

Draft Lambeth Site Allocations DPD

SA3 - 35-37 and Car Park Leigham Court Road SW16

Evidence



January 2022

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1. INTRODUCTION

- 1.1 This evidence demonstrates the approach taken to understanding the design-led optimisation of the site to inform the content of the draft site allocation policy for this site.
- 1.2 This evidence is in several parts. Part 2 contains an assessment of the site and its context and analysis of the opportunities and constraints these present. That assessment has informed the key design principles for approaching development on the site as set out in Part 3. The detailed analysis has allowed an indicative approach to massing and height to be developed which is set out in Part 4. The indicative approach has been tested to ensure it meets the key design principles and this testing is explained in Part 5. Part 6 concludes the evidence with the identification of key design considerations to be included within the SADPD Policy itself.
- 1.3 The indicative approach included in this evidence is one way to achieve design-led optimisation of the site, assuming it is comprehensively redeveloped. The indicative approach is for testing purposes only and does not have the status of planning policy or guidance. It is not intended to be prescriptive. Applicants and their architects are expected to develop their own approaches to optimisation of capacity within the context of the parameters, constraints and opportunities set out in the site allocation policy.
- 1.4 The indicative approach massing, in combination with land use analysis, has informed the approximate land use quantum included within the draft site allocation policy. As the indicative approach does not include detailed floor plan designs, a number of standard assumptions have been used to approximate the potential number of residential units, including London Plan space internal standards, London Plan and Local Plan external amenity space standards, Local Plan requirements for dual aspect residential units, Local Plan policy for dwelling size mix, and best practice separation distances for that context. For this reason, the indicative quantum included in the draft allocation are approximate and should not be read as absolute minima or maxima. Applicants and their architects may be able to demonstrate a different figure based on alternative design solutions to the site. Detailed planning assessment of design proposals at pre-application and planning application stage may also result in a variation on the indicative figures included in the draft site allocation policy.
- 1.5 Building height definitions can be found in Local Plan Policy Q26 . As storey heights vary according to the building use, they are not an accurate means to gauge height. For that reason, building heights are expressed in metres rather than storeys. Additionally, above Ordnance Datum (AOD) height is used to aid understanding of site and context topography in those circumstances where the topography is varied.
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2. SITE APPRAISAL / ANALYSIS

Site Overview

2.1. Site address:

35-37 and Car Park Leigham Court Road SW16

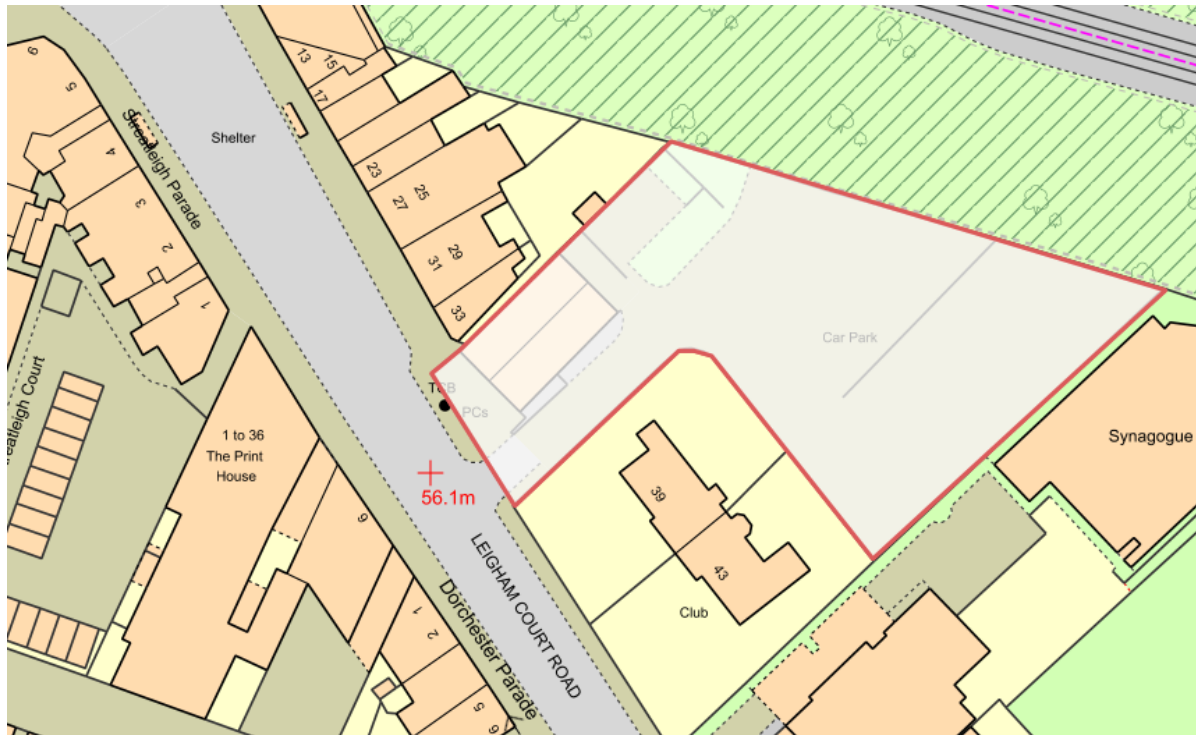


Figure 1 site boundary map

Site and Context Photographs



Figure 2 – Site aerial photograph



Figure 3 – Former public conveniences as viewed from Leigham Court Road.

Site Character and Brief History

- 2.2 The site is at the edge of the Streatham High Road local centre at the point where retail uses cease and residential uses begin. It was first developed in the 19th Century with a large house in a generous garden. The site was cleared in the mid 20th Century and subsequently became a car park and public toilet block serving the local centre.
- 2.3 The public conveniences and car park have both been closed for several years. The brick-built toilet block is a single storey structure fronting a generous piece of public realm to Leigham Court Road frontage. There is also a large tree at the entrance to the site on the boundary with no. 39 Leigham Court Road.

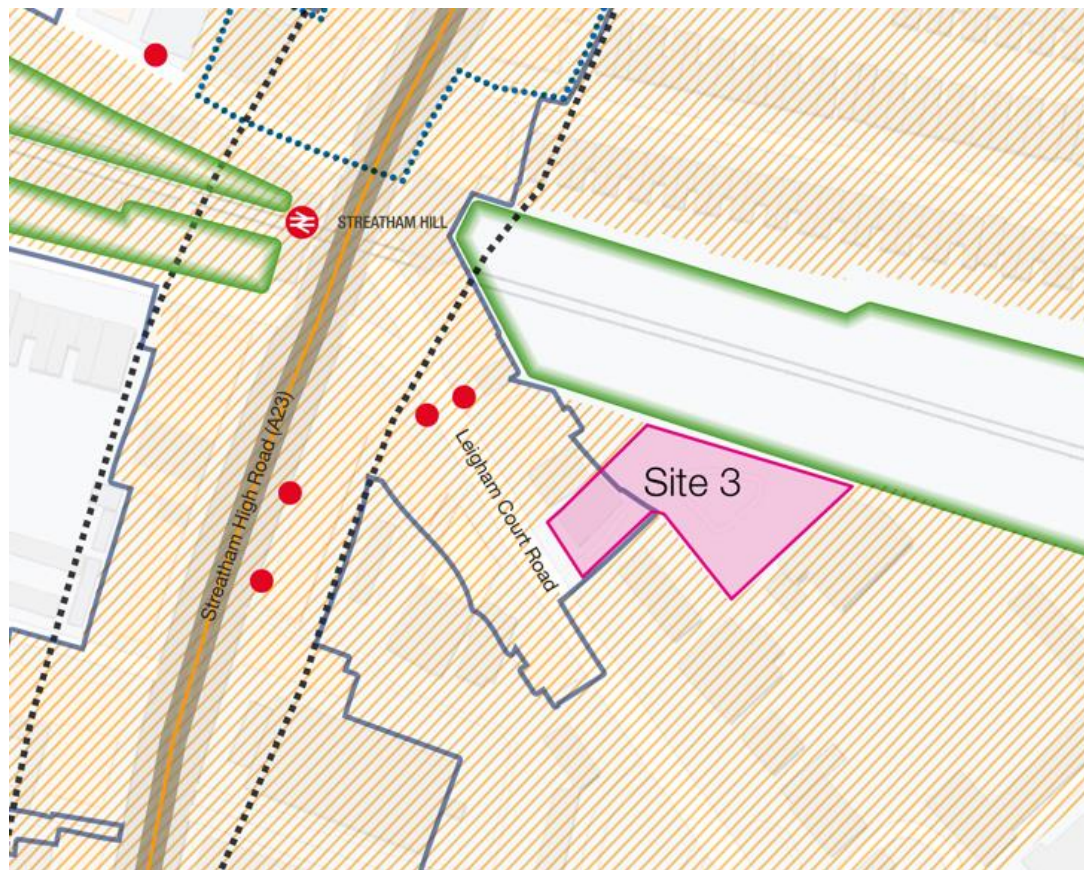
Historical Maps



Figure 4 - 1894 OS Map – At this time this part of Streatham was a commuter suburb served by Streatham Hill Station (top left corner of map).



Figure 5 - 1951 OS Map –The site has been cleared and the existing shopping parade to its north is in place. The boundary between the site and no. 39 is partially missing. The rear parts of the rear gardens of nos.39 and 41 Leigham Court Road were subsequently absorbed into the car park.



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 | | |

Figure 6 – Site context map

Site Context

2.4 To the immediate north of the site is a two-storey building containing three retail units with apartments over. There is one flank window overlooking the site. To the east of the site is a railway cutting containing many mature trees and designated as a SINC. To the southeast corner of the site are nos. 39 and 41 Leigham Court Road. No. 39 presents flank windows onto the site and both properties have large garden trees overhanging the site. The southern side of the site adjoins Streatham Synagogue which occupies the rear part of the plot at no. 43 Leigham Court Road.

Local Character

- 2.5 Streatham High Road has a lively urban character with busy pavements. It has a thriving retail / leisure focus with independent businesses and well-known chains and low vacancy rates.
- 2.6 It is a Roman Road and today, as the A23 road, Streatham High Road remains a major arterial road connecting Croydon to Central London via Norbury, Streatham and Brixton. The perceived dominance of vehicular traffic in the town centre section has been reduced by public realm improvements such as wider pavements and tree planting in central median / reservation.
- 2.7 The architectural character of the area is defined by Victorian, Edwardian buildings and early to mid-20th Century town centre developments including a former cinema and large blocks of flats with retail units to the street. This character continues along Leigham Court Road from the north.
- 2.8 However, immediately south of the site the historic Victorian residential character of Leigham Court Road largely survives. The character is leafy and residential with mostly housing dating from the 19th Century and flats from the 20th Century

Building Heights

- 2.9 To the north of the site, on the east side of Leigham Court Road, a retail parade follows the street edge. Those partly suspended over the railway bridge are single storey with the nearest the site rising to two storeys. Opposite the site are early to mid-20th century residential buildings of 4, 5 and 6 storeys.
- 2.10 To the south of the site the Victorian housing is normally three storeys (two storeys plus semi basements and attics and 10 to 11m in height). Some of the houses have been replaced with larger, 4 to 5 storey (12 to 16m) residential blocks.
- 2.11 In this context the site's open nature and single storey public convenience structure are something of an anomaly.

Uses

- 2.12 Town centre uses to the west and north of the site. Residential use to the south.

Heritage Assets

Designated Heritage Assets

- 2.13 The site is bounded by the Streatham High Road and Streatham Hill Conservation Area (SHRSHCA) to the north and west and the Leigham Court Road North Conservation Area (LCRNCA) to the southeast.
- 2.14 The SHRSHCA is an extensive linear conservation area covering much of the length of those two roads. The part of the Conservation Area that is immediately opposite the site is characterised by large, good quality inter-war and other 20th Century buildings with retail uses at ground floor. To the north are retail uses in mostly single storey units. The SHRSHCA

does not have an up-to-date character appraisal. However, the Conservation Area Statement of 2003 does contain building descriptions:

‘Streatham Court [west side of Leigham Court Rd at corner with Streatham High Rd]

The architectural firm of Harrington’s designed this purpose built residential apartment block with shops at street level. Dating from circa 1937 the six-storey front of this large building has unusual brickwork. Small full height canted bay windows and bricks laid at an angle create vertical striped patterns to animate the facade. In addition, there is a steep mansard roof of red pantiles with dormer windows. Above the main entrance to the block, on the prow of the building, there is a single curved “eyebrow” style balcony on each floor. The original windows are metal casement type and the builders were The Rogers Construction Co. Ltd.

South London Press Building [on west side of Leigham Court Rd opposite the site]

This fine brick building of five storeys was constructed in 1935 and opened in 1939. A later extension was constructed in 1963. The composition includes a powerful vertical centrepiece, created by a full height staircase. The staircase is emphasised on the front by an integrated brick tower, which dissects the strongly horizontal façade and protrudes above the roofline. The glazing bars of the original metal windows together with the stringcourses all contributed to the horizontal design. Unfortunately, inappropriate uPVC windows were installed in 2001. The ground floor has black glazed tile work.

Dorchester Court & Dorchester Parade [on west wide of Leigham Court Rd opposite the site]

Dorchester Court is a residential scheme laid out in 1935 and designed by H.W. Binns L.R.I.B.A. for the Great Britain Property and Investment Co. Ltd. The ground and first floor are of red brick with the second floor rendered and painted white below a fine green glazed pantile roof. Each block has a pair of full height bay windows and many of the flats still have the original metal casement windows. Dorchester Parade was also designed by Binns for the same developer and dates from a year later. The façade has distinctive Mock Tudor half timbering on the first floor.’

- 2.15 To the southeast of the site the LCRNCA has an up-to-date character appraisal dating from 2016. On page 6 it states that the area:

‘has a strongly suburban, residential character expressed by mid 19th -century villas widely spaced in ample grounds with plenty of greenery. Together their wide plots, architectural character are an example of the Streatham’s early suburban development when it was still otherwise a rural area’

- 2.16 The contrast in scale between the adjoining conservation areas is notable as development steps down from six to three storeys (c18m to c10m). The residential LCRNCA is much greener than the SHRSOCA.
- 2.17 Development on the site will have to respect the settings of both conservation areas.
- 2.18 The Leigham Court Estate Conservation Area is situated across the railway cutting to the north. It is characterised by high-quality Edwardian terraced housing.

Non-designated Heritage Assets

- 2.19 A little to the southeast of the site no. 49 Leigham Court Road is a locally listed building described on Lambeth's Local heritage List as:

“Detached house in polychrome brickwork with central Gothic turret and porch which is connected by arches to flanking canted bays. Built 1866. Later wings of same materials and complementary design.”

- 2.20 Development on the allocation site is unlikely to have any impact on this or other nearby listed buildings.

Designated Views

- 2.21 There are no strategic or locally designated views affecting the site.

Routes, Access, Servicing, and Public Realm

- 2.22 The only point of vehicular and pedestrian access to the site is from Leigham Court Road. The public realm and footway around the site are generous because of the building line of the public convenience which has been angled to aid sight lines for vehicles leaving the car park.

Trees

- 2.23 No Tree Preservation Orders located on or adjacent to the site. Mature trees adjoin the site on three sides.

Planning and Emerging Context

- 2.24 Policy PN4 'Streatham' of the Lambeth Local Plan contains the neighbourhood policies. Planning permission has been granted for the demolition and redevelopment of Dorchester Parade which is the mock-Tudor building opposite the site. The replacement building is five storeys. (application ref. 21/001583/FUL).

Site Constraints and Opportunities

2.25 This constraints and opportunities are outlined below

Constraints

Built Heritage

Character of Streatham High Road /Streatham Hill CA

Setting of the Leigham Court Road (N) CA

Site Adjacencies

Trees adjoining the site perimeter

Sensitive residential neighbours

Built Environment

Public Realm

Vehicle sightlines from site to be maintained.

Opportunities

Optimisation of under used site

Improved activation to Leigham Court Road

Generous public realm.

3. Design Approach

Key Principles

3.1 In seeking to achieve a design-led optimisation of the site, site -specific design drivers include:

A Respect Heritage Assets

- Cause no harm to the setting of the Leigham Court Estate CA
- Cause no harm to the setting of the Leigham Court Road (N) Conservation Area
- Cause no harm to the setting of the Streatham High Road / Streatham Hill Conservation Area

B Respect established building line of the adjoining shopping parade

C Transport / Access

- All servicing and access from Leigham Court Road
- The pedestrian and vehicular access route into the site should be a publicly accessible.

D Trees

Respect the root protection zones of trees and allow space for construction access, future growth, and amenity

F Amenity (outlook, privacy etc.)

- Cause no unacceptable impacts on amenity of adjoining residents at nos. 33a, 39 and 41 Leigham Court Road
- Ensure future occupiers have acceptable amenity

G Provide an active frontage use at ground floor to Leigham Court Road

H Future Development

- Not prevent the potential future redevelopment of the building containing nos. 29, 31, 33 and 33a Leigham Court Road

4. Indicative Approach

Indicative Approach - Overview

- 4.1 The Indicative approach layout comprises a front block facing Leigham Court Road with a ground floor active frontage on the pavement edge. The building line of this new block is splayed slightly to accommodate sightlines from the retained vehicular access. A further block is placed centrally at the rear of the site, set back from the boundaries in order to avoid harm to adjoining trees.

Indicative Approach - Site Layout and Access

- 4.2 The existing site access route is retained creating an adequate separation of around 10 – 12m between the proposal and no. 39 Leigham Court Road and allowing the tree at the site entrance to be retained. A hard stand for vehicular turning and disabled parking is provided within the site. The remaining space at ground level is given over as private amenity space to the adjoining ground floor flats with communal amenity space being provided at roof level.

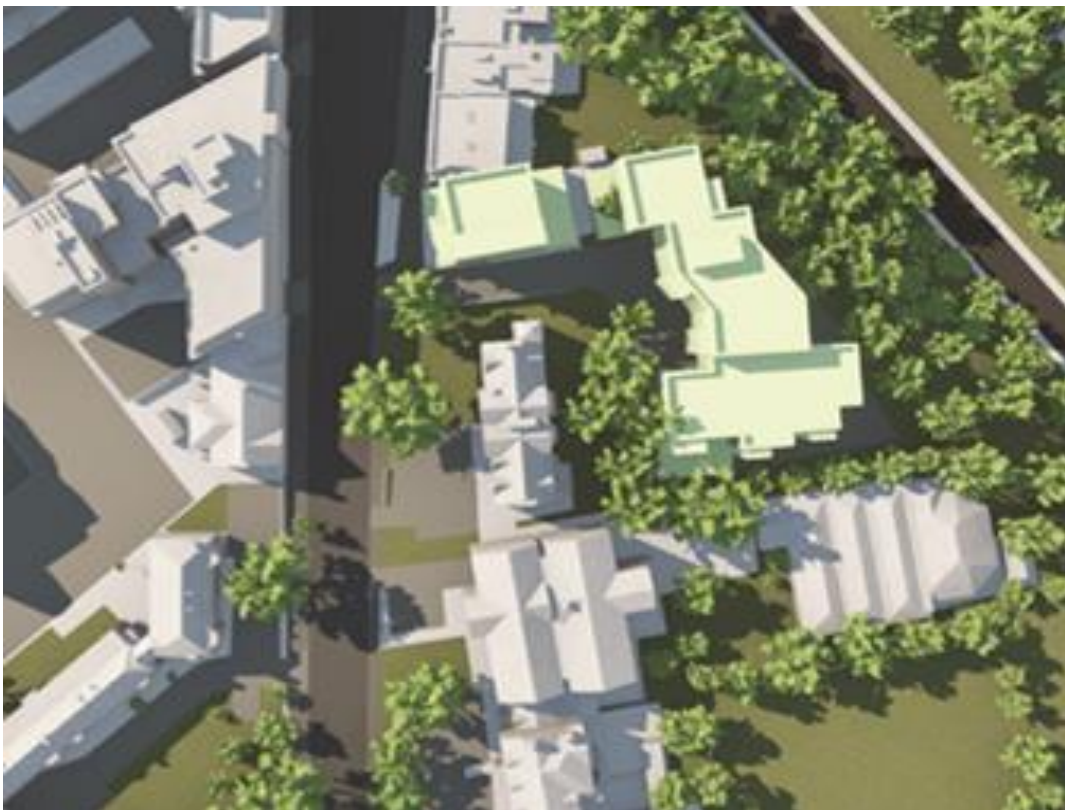


Figure 7 - The indicative approach as a 3D model placed on a digital twin version of the local context

Indicative Approach – Massing and General Building Height

- 4.3 The Leigham Court Road frontage of the indicative approach is five storeys/ 18m. This massing reflects that of the five storey inter-war buildings opposite on Leigham Court Road and is considered to address the imbalance in height that exists currently. The rear blocks are five storeys and wholly residential in use. Apartment blocks of this nature are common in the locality.



Figure 8 - The indicative approach overlaid on an aerial view of the local context

Indicative Approach – Daylight and Sunlight

- 4.4 In planning the Indicative Approach the objective has been to ensure that it is generally consistent with the established parameters for daylight and sunlight best practice for inner urban / urban locations, having regard in particular to sensitive residential neighbours (the locations of which are identified in the draft site allocation policy), and to the quality of new residential accommodation on the site. That said, any scheme that comes forward would be required to demonstrate an acceptable response to daylight and sunlight constraints and overshadowing and will be independently tested at planning application stage in accordance with the BRE's publication: 'Site layout planning for daylight and sunlight: a guide to good practice (BR209)' and relevant Mayoral policy and guidance.

5. Appraisal of the Indicative Approach

Townscape and Visual Impact Assessment (TVIA)

- 5.1 A townscape and visual impact assessment has been undertaken with three principal objectives:
- firstly, to ensure that the impact on Strategic and Local views is acceptable in relation to view composition and appreciation.
 - secondly, to ensure that the townscape effects of the development are acceptable; in this regard the starting point has been that a degree of noticeable townscape change is inevitable but it should not be discordant or unduly dominant in its context; and
 - thirdly, to ensure no harm to the significance (including setting) of heritage assets.
- 5.2 In accordance with best practice there has been no presumption that change within the setting of heritage assets is automatically harmful. Instead, the contribution of setting to the significance of the asset has been at the forefront of assessments and thus how that significance might be influenced by changes to the context.
- 5.3 This height and massing exercise has informed conclusions about whether the site is an appropriate location for a tall building(s) as defined by Policy Q26 of the Lambeth Local Plan. The indicative approach is considered to constitute the optimum level of development capacity for the site. This does not preclude other possible approaches to optimisation coming forward, in different forms, through the planning process.
- 5.4 Ten views were tested to understand the impact of the Indicative Approach on its context. The detailed analysis on each view is contained in Appendix 1 and the findings are summarised below:

| VIEW | EFFECT |
|---|---|
| TVIA IMAGE 1 – Corner of Sternhold Avenue and Streatham High Road | The flank of the indicative approach is visible rising behind the single storey shops. The additional mass of the model plays a useful role in townscape terms – bringing a welcome sense of balance and enclosure to the edge of the SHR/SHCA and framing the view into the LCR(N)CA. No harm to heritage. The effect is beneficial. |
| TVIA IMAGE 2 – Corner of Drewstead Road and Streatham High Road | The two masses of the indicative approach appear behind the shopping parade as relatively modest forms in the middle distance. They are unobtrusive. Streatleigh Court retains its townscape primacy. No heritage harm. Effect neutral. |

| | |
|---|--|
| <p>TVIA IMAGE 3 - Outside 3 Leigham Court Road</p> | <p>The flank of the indicative approach is visible rising behind the single storey shops. The additional mass of the indicative approach plays a useful role in townscape terms – bringing a welcome sense of balance and enclosure to the edge of the SHR/SHCA and framing the view into the LCR(N)CA. No harm to heritage. The effect is beneficial.</p> |
| <p>TVIA IMAGE 4 – Outside 2 – 4 Leigham Court Road</p> | <p>The indicative approach steps up from the adjoining two storey shops. The additional mass of the indicative approach plays a useful role in townscape terms – bringing a welcome sense of balance and enclosure to the edge of the SHR/SHCA and framing the view into the LCR(N)CA. No harm to heritage. The effect is beneficial.</p> |
| <p>TVIA IMAGE 5 - Leigham Court Road on southern pavement opposite no. 43</p> | <p>The indicative approach is visible beyond the Victorian house on the right (no. 39 Leigham Court Road) and partially screened by foreground tree canopy. The increase in mass here helps reinforce the conservation area boundary and the very different characters of each CA. In townscape terms too, the mass helps counter that of the interwar buildings on the left of the view. The effect is beneficial.</p> |
| <p>TVIA IMAGE 6 - Leigham Court Road (outside Dorchester Court)</p> | <p>Tree screening softens the effect. When the tree is not in leaf the indicative approach will appear as a compact form which is just a little taller than the Victorian house within the LCR(N)CA (no. 39 Leigham Court Road) . Off camera to the left are the large inter-war blocks of the SHR/SHCA. The indicative approach balances their mass and helps differentiate one CA from the other. Effect beneficial.</p> |
| <p>TVIA IMAGE 7 - Leigham Court Road (outside St Albans Close)</p> | <p>Given the distance and the presence of trees, the indicative approach is not visible when the trees are in leaf. When the trees are removed completely from the Vu city model (which will not happen in reality) the indicative approach is visible. Its bulk and mass sit comfortably in relation to the setting of the LCR(N)CA and it balances the townscape composition within the SHR/SHCA. Beneficial effect.</p> |

| | |
|--|---|
| TVIA IMAGE 8 - Streatham High Road outside 164-166 | The indicative approach is screened by foreground properties and is not visible. No effect. |
| TVIA IMAGE 9 - corner of Amesbury Avenue and Emsworth Street | The indicative approach is screened by foreground properties and is not visible. No effect. |
| TVIA IMAGE 10 - corner of Amesbury Avenue and Faygate Road | The indicative approach is screened by foreground properties and is not visible. No effect. |

Effect on Heritage Assets

- 5.5 The Indicative Approach has been assessed for its effect on the significance (including setting) of heritage assets. The has required an understanding of the significance of each asset and especially the contribution that the setting makes to that significance. The objective has been to ensure no adverse effect on significance. The conclusions are set out in the below.

| Asset and its significance | Effect |
|--|---|
| Streatham High Road / Streatham Hill Conservation Area is a town centre conservation area largely characterised by late 19 th and 20 th Century premises and apartment blocks. | Development will improve the sense of enclosure on Leigham Court Road and the massing will complement that which exists and which is approved opposite. The character and appearance of the conservation area will be beneficial to the setting in reinforcing the town centre character of the CA. See TVIA images 1, 2 and 3. |
| Leigham Court Road (N) Conservation Area is characterised by mid 19 th century suburban houses representing the area's first phase of urbanisation. | Development will help differentiate the town centre character of the setting of this conservation area from its suburban residential character. The effect on setting will be beneficial. See TVIA views 4, 5, 6 and 7. |
| The Leigham Court Estate Conservation Area is some distance to the north of the site. It is characterised by Edwardian terraced housing of very high quality. | Development will have no effect on the setting of this conservation area. See TVIA images 8, 9 and 10. |
| 49 Leigham Court Road (local heritage list) is located to the south of the site | Given the distance between the site and this building there will ne no effect on its setting. |




6.0 Conclusion

- 6.1 The indicative approach has been informed by site constraint analysis and has been tested at the level of general massing and height to ensure acceptable impacts in relation to daylight and sunlight, views, townscape, and heritage. This analysis has found the approach to successfully address the various opportunities and constraints identified. In light of this work, it is recommended that the site allocation policy includes the design points outlined in the table below.




| Topic | Recommendation |
|--------------------------|---|
| <u>Heritage</u> | <p>Development should preserve the significance (including setting) of all heritage assets. In particular:</p> <p>Preserve or enhance the setting of the Leigham Court Road (N) Conservation area, in relation to the backdrop of nos. 39 & 43 Leigham Court Road. No building behind the street frontage block should dominate these buildings when viewed from the opposite side of the street within this Conservation Area.</p> |
| <u>Design</u> | <p>Positively respond to the height of existing buildings across the road to reinforce the character of the town centre.</p> <p>Not compromise the future development of adjoining properties in particular nos. 29, 31, 33 and 33a Leigham Court Road</p> <p>Use locally distinctive materials (brick) and high quality design</p> |
| <u>Trees</u> | <p>Consider the tree constraints presented from adjoining properties.</p> |
| <u>Neighbour Amenity</u> | <p>Cause no unacceptable impacts on existing neighbours.</p> |

APPENDIX 1 – TOWNSCAPE AND VISUAL IMPACT ASSESSMENT

TVIA IMAGE 1 – Corner of Sternhold Avenue and Streatham High Road

| | |
|--|--|
| <p>View Location Map</p>  | <p>View Location narrative</p> <p>This view location is within the Streatham Hill / Streatham High Road CA. It is a spacious junction and the view is just north of Streatham Hill railway station looking SE along Leigham Court Road</p> |
| <p>Existing View</p>  | <p>VU City image</p>  |
| <p>Narrative on Existing View</p> <p>In the view the low-rise retail units on the railway bridge continue SE along Leigham Court Road. In the distance the vista along Leigham Court Road is into the Leigham Court Road (n) CA – all that is visible is tree canopy. On the right is a prominent row of inter-war blocks that are positive contributors to the SHR/SH CA.</p> | <p>Narrative on Effect of Indicative Approach</p> <p>The flank of the indicative approach is visible rising behind the single storey shops. The additional mass of the model plays a useful role in townscape terms – bringing a welcome sense of balance and enclosure to the edge of the SHR/SHCA and framing the view into the LCR(N)CA. No harm to heritage. The effect is beneficial.</p> |

TVIA IMAGE 2 – Corner of Drewstead Road and Streatham High Road

| | |
|--|--|
| <p>View Location Map</p>  | <p>View Location narrative</p> <p>This view location is within the Streatham Hill / Streatham High Road CA. The view location is at the junction to the immediate south of Streatham Hill railway station. The viewer is looking SE. The viewer is within the SHR/SHCA.</p> |
| <p>Existing View</p>  | <p>VU City image</p>  |
| <p>Narrative on Existing View</p> <p>The mass of Streathleigh Court dominates the right side of the view. The single storey shopping parade occupies the centre and left. The LCR(N)CA is not in view.</p> | <p>Narrative on Effect of Indicative Approach</p> <p>The two masses of the indicative approach appear behind the shopping parade as relatively modest forms in the middle distance. They are unobtrusive. Streathleigh Court retains its townscape primance. No heritage harm. Effect neutral.</p> |

TVIA IMAGE 3 - Outside 3 Leigham Court Road

View location map



View Location Narrative

This view location is within the Streatham Hill / Streatham High Road CA. The viewer is on Leigham Court Road looking SE.



Narrative on Existing View

In the view the low-rise retail units on the railway bridge continue SE along Leigham Court Road and frame left side of view. In the distance the vista along Leigham Court Road is into the Leigham Court Road (N) CA – all that is visible is tree canopy. On the right is a prominent row of inter-war blocks that are positive contributors to the SHR/SH CA.

Narrative on Effect of Indicative Approach

The flank of the indicative approach is visible rising behind the single storey shops. The additional mass of the indicative approach plays a useful role in townscape terms – bringing a welcome sense of balance and enclosure to the edge of the SHR/SHCA and framing the view into the LCR(N)CA. No harm to heritage. The effect is beneficial.

TVIA IMAGE 4 – Outside 2 – 4 Leigham Court Road

View Location Map



View Location narrative

The viewer is nearing the boundary of the SHR/SHCA and looking into the LCR(N)CA.

Existing View



VU City image






Narrative on Existing View

In the view the low-rise retail units step up to a two storey block which frame left side of view. Ahead along Leigham Court Road is into the Leigham Court Road (N). On the right is part of the row of inter-war blocks that are positive contributors to the SHR/SH CA.




Narrative on Effect of Indicative Approach

The indicative approach steps up from the adjoining two storey shops. The additional mass of the indicative approach plays a useful role in townscape terms – bringing a welcome sense of balance and enclosure to the edge of the SHR/SHCA and framing the view into the LCR(N)CA. No harm to heritage. The effect is beneficial.


TVIA IMAGE 5 - Leigham Court Road on southern pavement opposite no. 43

| | |
|--|---|
| <p>View Location Map</p>  | <p>View Location Narrative</p> <p>The viewer is on Leigham Court Road at the boundary of where the LCR(N)CA and the SHR/SHCA meet.</p> |
| <p>Existing Photo View</p>  | <p>VU CITY Image</p>  |
| <p>Narrative on Existing View</p> <p>The inter-war blocks of the SHR/SHCA are on the left. The view ahead is into that CA with Streatham Hill Station terminating the vista on the right the Victorian housing is within the LCR(N)CA.</p> | <p>Narrative on Effect of Indicative Approach</p> <p>The indicative approach is visible beyond the Victorian house on the right (no. 39 Leigham Court Road) and partially screened by foreground tree canopy. The increase in mass here helps reinforce the conservation area boundary and the very different characters of each CA. In townscape terms too, the mass helps counter that of the interwar buildings on the left of the view. The effect is beneficial.</p> |

TVIA IMAGE 6 - Leigham Court Road (outside Dorchester Court)

| | |
|--|--|
| <p>View Location Map</p>  | <p>View Location narrative</p> <p>The view location is just within the SHR/SHCA looking across the road. View looks northwards towards the indicative approach model.</p> |
| <p>Existing View</p>  | <p>VU City image</p>  |
| <p>Narrative on Existing View</p> <p>The Victorian property on the right is nos. 39 and 41 Leigham Court Road which is within the LCR(N)CA. The block on the left is Dorchester Court which stands within the SHR/SHCA</p> | <p>Narrative on Effect of Indicative Approach</p> <p>Tree screening softens the effect. When the tree is not in leaf the indicative approach will appear as a compact form which is just a little taller than the Victorian house within the LCR(N)CA (no. 39 Leigham Court Road) . Off camera to the left are the large inter-war blocks of the SHR/SHCA. The indicative approach balances their mass and helps differentiate one CA from the other. Effect beneficial.</p> |

TVIA IMAGE 7 - Leigham Court Road (outside St Albans Close)

| | |
|---|--|
| <p>View Location Map</p>  | <p>View Location narrative</p> <p>The viewer is within the LCR(N)CA looking NW towards the SHR/SHCA.</p> |
| <p>Existing View</p>  | <p>VU City image</p>  |
| <p>Narrative on Existing View</p> <p>The leafy, Victorian, residential character of the LCR(N)CA is apparent here. The house on the right hand side is on the local heritage list. The site is in the distance on the right hand side</p> | <p>Narrative on Effect of Indicative Approach</p> <p>Given the distance and the presence of trees, the indicative approach is not visible when the trees are in leaf. When the trees are removed completely from the Vu city model (which will not happen in reality) the indicative approach is visible. Its bulk and mass sit comfortably in relation to the setting of the LCR(N)CA and it balances the townscape composition within the SHR/SHCA. Beneficial effect.</p> |

TVIA IMAGE 8 - Streatham High Road outside 164-166

View Location Map



View Location narrative

The view location is within the SH/SHRCA looking into the Leigham Court Estate CA. The view looks S towards the site.

Existing View



VU City image




Narrative on Existing View

The imposing mansion blocks of the Leigham Court Estate CA occupy the view. In the gap the low-rise housing is also within the CA. Everything visible is considered to make a positive contribution to the CA.

Narrative on Effect of Indicative Approach

The indicative approach is screened by foreground properties and is not visible. No effect.

TVIA IMAGE 9 - corner of Amesbury Avenue and Emsworth Street

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|---|--|
| <p>View Location Map</p>  | <p>View Location narrative</p> <p>The view location is within the Leigham Court Estate Conservation Area. View looking SW towards the site.</p> |
| <p>Existing View</p>  | <p>VU City image</p>  |
| <p>Narrative on Existing View</p> <p>This conservation area is characterised by very high quality Edwardian housing of unified appearance. The terraced houses form a very strong sense of enclosure.</p> | <p>Narrative on Effect of Indicative Approach</p> <p>The indicative approach is screened by foreground properties and is not visible. No effect.</p> |

TVIA IMAGE 10 - corner of Amesbury Avenue and Faygate Road

View Location Map



View Location narrative

The view location is within the Leigham Court Estate Conservation Area. View looking WSW towards the site.

Existing View



VU City image



Narrative on Existing View

This conservation area is characterised by very high quality Edwardian housing of unified appearance. The terraced houses form a very strong sense of enclosure.

Narrative on Effect of Indicative Approach

The indicative approach is screened by foreground properties and is not visible. No effect.