local standards and policies for sustainable surface water management will be required to support any planning application.</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces is ideal to achieve this at this location and should be considered.</p> <p>The approximate greenfield runoff rate: <math>Q_{Bar}=1.56l/s</math>.</p>

Site Allocation Policy	Proposed Site 3: 35–37 and Car Park Leigham Court Road SW16
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a> . Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	Development should address existing open space deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a> .
Urban greening and trees	<p>New development should be sensitive to adjacent trees on the boundary perimeter.</p> <p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance. Urban greening should be provided across the site but specifically focused along the north-eastern boundary to provide biodiversity benefits and improve the cohesiveness to the SINC 14.</p>

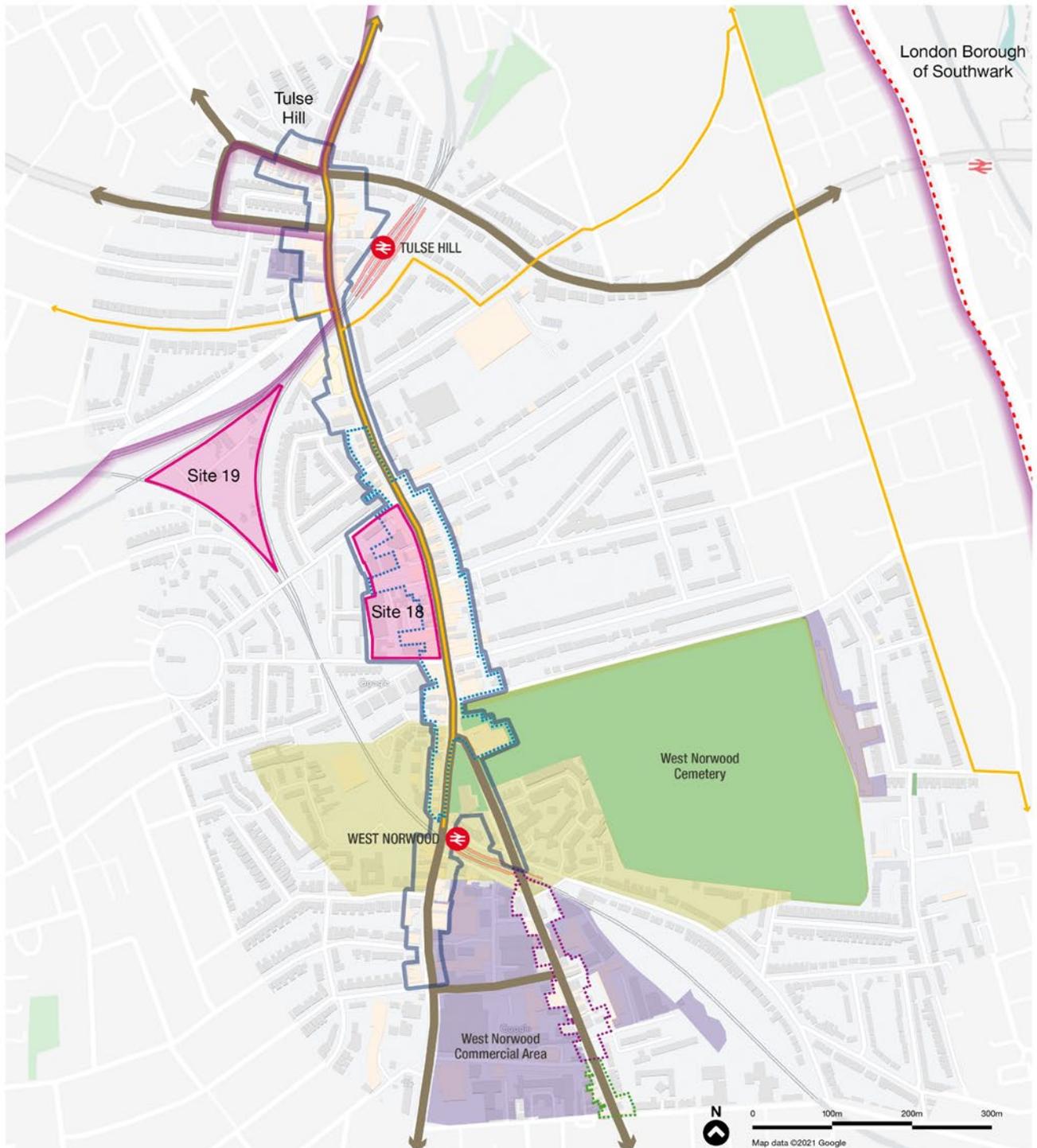


# Section 5: **Proposed West Norwood / Tulse Hill Site Allocations**

## Proposed West Norwood / Tulse Hill Site Allocations

### Key

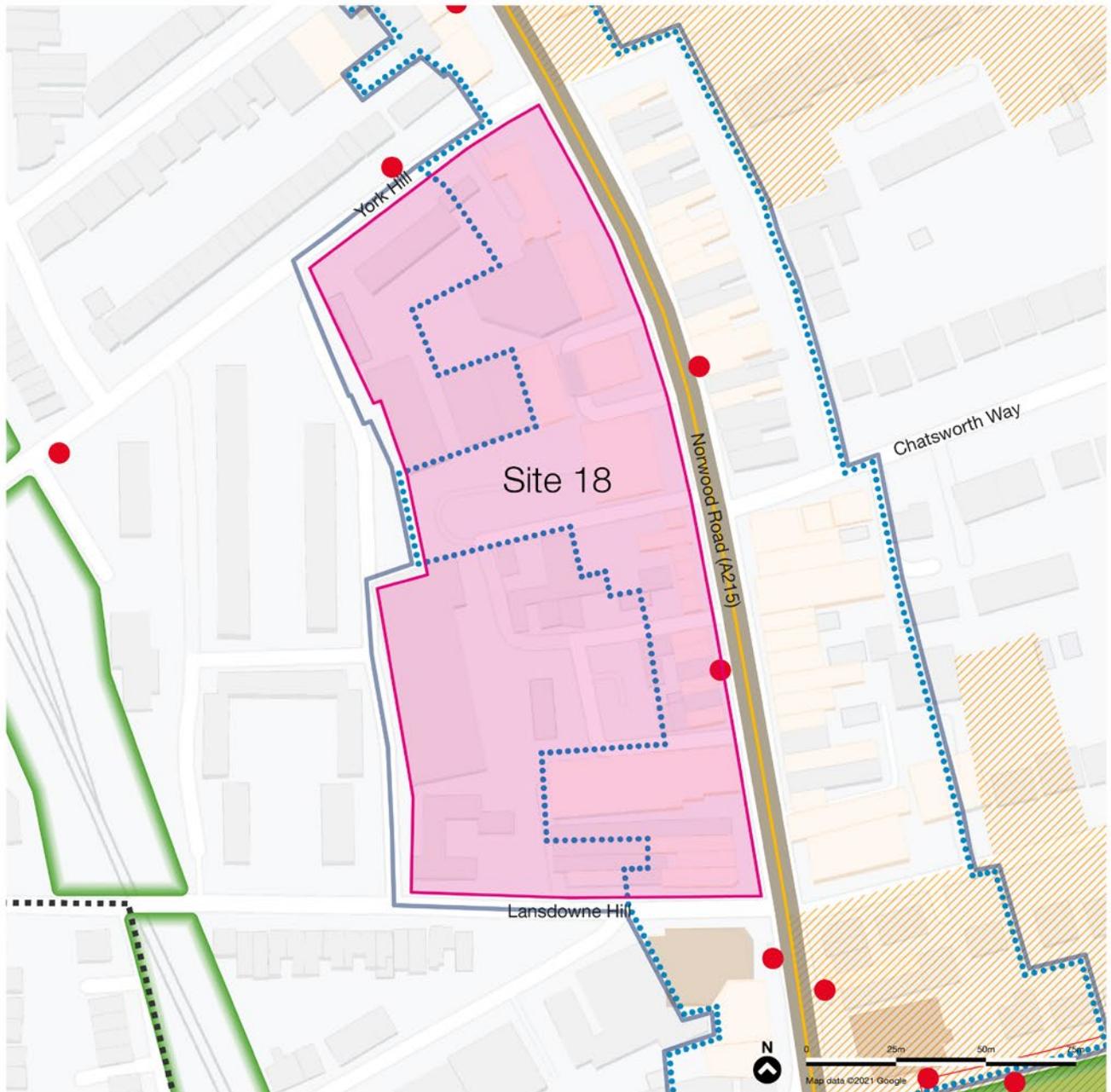
- Site Boundary
- - - Borough Boundary
- ▭ Norwood Planning Assembly and Neighbourhood Planning Area
- West Norwood/Tulse Hill District Centre Boundary
- - - Primary Shopping Area
- - - Local Centre
- - - West Norwood Creative Business Cluster
- ▭ West Norwood Cultural and Heritage Area
- ▭ Key Industrial and Business Area
- ▭ Open Space
- ➔ Key Road
- ➔ Healthy Route
- ⊕ National Rail Station



## Proposed Site 18: 286–362 Norwood Road SE27

### Key

- Site Boundary
- West Norwood/Tulse Hill District Centre Boundary
- ⋯ Primary Shopping Area
- ⋯ Archaeological Priority Area
- Site of Importance for Nature Conservation (SINC)
- ▨ Conservation Area
- Open Space
- Key Road
- Healthy Route
- Bus Stop



<b>Context</b>	<b>Proposed Site 18: 286–362 Norwood Road SE27</b>
Site address and postcode	286–362 Norwood Road SE27
Ward	Current: Knight's Hill Proposed: Knight's Hill
Site area	1.9 ha
Land ownership	Lambeth Council, Metropolitan Thames Valley Housing and mixed private ownership
Existing land uses	<ul style="list-style-type: none"> <li>• 80 residential units <ul style="list-style-type: none"> <li>– Snowe House (12 affordable units)</li> <li>– Thanet House (12 units, 9 affordable)</li> <li>– 8-12 Lansdowne Hill (12 affordable units)</li> <li>– Residential above Knowles of Norwood (19 units)</li> <li>– Residential above shops between 328-362 Norwood Road (24 units)</li> <li>– 2 Lansdowne Hill (1 unit)</li> </ul> </li> <li>• 4,152 sqm GIA – retail floorspace (consisting of one large unit of 1,867sqm and 15 smaller units)</li> <li>• 57 sqm GIA – office floorspace</li> <li>• 2,605 sqm GIA – industrial floorspace</li> <li>• 440 sqm GIA – church</li> <li>• 233 sqm GIA – petrol station</li> <li>• 318 sqm GIA – pub</li> <li>• 263 sqm GIA – art studio</li> <li>• 398 sqm GIA – fast food takeaways and restaurants (6 small units)</li> </ul>
Local Plan Place and Neighbourhood policy	<a href="#">PN7: West Norwood / Tulse Hill</a>
London Plan and Local Plan designations	The whole site falls within the West Norwood district centre. The frontage on Norwood Road lies within the primary shopping area and the rear of the site is outside the primary shopping area.
Neighbourhood Development Plan	Within neighbourhood area of Norwood Planning Assembly
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone D</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>No heritage assets within the site.</p> <p>Near the site:</p> <ul style="list-style-type: none"> <li>• St Luke's Church, Knight's Hill (Grade II*)</li> <li>• 445 Norwood Road (Grade II)</li> <li>• Lancaster Avenue Conservation Area</li> <li>• West Norwood Conservation Area</li> <li>• West Norwood Cemetery (registered landscape)</li> <li>• 364-366 Norwood Road (local list)</li> <li>• Archaeological Priority Area 14 – Levehurst Medieval Manor House</li> </ul>

Context	Proposed Site 18: 286–362 Norwood Road SE27
Views	<p>No strategic views.</p> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (iv) View N from Knight’s Hill (across LB Southwark) to the City Knight’s Hill looking north</li> <li>• (d) (ii) View N along Knight’s Hill to St Luke’s Church Tower</li> <li>• (d) (iii) View S along Norwood Road to St Luke’s Church Tower</li> <li>• (d) (iv) View N from Chapel Road along Weaver Walk to St Luke’s Church Tower</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 5 Very Good</li> <li>• Norwood Road to the north of the site is part of the Healthy Route network</li> <li>• Norwood Road is a London Distributor Road, York Hill is a Local Distributor, Lansdowne Hill is a Borough Road</li> </ul>
Air Quality Focus Area	No
Energy	The Heat Network Priority Area is adjacent to the site on the eastern boundary.
Flood risk	The site is in Flood Zone 1. The EA model only shows shallow (0.00-0.15m) surface water extent within the site, however this is moving away from the roof car park via the ramped surface towards Norwood Road.
Access to open space and nature conservation	<p>St Luke’s Church Gardens and West Norwood Cemetery are to the south of the site.</p> <p>The site is within an area of open space deficiency for district and regional parks; the northern part of site only is within an area of open space deficiency for local, small and pocket parks.</p>
Trees	No Tree Preservation Orders on or adjacent to the site. There is a group of trees at the York Hill end of site.
Community safety	<p>Recorded crimes in Knight’s Hill ward August 2020 – July 2021: 1,716.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 31.3 per cent</li> <li>• Violence and sexual offences: 24.4 per cent</li> <li>• Vehicle crime: 8.7 per cent</li> </ul> <p>Recorded crimes in Knight’s Hill ward September 2018 – July 2021: 4,841.</p> <p>Top three categories:</p> <p>Anti-social behaviour: 29.9 per cent</p> <p>Violence and sexual offences: 23.2 per cent</p> <p>Vehicle crime: 10.1 per cent</p> <p>Knight’s Hill Ward has had average rates of serious youth violence since 2018 and had the 11th highest rate out of 21 Lambeth wards in 2020.</p>

Context	Proposed Site 18: 286–362 Norwood Road SE27
Description of current site character	<p>A series of unrelated plots and dead-end routes comprising a large area between York Hill and Lansdowne Hill. The Norwood Road frontage, within the primary shopping area of West Norwood town centre, is lined with Victorian and 20th Century commercial premises, including a large retail shed. Within the site are pockets of existing housing, commercial garages, warehousing, a car park. Current buildings do not optimise the potential of the site given its town centre location, or provide a strong active frontage on the high street.</p> <p>The sites at the foot of York Hill and ground levels step significantly on the western boundary with the York Hill Estate. For this reason, heights are given in both metres from ground level and in metres Above Ordnance Datum (AOD) height. The latter combines the building height and the height above sea level of the site itself.</p>
Neighbour context	<p>To the east of the site are shops on Norwood Road with residential above. They are three to four storeys in height. To the south of the site is Lansdowne Church, built in 1907, and some modern flats/maisonettes which are two storeys. To the west of the site, and partially to its north, is the York Hill Estate, which is characterised by five storey blocks of walk-up Council flats. To the north of the site, across York Hill, are three storey terraces.</p>

Context	Proposed Site 18: 286–362 Norwood Road SE27
Relevant planning history	<p><b>6 Lansdowne Hill</b></p> <p>19/02840/FUL – Demolition of the existing buildings and erection of a part 6 and part 7 storey building to provide 51 residential flats (Use Class C3) with amenity space at 5th floor level, and erection of a separate 4 storey office building (Use Class B1(a)), together with provision of cycle stores, car parking spaces, refuse/recycling stores, landscaping and new pedestrian links. Granted 13/03/2020.</p> <p><b>294-298 Norwood Road</b></p> <p>19/00398/FUL – Erection of a part two, part three and part four storey building to provide 4 art studios (Use Class B1c) and 1 residential unit (1x 1-bed) (Use Class C3) at the ground floor and 8 residential units above (2x 1-bed and 6x 2-bed) (Use Class C3) together with provision of refuse and cycle storage and landscaping plus installation of solar panels. Refused 18/10/2019 – the proposal was considered to prejudice the future regeneration of the wider Norwood Town Centre Opportunity Area and did not comply with Local Plan policies on affordable housing, transport and design. Appeal dismissed 28/09/2021.</p> <p>20/03478/FUL – Erection of part three, part two and part one storey building with nine residential units (use C3) located at first, second and third level and four art studios (B1c) located at ground floor level together with the provision of communal and private amenity space, cycle storage and refuse storage. Awaiting decision.</p> <p><b>Rear of 300-302 Norwood Road</b></p> <p>18/05496/OUT – Application for outline planning permission (Access, Layout and Scale) to provide 28 dwellings (Use Class C3), community space (Use Class D1) and office space (Use Class B1), together with refuse and cycle storage, access, circulation and parking, amenity space and other ancillary works. Refused 22/03/2019 - insufficient marketing evidence to justify the loss of the D1 community floor space, unacceptable site layout, unsafe access and failure to comply with Local Plan policies on dwelling size mix, affordable housing and sustainability. Appeal dismissed 10/07/2020.</p> <p>20/01394/FUL – Change of use from Sui generis (Use Class B1/B2) to storage and distribution (Use Class B8). Granted 16/09/2020.</p>



### **Vision: Proposed Site 18: 286–362 Norwood Road SE27**

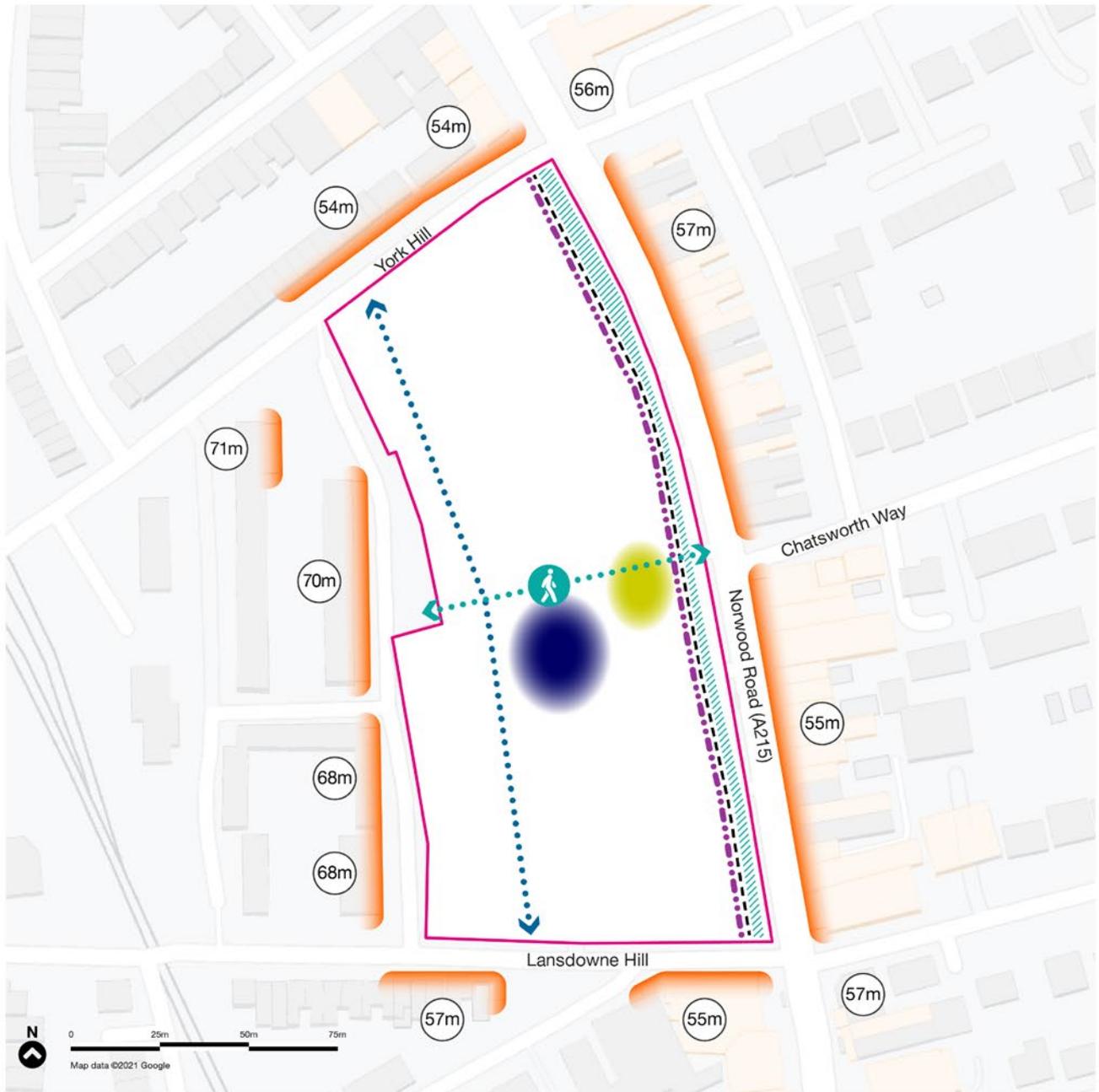
This key town centre site provides significant opportunity for sustainable, mixed-use redevelopment to include new housing and affordable housing, flexible workspace, and shops and food and drink uses that contribute to the renewal of the shopping frontage on Norwood Road, helping to contribute to the ‘fifteen-minute neighbourhood’ this area provides for local people.

The public realm around and within the site can be improved by increasing pedestrian and cycle permeability, through urban greening and by providing a new built frontage on Norwood Road that creates a more generous footway. A new town centre public space will provide an appropriate setting for new buildings and an appropriate space for informal town centre activity, allowing people to spend time in and move through the area. Development of high architectural quality and detailing will enhance the overall appearance of the town centre.

Vision for Proposed Site 18: 286-362 Norwood Road

**Key**

- Site boundary
- - - New building line
- · - · Primary shopping area active frontage
- · · · Indicative location for new servicing /access route
- · · · Indicative location for new pedestrian route
- Sensitive residential neighbour
- ① Height in metres AOD of existing neighbouring building
- Location appropriate for tall building – general building height 81m AOD
- Indicative location for new public space with active frontages
- New area of public realm



Site Allocation Policy	Proposed Site 18: 286–362 Norwood Road SE27
Land uses	<p>The site has potential for comprehensive, mixed-use development, but given the multiple land ownerships it is likely to come forward in phases. Each phase of development should contribute to and help deliver the overall vision for the site as a whole. Proposals for any part of the site should not compromise or restrict delivery of the overall vision.</p> <p>The site as a whole has potential to accommodate approximately:</p> <ul style="list-style-type: none"> <li>• 390 to 470 self-contained residential units (gross)</li> <li>• 5,000 sqm to 7,000 sqm GIA of commercial/community floorspace.</li> </ul> <p>A mix of unit sizes and types should be provided along Norwood Road. Uses will be restricted through conditions to ensure at least 50 per cent of units are in shop use within the primary shopping area, alongside other town centre and community uses that diversify and activate the high street.</p> <p>Space provided behind the Norwood Road frontage can be fully flexible within Class E and could include some space within Classes F1 or F2 if the uses are appropriate to the town centre location. There is a particular opportunity to provide flexible workspace for creative businesses, to enhance the growing cluster in West Norwood and Tulse Hill.</p>
Affordable housing	<p>The affordable housing threshold will range from 35 per cent to 50 per cent as the site is in a mix of private and public ownership.</p> <p>The affordable housing threshold for each phase of development will be calculated pro rata according to the proportion of private and public sector land involved in that phase, following the approach in the GLA Practice Note ‘Threshold Approach to Affordable Housing on Public Land’ (July 2018) or any subsequent updated guidance.</p> <p>If redevelopment proposals involve existing affordable housing, the requirements for re-provision set out in London Plan <a href="#">Policy H8</a> will apply.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy S16</a>.</p>
Heritage assets	<p>Development should preserve or enhance the significance (including setting) of all heritage assets. Particular regard should be paid to:</p> <ul style="list-style-type: none"> <li>• St Luke’s Church, Knight’s Hill (Grade II*)</li> <li>• West Norwood Conservation Area</li> <li>• West Norwood Cemetery (registered landscape)</li> </ul>

Site Allocation Policy	Proposed Site 18: 286–362 Norwood Road SE27
Building heights and views; townscape	<p>The central part of the site is appropriate for a tall building of a general building height of 36m (81m AOD), adjacent to a new public space. Other buildings slightly exceeding the threshold definition of tall buildings in this part of the borough (25m) may be acceptable in the central part of the site.</p> <p>The rest of the site is suitable for buildings of around 15m (57m AOD) to 21m (69m AOD), to create a coherent roofscape rising from the perimeter street frontages to a single highest point within the site.</p> <p>Development should also address the following principles:</p> <ul style="list-style-type: none"> <li>• no harm to views affecting heritage assets</li> <li>• provide a clearly defined parapet line to Norwood Road to respect context and create a balanced townscape with the Victorian frontage opposite</li> <li>• activate ground floor uses along Norwood Road, as well as at public spaces and key routes through the site</li> <li>• provide a varied roofscape for visual interest in townscape views</li> <li>• use brick as the principal building material to reinforce local distinctiveness</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Development should provide a network of new and reconfigured existing streets to increase permeability through the site. This should include:</p> <ul style="list-style-type: none"> <li>• a reduced number of vehicular access points and no servicing from Norwood Road</li> <li>• servicing accommodated on site, with all vehicles able to enter and exit in forward gear; potential to reduce servicing vehicle movements through freight consolidation should be fully explored</li> <li>• a new service road to link York Hill to Lansdowne Hill, designed safely to accommodate pedestrians and cyclists</li> <li>• improvements to east-west pedestrian and cyclist connections between the York Hill Estate and Norwood Road, including from Chatsworth Way</li> <li>• a potential secondary east-west access for disabled parking and residential servicing, in addition to pedestrians and cyclists</li> <li>• control of routes within the site to prevent ‘rat-running’ by vehicles seeking to avoid signals on Norwood Road</li> <li>• new and reconfigured roads should be tree-lined and include separate roadway and footways</li> </ul> <p>At the southern end of Norwood Road, the building line should be set back to provide enhanced public realm with highway improvements to walking and cycling as part of the Healthy Route Network.</p> <p>High quality public realm should be provided within the site to serve the whole community. A new public space should provide a focal point for the town centre, preferably adjoining the largest buildings.</p>

Site Allocation Policy	Proposed Site 18: 286–362 Norwood Road SE27
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p> <p>Development must ensure that residential streets are legible, they benefit from good natural surveillance and include prominent entrances with defensible space to the street.</p>
On-site residential amenity	Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution.</p> <p>Particular regard should be paid to the relationship with sensitive residential neighbours on Lansdowne Hill, Norwood Road, York Hill and the York Hill Estate.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>Site-specific Flood Risk Assessment (FRA) and Drainage Strategy that demonstrates conformity with national and local standards and policies for sustainable surface water management will be required to support any planning application.</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements on the NPPF. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=7.27l/s</math>.</p>
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a> . Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	Development should address existing open space deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a> .

Site Allocation Policy	Proposed Site 18: 286–362 Norwood Road SE27
Urban greening and trees	<p>High value trees should be retained and new streets should be tree-lined. Where possible, there should be improved tree planting on Norwood Road.</p> <p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance. Significant levels of greening should be provided throughout new areas of public realm, including the new public space.</p>

## Proposed Site 19: Knolly's Yard SW16

### Key

- Site Boundary
- West Norwood/Tulse Hill District Centre Boundary
- ⋯ Primary Shopping Area
- Site of Importance for Nature Conservation (SINC)
- Key Industrial and Business Area
- Key Road
- Healthy Route
- Bus Stop



Context	Proposed Site 19: Knolly's Yard SW16
Site address and postcode	Knolly's Yard SW16
Ward	Current: Knight's Hill Proposed: Knight's Hill
Site area	1.45 ha
Land ownership	Public sector (Network Rail)
Existing land uses	884 sqm GIA of industrial floorspace plus approximately 9,000 sqm of associated yard space
Local Plan Place and Neighbourhood policy	<a href="#">PN7: West Norwood / Tulse Hill</a>
London Plan and Local Plan designations	Key Industrial and Business Area with potential for industrial intensification and co-location. Not in a town centre. SINC 10 surrounds and falls partly within the site.
Neighbourhood Development Plan	Located in the Norwood Planning Assembly neighbourhood planning area.
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone D</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>No heritage assets within the site.</p> <p>Near the site:</p> <ul style="list-style-type: none"> <li>• Holy Trinity Church, Trinity Rise (Grade II)</li> <li>• 242-244 Norwood Road (Grade II)</li> <li>• West Norwood Cemetery (registered landscape)</li> <li>• Brockwell Park (registered landscape)</li> <li>• West Norwood Conservation Area</li> <li>• Lancaster Avenue Conservation Area</li> <li>• Leigham Court Estate Conservation Area</li> <li>• Brockwell Park Conservation Area</li> <li>• 270 Norwood Road (local list)</li> <li>• Hitherfield Primary School (local list)</li> </ul>
Views	<p>No strategic views.</p> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c ) Landmark Silhouette Views iii) - View N from Chapel Road along Weaver Walk of St Luke's Church tower</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL is a mix of 6a, 5 and 3 across the site.</li> <li>• Bus stop on York Hill at 200m. West Norwood station 900m walking distance; Tulse Hill 950m walking distance.</li> <li>• Currently one single-track, low-level vehicular and pedestrian access to the site via Cameron Place, off Knolly's Road.</li> <li>• York Hill, Knolly's Road and Leigham Vale are local distributor roads. Knolly's Road is street lit and subject to a speed limit of 20mph with regular speed bumps. Knolly's Road and York Hill both have wide pedestrian footways.</li> </ul>

Context	Proposed Site 19: Knolly's Yard SW16
Air Quality Focus Area	No
Energy	The Heat Network Priority Area is adjacent to the site on the eastern boundary.
Flood risk	The site is in Flood Zone 1. EA and Lambeth Council modelling shows the site has medium (1 per cent AEP) and low (0.1 per cent AEP) risks of surface water flooding.
Access to open space and nature conservation	<p>Part of the site is within an area of open space deficiency for district parks and the whole site is within an area of open space deficiency for local, small, pocket parks and regional parks.</p> <p>Hillside Gardens Park, Unigate Wood and Valley Road Playing Fields are within 1.5km. West Norwood Cemetery is approximately 800m from the site.</p> <p>Borough Site of Importance for Nature Conservation (SINC) 10 – Railway Lineside Leigham Vale and Tulse Hill Junctions surrounds the site on all three sides and falls partly within the site.</p>
Trees	<p>Tree Preservation Order (TPO) Boundaries (nos. 211, 213, 214, 217) are on the perimeter of the site within the site boundary, except at the northern tip and the north-western boundary of the site. TPO Boundaries (nos. 212, 215, 216, 218 b) adjoin the outer perimeter of the site; and TPO no. 205: Horse Chestnut (<i>Aesulus hippocastanum</i>) is located outside 177 Knollys Road on the corner of Knollys Road and Cameron Place.</p> <p>All TPO Boundaries (excluding no. 211) are either wholly or mostly within SINC 10.</p>
Community safety	<p>Recorded crimes in Knight's Hill ward August 2020 – July 2021: 1,716.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 31.3 per cent</li> <li>• Violence and sexual offences: 24.4 per cent</li> <li>• Vehicle crime: 8.7 per cent</li> </ul> <p>Recorded crimes in Knight's Hill ward September 2018 – July 2021: 4,841.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 29.9 per cent</li> <li>• Violence and sexual offences: 23.2 per cent</li> <li>• Vehicle crime: 10.1 per cent</li> </ul> <p>Knight's Hill Ward has had average rates of serious youth violence (SYV) since 2018 and had the 11th highest rate out of 21 Lambeth wards in 2020.</p>

Context	Proposed Site 19: Knolly's Yard SW16
Description of current site character	<p>The site is characterised by single storey industrial sheds and ancillary yard spaces, mostly used by a range of businesses working in the construction sector such as scaffolders. It is surrounded on all sides by three railway lines, each of which has a railway embankment that falls within a Site of Importance for Nature Conservation. The immediate impression within the site is therefore of green infrastructure shielding the appearance of the railway lines. There are significant level changes surrounding and across the site. The site is currently impermeable and severs the local area, so residents to the south and west have to walk around the site to get to the town centre and stations. The site presents exceptional development challenges arising from its very constrained access.</p>
Neighbour context	<p>The surrounding area is generally characterised by two storey pre-war residential terraces with some modern infill development. Some of these are located in close proximity to the other side of the railway lines that surround the site.</p>
Relevant planning history	None

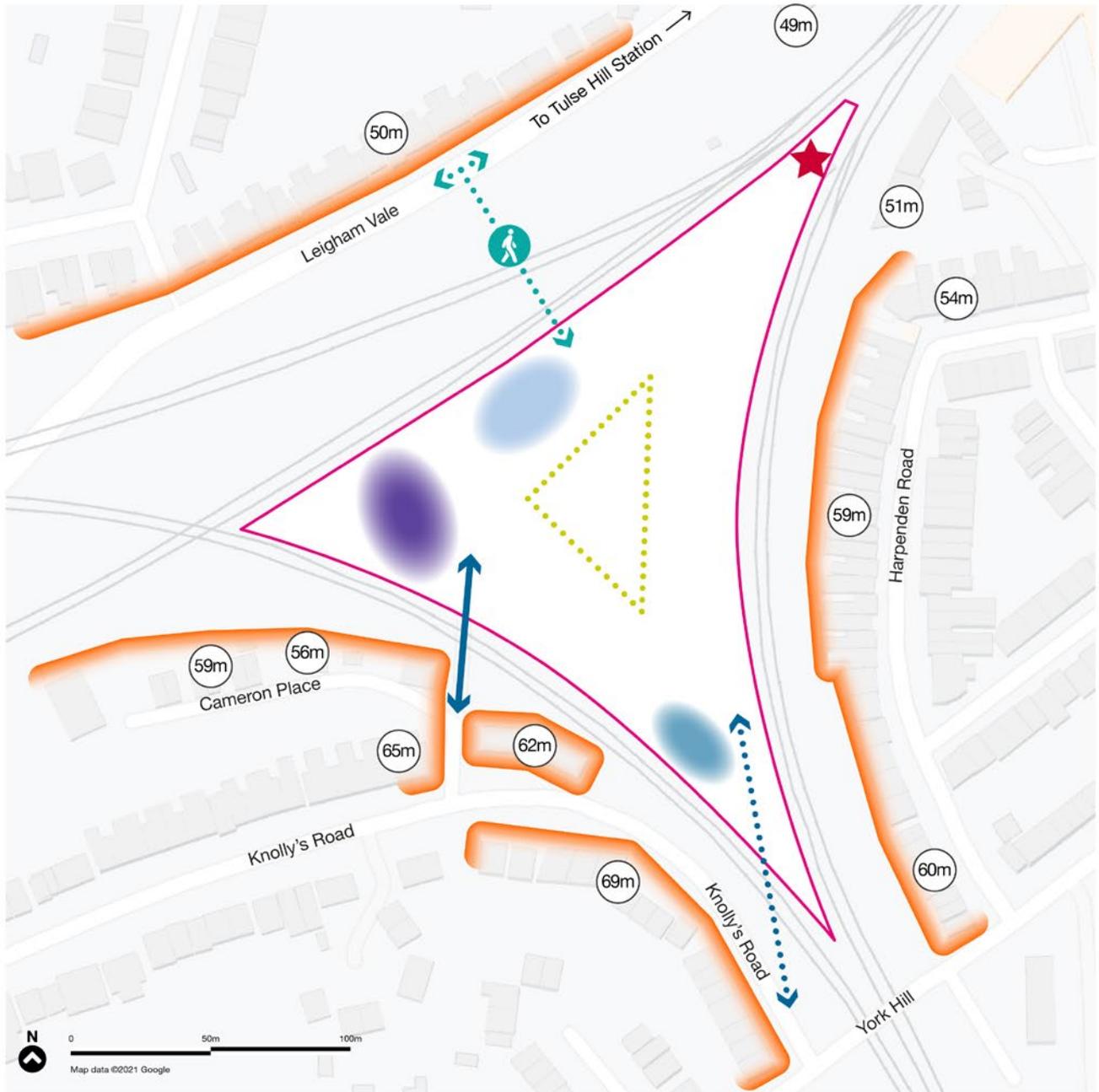
**Vision: Proposed Site 19: Knolly's Yard SW16**

The site presents a significant opportunity for local regeneration to provide new, high quality light industrial space appropriate for businesses in key Lambeth growth sectors such as the creative, digital and low carbon industries. This will add to the existing and growing clusters in these sectors elsewhere in West Norwood and provide for a significant uplift in local jobs and employment opportunities. In addition, the site can accommodate new housing and affordable housing close to existing residential neighbourhoods and near to West Norwood/ Tulse Hill town centre. Improved pedestrian and cycle access to the town centre and new and inclusive areas of public realm will be essential to successful place-making and improved connectivity, shortening journey times to the station for existing residents and promoting sustainable transport. Extensive urban greening and improvements to biodiversity value will enhance the existing network of green infrastructure in this part of the borough, and could contribute to opportunities for urban food growing.

Vision for Proposed Site 19: Knolly's Yard SW16

**Key**

- Site boundary
  - Existing Cameron Place access retained
  - ⋯ Indicative location for new vehicular access (overbridge)
  - ⋯ Indicative location for new pedestrian access (footbridge)
  - ⋯ New public space
  - Sensitive residential neighbour
  - ★ Retained electricity sub station
- ① Height in metres AOD of existing neighbouring building
  - Location appropriate for tall building – general building height 115m AOD
  - Location appropriate for tall building – general building height 78m AOD, rising to 87m AOD in the southern corner
  - Location appropriate for tall building – general building height 81m AOD



Site Allocation Policy	Proposed Site 19: Knolly's Yard SW16
Land uses	<p>This site is a Key Industrial and Business Area with potential for industrial intensification and co-location with other uses, particularly residential.</p> <p>Industrial intensification can be achieved through provision of high quality light industrial workspace, which in this part of the borough is particularly suited to businesses in the creative and digital and/or low carbon clean technology sectors. Space should be designed to be flexible to accommodate a range of types and size of business. At least 1,500 sqm GIA of light industrial floorspace should be provided, based on a robust demonstration that this meets identified needs and is designed accordingly.</p> <p>In addition, the site has potential to accommodate approximately 400 to 430 self-contained residential units.</p> <p>The site is not appropriate for main town centre uses.</p>
Affordable housing	The affordable housing threshold is 50 per cent as the site is in public sector ownership.
Social infrastructure	The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p> <p>Given the requirement for provision of high quality light industrial workspace, there is a particular opportunity to provide jobs and training for local people within the creative and digital industries and/or low carbon sector.</p>
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a> .
Heritage assets	<p>Development should not harm the significance (including setting) of all heritage assets. In relation to proposed tall buildings, particular regard should be paid to:</p> <ul style="list-style-type: none"> <li>• West Norwood Cemetery (registered landscape)</li> <li>• Brockwell Park (registered landscape)</li> <li>• West Norwood Conservation Area</li> <li>• Holy Trinity Church, Trinity Rise (Grade II listed)</li> </ul>

Site Allocation Policy	Proposed Site 19: Knolly's Yard SW16
<p>Building heights and views; townscape</p>	<p>Given the hilly topography and elevated nature of the site building heights are given in both metres from ground level and in metres Above Ordnance Datum (AOD) height. The latter combines the building height and the height above sea level of the site itself.</p> <p>The settings of heritage assets, townscape considerations, and residential amenity constraints restrict development height in parts of the site.</p> <p>The site is appropriate for tall buildings of the following general building heights:</p> <ul style="list-style-type: none"> <li>• Western corner – general building height 68m (115m AOD)</li> <li>• South-western side – general building height of 31m (78m AOD) rising to 40m (87m AOD) in the southern corner</li> <li>• Northern side – general building height 34m (81m AOD)</li> </ul> <p>Outside of these locations, heights should be below the tall building threshold (25m).</p> <p>On the eastern side of the site, building heights should be lowest given the proximity to Harpenden Road.</p> <p>Development should not cause unacceptable harm to local townscape character.</p> <p>Development should also address the following principles:</p> <ul style="list-style-type: none"> <li>• Given the scale and visibility of development, buildings should be of high-quality design with a material palette that harmonises and integrates well with the context. Taller buildings should have a pale recessive material palette.</li> <li>• Dedicated external amenity space for residents should be clearly separated from areas of public realm.</li> <li>• In addition to the required residential amenity space, publicly accessible areas should be designed to be inclusive and to optimise their use and amenity value for people of all ages, including residents, workers and those passing through the site to access West Norwood/Tulse Hill town centre. Soft landscaping and trees are integral to achieving this.</li> </ul>
<p>Transport, movement and public realm</p>	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>The existing access from Cameron Place should be retained and the public realm improved. There is an opportunity for this to be used for pedestrian and cycle access only.</p> <p>A new vehicular and pedestrian overbridge should be provided from the eastern end of Knolly's Road to serve as the primary vehicular access into the site. Servicing should take place via this overbridge.</p> <p>A new, safe and fully accessible footbridge for pedestrians, cyclists and those with mobility issues is necessary to connect the site to Leigham Vale. This is expected to result in a reduction in walking distances to Tulse Hill station by approximately half, thereby providing significant benefits to the wider area and promoting sustainable transport.</p>

Site Allocation Policy	Proposed Site 19: Knolly's Yard SW16
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p> <p>Residential amenity spaces should be for the sole use of occupiers and not double counted as public space.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution.</p> <p>Particular regard should be paid to the relationship with sensitive residential neighbours on Leigham Vale, Harpenden Road, Cameron Place and Knolly's Road.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific flood risk assessment will be required for any new development. The risk of flooding from surface water has been identified within the western corner of the site. Any new development may require a sequential approach to arranging the site layout and its use types, such as residential properties (should they be proposed) located outside the areas at risk or at above ground floor. The Flood Risk Assessment must acknowledge the surface water flood risk to the site and address it within the site proposal, as will developing the site layout and uses.</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered. Particular consideration should be given to water attenuation at the western edge of the site.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=11.40l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>

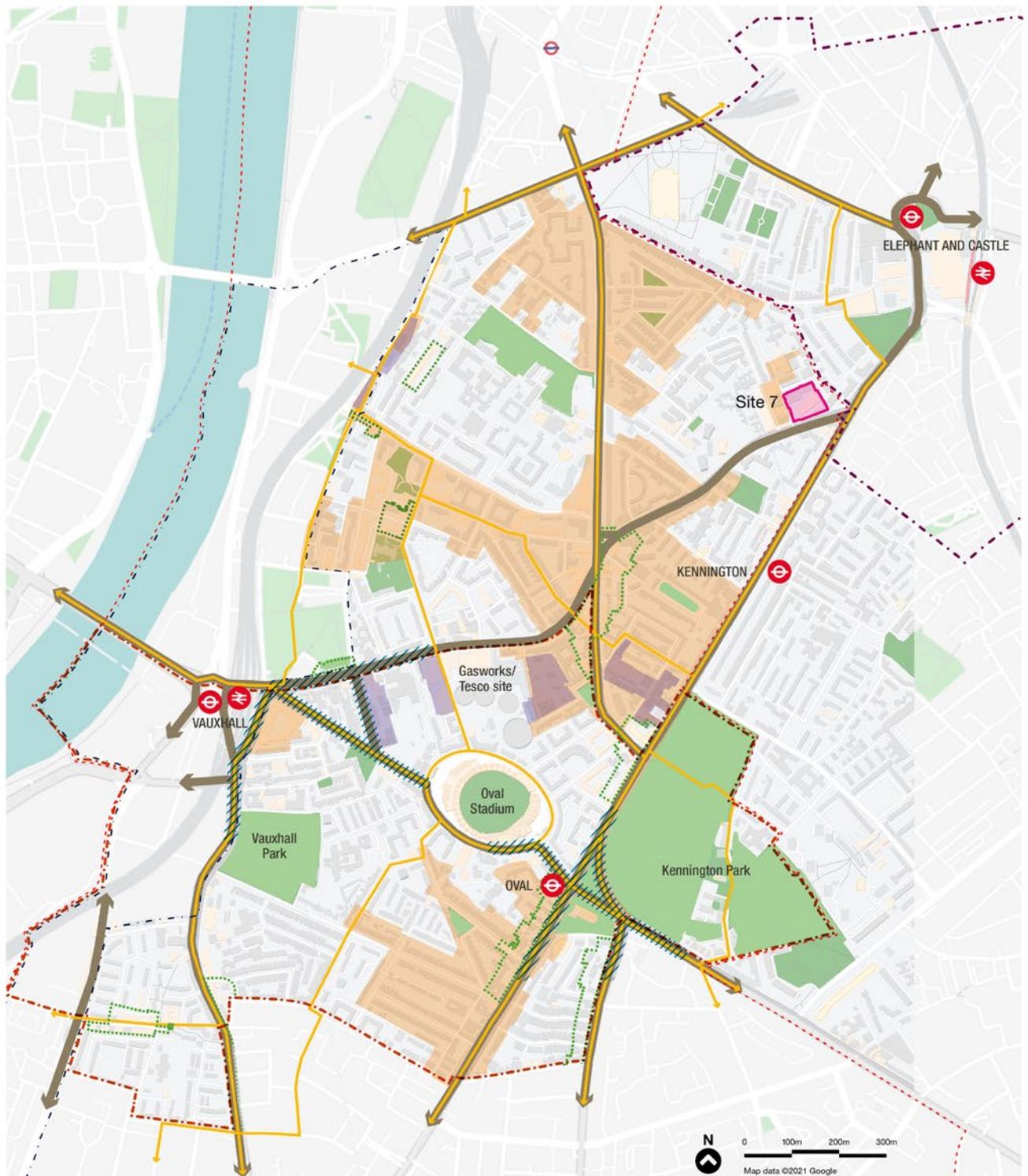
Site Allocation Policy	Proposed Site 19: Knolly's Yard SW16
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy S11</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	<p>Development should address existing open space deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p> <p>Provision of a new footbridge to Leigham Vale will significantly improve access to Hillside Gardens Park.</p> <p>Any harm to the nature conservation value of the SINC should be mitigated in accordance with Local Plan <a href="#">Policy EN1(b)</a> and London Plan <a href="#">Policy G6 C</a>.</p>
Urban greening and trees	<p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p> <p>Proposed development should take account of existing trees on and surrounding the site in accordance with Local Plan <a href="#">Policy Q10</a> and London Plan <a href="#">Policy G7 C</a>. Their value should be enhanced through complementary tree and shrub planting to maximise the green infrastructure network.</p>

# Section 6: **Proposed Kennington / Oval Site Allocation**

## Proposed Kennington / Oval Site Allocation

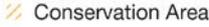
### Key

- Site Boundary
- - - Borough Boundary
- - - Elephant and Castle Opportunity Area
- - - Nine Elms Vauxhall Opportunity Area
- - - Kennington, Oval and Vauxhall Neighbourhood Planning Area
- - - Local Centre
- Key Industrial and Business Area
- Conservation Area
- Open Space
- / / / Air Quality Focus Area
- Key Road
- Healthy Route
- Ⓜ National Rail Station
- Ⓧ Underground Station



## Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11

### Key

- |  |   |  |
|--|---|--|
|  Site Boundary                |  Statutorily Listed Building |  Key Road |
|  Borough Boundary             |  Conservation Area           |  Bus stop |
|  Archaeological Priority Area |  Open Space                  |  |



<b>Context</b>	<b>Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11</b>
Site address and postcode	6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Ward	Current: Prince's Proposed: Kennington
Site area	0.67 ha
Land ownership	Guy's and St Thomas' NHS Foundation Trust own Wooden Spoon House. The rest of the site is in mixed private ownership.
Existing land uses	6–12 Kennington Lane (1,206 sqm GIA floorspace plus separate yard in use as a builders' merchant) – non designated industrial land. Christ the Redeemer Building (650 sqm GIA) – four storey building that stands within the yard fronting Kennington Lane (vacant but previously operating as a community use – language school). Wooden Spoon House (approximately 2,800 sqm GIA) – medical services with ancillary office space and facilities.
Local Plan Place and Neighbourhood policy	<a href="#">PN8: Kennington / Oval</a>
London Plan and Local Plan designations	None. Not within a town centre.
Neighbourhood Development Plan	Located in the Kennington, Oval and Vauxhall neighbourhood area
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone B</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>The north-western corner of the site is in the Renfrew Road Conservation Area.</p> <p>Adjacent to the site on Renfrew Road:</p> <ul style="list-style-type: none"> <li>• Former fire station (Grade II)</li> <li>• Former Lambeth Magistrates' Court (Grade II)</li> <li>• Telephone Kiosk outside Magistrates' Court (Grade II)</li> </ul> <p>Near the site:</p> <ul style="list-style-type: none"> <li>• Water tower to former Lambeth Workhouse (Grade II)</li> <li>• Administrative block to former Lambeth Workhouse (Cinema Museum) (Grade II)</li> </ul> <p>Adjacent to the site are the following locally listed buildings:</p> <ul style="list-style-type: none"> <li>• Gate piers to former Lambeth Hospital site</li> <li>• North lodge to Lambeth Hospital Site</li> <li>• South lodge to Lambeth Hospital Site</li> <li>• Reception buildings to Lambeth Hospital Site (north and south)</li> <li>• 42 Renfrew Road – former Court Tavern PH</li> </ul> <p>The Cottingham Close Council Estate to the South has been identified by the Council as being worthy of consideration as a potential post-war conservation area.</p>

Context	Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Views	<p>Strategic view:</p> <ul style="list-style-type: none"> <li>• Townscape View 27(b) – Parliament Square to Palace of Westminster</li> </ul> <p>Local views (Policy Q25):</p> <ul style="list-style-type: none"> <li>• (c) (i) views N and NNE from Brockwell park to the City</li> <li>• (c) (ii) view NNE from Norwood Park to the City</li> <li>• (c) (iii) view N from Gipsy Hill to the City</li> <li>• (d) (i) view SE and SSE from Westminster Bridge Road to the Lincoln Tower</li> <li>• (d) (xiii) (a) view E from Victoria Tower Gardens and (b) SE from Members’ Terrace of Houses of Parliament to Lambeth Palace</li> <li>• (d) (xiv) view ESE from Millbank to 8 Albert Embankment</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6a</li> <li>• Elephant and Castle Rail and Tube and Kennington Tube approximate 10 minute walk</li> <li>• Various buses on A3 and Kennington Lane.</li> <li>• On the TfL Road Network (TLRN)</li> <li>• A3 in close proximity, a Healthy Route and Cycle Superhighway 7</li> <li>• Cycle hire docking stations at Cotton Gardens Estate and Hampton Street</li> <li>• Located in a Controlled Parking Zone</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area
Flood risk	<p>Wholly within the EA’s Flood Zone 3 and the Thames Tidal Breach Model shows the northern portion of the site to be at risk during a 2100 scenario only.</p> <p>Small ponding has been identified in the modelling during a low-risk surface water event but is considered to be very low risk.</p>
Access to open space and nature conservation	<p>St Mary’s Park (LB Southwark) is within 200m of the site.</p> <p>Within an area of open space deficiency for local/small/pocket, district, metropolitan and regional parks.</p> <p>Within an area deficient in access to nature.</p>
Trees	No Tree Preservation Orders on or adjacent to the site.

<b>Context</b>	<b>Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11</b>
Community safety	<p>Recorded crimes in Prince’s ward August 2020 – July 2021: 1,988.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 34.9 per cent</li> <li>• Violence and sexual offences: 21.3 per cent</li> <li>• Other theft: 7.8 per cent</li> </ul> <p>Recorded crimes in Prince’s ward September 2018 – July 2021: 6,253.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 30.8 per cent</li> <li>• Violence and sexual offences: 21.1 per cent</li> <li>• Vehicle crime: 9.7 per cent</li> </ul> <p>Prince’s ward has had one of the lowest rates of serious youth violence (SYV) in Lambeth since 2018.</p>
Description of current site character	<p>The builders’ merchant requires concrete paving for operations. This gives the site a hard, urban character with no urban greening. Also in the site boundary is the Christ the Redeemer building, a 1960s/1970s brick building of 4 storeys that is vacant.</p> <p>Wooden Spoon House lies at the rear of the site, accessed from Dugard Way. The character of the building contrasts with the rest of the site as it appears more modern and has been tiled in blue and white.</p> <p>The current uses on site do not provide any natural surveillance of the street and there is virtually no activation.</p>
Neighbour context	<p>The flanks of no. 2 Kennington Lane, nos. 1-9 Hollyoak Road adjoin the eastern boundary of the site.</p> <p>To the north stand Limelight House and Goddard House, which are four and five storey residential blocks fronting Dugard Way.</p> <p>Part of the Jamyang Buddhist Centre, the former firestation on Renfrew Road (now residential) and the flank of number 34 Kennington Lane adjoin to the west.</p> <p>19th Century terraced properties in residential use occupy numbers 5-13 Kennington Lane directly opposite the site. Fontenoy House, which stands within the Cottingham Close Estate, is a five storey LCC walk-up block.</p>
Relevant planning history	<p><b>Timber Yard R/O 6-24 Kennington Lane</b></p> <p>99/00028/FUL – Erection of storage/warehouse and sales buildings, together with associated external works, including the installation of new boundary wall and railings (revised proposal). Granted 14/04/1999.</p>

### **Vision: Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11**

The site has potential for a mix of uses to include replacement light industrial capacity and community facilities, along with new housing and affordable housing. Whilst close to the Elephant and Castle Opportunity Area, the site is not in a town centre.

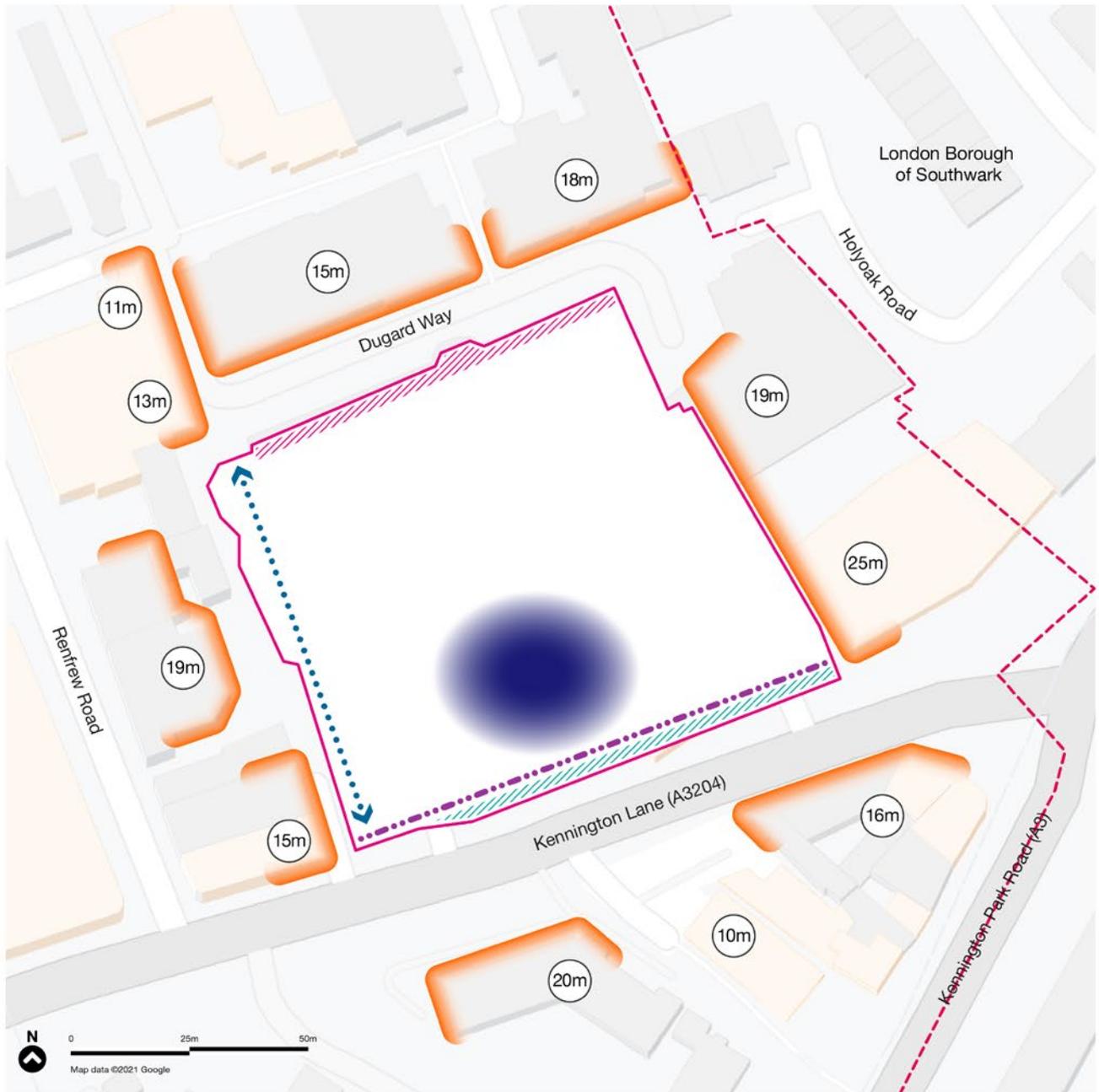
Comprehensive development presents an opportunity to enhance the townscape and street-scene on a main road frontage close to the boundary with the neighbouring borough of Southwark. High quality design will enhance local character and heritage through appropriate materials and building form. The density of new development can be optimised in a way appropriate to this immediate context.

There are also opportunities to improve Kennington Lane for pedestrians and cyclists, by widening the pavement and for a signalised crossing to be provided on the Kennington Lane frontage.

Vision for Proposed Site 7: 6-12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11

**Key**

- Site boundary
- - - Borough boundary
- ⋯ Frontage animation
- ⋯ Indicative servicing route
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Location appropriate for tall building – general building height 50m
- Development set back from neighbours
- Widened footway



Site Allocation Policy	Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Land uses	<p>The site provides a significant opportunity for comprehensive mixed-use redevelopment, which is likely to achieve optimum development capacity and the best place-shaping outcome. However, given the two separate land ownerships, the site may come forward in two phases, in which case each phase should contribute to and help deliver the overall vision for the site as a whole. Proposals for any part of the site should not compromise or restrict delivery of the overall vision or the ability of the other site to optimise its development capacity.</p> <p>If the NHS facility at Wooden Spoon House is re-provided elsewhere as part of an agreed strategy for the relevant service, that community use would not need to be re-provided on this site and there is potential for other uses including residential to come forward (see Local Plan Policy S1(b)(iii)).</p> <p>In that scenario, the site overall has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• At least 2,200 sqm GIA of light industrial floorspace to achieve no net loss of industrial capacity (based on 65 per cent of the area of the existing builders' yard).</li> <li>• Approximately 135 to 145 self-contained residential units. Proposals for non-self-contained housing will be considered against relevant London Plan and Local Plan policies.</li> <li>• A replacement community use of equivalent or better functionality to the existing space within the Christ the Redeemer building.</li> </ul> <p>Main town centre uses are not appropriate in this out of centre location.</p>
Affordable housing	<p>The affordable housing threshold on 6–12 Kennington Lane is 35 per cent if there is no net loss of industrial capacity, or 50 per cent if there is, in accordance with London Plan policy. The affordable housing threshold on 5 Dugard Way is 50 per cent as it is in public sector ownership.</p> <p>If the site comes forward for comprehensive development, and assuming no net loss of industrial capacity, the affordable housing threshold across the whole site would be 42 per cent, which is a blended threshold calculated pro-rata according to the proportions of the overall site area in private and public ownership, following the approach in the GLA Practice Note 'Threshold Approach to Affordable Housing on Public Land' (July 2018) or any subsequent updated guidance. If there is a net loss of industrial capacity, the affordable housing threshold across the whole site would be 50 per cent.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p>

Site Allocation Policy	Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy S16</a> .
Heritage assets	Development should not harm the significance (including setting) of heritage assets, in particular the former listed fire station on Renfrew Road.
Building heights and views; townscape	<p>If developed comprehensively, part of the site is appropriate for a tall building of a general building height of 50m, in the location shown. The remainder of the site is appropriate for low-rise and mid-rise development, stepping up in height from the lowest around the perimeter of the site where neighbour constraints are most sensitive.</p> <p>If the site is developed in two phases, the first phase should not limit optimisation of the second. Developed alone, neither 6–12 Kennington Lane nor 5 Dugard Way is likely to be able to accommodate a tall building as a result of each separate site's smaller developable area and because a comprehensive approach will allow for greater capacity to accommodate the appropriate mix of uses, servicing and the necessary setting for a tall building.</p> <p>Development should also address the following principles:</p> <ul style="list-style-type: none"> <li>• Has a massing and form that integrate well with the established low-rise, largely residential neighbourhood and townscape context</li> <li>• Built form and materials should be respectful of the adjacent heritage assets and local distinctiveness</li> <li>• Include ground floor façade activation on Kennington Lane</li> <li>• Not re-provide panel advertisements</li> </ul>
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>No new public pedestrian routes or spaces should be provided between Kennington Lane and Dugard Way to maintain Renfrew Road as the primary local pedestrian north-south as this will reinforce community safety by avoiding pedestrian dispersal, especially at night.</p> <p>No vehicular access or servicing should be provided from Dugard Way, although residential access is required. Servicing on Kennington Lane is unacceptable.</p> <p>Development should widen the footpath along the Kennington Lane frontage to improve pedestrian movement, accessibility and safety. This is particularly important with any tall building proposal to ensure adequate circulation space around the tallest part and to avoid an inappropriate canyon effect on Kennington Lane.</p> <p>Depending on the location of any vehicular access points, an existing signalised pedestrian crossing may need to be relocated.</p>

Site Allocation Policy	Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p> <p>Good natural surveillance to both Kennington Lane and Dugard Way must be provided.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on Newington Butts, Kennington Lane, Dugard Way and Renfrew Road.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific Flood Risk Assessment will be required as part of a planning application and flood risk should be verified by site-specific breach inundation flood levels, to determine more accurate flood depths at precise locations.</p> <p>Ground floor levels and below in areas located as at risk during a 2100 Thames Tidal Breach Scenario will be restricted to Less Vulnerable use only and will require multiple access and egress points, in addition to an Evacuation Plan submitted as part of a site-specific Flood Risk Assessment.</p> <p>More vulnerable uses will not be allowed below breach. Self-contained residential development and/or sleeping accommodation will not be permitted at basement levels in areas identified as at risk of flooding.</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=3.61l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>

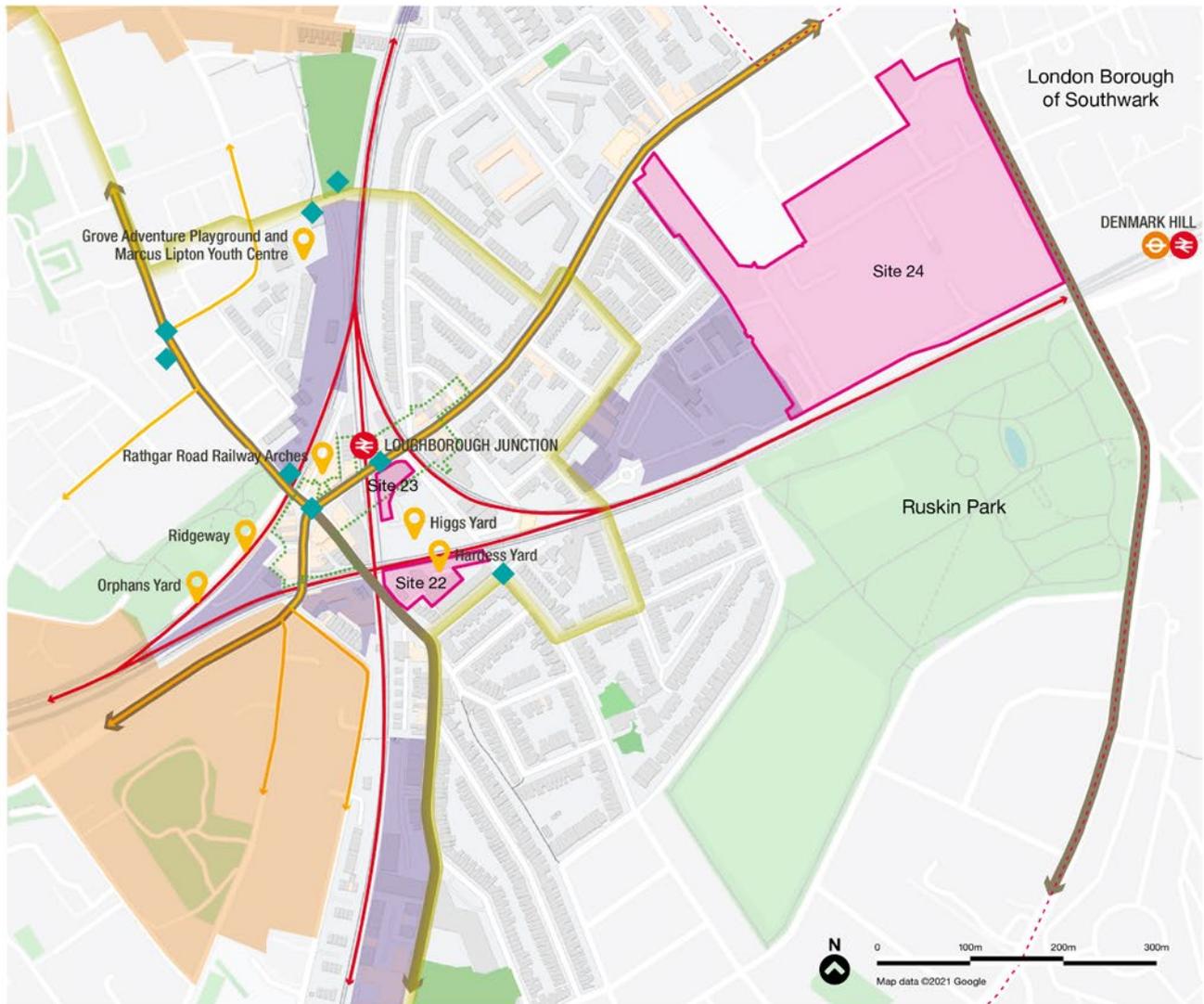
Site Allocation Policy	Proposed Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a> . Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a> .
Urban greening and trees	Opportunities for increased tree planting must be maximised. The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.

# Section 7: **Proposed Loughborough Junction Site Allocations**

## Proposed Loughborough Junction Site Allocations

### Key

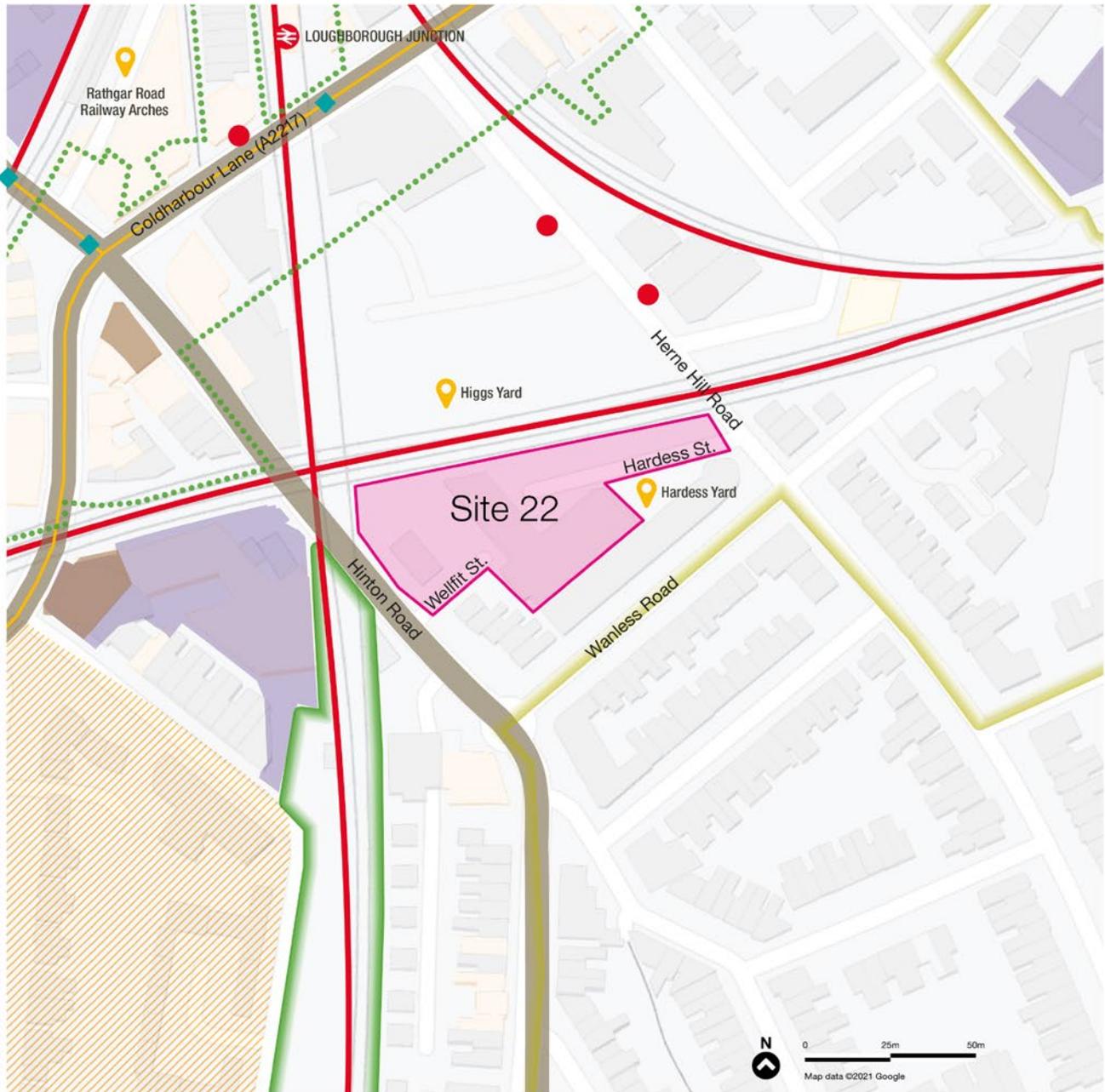
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|  Site Boundary                      |  Improvements to the Public Realm |  Key Road                         |
|  Borough Boundary                   |  Conservation Area                |  Healthy Route                    |
|  Loughborough Junction Local Centre |  Key Industrial and Business Area |  Low Line                         |
|  Brixton Creative Enterprise Zone   |  Open Space                       |  Overground/National Rail Station |



## Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24

### Key

- |   |  |   |
|---|--|---|
|  Site Boundary                                     |  Improvements to the Public Realm |  Key Road              |
|  Loughborough Junction Local Centre                |  Locally Listed Building          |  Healthy Route         |
|  Brixton Creative Enterprise Zone                  |  Conservation Area                |  Low Line              |
|  Site of Importance for Nature Conservation (SINC) |  Key Industrial and Business Area |  Bus Stop              |
|   |  |  National Rail Station |



Context	Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Site address and postcode	1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Ward	Current: Herne Hill Proposed: Herne Hill & Loughborough Junction
Site area	0.2 ha
Land ownership	Private
Existing land uses	960 sqm GIA light industrial floorspace 32 sqm GIA retail floorspace
Local Plan Place and Neighbourhood policy	<a href="#">PN10: Loughborough Junction</a>
London Plan and Local Plan designations	Within the Brixton Creative Enterprise Zone Not in a town centre
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone C</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>No heritage assets on the site or immediately adjoining it.</p> <p>Nearby:</p> <ul style="list-style-type: none"> <li>• Loughborough Park Conservation Area</li> <li>• Ruskin Park, (Grade II listed Registered Landscape)</li> <li>• Green Man 'Skills Zone', 225 Coldharbour Lane (local list)</li> <li>• Business Centre, 245 Coldharbour Lane (local list)</li> </ul>
Views	<p>No strategic views.</p> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (i) (c) Views N and NNE from Brockwell Park to the City</li> <li>• (c) (ii) View NNE from Norwood Park to the City</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL rating 3 (bordering areas of PTAL 4 or 5)</li> <li>• Loughborough Junction Station approximately 200m to the north on Coldharbour Lane</li> <li>• Brixton underground station approximately 1.1km away</li> <li>• Several bus routes running along Coldharbour Lane, one down Hinton Road.</li> <li>• CPZ in place</li> <li>• Coldharbour Lane, Herne Hill Road and Hinton Roads are London Distributor Roads</li> <li>• Coldharbour Lane is a Healthy Route</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area

<b>Context</b>	<b>Proposed Site 22: 1 &amp; 3–11 Wellfit Street, 7–9 Hinton Road &amp; Units 1–4 Hardess Street SE24</b>
Flood risk	<p>Located in Flood Zone 1.</p> <p>Within the site boundary there appears to be a low risk of flooding from surface water. However deep surface water flows and ponding are present within the highway (Hinton Road) during a high (3.3 per cent AEP), medium (1.0 per cent AEP) and low (0.1 per cent AEP) event. The ponding is likely due to the underpass creating a low point along the highway that allows water to collect.</p>
Access to open space and nature conservation	<p>Wyck Gardens is about 200m from the site to the north-east, Loughborough Park open space is within 500m to the south-west, Milkwood Community Park is about 400m to the south and Ruskin Park is within 400m of the site to the east.</p> <p>The site is within an area of open space deficiency for district and regional parks, and the eastern part of site is within an area of open space deficiency for metropolitan parks.</p>
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	<p>Recorded crimes in Herne Hill ward August 2020 – July 2021: 2,296. Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 32.9 per cent</li> <li>• Violence and sexual offences: 20.6 per cent</li> <li>• Other theft: 7.7 per cent</li> </ul> <p>Recorded crimes in Herne Hill ward September 2018 – July 2021: 6,361. Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 27.4 per cent</li> <li>• Violence and sexual offences: 21.5 per cent</li> <li>• Vehicle crime: 9.2 per cent</li> </ul> <p>Herne Hill Ward has had one of the lowest rates of serious youth violence (SYV) since 2018 and had the lowest rate of all Lambeth wards in 2020. Coldharbour Ward to the immediate west of the site had one of the highest rates of SYV offences, and the highest number of firearm offences over the last three years.</p>
Description of current site character	The site is predominately in industrial use and is split into two parts. The western part is accessed via Wellfit Street / Hinton Road and includes a scrap metal yard, a skip yard and a retail unit. The eastern part of the site is accessed via Hardess Street / Herne Hill Road and contains four small light industrial units, two of which are currently vacant. The buildings are low-medium rise and of no architectural merit.

<b>Context</b>	<b>Proposed Site 22: 1 &amp; 3–11 Wellfit Street, 7–9 Hinton Road &amp; Units 1–4 Hardess Street SE24</b>
Neighbour context	<p>The site is bounded to the north by a railway viaduct carrying elevated railway lines with occupied railway arches beneath. Hinton Road bounds to the west, to north (beyond the railway bridge) there are residential units and the former Green Man pub on the corner with Coldharbour Lane), and to the south on Hinton Road are terraced houses. Herne Hill Road bounds to the east of the site with former car garage / services building, an NHS GP surgery and residential units. The south of the site is bounded by three-storey residential properties which front Wanless Road, as well as a single-storey community hall, which is currently in use as a church.</p> <p>The railway arches, owned and managed by The Arch Company, lie outside of the site boundary and are currently occupied by a range of uses including a cinema, boxing gym, artist studios and a car repair garage.</p> <p>North, immediately beyond the railway viaduct, is the Higgs Yard, which has extant planning permission for mixed use redevelopment. Further north still is the Loughborough Junction Local Centre and proposed Site Allocation 23 – Land at the corner of Coldharbour Lane and Herne Hill Road SE24.</p>

Context	Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Relevant planning history	<p><b>1, 3–11 Wellfit Street, 7–9 Hinton Road and Units 1–4 Hardess Street</b></p> <p>19/04280/FUL – Demolition of existing retail and industrial buildings and erection of a car free, part 3, part 20, part 29-storey mixed-use podium building comprising 2,073 sqm of employment floorspace (Use Class B1 a) and c)) with ancillary sandwich bar/café (Use Classes A1/A3) and site care-takers accommodation, an industrial yard of 55 sqm and 170 dwellings with associated disabled car parking, cycle and bin stores, and hard and soft landscaping. Refused 21/07/2021.</p> <p><b>1 Wellfit Street</b></p> <p>11/01192/FUL – Erection of a single storey building to provide general industrial (Use Class B2). Granted 06/10/2011.</p> <p><b>3–11 Wellfit Street</b></p> <p>90/00027/PLANAP – In outline, redevelopment by the erection of a 3 storey Class B1 building comprising 7,144 sq. feet floorspace including loading bay and car parking accommodation, together with the creation of a new vehicular access. Granted 22/12/1989.</p> <p><b>Unit 4, Hardess Street</b></p> <p>16/00373/LDCE – Application for a certificate of lawfulness (existing) with respect to mixed use of Unit 4 for pizza preparation, cooking and delivery to customers (Use Class A5) and as a central catering kitchen for the storage, preparation and distribution of its products to other hot food takeaway units (Use Class B2). Granted 21/01/2016.</p> <p>15/06650/LDCE – Application for a certificate of lawfulness (existing) with respect to use of Unit 4 as a hot food takeaway (Use Class A5). Refused 18/01/2016.</p> <p><b>Adjoining site – Higgs Industrial Estate – north of railway line</b></p> <p>18/05425/FUL – Clearance of site and mixed-use redevelopment to provide a building ranging in height from 2 to 16 storeys with 134 residential units and 4,150 sqm of commercial/employment floorspace (including a minimum of 414 sqm of light industrial use) along with disabled parking, serving, cycle parking, public realm and amenity space. Granted 20/12/2020.</p>



**Vision: Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24**

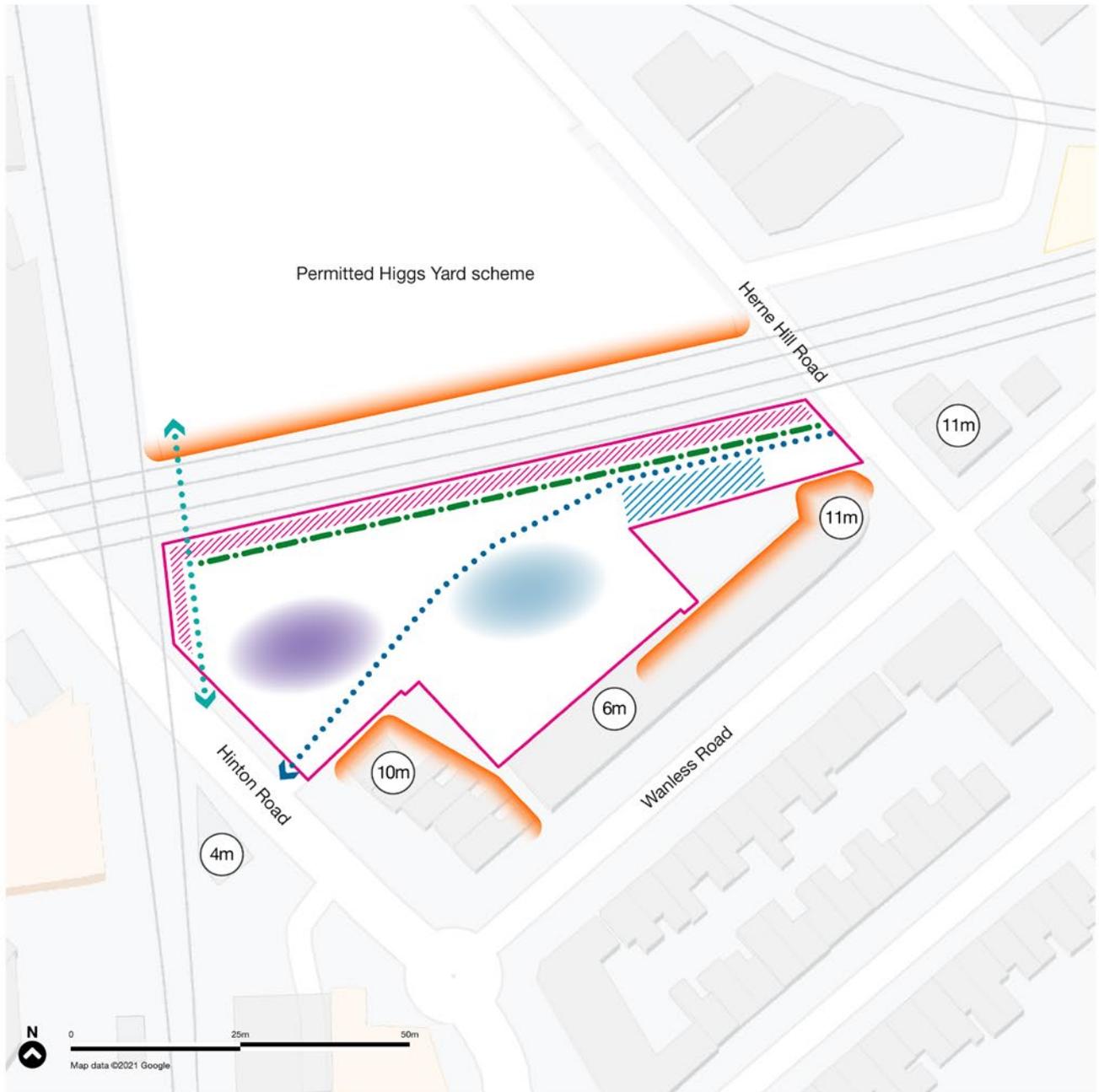
Redevelopment of this site presents an opportunity to provide new, purpose-built light industrial accommodation in an accessible location close to Loughborough Junction local centre and transport links and within the Brixton Creative Enterprise Zone. This will offer ‘maker-space’ for small and growing businesses, particularly in the creative and digital industries, in a location where many businesses of this type already exist. There is potential for this to be provided as part of a sustainable, mixed-use development with new housing, including affordable housing, to complement that on the adjacent Higgs site and contribute to Loughborough Junction as a residential neighbourhood.

A well-designed, locally distinctive scheme will enhance townscape and improve pedestrian access and the public realm around and through the site, with potential to connect to Loughborough Junction’s other characteristic yards and railway viaducts.

Vision for Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24

**Key**

- Site boundary
- ⋯ Indicative location for one-way servicing route with footway
- ⋯ Potential pedestrian route through arch
- ⋯ Access to viaduct premises maintained/improved
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Location appropriate for tall building – general building height 47m
- Location appropriate for tall building – general building height 36m
- ⋯ Indicative location for servicing
- ⋯ Development set back from railway viaduct (source of noise)



Site Allocation Policy	Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Land uses	<p>The site has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• At least 1,400 sqm GIA light industrial workspace (based on no net loss of industrial capacity calculated at 65 per cent of the area of the current industrial use)</li> <li>• Approximately 70-90 self-contained residential units.</li> </ul> <p>Light industrial units should be designed flexibly to provide a range of unit sizes, with adequate servicing and access provision (such as goods lifts if above ground floor level).</p> <p>Main town centre uses are not appropriate in this out of centre location.</p>
Affordable housing	<p>The affordable housing threshold is 35 per cent if there is no net loss of industrial floorspace capacity, or 50 per cent if there is a net loss in this capacity, in accordance with London Plan policy.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p> <p>Given the site's location within the Brixton Creative Enterprise Zone, there is a particular opportunity to provide jobs and training opportunities for local people within the creative and digital sectors.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>
Heritage assets	<p>Development should preserve or enhance the significance (including setting) of all heritage assets with particular regard to the Loughborough Park Conservation Area.</p>
Building heights and views; townscape	<p>The site is appropriate for a tall building of a general building height of 47m, to provide a step-down from the approved scheme at Higgs Yard.</p> <p>Lower buildings elsewhere on the site should respond to their immediate context, particularly adjacent to the rear gardens on Wanless Road.</p>

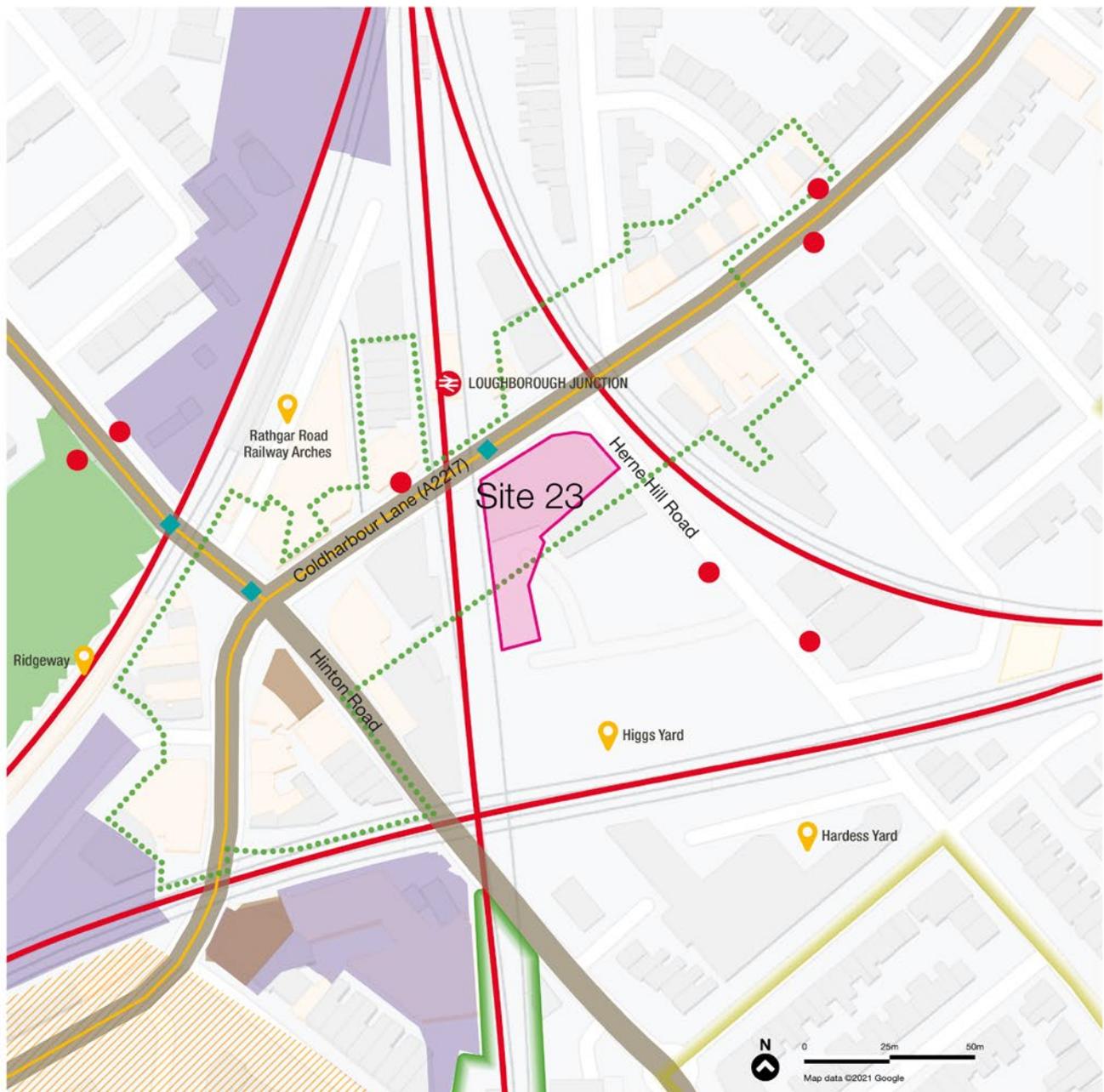
Site Allocation Policy	Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>A pedestrian and vehicular service route through the site should be provided linking Hinton Road to Herne Hill Road. This must be safe, legible and overlooked. Shared surface environments are strongly discouraged given the mix of residential and light industrial uses required.</p> <p>Where possible the access arrangements to arches 257–261 Hardess Street should be improved. The existing forecourts serving arches 253-256 should be retained.</p> <p>Existing business activity on Hardess generates significant vehicular activity and informal parking on the road. Consideration should be given to how the road will accommodate these vehicle movements, as well as the increased pedestrian / cycle and other servicing vehicle activity that would be generated by the development of this site.</p>
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p> <p>Residential entrances should be placed in locations which are clearly visible from Hinton Road or Herne Hill Road and benefit from clear sightlines and good natural surveillance.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to the relationship with sensitive residential neighbours on Wanless Road.</p>

Site Allocation Policy	Proposed Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>Residential properties at ground level may need to be located outside the area at risk of surface water flooding or raised to limit ingress of water (e.g. raise finish flood levels or property thresholds to 300mm above flood depth elevation or situate residential properties above ground floor). A site-specific Flood Risk Assessment will be required and will need to acknowledge and address this risk of flooding, and demonstrate properties at ground floor level have a sufficient level of protection (i.e. 1 per cent AEP).</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements on the NPPF. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=5.55l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>
Waste management	<p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>
Air quality	<p>Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a>.</p>
Access to open space and nature conservation	<p>Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p>
Urban greening and trees	<p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>

## Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24

### Key

- |   |  |   |
|---|--|---|
|  Site Boundary                                     |  Improvements to the Public Realm |  Key Road              |
|  Loughborough Junction Local Centre                |  Locally Listed Building          |  Healthy Route         |
|  Brixton Creative Enterprise Zone                  |  Conservation Area                |  Low Line              |
|  Site of Importance for Nature Conservation (SINC) |  Key Industrial and Business Area |  Bus Stop              |
|   |  Open Space                       |  National Rail Station |



<b>Context</b>	<b>Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24</b>
Site address and postcode	Land at corner of Coldharbour Lane and Herne Hill Road SE24
Ward	Current: Herne Hill Proposed: Herne Hill & Loughborough Junction
Site area	0.1 ha
Land ownership	Site is in private ownership
Existing land uses	Community use – place of worship (1,058 sqm GIA)
Local Plan Place and Neighbourhood policy	<a href="#">PN10: Loughborough Junction</a>
London Plan and Local Plan designations	Within the wider Brixton Creative Enterprise Zone The majority of the site is within Loughborough Junction local town centre. The rear of the site along Junction Yard is outside the local centre.
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone C</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>No heritage assets within the site.</p> <p>Near the site:</p> <ul style="list-style-type: none"> <li>• Loughborough park CA</li> <li>• Ruskin Park (registered landscape)</li> <li>• 225 Coldharbour Lane (local list)</li> <li>• 45 Coldharbour lane (local list)</li> </ul>
Views	<p>No strategic views.</p> <p>Local views (<a href="#">Policy Q25</a>):</p> <ul style="list-style-type: none"> <li>• (c) (i) (c) Views N and NNE from Brockwell Park to the City</li> <li>• (c) (ii) View NNE from Norwood Park to the City</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL rating 4</li> <li>• London Distributor Road - Coldharbour Lane</li> <li>• Local Distributor Road - Herne Hill Road, Hinton Road</li> <li>• Coldharbour Lane is a Healthy Route</li> <li>• Loughborough Junction rail station is across the road from the site. The nearest London Underground station is Brixton, approximately 1.1km away.</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area

Context	<b>Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24</b>
Flood risk	<p>Located in Flood Zone 1.</p> <p>Within the site boundary there appears to be a low risk of flooding from surface water. However, relatively deep ponding of surface water is present within the highway (Coldharbour Lane) during a high (3.3 per cent AEP), medium (1.0 per cent AEP) and low (0.1 per cent AEP) event. This ponding finished abruptly against the current building outline, which suggests there could be a high risk of surface water flooding.</p>
Access to open space and nature conservation	<p>Wyck Gardens is within 150m of the site to the north-west, Loughborough Park open space within 450m to the south-west and Ruskin Park is approximately 500m to the south-east.</p> <p>The site is within an area of open space deficiency for district and regional parks.</p>
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	<p>Recorded crimes in Herne Hill ward August 2020 – July 2021: 2,296.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 32.9 per cent</li> <li>• Violence and sexual offences: 20.6 per cent</li> <li>• Other theft: 7.7 per cent</li> </ul> <p>Recorded crimes in Herne Hill ward September 2018 – July 2021: 6,361.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 27.4 per cent</li> <li>• Violence and sexual offences: 21.5 per cent</li> <li>• Vehicle crime: 9.2 per cent</li> </ul> <p>Herne Hill Ward has had one of the lowest rates of serious youth violence (SYV) since 2018 and the lowest rate of all Lambeth wards in 2020. However, Coldharbour Ward to the immediate west of the site had one of the highest rates of SYV offences and the highest rate of firearm offences between 2018 – 2020.</p>
Description of current site character	This corner site comprises a building 2-3 storeys in height that accommodates Sureways International Ministries – a place of worship. The post-war premises are of no architectural or townscape interest. The public footway around the site is inadequately narrow.

<b>Context</b>	<b>Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24</b>
Neighbour context	<p>The site is within Loughborough Junction Local Centre and the buildings making up this centre are generally three to four storeys in height.</p> <p>The site is surrounded by/in close proximity to three mainline railway lines interspersed by distinctive ‘yards’ that are mainly industrial in character. This includes Junction Yard to the rear of the site and nearby Higgs and Hardess Yards.</p> <p>Within the wider Loughborough Junction area there are six Key Industrial Business Areas, providing an important source of the borough’s light industrial and creative employment space. Parts of Loughborough Junction are identified in the London Plan as Strategic Areas for Regeneration.</p> <p>Immediately south of the site is the site formerly known as the Higgs Industrial Estate, or Higgs Yard, which has an extant planning permission for mixed use redevelopment to provide a building ranging in height from 2 to 16 storeys with 134 residential units and 4,150 sqm GIA of commercial/employment floorspace.</p> <p>To the east of the site are industrial uses based in the arches of the railway viaduct.</p> <p>Further south down Herne Hill Road, are two storey buildings, one of which is a medical centre. Beyond Wanless Road the area becomes residential in nature.</p>
Relevant planning history	<p><b>Unit 1 Higgs Industrial Estate 2-12 Herne Hill Road</b></p> <p>01/02667/FUL – Change of use from warehouse general industrial (B2) to place of worship (D1). Refused 19/03/2002 – lack of adequate marketing evidence to support the loss of an employment-generating use. Appeal allowed 22/12/2002.</p> <p>14/04835/FUL – Refurbishment of and extensions to existing two storey Sureway Church building to create a block up to five storeys in height, providing additional class D1 with ancillary B1 floorspace and five residential flats (use class C3). Refused 19/12/2014 – insufficient information has been submitted to demonstrate that the proposal would not have an unacceptable impact on pedestrian safety contrary to Saved UDP Policy 9.</p> <p><b>Adjoining site – Higgs Industrial Estate</b></p> <p>18/05425/FUL – Clearance of site and mixed-use redevelopment to provide a building ranging in height from 2 to 16 storeys with 134 residential units and 4,150 sqm of commercial/employment floorspace (including a minimum of 414 sqm of light industrial use) along with disabled parking, serving, cycle parking, public realm and amenity space. Granted 20/12/2020.</p>



**Vision: Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24**

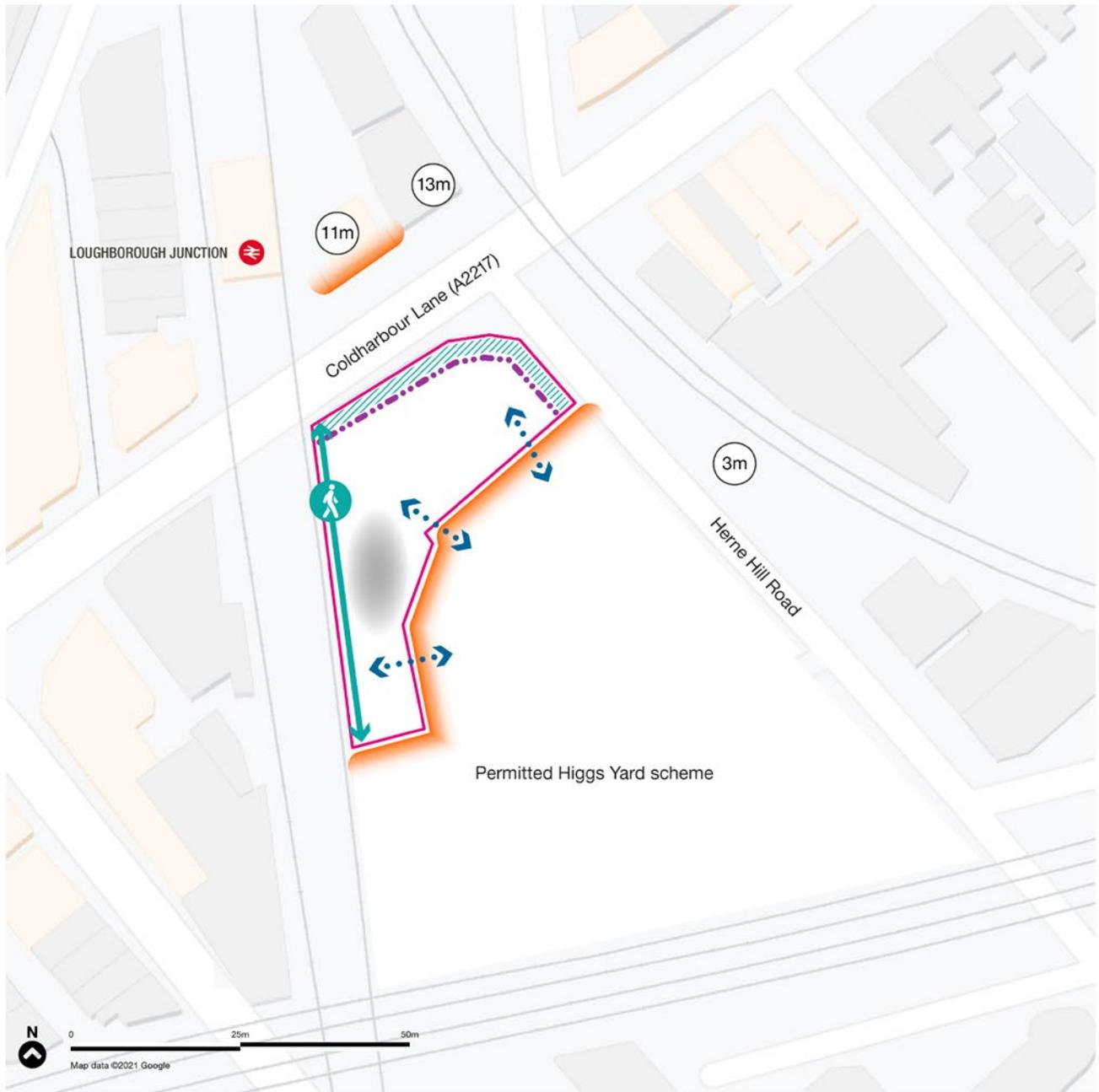
The site can contribute to the implementation of Local Plan [Policy PN10](#) for Loughborough Junction by delivering a sustainable, mixed-use development in this well-connected town centre location. This has potential to provide improved accommodation for the existing place of worship, or alternative town centre uses, presenting active frontages at ground floor within the town centre along Coldharbour Lane and Herne Hill Road. There is also potential for new housing, including affordable housing, on upper floors. The part of the site along Junction Yard, outside of the town centre and opposite the railway viaduct, is well suited to new light industrial workspace at ground floor level, adding to the stock and mix of space available to small businesses within the Brixton Creative Enterprise Zone.

This prominent corner site, in a town centre and with a high level of public transport accessibility, presents an opportunity for moderately increased density if accompanied by improved public realm and a wider footway; and if well designed to integrate well with, and complement the scale of, the approved redevelopment on Higgs Yard immediately to the south.

Vision for Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24

**Key**

- Site boundary
- - - Active frontage
- New pedestrian route providing improved access to railway arches
- Connections to adjacent consented scheme
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Area suitable for light industrial workspace
- / / / Widened and enhanced footway
- Ⓜ National Rail Station



Site Allocation Policy	Proposed Site 23: Land at corner of Goldharbour Lane and Herne Hill Road SE24
Land uses	<p>The existing community use and/or alternative town centre uses must be replaced with equivalent or better functionality, to include active frontages at ground floor level.</p> <p>The site has potential to accommodate:</p> <ul style="list-style-type: none"> <li>• Replacement community use of equivalent or better functionality, providing an active frontage at ground floor level.</li> <li>• Alternatively, flexible town centre uses within Class E, that provide active frontages at ground floor level.</li> <li>• Approximately 25-30 new homes on upper floors, with potential for more depending on the mix and quantum of other community or town centre uses provided. The site is not suitable for residential units at ground floor.</li> <li>• Light industrial uses along Junction Yard adjacent to the railway arches (outside the town centre boundary). Town centre uses are not appropriate in this part of the site as it is outside the town centre. Residential units are unlikely to be appropriate in this part of the site given the proximity of the railway viaduct.</li> </ul>
Affordable housing	The affordable housing threshold is 35 per cent.
Social infrastructure	The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should be addressed.
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p> <p>Given the site's location within the Brixton Creative Enterprise Zone and potential to provide some new light industrial space, there may be an opportunity to provide jobs and training for Lambeth residents within the creative and digital industries.</p>
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a> .
Building heights and views; townscape	<p>The site is not appropriate for a tall building.</p> <p>As a prominent corner site in a town centre, height around 30m is appropriate to make a positive contribution to place-making and townscape. This must be accompanied by improved public realm in the form of wider pavements; and should be designed to integrate well with, and complement the scale of, the approved redevelopment on Higgs Yard immediately to the south.</p> <p>The building line to Herne Hill Road should align with the approved scheme at Higgs Yard.</p> <p>The residential entrance should be on Herne Hill Road.</p>

Site Allocation Policy	Proposed Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Transport, movement and public realm	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Vehicular servicing should be from the existing rear access. There is potential for freight consolidation with other surrounding sites, including Higgs Yard.</p> <p>Development should provide a new route along the railway viaduct to connect through to Higgs Yard and to facilitate the animation of the railway arches.</p> <p>The building footprint should be set back from the back of pavement to allow for a widened along Coldharbour Lane.</p> <p>Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as the Healthy Route Network on Coldharbour Lane, local cycling infrastructure and Loughborough Junction station.</p>
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p> <p>Configuration of internal land uses should enable passive surveillance/overlooking onto Herne Hill Road and of the new pedestrian route to Higgs Yard where possible.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>The scheme should be designed to cause no unacceptable impacts on existing neighbours adjacent to the site, including overlooking, loss of daylight, overshadowing and noise pollution.</p> <p>Particular regard should be paid to the relationship with adjoining railway viaduct.</p>

Site Allocation Policy	Proposed Site 23: Land at corner of Goldharbour Lane and Herne Hill Road SE24
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>A site-specific Flood Risk Assessment will be required and will need to acknowledge and address the risk of surface water flooding, and demonstrate properties at ground floor level have a sufficient level of protection (i.e. 1 per cent AEP).</p> <p>Sustainable Urban Drainage Systems will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=2.71l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>
Waste management	<p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>
Air quality	<p>Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a>.</p>
Access to open space and nature conservation	<p>Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a>.</p>
Urban greening and trees	<p>The Urban Greening Factor (UGF) target score is 0.4 for predominately residential schemes and 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p>

## Proposed Site 24: King’s College Hospital, Denmark Hill SE5

### Key

- |   |  |  |
|---|--|--|
|  Site Boundary                                     |  Statutorily Listed Building      |  Key Road                         |
|  Borough Boundary                                  |  Locally Listed Building          |  Healthy Route                    |
|  Brixton Creative Enterprise Zone                  |  Safeguarded Waste Site           |  Low Line                         |
|  Site of Importance for Nature Conservation (SINC) |  Key Industrial and Business Area |  Bus Stop                         |
|   |  Conservation area                |  Overground/National Rail Station |
|   |  Open Space                       |  |



Context	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Site address and postcode	King's College Hospital, Denmark Hill SE5
Ward	Current: Herne Hill Proposed: Herne Hill & Loughborough Junction
Site area	7.5 ha
Land ownership	King's College Hospital NHS Foundation Trust and King's College London
Existing land uses	Hospital and associated ancillary uses King's Business Park (129 - 131 Coldharbour Lane) – business units used by the hospital for administration and storage Safeguarded waste site used for transfer of clinical waste
Local Plan Place and Neighbourhood policy	<a href="#">PN10: Loughborough Junction</a>
London Plan and Local Plan designations	King's Business Park within the Coldharbour Lane Estate and Bengeworth Road Depot Key Industrial and Business Area (KIBA)
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	<ul style="list-style-type: none"> <li>• Lambeth CIL Zone C</li> <li>• MCIL2 Band 2</li> </ul>
Heritage assets	<p>Within the site:</p> <ul style="list-style-type: none"> <li>• Hambledon Block, Bessemer Road (local list)</li> <li>• Statute of Robert Bentley Todd, Bessemer Rd (local list)</li> <li>• Railings and gate piers to Denmark Hill (local list)</li> <li>• Guthrie Block, Denmark Hill (local list)</li> <li>• Gate piers and railings to Venetian Road (non-designated heritage asset)</li> </ul> <p>Nearby:</p> <ul style="list-style-type: none"> <li>• Ruskin Park (registered landscape)</li> <li>• Camberwell Grove CA (Southwark)</li> <li>• Camberwell Green CA (Southwark)</li> <li>• 93 Denmark Hill (Grade II) (Southwark)</li> <li>• 95 Denmark Hill (Grade II) (Southwark)</li> <li>• 97 Denmark Hill (Grade II) (Southwark)</li> <li>• 99 Denmark Hill (Grade II) (Southwark)</li> <li>• 103 Denmark Hill (Grade II) (Southwark)</li> <li>• Maudsley Hospital admin block (Grade II) (Southwark)</li> <li>• Railings to Maudsley Hospital (Grade II) (Southwark)</li> <li>• 111 Denmark Hill (Grade II) (Southwark)</li> </ul>

Context	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Views	Strategic views: <ul style="list-style-type: none"> <li>• London Plan View 4 – London Panorama – Primrose Hill</li> </ul> Local views (Policy Q25): <ul style="list-style-type: none"> <li>• (c) (i) (c) views N and NE from Brockwell Park to the city</li> <li>• (c) (ii) (c) views NNE form Norwood Park to the city</li> </ul>
Transport and access	<ul style="list-style-type: none"> <li>• PTAL 6b</li> <li>• Denmark Hill overground station and several bus routes in close proximity</li> <li>• Denmark Hill and Coldharbour Lane - London Distributor Roads</li> <li>• Coldharbour Lane - planned Healthy Route proposed to continue onto Daneville Road (LB Southwark)</li> <li>• Quietway is Q8 runs north-south to the east of the hospital connecting to Burgess Park</li> <li>• Within CPZ Herne Hill , adjoins CPZ Camberwell 'A'</li> </ul>
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area
Flood risk	Located in Flood Zone 1. The EA model and Lambeth ICM model show surface water ponding across the site during the medium (1.0 per cent AEP) and low (0.1 per cent AEP) events. This is likely from runoff generated by the site as opposed to a flow route originating from elsewhere. This is considered low risk.
Access to open space and nature conservation	Ruskin Park lies immediately south of the site across the railway tracks. Due to the barrier created by the railway line, part of the site is within an area of open space deficiency for local, small and pocket parks and the whole site is within an area of open space deficiency for district, metropolitan and regional parks.
Trees	No Tree Preservation Orders on or adjacent to the site.

Context	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Community safety	<p>Recorded crimes in Herne Hill ward August 2020 – July 2021: 2,296.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 32.9 per cent</li> <li>• Violence and sexual offences: 20.6 per cent</li> <li>• Other theft: 7.7 per cent</li> </ul> <p>Recorded crimes in Herne Hill ward September 2018 – July 2021: 6,361.</p> <p>Top three categories:</p> <ul style="list-style-type: none"> <li>• Anti-social behaviour: 27.4 per cent</li> <li>• Violence and sexual offences: 21.5 per cent</li> <li>• Vehicle crime: 9.2 per cent</li> </ul> <p>Herne Hill Ward has had one of the lowest rates of serious youth violence (SYV) since 2018 and the lowest rate of all Lambeth wards in 2020. Coldharbour Ward to the immediate west of the site had one of the highest rates of SYV offences and the highest rate of firearm offences between 2018 – 2020.</p>
Description of current site character	<p>The buildings largely date from the 20th Century, ranging from earlier buildings of traditional architectural character to post-war blocks to more recent buildings. There is no unified campus style and the general appearance is that of piecemeal development of varying quality. The Ruskin Wing lies at the south-east corner of the site, is the tallest building on the campus (c55m) and includes a roof-top helicopter pad.</p>
Neighbour context	<p>To the north are two storey residential properties along Venetian Road, Bavent Road and Caldecot Road.</p> <p>Immediately to the east is Denmark Hill and the principal campus of the South London and Maudsley Hospital.</p> <p>Rail lines run along the southern boundary (Brixton to Denmark Hill). Further south is Ruskin Park.</p> <p>To the west lies the Coldharbour Lane Estate and Bengeworth Road Depot KIBA, part of which is within the hospital estate.</p>

Context	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Relevant planning history	<p><b>Ruskin Wing</b> 13/03008/FUL – Erection of a helipad on top of the existing 10 storey Ruskin Wing building in the South-East corner of the hospital site, including the supporting structure, associated office space, access ramp, new lift core and first floor bridge link. Granted on 06/12/2013.</p> <p><b>Critical Care Centre</b> 12/03858/FUL – The construction of a three-storey building on top of the existing two storey operating theatre block to provide a critical care unit, including additional plant, re-cladding of all existing external facades and the re-provision of a clinical waste store. Granted 13/05/2014.</p> <p><b>Cheyne Wing</b> 08/04821/FUL – Redevelopment of a site to provide 3 storeys of accommodation in an extension adjoining existing hospital buildings for university research. Granted 11/03/2009. 08/04822/FUL – Partial removal of existing hospital wing in the south-west corner of the site and the erection of a four storey building to be used as a Haematology Centre. Granted 27/02/2009.</p> <p><b>Denmark Wing</b> 13/06091/FUL – Extension of the Ultrasound Department at Second Floor Level, Denmark Wing, north-east corner. Including the removal of existing pitched roof currently over the X-Ray department and replacement with a new lightweight structure. Granted 05/03/2014.</p> <p><b>Golden Jubilee Wing</b> 14/00993/FUL – Erection of a new four storey building located in the courtyard between Hambleden building and Golden Jubilee wing, to provide new MRI suite and associated clinical and ancillary areas on the first floor and supporting clinical offices on the ground and second floors. New facility to also provide direct links and access into existing Hospital Street at ground, first, and second floor level. Mechanical and electrical plant to be located at roof level. The building will be raised off the ground to maintain delivery routes through the courtyard and into Hambleden building. Granted 09/05/2014.</p> <p><b>King's Business Park</b> 07/02080/FUL – Unit 5 – Change of use of the warehouse (Use Class B8) to office and training facilities (Mixed Use Class B1/D1) including the internal installation of a mezzanine floor, alterations to the front and rear elevations to include installation of new windows and doors and three parking spaces at unit 5. Granted 09/08/2007. 09/00727/FUL – Unit 2 – Alterations to the front and rear elevation including the installation of new windows and doors to enable continued use for mixed B Class use. Granted 01/06/2009. 09/04167/FUL – Unit 3 – Change of use to Class B1 and external works to the front and rear elevation involving the installation of new windows and doors and the removal of the existing roller shutter and replacement roofing material. Granted 12/02/2010.</p>

<b>Context</b>	<b>Proposed Site 24: King's College Hospital, Denmark Hill SE5</b>
	<p>11/01917/FUL – Unit 6 – External works to the east, west and south elevations of Unit 6 King's Business Park (formerly Coldharbour Lane Industrial Estate) associated with the continued use of the premises for Class B purposes. Proposed works include the installation of new windows and doors, new entrance canopy, the removal of the existing roller shutter, replacement roofing material, installation of a disabled ramp and handrail and the laying out of two disabled parking spaces. Granted 13/10/2011.</p> <p>12/02892/FUL – Unit 4 – Change of Use to Office (Class B1) together with external alterations comprising of new doors, windows and the installation of a condenser units on the ground floor. Granted 24/09/2012.</p>



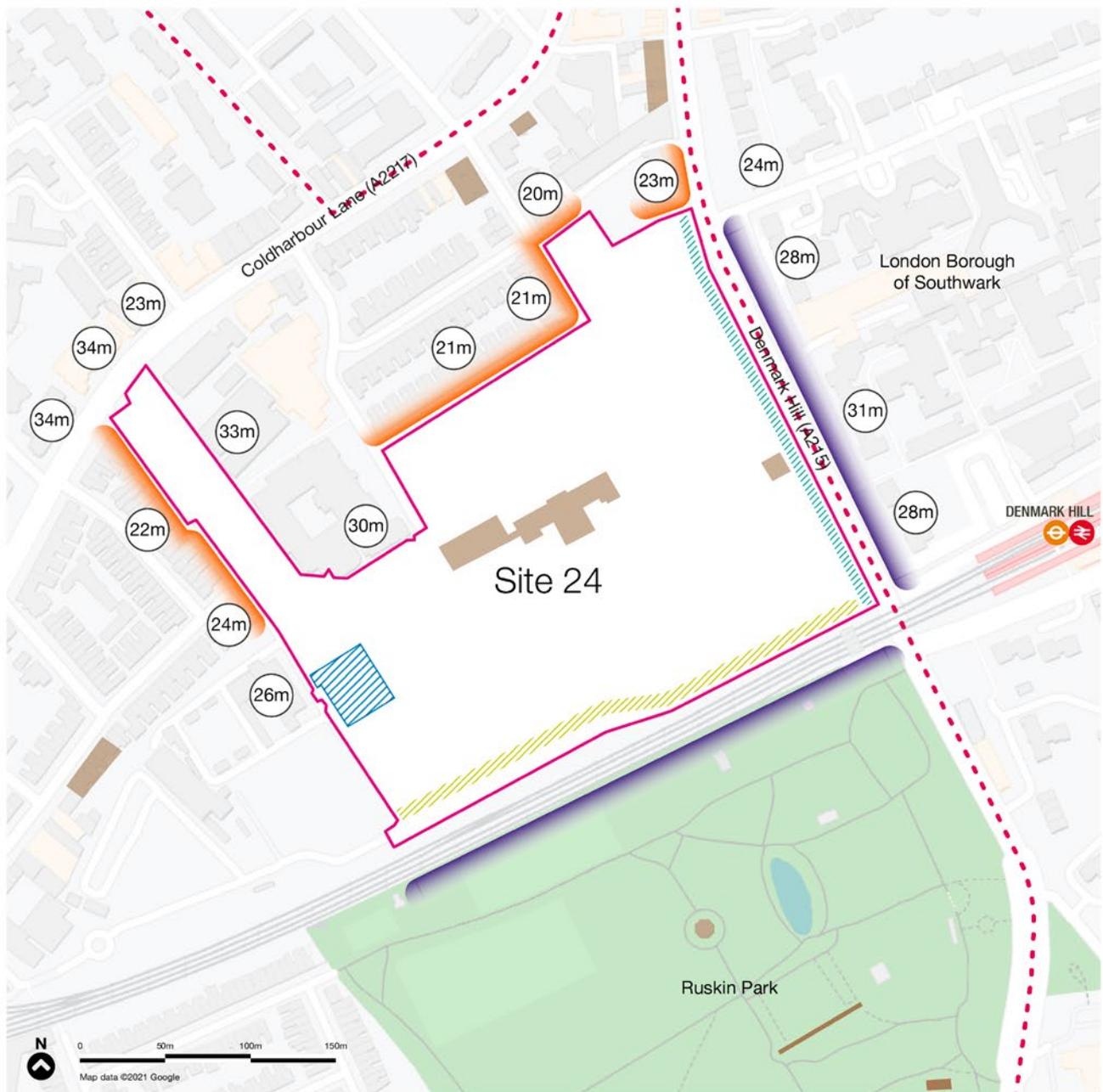
### **Vision: Proposed Site 24: King's College Hospital, Denmark Hill SE5**

The gradual reconfiguration of the hospital estate, including King's Business Park, will enable the hospital trust to optimise clinical and associated ancillary activity at its main campus and contribute to delivery of the King's Health Partners MedTech cluster. This presents an opportunity to introduce a more coherent approach to building massing and materials to improve the general character of the hospital campus and give it a stronger identity, particularly on the eastern and southern sides of the campus, where there are heritage sensitivities.

Vision for Proposed Site 24: King's College Hospital, Denmark Hill SE5

**Key**

- Site boundary
- - - Borough boundary
- Sensitive residential neighbour
- Area of heritage sensitivity
- ① Height in metres AOD of existing neighbouring building
- Locally listed building to be retained
- Safeguarded Waste Site to be retained
- Continuous building line set back 12m from railings with soft landscaping
- Opportunity for urban greening/green walls
- 🚉 Overground/National Rail Station



Site Allocation Policy	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Land uses	<p>Hospital and ancillary uses, medical services.</p> <p>Change of use from business and storage use to hospital and associated uses within King's Business Park (KIBA) will be supported to enable reconfiguration and optimisation of the hospital estate for clinical service provision and associated research and development activity.</p>
Social infrastructure	<p>The requirements of Local Plan <a href="#">Policy S2</a> in relation to new social infrastructure should be addressed.</p>
Employment and skills	<p>Development should maximise local employment opportunities and help address skills deficits in the local population. This is to be achieved through meeting the requirements of Local Plan <a href="#">Policy ED15</a>, including agreement of an Employment and Skills Plan.</p>
Digital connectivity	<p>Provision for digital connectivity infrastructure is required in accordance with Local Plan <a href="#">Policy T9</a> and London Plan <a href="#">Policy SI6</a>.</p>
Heritage assets	<p>Development should not harm the significance (including setting) of heritage assets. In particular:</p> <ul style="list-style-type: none"> <li>• Ruskin Park (Grade II registered landscape)</li> <li>• Camberwell Grove CA (Southwark)</li> <li>• 93 Denmark Hill (Grade II) (Southwark)</li> <li>• 95 Denmark Hill (Grade II) (Southwark)</li> <li>• 97 Denmark Hill (Grade II) (Southwark)</li> <li>• 99 Denmark Hill (Grade II) (Southwark)</li> <li>• 103 Denmark Hill (Grade II) (Southwark)</li> <li>• Maudsley Hospital admin block (Grade II) (Southwark)</li> <li>• Railings to Maudsley Hospital (Grade II) (Southwark)</li> <li>• 111 Denmark Hill (Grade II) (Southwark)</li> <li>• Hambledon Block, Bessemer Road (local list)</li> <li>• Statute of Robert Bentley Todd, Bessemer Road (local list)</li> <li>• Railings and gate piers to Denmark Hill (local list)</li> <li>• Guthrie Block, Denmark Hill (local list)</li> </ul>

Site Allocation Policy	Proposed Site 24: King’s College Hospital, Denmark Hill SE5
<p>Building heights and views; townscape</p>	<p>The site is not appropriate for tall building development (defined as 45m and above).</p> <p>Given the view constraints and proximity to heritage assets and neighbouring residential properties, development heights should range from approximately 17m in the west adjacent to Northlands Street, approximately 9m in the north fronting Venetian Road and rising to approximately 40m AOD along its eastern and southern boundaries.</p> <p>I. Development along Denmark Hill should present a unified height of approximately 40m – presenting a lower shoulder height of approximately 9m to Denmark Hill to step down towards the historic development across the road it in LB Southwark.</p> <p>II. Development facing onto Grade II registered Ruskin Park should comprise several blocks with clear gaps between blocks.</p> <p>Development should observe the following principles:</p> <ul style="list-style-type: none"> <li>• Irrespective of the architectural styles used, development within the campus should adopt a unified architectural palette to the hospital estate of stock brick and pale Portland Stone-like materials to reinforce a distinct ‘campus’ character. The use of a Portland stone – like material is considered most appropriate for larger buildings to lessen their perceived bulk. Brick is considered most appropriate on the northern and western boundaries where development adjoins traditional terraced housing.</li> <li>• To Denmark Hill frontage retain / reinstate a soft-landscaped belt along the retained railing frontage and establish a continuous building line set back 12m back from that railing line.</li> <li>• The campus boundary to Ruskin Park is particularly sensitive. Elevations to the park should (i) share a unified palette (ii) be recessive in character, (ii) optimise outlook for patients and (consider urban greening / living walls) in order to enhance the relationship with the Park.</li> <li>• Public entrances should be located in highly visible locations to aid legibility.</li> </ul>
<p>Transport, movement and public realm</p>	<p>Local Plan and London Plan parking standards will apply. All other Local Plan transport policies, plus Local Plan <a href="#">Policy Q1</a> on inclusive environments and <a href="#">Policy Q6</a> on urban design in the public realm should be addressed.</p> <p>Where possible development should utilise the existing road network into and within the site.</p> <p>Development should be serviced off-street and servicing impacts should be minimised through freight consolidation, and by considering sharing of servicing requirements with nearby sites.</p> <p>Generous areas of public realm should be incorporated, with widened footways where appropriate. Permeability for cyclists and pedestrians through the site should be provided for, linking into the Healthy Route Network.</p> <p>Shared surfaces will be considered where appropriate but protected pedestrian areas should be provided where vehicles are expected to be large and / or manoeuvring.</p>

Site Allocation Policy	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Community safety	<p>The building design must consider the need for any enhanced protective security measures that could increase community safety and prevent crime in light of <a href="#">Policy Q3</a> Safety, Crime Prevention and Counter Terrorism. The applicant must consider the perceived threat and vulnerability of a development based on its location and whether the site includes any crowded places or Publicly Accessible Locations (PALs). The applicant must liaise with Metropolitan Police Service (MPS) Counter Terrorism Security Advisers (CTSAs) early in the planning process to determine whether enhanced security measures are required. Design principles set out in <a href="#">Secured by Design</a> should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.</p>
On-site residential amenity	<p>Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.</p>
Neighbour relationships	<p>Where possible, the scheme should improve the relationship with existing neighbours. The scheme should be designed to minimise impacts on the existing and future neighbours adjacent to the site in particular Northlands Street and Venetian Road, including overlooking, loss of daylight, overshadowing and noise pollution.</p>
Flood risk mitigation	<p>Development must comply with Local Plan <a href="#">Policy EN5</a>.</p> <p>Site-specific Flood Risk Assessment (FRA) and Drainage Strategy that demonstrates conformity with national and local standards and policies for sustainable surface water management will be required to support any planning application.</p> <p>The low-risk surface water ponding should be acknowledged and assessed within the site-specific FRA and should be resolved by a sustainable surface water management system such as Sustainable Drainage Systems (SuDS) that also provides multiple environmental benefits.</p> <p>SuDS will be required as per the requirements of Local Plan <a href="#">Policy EN6</a>. The discharge rate should be restricted as close as reasonably practicable to the greenfield rate. The use of blue or green roofs, and blue/green infrastructure in open spaces are ideal for this location to achieve this and should be considered.</p> <p>The approximate greenfield runoff rate is <math>Q_{Bar}=25l/s</math>.</p>
Energy and sustainability	<p>Development should be exemplary in meeting the net zero carbon requirements of London Plan <a href="#">Policy SI2</a> as well as Local Plan <a href="#">Policy EN3</a> and <a href="#">Policy EN4</a>. Every effort should be made to maximise the contribution towards achieving net zero emissions on site rather than through off-setting. London Plan policy and guidance on Whole Life-Cycle Carbon Assessments should be followed.</p>
Waste management	<p>The existing safeguarded clinical waste transfer facility may be relocated on-site with potential for an increase in capacity of waste management operations.</p> <p>Waste management and refuse and recycling storage are required to comply with Local Plan <a href="#">Policy EN7</a> and <a href="#">Policy Q12</a>. Refuse and recycling storage and servicing must be accommodated on site.</p>

Site Allocation Policy	Proposed Site 24: King's College Hospital, Denmark Hill SE5
Air quality	Air quality should be addressed in accordance with London Plan <a href="#">Policy SI1</a> and Lambeth's <a href="#">Air Quality Action Plan</a> .
Access to open space and nature conservation	Development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan <a href="#">Policy EN1(d)</a> .
Urban greening and trees	<p>The Urban Greening Factor (UGF) target score is 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.</p> <p>Urban greening should be provided across the site but specifically focused along the southern boundary of the site to provide biodiversity benefits and improve the cohesiveness with Ruskin Park.</p>

# Annex 1: **Relationship with site allocations in Lambeth Local Plan 2021**

**Annex 1: Relationship with site allocations in Lambeth Local Plan 2021**

Site allocations in this document are shown in **bold**.

<b>Place and Neighbourhood policy in Lambeth Local Plan 2021</b>	<b>Site number in Lambeth Local Plan 2021</b>	<b>Site number in SADPD</b>	<b>Site</b>	<b>Status</b>
<b>PN1 – Waterloo and South Bank</b>	Site 1	<b>Site 1</b>	<b>Royal Street</b>	New allocation – will supersede existing
<b>PN1</b>	n/a	<b>Site 2</b>	<b>St Thomas’ Hospital</b>	New allocation
PN1	Site 5	n/a	Elizabeth House	Existing allocation – no change
PN1	Site 6	n/a	Shell Centre	Existing allocation – no change
<b>PN1</b>	n/a	<b>Site 8</b>	<b>Stamford Street</b>	New allocation
<b>PN1</b>	Site 9	<b>Site 9</b>	<b>Gabriel’s / Princes Wharves</b>	New allocation – will supersede existing
PN2 – Vauxhall	Site 10	n/a	8 Albert Embankment	Existing allocation – no change
PN2	Site 11	n/a	Keybridge House	Existing allocation – no change
PN2	Site 12	n/a	Wandsworth Road / Parry Street / Bondway	Existing allocation – no change
PN2	Site 13	n/a	Vauxhall Island Site	Existing allocation – no change
PN3 – Brixton	Site 4	n/a	New Park Road	Existing allocation – no change
PN3	Site 14	n/a	Somerleyton Road	Existing allocation – no change
PN3	Site 15	n/a	Pope’s Road	Existing allocation – no change
PN3	Site 16	n/a	Brixton Central	Existing allocation – no change
<b>PN3</b>	n/a	<b>Site 17</b>	<b>330–336 Brixton Road</b>	New allocation
<b>PN3</b>	n/a	<b>Site 20</b>	<b>Tesco Acre Lane</b>	New allocation
<b>PN3</b>	n/a	<b>Site 21</b>	<b>Effra Road</b>	New allocation
<b>PN4 – Streatham</b>	n/a	<b>Site 3</b>	<b>Leigham Court Road</b>	New allocation
<b>PN7 – West Norwood / Tulse Hill</b>	Site 18	<b>Site 18</b>	<b>286–362 Norwood Road</b>	New allocation – will supersede existing
<b>PN7</b>	n/a	<b>Site 19</b>	<b>Knolly’s Yard</b>	New allocation
<b>PN8 – Kennington / Oval</b>	n/a	<b>Site 7</b>	<b>Kennington Lane</b>	New allocation
<b>PN10 – Loughborough Junction</b>	n/a	<b>Site 22</b>	<b>Hardess Yard</b>	New allocation
<b>PN10</b>	n/a	<b>Site 23</b>	<b>Coldharbour Lane</b>	New allocation
<b>PN10</b>	n/a	<b>Site 24</b>	<b>King’s College Hospital</b>	New allocation

Existing site allocations in the Lambeth Local Plan will remain in force unless and until they are superseded by new site allocations once the SADPD is adopted. Where an existing site allocation remains unchanged it keeps its existing number in this SADPD.

Some former site allocations (Sites 2, 3, 7, 8 and 17) have been deleted and no longer appear in the current version of the Lambeth Local Plan adopted in September 2021. These numbers have been re-used in this SADPD for new site allocations on different sites. For the avoidance of doubt, if a number has been re-used it does not indicate that a former site allocation has been reinstated.

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