Lambeth Site Allocations Development Plan Document

Adopted October 2026

A place we can all call home

Lambeth

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Section 1: **Introduction**

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The Site Allocations Development Plan Document

1.1 The Site Allocations Development Plan Document (SADPD) is 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 and the Kennington, Oval and Vauxhall Neighbourhood Plan. It is 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, Kerbside Strategy and Climate Action Plan.

1.2 The principal objective of the SADPD is to unlock investment to provide benefits to local residents through the mechanism of site-specific planning policy.

1.3 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 SADPD includes policies for thirteen sites, distributed across the borough as shown on Map 1. Of these sites, three were allocations in the Lambeth Local Plan 2021: Royal Street (Site 1); Gabriel's/Princes Wharf (Site 9) and Norwood Road (Site 18). These allocations were superseded on adoption of the SADPD. The other existing allocations within the Local Plan 2021 were unaffected by the SADPD and remain as they are in the Local Plan.

1.5 The numbering of the allocations in the 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 SADPD.

Process

1.6 Preparation of the SADPD is the same as that for the 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 SADPD Proposed Submission Version, 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.
- 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). 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 SADPD was 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 SADPD relate to the London Plan 2021.

Co-operation with other bodies

1.10 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 are formally consulted at each stage of preparation of the SADPD. Statements of Common Ground were agreed to support the examination of the SADPD.

Rationale for allocation of sites

1.11 Sites are included in this 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.

1.12 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.

1.13 The borough's ability to meet its London Plan housing target was demonstrated through the examination in 2021of 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. Through encouraging investment in the borough, they will help accelerate the provision of housing, including affordable housing, alongside commercial and community space plus key infrastructure for the benefit of local residents.

Approach

1.14 The guiding approach in developing the draft site allocation policies is design-led optimisation of development capacity, as required by London Plan Policy D3.

1.15 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 SADPD and explain how design-led optimisation of development capacity has been approached on each of the sites. The approach taken to the sites in the design evidence base documents has informed the parameters of the site allocation policies, but the heights, massing and layouts are considered to be indicative and specific design proposals will be tested on each site as development applications come forward. 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.

1.16 Heights in this document marked with 'AOD' (Above Ordnance Datum) have been measured from the national datum level, which is approximately sea level, as opposed to being measured from the local ground level. This is included on sites where the terrain slopes significantly. Those without the AOD suffix show the height relative to local ground level.

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 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 are a material consideration in planning decisions and will also apply in full to all of the sites included in this SADPD. The development of all sites should be guided by the Lambeth Design Guide SPD, which has informed the indicative approach taken to each site in the design evidence base and the design parameters of each site allocation. 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 Lambeth's Climate Action Plan includes the case for action, a vision for a net zero and climate resilient borough, and 20 goals across five themes of climate action. The SADPD sets out principles for the sustainable development of sites. Applicants should be mindful of the Climate Action Plan when designing development proposals.

1.20 Mayoral Supplementary Planning Guidance and Lambeth Supplementary Planning Documents are a material consideration in planning decisions and will also apply in full to all of the sites included in this SADPD. The development of all sites should be guided by the Lambeth Design Guide SPD, which has informed the indicative approach taken to each site in the design evidence base and the design parameters of each site allocation.

Format of the site allocations

1.21 The site allocations in this 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

1.22 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 was published for comment alongside the draft plan. The sustainability appraisal of the SADPD was examined alongside the SADPD itself.

Strategic and local policies

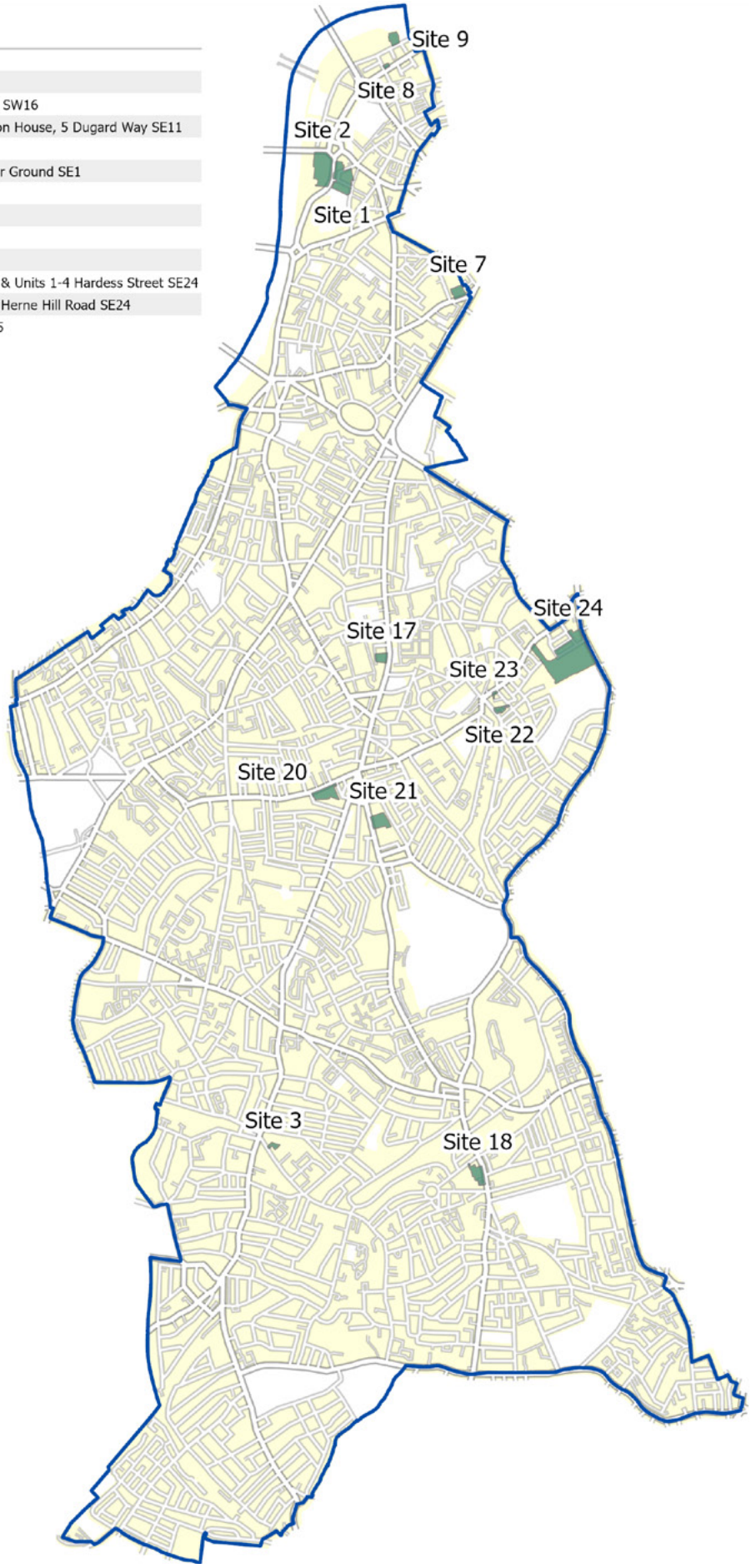
1.23 The NPPF requires local development documents to identify which policies are 'strategic' and which are 'local', to assist groups preparing neighbourhood development plans. All the policies in this SADPD are strategic because they contribute to achieving London Plan and Local Plan strategic objectives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

Monitoring

1.24 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: 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	300-346 Norwood Road SE27
SA20	Tesco, 13 Acre Lane SW2
SA21	51-57 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



LBL borough boundary

Site Allocations

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Section 2:
Waterloo and South Bank Site Allocations

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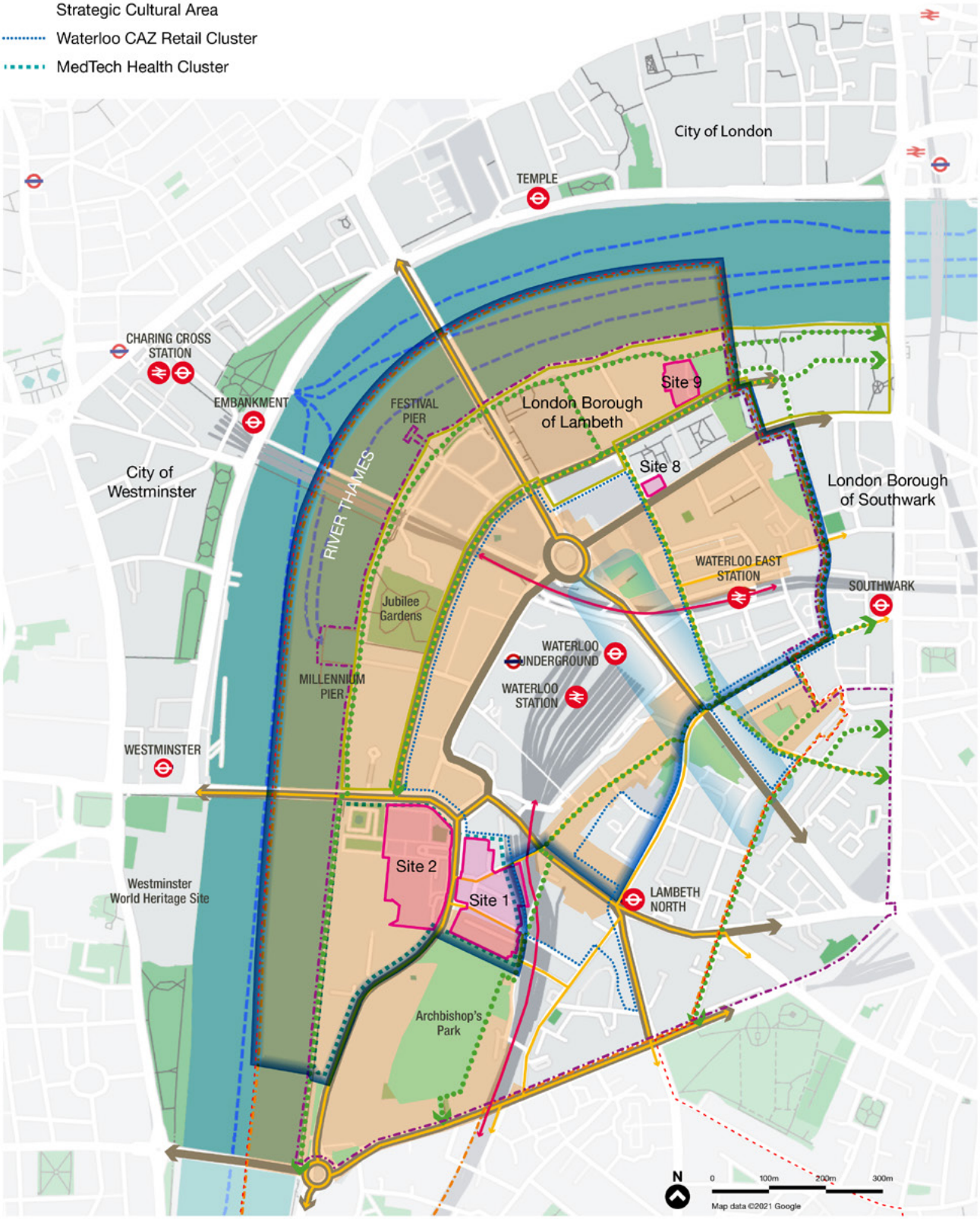
Waterloo and South Bank Site Allocations

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
- Air Quality Focus Area
- Conservation Area
- Open Space
- Key Road
- Healthy Route
- Low Line
- Greenway
- National Rail Station
- Underground Station



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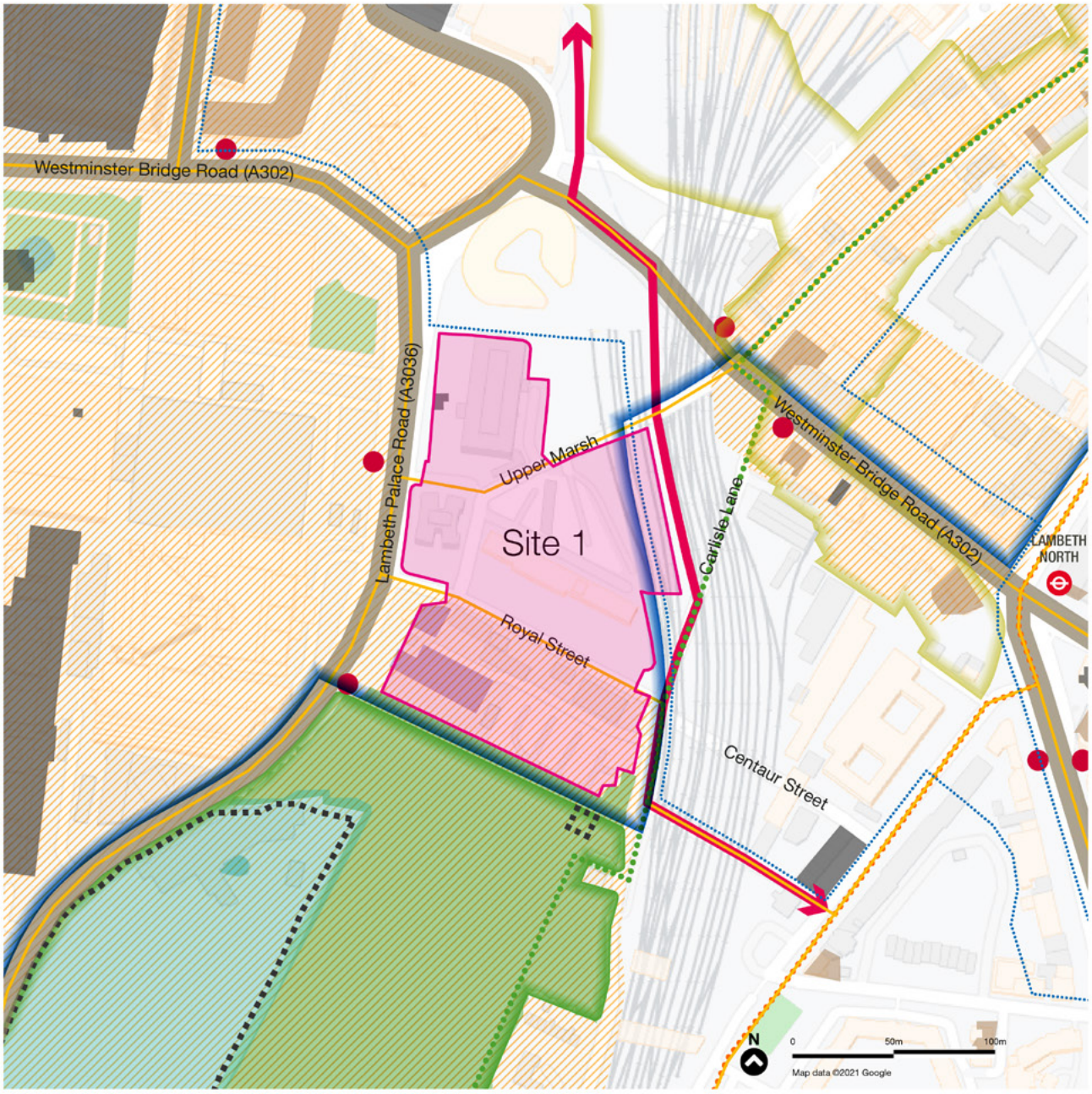
Site 1: Royal Street SE1

Key

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



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Context	Site 1: Royal Street SE1
Site address and postcode	Royal Street SE1
Ward	Waterloo & South Bank
Site area	2.32 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	North of Royal Street • Canterbury House – residential (77 self-contained market units) and offices (336 sqm GEA) • Stangate House – residential (52 self-contained market units) • Becket House – offices (18,885 sqm GEA) Railway Arches • Commercial car park and car hire South of Royal Street • Temporary 'meanwhile' uses, including: – Community City Farm – 'Old Paradise Yard' small business start-up and cultural space • Carlisle Lane car park (used by St Thomas' hospital)
Local Plan Place and Neighbourhood policy	PN1: Waterloo and South Bank
London Plan and Local Plan designations	The site lies within: • London Plan Central Activities Zone: within the CAZ health cluster; the railway arches only fall within the Waterloo CAZ retail cluster • Waterloo Opportunity Area • Thames Policy Area
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017–2032
Community Infrastructure Levy charging zones	• Lambeth CIL Zone A • MCIL2 Band 2

Context	Site 1: Royal Street SE1
Heritage assets	Within: • Archaeological Priority Area 2 – North Lambeth (Lambeth Waterfront) • Approaches and wider setting of the Westminster World Heritage Site Partly within: • Immediate setting of the Westminster World Heritage Site • Lambeth Palace Conservation Area Within the site: • 'South of the River' sculpture (Grade II) • The former School on Carlisle Lane and former Institute at no. 10 Royal Street are positive contributors to the Lambeth Palace Conservation Area Near the site: • Westminster World Heritage Site • Albert Embankment Conservation Area • Lambeth Palace Gardens (registered landscape) • Archbishop's Park (local list space) • County Hall (Grade II*) • County Hall South Block (local list) • South Wing at St Thomas' Hospital (Grade II) • Lower Marsh Conservation Area
Views	Strategic views: • Strategic view 4A.2 – Primrose Hill • Strategic view 17A – Hungerford Bridge Upstream • Strategic view 18A – Westminster Bridge • Strategic view 19A – Lambeth Bridge • Strategic view 20A – River Prospect Victoria Embankment to The County Hall • Strategic view 23A – Serpentine Bridge • Strategic View 27B – N side Parliament Square to Palace of Westminster (protected silhouette) Local views (Policy Q25): • (c) (i) Brockwell Park to the city • (c) (ii) Norwood Park to City • (d) (viii) Lambeth Palace Terrace to Victoria Tower • (d) (ix) Lambeth Palace Gardens • (d) (x) Kennington Lane/Courtenay Street to Elizabeth Tower • (d) (xi) St Thomas' Hospital Garden to Palace of Westminster • (d) (xv) Victoria Tower Gardens/Members Terrace, Houses of Parliament to Lambeth Palace

Context	Site 1: Royal Street SE1
Transport and access	• PTAL 6b • Lambeth Palace Road is part of the TfL Road Network (TLRN) • Kennington Road/Westminster Bridge Road (east of the Royal Street site) – London Distributor Roads • Royal Street is an existing Healthy Route, connecting to Hercules Road Quietway • Lambeth Palace Road is a Partnership Healthy Route • Walking distance to Waterloo Station, Waterloo East Station and Lambeth North Underground Station. • Close to several bus routes along Lambeth Palace Road • Within the Waterloo Controlled Parking Zone Potential projects in surrounding area: • Low Line pedestrian and cycle link along railway arches past Urbanest student accommodation, linking to Waterloo and on to Southwark
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area
Flood risk	Wholly within the EA's Flood Zone 3 and 2100 Thames Tidal Breach Scenario. 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.
Access to open space and nature conservation	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. 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. The site is within an area that is deficient in access to nature.
Trees	Tree Preservation Order no. 452 lies to the immediate south of the site, within Archbishop's Park. The trees protected include 12 London Plane (Acer plantanus) and two Lime (Tilia Spp). There is also a significant London Plane tree standing on the lawn of Canterbury House, within the site.

Context	Site 1: Royal Street SE1
Community safety	Recorded crimes in Waterloo and South Bank ward May 2021 – April 2023: 8,167 Most common offences during this period: • Theft: 3,547 • Violence against the person: 1,670 • Robbery: 649 • Drug offences: 493 Recorded crimes in Waterloo and South Bank ward April 2023: 391 Most common offences during this period: • Theft: 208 • Violence against the person: 69 • Robbery: 51 • Public order offences: 15
Description of current site character	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. 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. Stangate House and Canterbury House are two 1950s residential blocks. Becket House on Lambeth Palace Road is a 1970s office with front lawn.
Neighbour context	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. To the south is Archbishop's Park and a significant line of mature trees along its perimeter. To the west is Lambeth Palace Road and the St Thomas' Hospital campus, and beyond that the River Thames.

Context	Site 1: Royal Street SE1
Relevant planning history	**Canterbury House** 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. **Land to the south of Royal Street** 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. **Land North And South Of Royal Street** 05/01168/FUL - The demolition of the existing buildings and the erection of eight new buildings ranging in height from 20 to 5 storeys (generally reducing towards the park) to provide 641 residential units including (231 units - 407 bed spaces for key workers), a health facility (3,142 sqm.) including a patients hotel, a nursery for NHS staff (766 sqm.), accommodation for the families of sick children (1,780 sqm.), ground floor retail and cafe uses (205 sqm.), 209 off-street parking spaces, and associated landscaping, service and highway works. Granted 09/10/2007. **Royal Street Site, South Bank London SE1 7LW** 22/01206/EIAFUL - Demolition of the majority of existing buildings on Plots A, B, C & D including Canterbury House, Stangate House, 10 Royal Street and 20 Carlisle Lane; part retention of existing buildings on Plot E and change of use and refurbishment of the railway arches (Plot F); comprehensive phased redevelopment of the site to provide a mixed use development of buildings 12-16 storeys in height containing commercial floorspace (including lab enabled floorspace), residential, and flexible, retail, community and office floorspace; enhanced public realm and pedestrian routes; re-location of listed sculpture. Granted 20/12/2023.

Vision: Site 1: Royal Street SE1

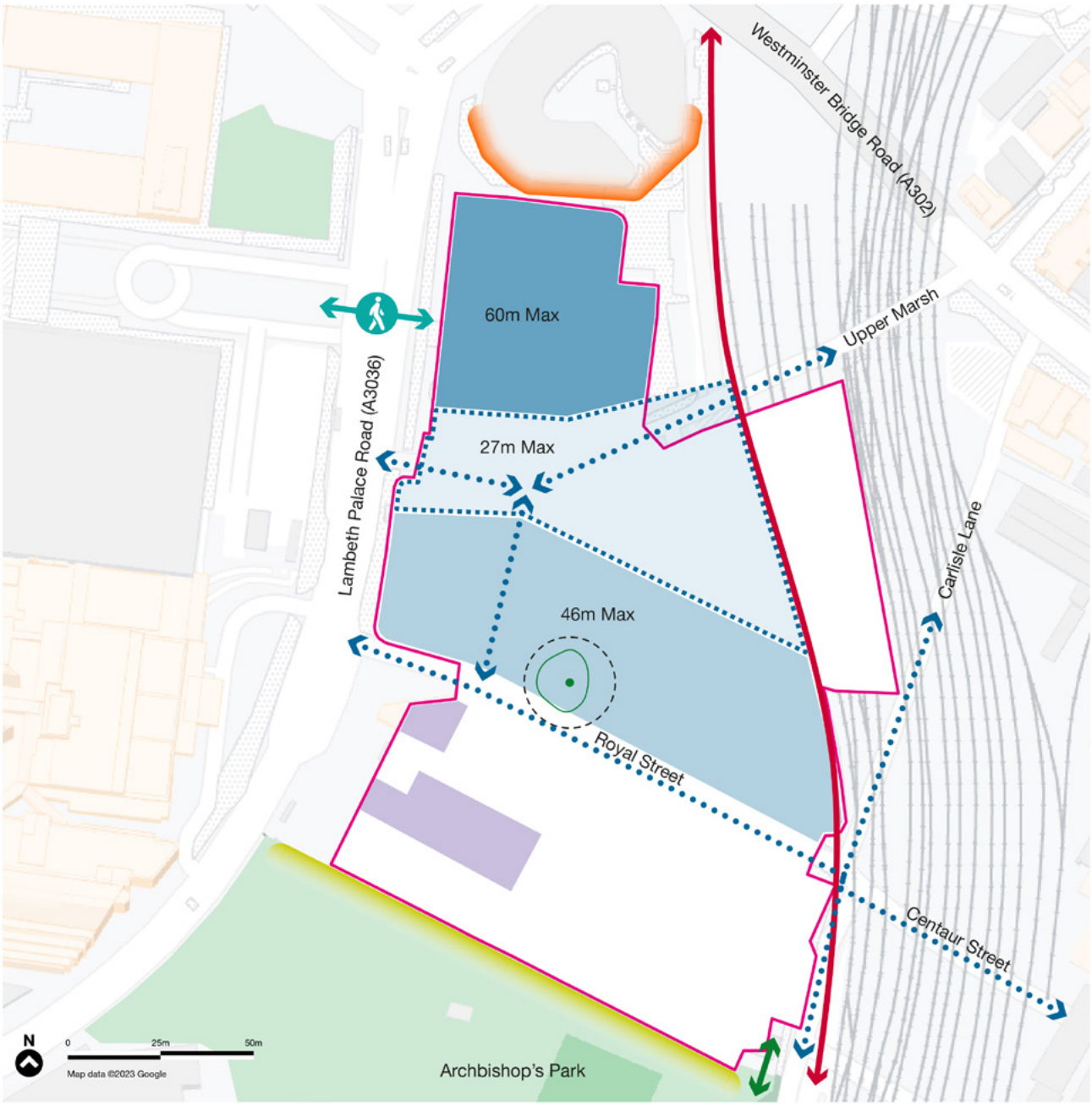
This key site provides a significant opportunity to contribute to the growth of the Waterloo SC1 cluster, linked to local hospitals and universities and supporting population health and well-being, life-sciences (including MedTech) and complementary sectors such as artificial intelligence; the growing 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: sustains and enhances the Outstanding Universal Value of the Westminster World Heritage Site, including any contribution made by its setting, and the significance of other designated heritage assets; 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 Site 1: Royal Street

Key

- Site Boundary
- Through routes to be retained
- Indicative location for potential/enhanced pedestrian connection
- Enhanced park entrance
- Low Line
- Sensitive residential neighbour
- Sensitive relationship to existing trees
- Positive contributor to Conservation Area
- Tree of value to be retained



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Site Allocation Policy	Site 1: Royal Street SE1
Land uses	Development should support the delivery of the Waterloo SC1 cluster and include no fewer than 129 self-contained residential units, to replace the existing quantum of homes on the site. In addition, the site should accommodate: • 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; the quantum of new office floorspace should be equivalent to or greater than the existing quantum of office floorspace on the site • flexible spaces at ground floor level to activate frontages, providing a range of unit sizes and types • cultural facilities and community spaces to contribute to the evolution of the South Bank and Waterloo cultural cluster. 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.
Affordable housing and affordable workspace	The affordable housing threshold is 35 per cent. 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 Policy ED2). 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. 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.
Social infrastructure	Development should reflect the requirements of Local Plan Policy S1 which safeguards existing social infrastructure. The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan. 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.

Site Allocation Policy	Site 1: Royal Street SE1
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should have regard to the significance (including setting) of heritage assets. In particular: • Preserve or enhance elements of the Outstanding Universal Value, authenticity and integrity of the Westminster World Heritage Site, especially in relation to strategic view 27B of the London Plan, which protects the silhouette of the Palace of Westminster • Preserve elements of the setting of the Albert Embankment Conservation Area and the South Bank Conservation Area that make a positive contribution to the asset or which better reveal its significance by: – Having a height and massing which is not distracting or visually discordant in the cityscape – Ensuring the architectural forms are calm and recessive – Using a palette of materials which closely mimics the appearance of Portland stone in views from across the river. • Preserve or enhance the character or appearance of the Lambeth Palace Conservation Area by: – Retaining former School, Carlisle Lane – Retaining former Institute at no. 10 Royal Street – 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. • Preserve elements of the setting of the Lower Marsh Conservation Area that make a positive contribution to the asset or which better reveal its significance by: – Ensuring building heights are not unduly dominant – Ensuring an interesting roofline in views south along Lower Marsh • Sustain and enhance the significance of Lambeth Palace garden by preserving elements of its setting that make a positive contribution to the asset or which better reveal its significance. • Sustain and enhance the significance of Archbishop's Park by preserving elements of its setting that make a positive contribution to the asset or which better reveal its significance. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. A desk-based archaeological assessment and a Heritage Impact Assessment will be required.

Site Allocation Policy	Site 1: Royal Street SE1
Building design, views and townscape	The site includes locations that are appropriate for tall buildings, defined as above 45m in this area, as shown on the vision map. The heights on the vision map are dictated by sensitivity in relation to the settings of the Westminster World Heritage Site and County Hall in views from the west. The 60m maximum height ensures development at Beckett House is no higher than its Urbanest neighbour. The 27m maximum height seeks to ensure that the 'sky gap' along the edge of the Elizabeth Tower is preserved in Strategic View 27B. Applicants should be mindful of these considerations when developing detailed schemes. Development should integrate the buildings into their context sensitively by: In locations appropriate for a tall building: • Achieving a height not exceeding 60m on the site of Becket House (Local Plan Annex 10 location W7). • Within strategic view 27B, where abutting the protected silhouette of Elizabeth Tower, not exceeding a height of 16m. • Achieving a height not exceeding 46m on the sites of Stangate House and Canterbury House (Local Plan Annex 10 location W8). Away from these tall building locations: • To preserve or enhance the character and appearance of the Lambeth Palace Conservation Area, and the openness of Archbishop's Park, buildings proposed in the southern part of the site should respond to the context and character of the local area. Development should also address the following principles: • Provide activation and animation at ground floor, including to the façades onto the perimeter streets • 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: – Urban greening – Pocket parks/informal seating – Generous footways • Improve the public approach and visibility of the north-east entrance to Archbishop's Park (from Carlisle Lane). • Maintain the historic route of Upper Marsh • Avoid a canyon-like effect on Lambeth Palace Road, in line with Local Plan Policy Q7 and Policy Q26.

Site Allocation Policy	Site 1: Royal Street SE1
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. Development proposals should take account of London Plan Policy SI 15 and Local Plan Policy T5 relating to river transport where applicable. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. 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. This must be demonstrated through a suitable off-street servicing strategy. Shared surfaces will be considered where appropriate but protected pedestrian areas should be provided where vehicles are expected to be large and/or manoeuvring. 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. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network on Royal Street and Lambeth Palace Road.
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers. Streets and routes through the development site must have good natural surveillance, be legible and have a good degree of activation at ground level.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).

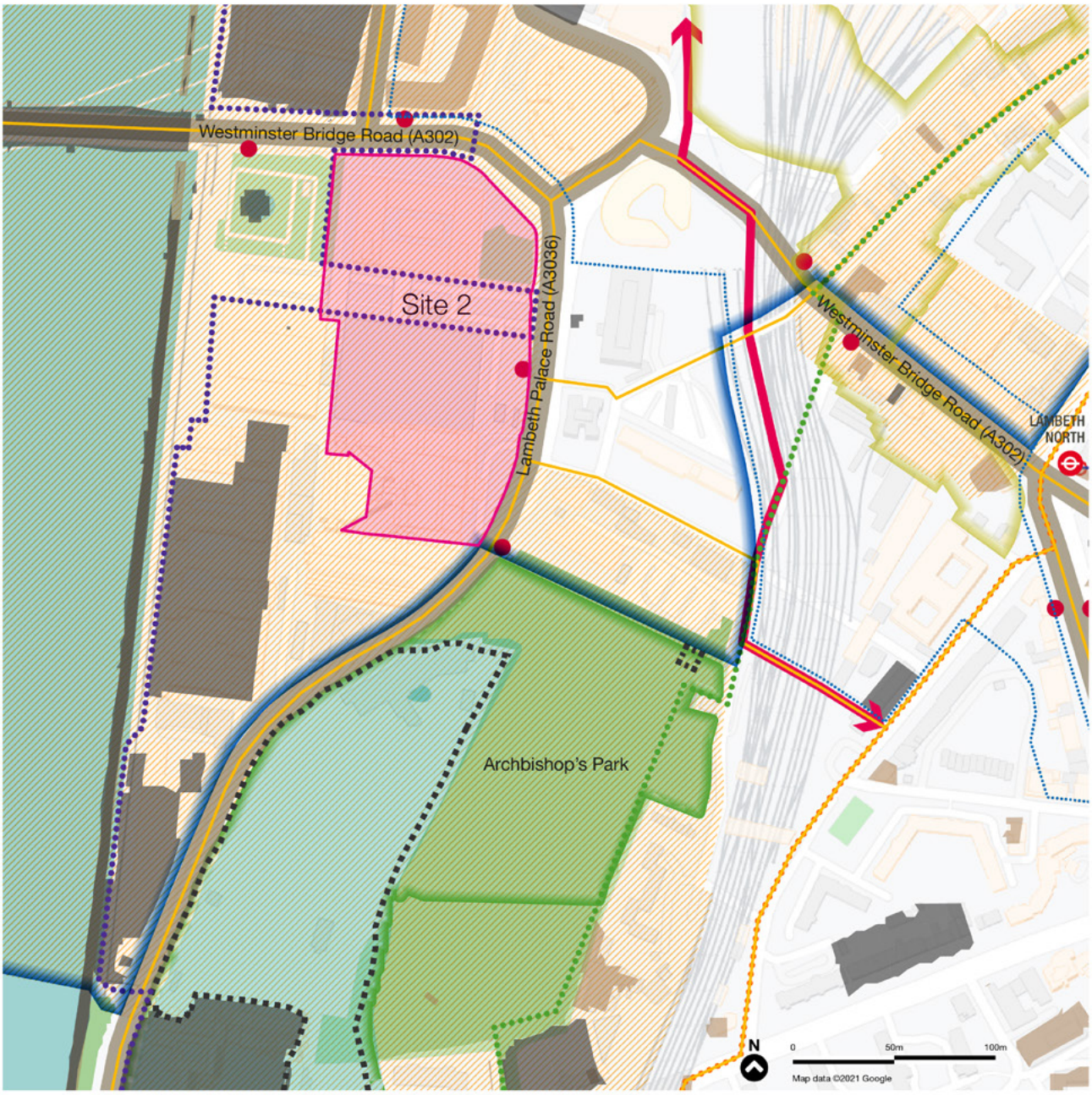
Site Allocation Policy	Site 1: Royal Street SE1
On-site residential amenity	Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.
Neighbour relationships	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. 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. 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. Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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 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. The approximate greenfield runoff rate is QBar=12.8l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The adjacent railway is identified as a source of contamination.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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.

Site Allocation Policy	Site 1: Royal Street SE1
Waste management	The River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational. Construction activity for Sites 1 and 2 should be coordinated. Waste management and refuse and recycling storage are required to comply with Local Plan Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
Access to open space and nature conservation	Development should protect existing open space and address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan Policy EN1. The entrance to Archbishop's Park should be improved. Development proposals should explore opportunities for new, extended, improved and inclusive access to and from nearby waterways in line with the aims of London Plan Policy SI 16 and Local Plan Policy Q24. If development will result in increased usage of nearby open spaces, developer contributions will be sought to their ongoing maintenance and management.
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	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. 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. The biodiversity value of the site should be significantly improved to help address the existing deficiency in access to nature conservation in this location.
Expected delivery timescale	2030–2035.

Site 2: St Thomas' Hospital SE1

Key

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



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Context	Site 2: St Thomas' Hospital SE1
Site address and postcode	St Thomas' Hospital SE1
Ward	Waterloo & South Bank
Site area	2.74 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	PN1: Waterloo and South Bank
London Plan and Local Plan designations	The whole sites falls within: • The London Plan CAZ • The Waterloo Opportunity Area • Thames Policy Area • Approaches to the Westminster World Heritage Site Part of the site falls within: • Immediate setting of the Westminster World Heritage Site
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017–2032
Community Infrastructure Levy charging zones	• Lambeth CIL Zone A • MCIL2 Band 2
Heritage assets	Within: • Archaeological Priority Area 2 – North Lambeth (Lambeth Waterfront) • Albert Embankment Conservation Area • Approaches and wider setting of the Westminster World Heritage Site Near the site: • Westminster World Heritage Site • Edward VI statue (Grade I) • Robert Clayton statue (Grade I) • County Hall (Grade II*) • St Thomas' Hospital Victorian Buildings (Grade II) • Torsion fountain (Grade II) • Lambeth Palace Gardens (registered landscape) • Lambeth Palace Conservation Area • South Bank Conservation Area • County Hall South block (local heritage list) • Archbishop's Park (local heritage list)

Context	Site 2: St Thomas' Hospital SE1
Views	Strategic views: • Strategic view 4A.2 – Primrose Hill • Strategic view 17A – Hungerford Bridge Upstream • Strategic view 18A – Westminster Bridge • Strategic view 19A – Lambeth Bridge • Strategic view 20A – River Prospect Victoria Embankment to The County Hall • Strategic view 23A – Serpentine Bridge • Strategic View 27B – N side Parliament Square to Palace of Westminster (protected silhouette) Local views (Policy Q25): • (c) (i) Brockwell Park to the city • (c) (ii) Norwood Park to City • (d) (viii) Lambeth Palace Terrace to Victoria Tower • (d) (ix) Lambeth Palace Gardens • (d) (x) Kennington Lane/Courtenay Street to Elizabeth Tower • (d) (xi) St Thomas' Hospital Garden to Palace of Westminster • (d) (xv) Victoria Tower Gardens/Members Terrace, HoP to Lambeth Palace
Transport and access	• PTAL 6b • Walking distance to Waterloo Station, Waterloo East Station and Lambeth North Underground Station. • Close to several bus routes. • Site is surrounded by existing and proposed Healthy Routes: – Lambeth Palace Road and Westminster Bridge Road – Partnership Healthy Routes – Royal Street is an existing Healthy Route, connecting to Hercules Road Quietway/Healthy Route – Upper Marsh and Belvedere Road proposed Healthy Routes • Cycle Hire Docking station in Archbishop's Park • Lambeth Palace Road is part of the TfL Road Network (TLRN) • Within the Waterloo Controlled Parking Zone
Air Quality Focus Area	No
Energy	Site is located in a Heat Network Priority Area.
Flood risk	The site is wholly within the EA's Flood Zone 3 and both 2005 and 2100 Thames Tidal Breach Scenario. The surface water flood risk is low.

Context	Site 2: St Thomas' Hospital SE1
Access to open space and nature conservation	Archbishop's Park is adjacent to the site and Millennium Green (also a SINC) is about 600m to the north-east. The Albert Embankment path adjoins the site along the River Thames frontage. 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. Part of the site is within an area that is deficient in access to nature.
Trees	No Tree Preservation Orders on site. 14 trees protected under Tree Preservation Order no. 452 are east of the site on the northern boundary of Archbishop's Park.
Community safety	Recorded crimes in Waterloo and South Bank ward May 2021 – April 2023: 8,167 Most common offences during this period: • Theft: 3,547 • Violence against the person: 1,670 • Robbery: 649 • Drug offences: 493 Recorded crimes in Waterloo and South Bank ward April 2023: 391 Most common offences during this period: • Theft: 208 • Violence against the person: 69 • Robbery: 51 • Public order offences: 15
Description of current site character	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). 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.
Neighbour context	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.

Context	Site 2: St Thomas' Hospital SE1
Relevant planning history	**Gassiot House** 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. 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. 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. **North Wing** 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. 20/01004/FUL – Installation of wellbeing garden on West side of North wing. Granted 21/07/2021. **East and Lambeth Wings** 13/01999/FUL – Extension and reconfiguration of St Thomas' A&E department including internal rearrangement and erection of a ground floor glazed entrance and first floor staff facilities. Granted 11/09/2013. **Evelina Children's Hospital** 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. **Adjacent to the Evelina Children's Hospital** 19/01397/FUL – Redevelopment to provide six storey hospital building (C2 use). Granted 12/12/2019. 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. Granted 09/11/2024.

Context	Site 2: St Thomas' Hospital SE1
	Prideaux Building 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.

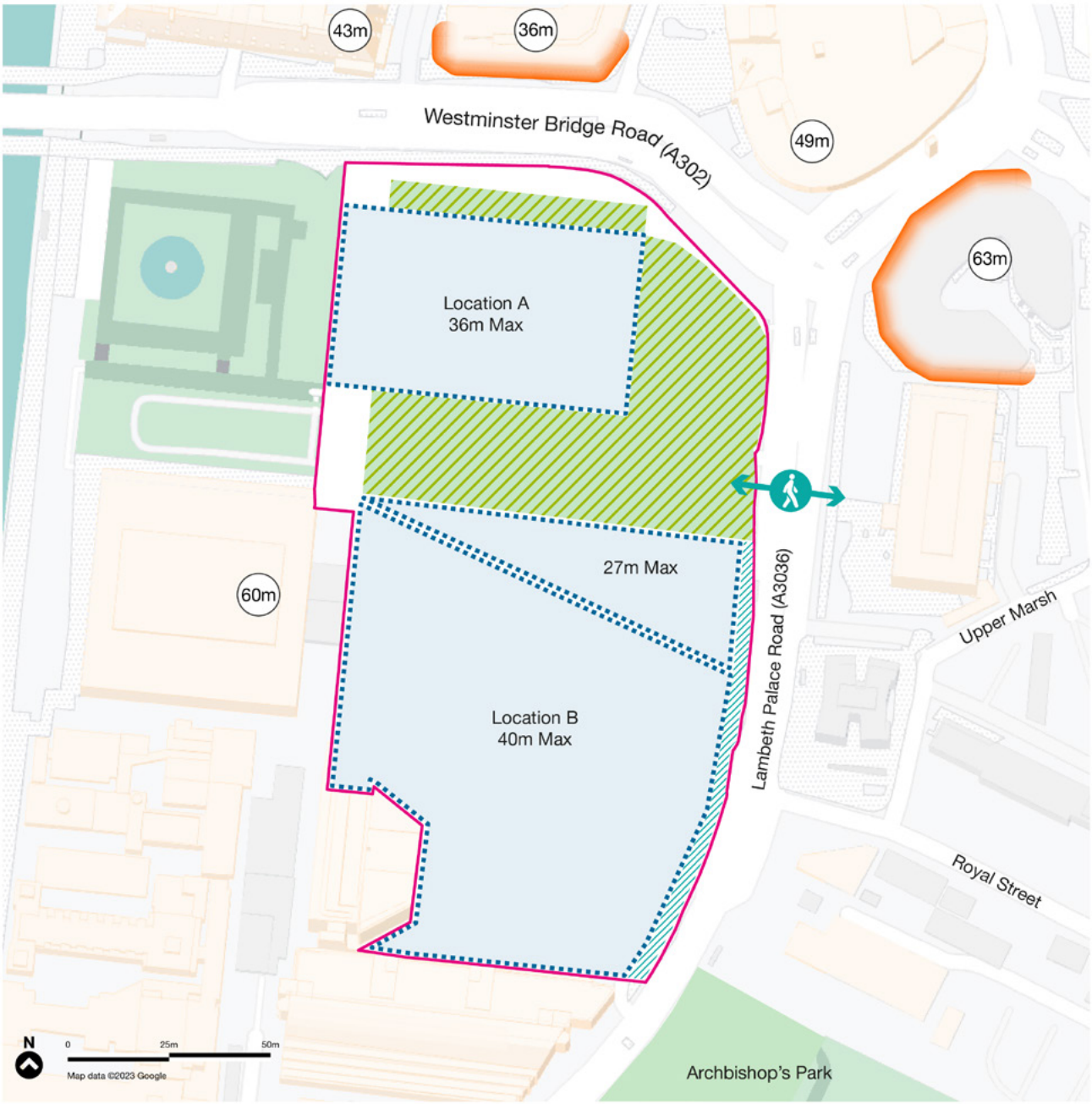
Vision: Site 2: St Thomas' Hospital SE1

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 sustain and enhance the Outstanding Universal Value of the Westminster World Heritage Site, including any contribution made by its setting.

Vision for Site 2: St Thomas' Hospital SE1

Key

- Site boundary
- Indicative location for potential/enhanced pedestrian connection
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Location appropriate for new building
- Building line set back 15m from back edge of pavement
- Trees of value to be retained
- Open space



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Site Allocation Policy	Site 2: St Thomas' Hospital SE1
Land uses	Hospital and ancillary uses. Reprovision of the Florence Nightingale Museum on site or at an appropriate alternative location.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the Outstanding Universal Value of the Westminster World Heritage Site, including any contribution made by its setting. Proposals that preserve elements of the setting of the Albert Embankment Conservation Area, the Lambeth Palace Conservation Area, the South Bank Conservation Area and County Hall that make a positive contribution to these heritage assets or better reveal their significance will be treated favourably. Development will allow the removal of insensitive uses which will facilitate the enhancement of heritage assets on the wider hospital campus. Reconfiguration of the wider hospital campus should facilitate increased public access to historical areas within the site. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. A desk-based archaeological assessment and a Heritage Impact Assessment will be required.

Site Allocation Policy	Site 2: St Thomas' Hospital SE1
Building design, views and townscape	• The site is not within a location identified as appropriate for tall buildings, defined as above 45m in this location. The heights on the vision map are dictated by sensitivity in relation to the settings of the Westminster World Heritage Site and County Hall in views from the west. The 27m maximum height seeks to ensure that the 'sky gap' along the edge of the Elizabeth Tower is preserved in Strategic View 27B. Applicants should be mindful of these considerations when developing detailed schemes. • 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. • 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. Development should also address the following principles: • The footprint of Gassiot House (Location A) 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. • The footprint of Lambeth Wing and A&E (Location B) may be extended eastward towards Lambeth Palace Road so long as it does not come any closer than 15m to the back edge of the pavement. • 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. • Development should avoid a canyon-like effect on Lambeth Palace Road, in line with Local Plan Policy Q7 and Policy Q26.

Site Allocation Policy	Site 2: St Thomas' Hospital SE1
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. Development proposals should take account of London Plan Policy SI 15 and Local Plan Policy T5 relating to river transport where applicable. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. 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. The existing network of routes through the site should not be compromised by redevelopment. Shared surfaces will be considered where appropriate but protected pedestrian areas should be provided where vehicles are expected to be large and/or manoeuvring. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network on Lambeth Palace Road.
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
Neighbour relationships	In accordance with Local Plan Policy Q2, the scheme should not cause unacceptable impacts on the amenity of existing neighbours, including overlooking, loss of daylight, overshadowing and noise pollution. Particular regard should be paid to sensitive residential neighbours at County Hall South Block and the Urbanest building on Westminster Bridge Road, together with the potential for new residential development at the Royal Street site (Site 1).

Site Allocation Policy	Site 2: St Thomas' Hospital SE1
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. 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. 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. 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. 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. 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 75 years for non-residential), and that a 16 metres setback is safeguarded for inspections, maintenance, future defence raising and potential replacement without increasing flood risk or encroaching on the river channel. A flood risk activity permit (FRAP) will be required from the Environment Agency for activities within 16 metres of a tidal main river or flood defence structure. The approximate greenfield runoff rate: QBar=12.5l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The hospital is identified as a source of contamination.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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. Proposals to construct or for development to connect to a heat network in the area will be supported.

Site Allocation Policy	Site 2: St Thomas' Hospital SE1
Waste management	The River Thames should be prioritised for transportation of construction materials and waste during construction of the development, and for site waste once operational. Construction activity for Sites 1 and 2 should be coordinated. Waste management and refuse and recycling storage are required to comply with Local Plan Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d). Development proposals should explore opportunities for new, extended, improved and inclusive access to and from nearby waterways in line with the aims of London Plan Policy SI 16 and Local Plan Policy Q24.
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	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. The Urban Greening Factor (UGF) target score is 0.3 for predominately commercial schemes as set out in London Plan policy and guidance.
Expected delivery timescale	As required, in line with the operational needs of the hospital.

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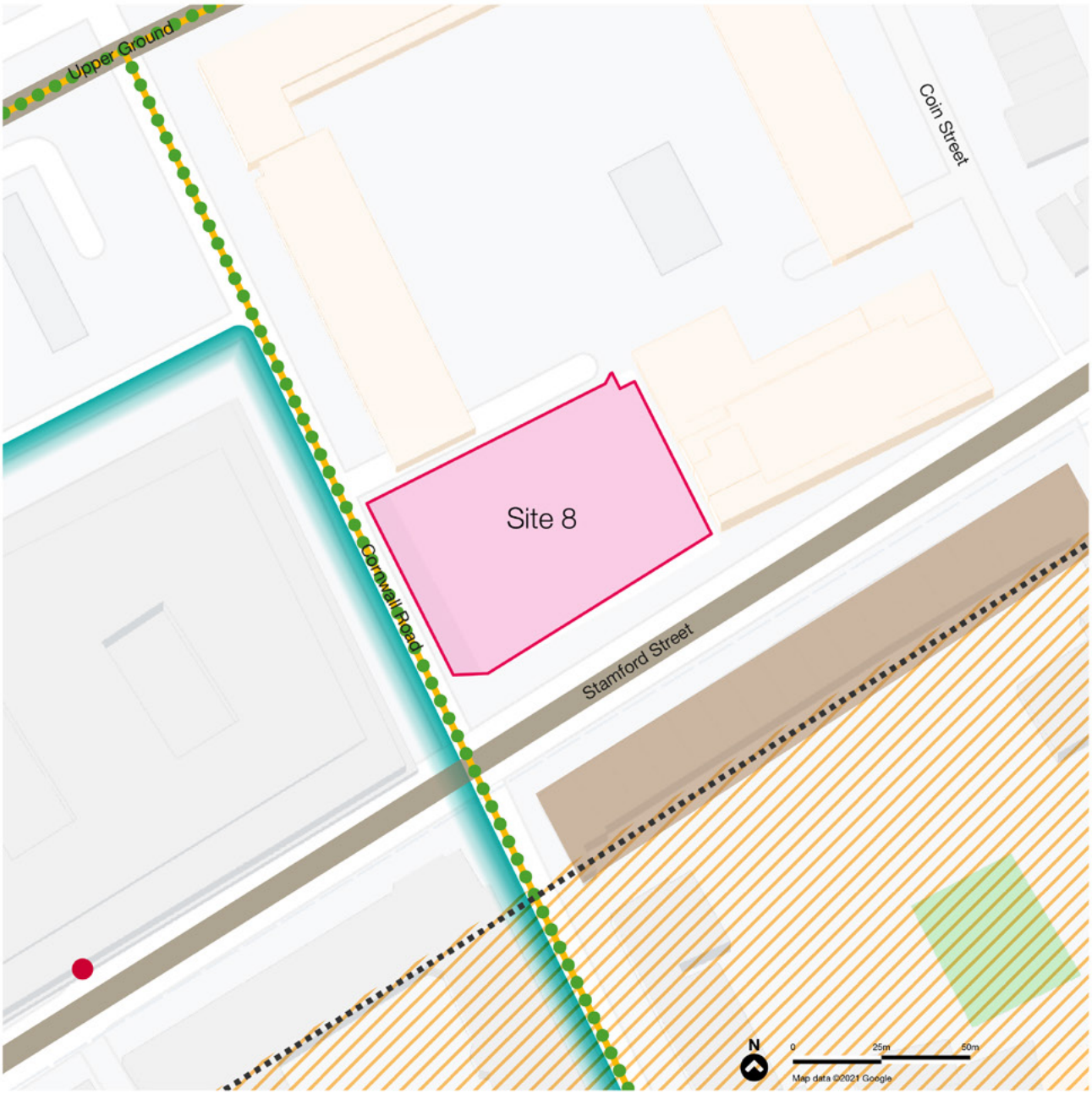
Site 8: 110 Stamford Street SE1

Key

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



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Context	Site 8: 110 Stamford Street SE1
Site address and postcode	110 Stamford Street SE1
Ward	Waterloo & South Bank
Site area	0.11 ha
Land ownership	Private ownership (social enterprise)
Existing land uses	Vacant since 1985
Local Plan Place and Neighbourhood policy	PN1: Waterloo and South Bank
London Plan and Local Plan designations	• Waterloo Opportunity Area • Central Activities Zone
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017–2032
Community Infrastructure Levy charging zones	• Lambeth CIL Zone A • MCIL2 Band 2
Heritage assets	Within: • Archaeological Priority Area 2 – North Lambeth (Lambeth Waterfront) • Approaches and wider setting of the Westminster World Heritage Site Near the site: • 63 – 123 Stamford Street (Grade II) • IBM Building, Upper Ground (Grade II) • National Theatre, Upper Ground (Grade II*) • Roupell Street Conservation Area • South Bank Conservation Area • Waterloo Conservation Area
Views	No strategic views. • Local views (Policy Q25): • (c) (i) (c) Views N and NNE to the City from Brockwell Park • (c) (ii) View NNE from Norwood Park
Transport and access	• PTAL 6b • Walking distance to Waterloo Station, Waterloo East Station and Blackfriars Station • Close to several bus routes • Upper Ground and Cornwall Road form part of the Healthy Route network • Cycle hire docking stations within walking distance • Stamford Street is part of the TfL Road Network (TLRN) • Within the Waterloo Controlled Parking Zone Potential projects in surrounding area: • Spine Route project on Belvedere Road/Upper Ground

Context	Site 8: 110 Stamford Street SE1
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area.
Flood risk	Wholly within the EA's Flood Zone 3 and both 2005 and 2100 Thames Tidal Breach Scenario. 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.
Access to open space and nature conservation	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. The site is within an area of open space deficiency for district, metropolitan and regional parks. The site is within an area that is deficient in access to nature.
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	Recorded crimes in Waterloo and South Bank ward May 2021 – April 2023: 8,167 Most common offences during this period: • Theft: 3,547 • Violence against the person: 1,670 • Robbery: 649 • Drug offences: 493 Recorded crimes in Waterloo and South Bank ward April 2023: 391 Most common offences during this period: • Theft: 208 • Violence against the person: 69 • Robbery: 51 • Public order offences: 15
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.

Context	Site 8: 110 Stamford Street SE1
Neighbour context	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. 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. To the north are terraced homes that form part of the Coin Street Community and include a communal garden.
Relevant planning history	**108 Stamford Street (Coin Street Neighbourhood Centre Development)** 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). 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.

Vision: Site 8: 110 Stamford Street SE1

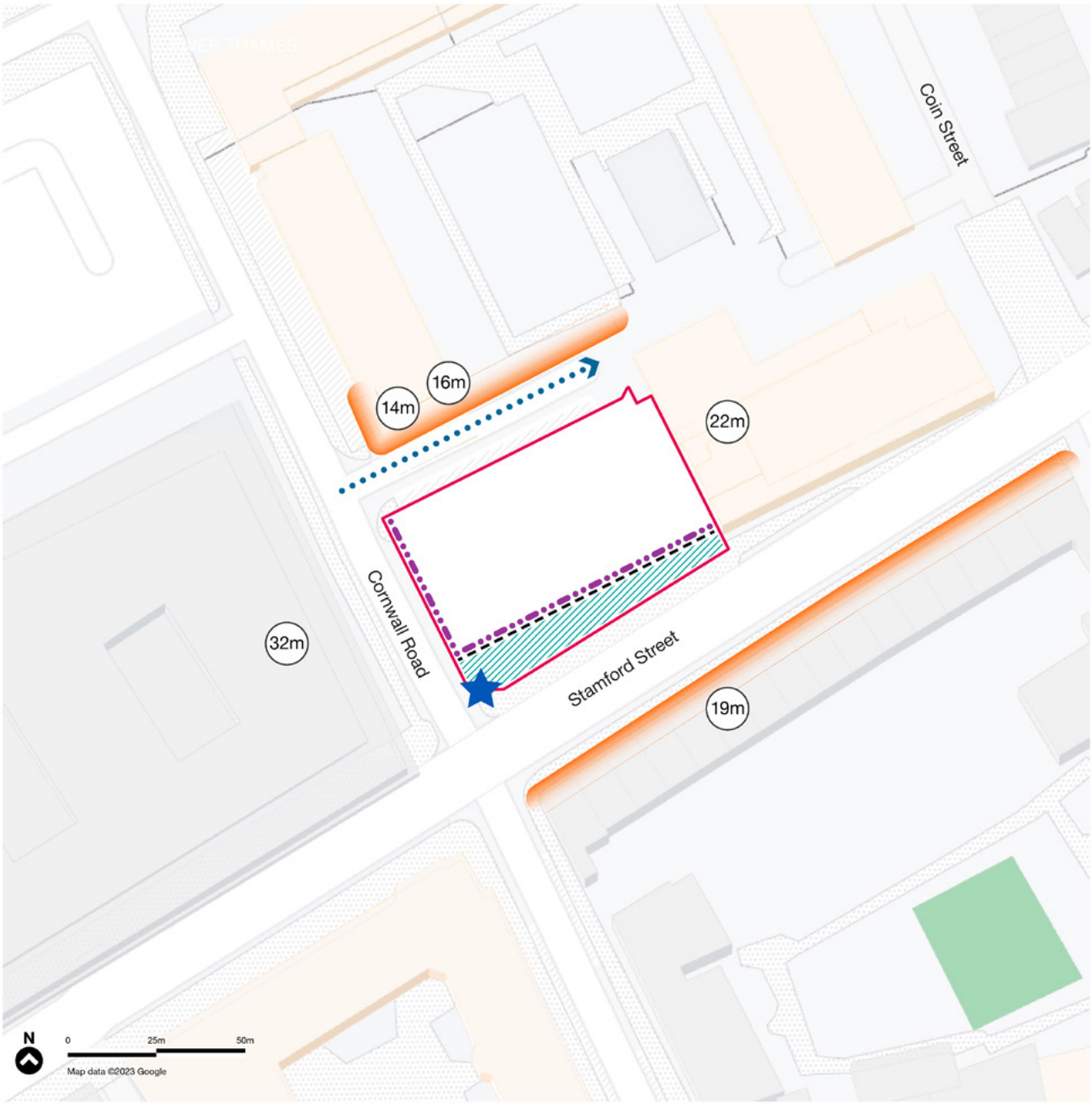
The site provides an opportunity to contribute to the Waterloo Opportunity Area through mixed use development, including new housing and affordable housing. Ground floor uses have potential to complement the existing services provided by the adjacent Neighbourhood Centre.

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 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



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Site Allocation Policy	Site 8: 110 Stamford Street SE1
Land uses	The site has potential to accommodate: • community or office floorspace at ground floor, providing an active frontage to Stamford Street • approximately 30 self-contained residential units In accordance with paragraph 2.4.6 of the London Plan 2021, new residential development on this site should complement and not compromise the strategic functions of the CAZ.
Affordable housing and affordable workspace	The affordable housing threshold is 50 per cent for public sector land and 35 per cent for private sector land. If office space is proposed, Local Plan Policy ED2 on affordable workspace will apply.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. A desk-based archaeological assessment will be required.
Building design, views and townscape	The site is not appropriate for a tall building, defined as above 45m in this area. Development should mediate between prevailing heights in the immediate context. Development should address the following principles: • continue the building line of no. 108 Stamford Street • abut closely to the flank of no. 108 to avoid gaps in the frontage • respond positively to the height, bulk, mass and award-winning façade of no. 108 and local historic context in terms of façade design, materiality and colour

Site Allocation Policy	Site 8: 110 Stamford Street SE1
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. The ramp to the underground car park is to be retained. Suitable pedestrian and vehicular inter-visibility splays must be provided. Where possible, a suitable off-street servicing strategy for the commercial, community and residential uses should be demonstrated. Servicing must not be undertaken on Cornwall Road, to protect users of Cycleway C10. Potential for freight consolidation and sharing of servicing requirements with nearby sites should be explored. 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. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network, including Cycleway C10, and the Spine Route.
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 Local Plan Policy Q3 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 Secured by Design 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.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).

Site Allocation Policy	Site 8: 110 Stamford Street SE1
Neighbour relationships	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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.
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. 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. 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. 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. Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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. The approximate greenfield runoff rate is QBAR = 0.67l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.

Site Allocation Policy	Site 8: 110 Stamford Street SE1
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 Policy EN1(d).
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	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.
Expected delivery timescale	After 2035

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

Key

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

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Context	Site 9: Gabriel's Wharf and Princes Wharf, SE1
Site address and postcode	Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Ward	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	PN1: Waterloo and South Bank
London Plan and Local Plan designations	The site falls within: • Waterloo Opportunity Area • Central Activities Zone • South Bank and Bankside Strategic Cultural Area • Thames Policy Area
Neighbourhood Development Plan	South Bank and Waterloo Neighbourhood Plan 2017–2032
Community Infrastructure Levy charging zones	• Lambeth CIL Zone A • MCIL2 Band 2
Heritage assets	Within: • Archaeological Priority Area 2 – North Lambeth (Lambeth Waterfront) • Approaches and wider setting of the Westminster World Heritage Site • South Bank Conservation Area (no. 58 Upper Ground on Princes Wharf is a positive contributor) Near the site: • Westminster World Heritage Site • Old Barge House Alley Conservation Area (LB Southwark) • Somerset House (Grade I) (City of Westminster) • National Theatre (Grade II*) • IBM Building, Upper Ground (Grade II) • OXO Tower (LB Southwark)
Views	Strategic views: • Protected vista 8: Westminster Pier to St Paul's Cathedral Local views (Policy Q25): • (c) (i) Views N and NNE from Brockwell Park to the City • (c) (ii) View NNE from Norwood Park to the City • (c) (iii) View N from Gipsy Hill to the City

Context	Site 9: Gabriel's Wharf and Princes Wharf, SE1
Transport and access	• PTAL 6b • The site is walking distance to Waterloo, Waterloo East and Blackfriars Stations and a number of bus stops • Upper Ground is a Healthy Route • Cycle-hire docking stations within walking distance of the site • Within the Waterloo Controlled Parking Zone Potential projects in surrounding area: • Spine Route Project along Upper Ground
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area.
Flood risk	The site is wholly within the EA's Flood Zone 3 and both 2005 and 2100 Thames Tidal Breach Scenario. The site is also adjacent to flood defences in the form of the river wall. Surface water management issues are deemed not significant.
Access to open space and nature conservation	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. The site is within an area of open space deficiency for district, metropolitan and regional parks. The site is within an area that is deficient in access to nature.
Trees	There are no Tree Preservation Orders on or near the site. Trees lining the western side of Bernie Spain Gardens have canopies that over-sail Gabriel's Wharf. These trees are of high amenity value. Street trees on Upper Ground over-sail the southern site boundary of Gabriel's Wharf.
Community safety	Recorded crimes in Waterloo and South Bank ward May 2021 – April 2023: 8,167 Most common offences during this period: • Theft: 3,547 • Violence against the person: 1,670 • Robbery: 649 • Drug offences: 493 Recorded crimes in Waterloo and South Bank ward April 2023: 391 Most common offences during this period: • Theft: 208 • Violence against the person: 69 • Robbery: 51 • Public order offences: 15

Context	Site 9: Gabriel's Wharf and Princes Wharf, SE1
Description of current site character	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. 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.
Neighbour context	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.
Relevant planning history	**Princes Wharf, 58 Upper Ground** 99/01787/FUL – Erection of first floor extension for ancillary use as television studio storage unit and associated alterations. Granted 02/11/1999 99/02019/FUL – Conversion of building for use as a studio with ancillary space and extension of roof. Granted 07/03/2000 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. **Adjacent to the site – 72 Upper Ground** 17/03986/FUL - Demolition of existing buildings and the construction of two new buildings (up to 14 storeys and 31 storeys in height with two basement levels) for the provision of circa. 44,434 sqm of offices (Use Class B1), 3,634 sqm of television studios (Sui Generis), 216 sqm of retail (Use Class A1) and 213 residential dwellings (Use Class C3) with associated vehicle and cycle parking, access works, servicing and landscaping. Granted 03/05/2018. 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. Approved 04/03/2024.

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

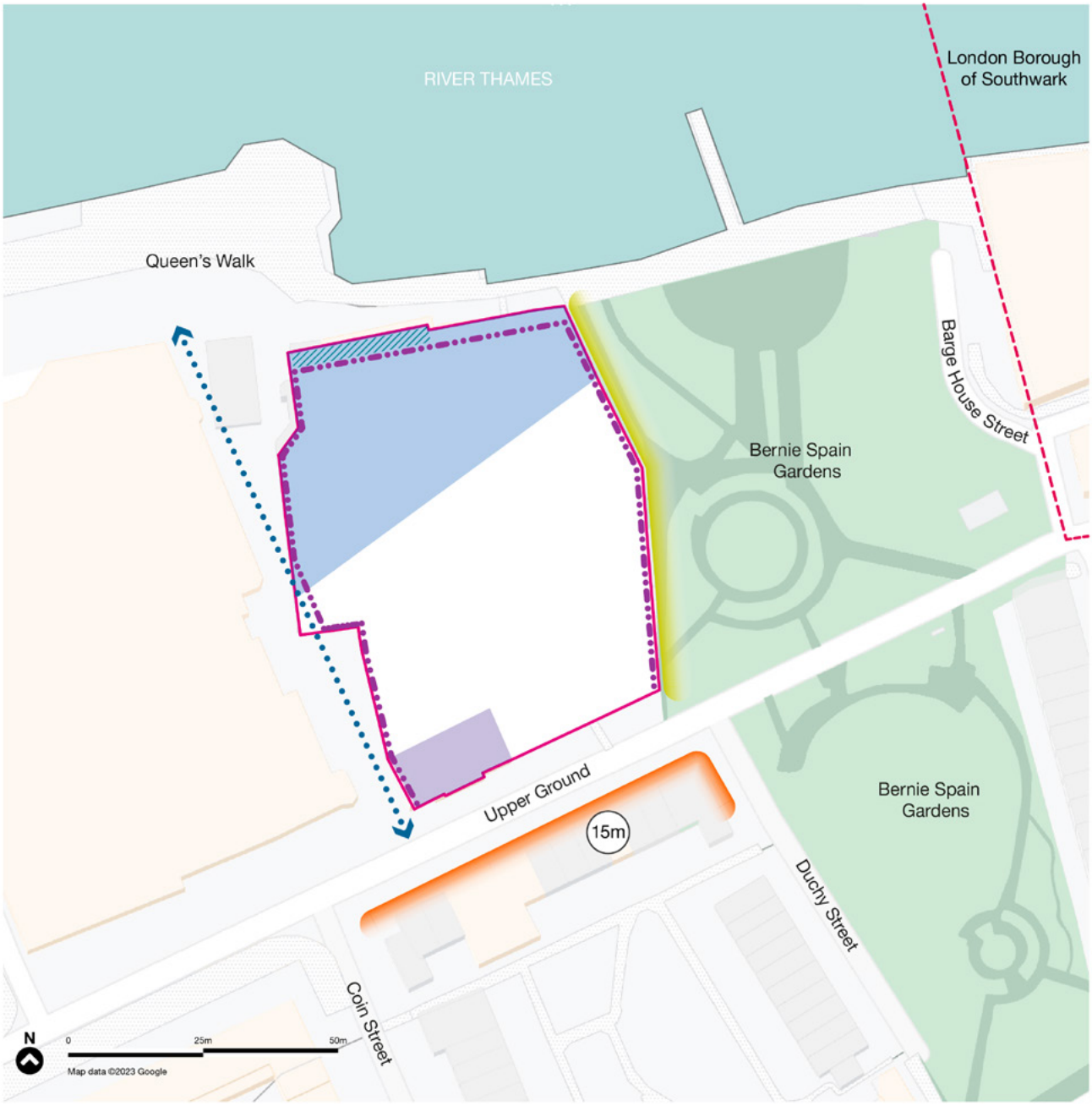
The site has potential for a mix of uses that will contribute positively to the Waterloo Opportunity Area and this part of the South Bank and Bankside Strategic Cultural Area, including cultural uses, offices, housing with affordable housing, and shops and restaurants fronting a new piazza. Such a scheme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

Sensitive redevelopment designed to complement proposals for the neighbouring former ITV site at 72 Upper Ground can 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 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
- ① Height in metres of existing neighbouring building
- Strategic view – maximum development height 27m
- Positive contributor to Conservation Area
- New area of public realm



Site Allocation Policy	Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Land uses	The site provides an opportunity for mixed-use redevelopment. On the ground floor active frontage and cultural uses should be provided wherever possible (taking account of sensitive residential neighbours). On upper levels offices and/or workspace, and self-contained residential units are appropriate. The residential element of development must include C3 housing and may include an element of extra care housing or a nursing home where need is demonstrated. Meanwhile uses will be encouraged in advance of comprehensive redevelopment. Investment to enable this will be supported. In accordance with paragraph 2.4.6 of the London Plan 2021, new residential development on this site should complement and not compromise the strategic functions of the CAZ. 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.
Affordable housing and affordable workspace	The affordable housing threshold is 50 per cent for public sector land and 35 per cent for private sector land. If office space is proposed, Local Plan Policy ED2 on affordable workspace will apply.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to: • the Westminster World Heritage Site approaches – Queen's Walk should be widened to improve the approaches to it • 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 Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. A desk-based archaeological assessment will be required.

Site Allocation Policy	Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Building design, views and townscape	The site is not appropriate for a tall building, defined as above 45m in this location. Height is restricted within the LVMF view from Westminster Pier to St Paul's Cathedral. Taller elements of up to 44m are possible south of the LVMF view cone. Development should: • 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. • Respect the Strategic Linear view 8 from Westminster Pier to St Paul's Cathedral, meeting relevant views policies and the associated LVMF guidance. • Avoid appearing in the setting of Somerset House as viewed from its courtyard entrance. • Continue the building line on Upper Ground established by no. 58 Upper Ground in order to integrate the historic building into the development. • 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. • Ensure there are active ground floor uses around as much of the site perimeter as possible, taking account of sensitive residential neighbours.

Site Allocation Policy	Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. Development proposals should take account of London Plan Policy SI 15 and Local Plan Policy T5 relating to river transport where applicable. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. A suitable off-street servicing strategy for the commercial, cultural, and residential uses must be demonstrated. Potential should be explored for freight consolidation and shared servicing with adjoining and nearby sites. Servicing must be accessed from Upper Ground. New vibrant and attractive pedestrian routes should be created to the east and west sides of the site, giving access between Queen's Walk and Upper Ground. This should be prioritised over creating a new route through the site. To the west this should be delivered in partnership with the owners of 72 Upper Ground, including straightening the current irregularity in the party wall building line on the western side of Princes Wharf. On the eastern side, development should improve the relationship with Bernie Spain Gardens by creating good natural surveillance through active ground floor frontages and upper floor fenestration. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network and Spine Route, improving conditions for cyclists and pedestrians and reducing through-traffic in the vicinity of the site.

Site Allocation Policy	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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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. Development should be integrated with and complement neighbouring development at 72 Upper Ground; especially in relation to the site interfaces. Development should ensure that the amenity value of Bernie Spain Gardens and Queen's Walk are not diminished by undue overshadowing or enclosure.

Site Allocation Policy	Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. 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. More vulnerable uses will not be allowed below breach. 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. 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. 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. The approximate greenfield runoff rate is QBar=2.8l/s. 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 75 years for non-residential), and that a 16 metres setback is safeguarded for inspections, maintenance, future defence raising and potential replacement without increasing flood risk or encroaching on the river channel. A flood risk activity permit (FRAP) will be required from the Environment Agency for activities within 16 metres of a tidal main river or flood defence structure.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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.

Site Allocation Policy	Site 9: Gabriel's Wharf and Princes Wharf, Upper Ground SE1
Waste management	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. Waste management and refuse and recycling storage are required to comply with Local Plan Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d). Development proposals should explore opportunities for new, extended, improved and inclusive access to and from nearby waterways in line with the aims of London Plan Policy SI 16 and Local Plan Policy Q24. Riparian life-saving equipment should also be provided where necessary and appropriate, in line with Local Plan Policy Q24. If development will result in increased usage of nearby open spaces, developer contributions will be sought to their ongoing maintenance and management.
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	The building line of any future proposal should be informed by the root protection area calculation as set out in BS5837:2012 and by the canopy constraints (shade impact, future growth) of the trees in question. Allowance should be made for the construction phase and also future growth of the trees. 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.
Expected delivery timescale	After 2035

Section 3:
Brixton Site Allocations

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Brixton Site Allocations

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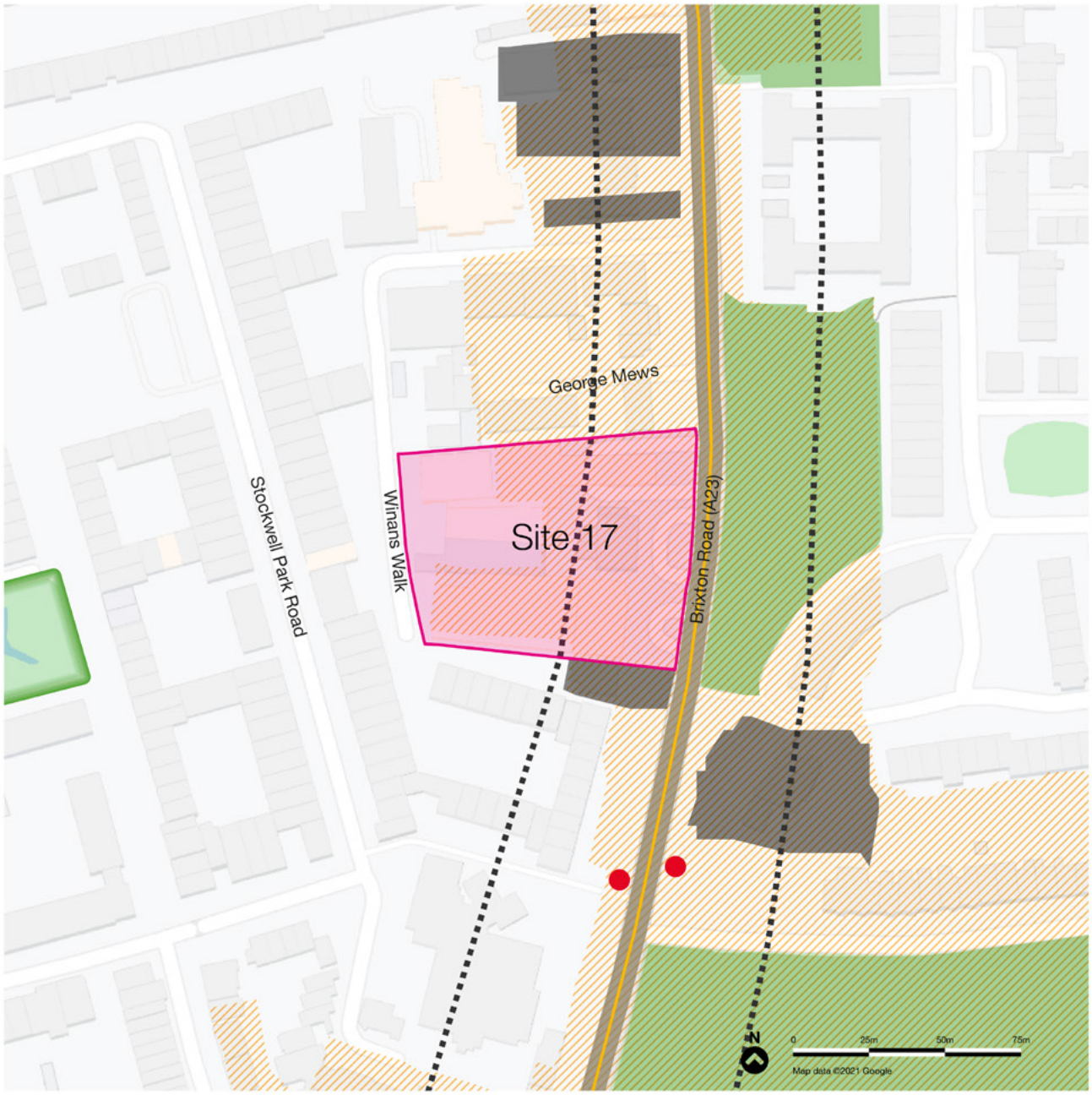
Site 17: 330–336 Brixton Road SW9

Key

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



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Context	Site 17: 330–336 Brixton Road SW9
Site address and postcode	330–336 Brixton Road SW9
Ward	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	PN3: Brixton
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	• Lambeth CIL Zone C • MCIL2 Band 2
Heritage assets	Site partly within: • Brixton Road Conservation Area • Archaeological Priority Area 4 – Line of Roman Road linking London and Lewes Adjacent: • 340 Brixton Road (Grade II)
Views	No strategic views. Local views (Policy Q25): • (c) (i) (c) View N and NNE from Brockwell Park to the City
Transport and access	• PTAL 2 • Brixton Road is part of the TfL Road Network (TLRN) • Brixton Road is part of a Partnership Healthy Route • Within the Brixton Controlled Parking Zone
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area
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.

Context	Site 17: 330–336 Brixton Road SW9
Access to open space and nature conservation	There is a local open space directly opposite the site on the other side of Brixton Road. The site is within an area of open space deficiency for district and regional parks. The site is within an area that is deficient in access to nature.
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	Recorded crimes in Brixton North ward May 2021 – April 2023: 2,608 Most common offences during this period: • Violence against the person: 725 • Theft: 566 • Other accepted crime: 312 • Arson and criminal damage: 184 Recorded crimes in Brixton North ward April 2023: 127 Most common offences during this period: • Theft: 40 • Violence against the person: 33 • Burglary: 15 • Arson and criminal damage: 10
Description of current site character	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. 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). 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.
Neighbour context	The site is surrounded by 3 to 4 storey housing dating from a variety of periods.
Relevant planning history	None

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Vision: Site 17: 330–336 Brixton Road SW9

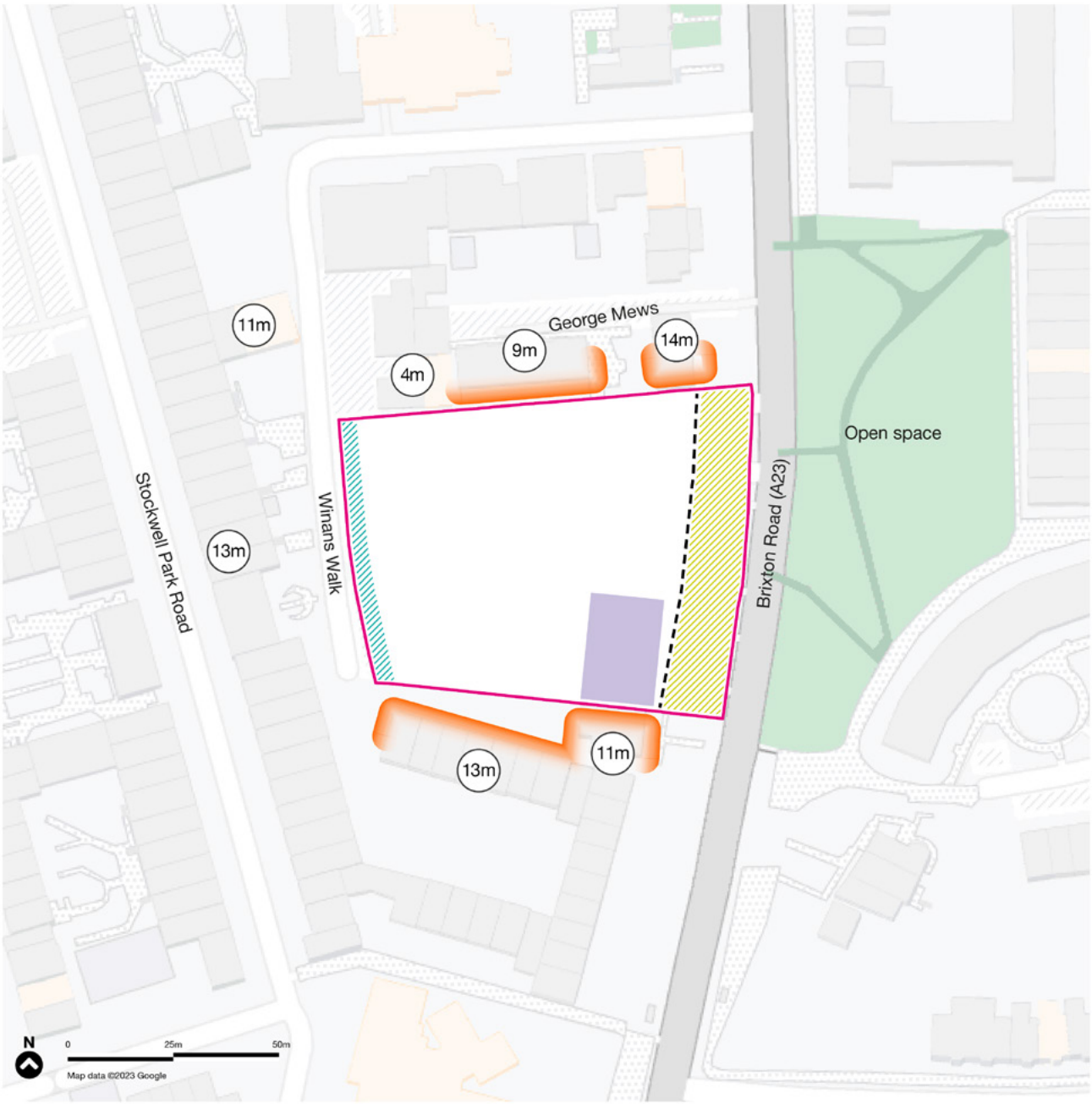
Redevelopment of this site offers potential to provide improved accommodation for existing users, including offices for the WeAre336 hub of voluntary and community sector organisations, plus NHS clinical facilities and associated ancillary space. Retention of light industrial workspace on the site will 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 Site 17: 330–336 Brixton Road SW9

Key

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



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Site Allocation Policy	Site 17: 330–336 Brixton Road SW9
Land uses	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. Redevelopment should include replacement office and community floorspace of equivalent or better functionality, new light industrial workspace appropriate to the Brixton Creative Enterprise Zone (in accordance with London Plan Policy HC5C) and new housing, including affordable housing. Industrial uses should be completed in advance of occupation of new residential accommodation on the site, unless the applicant can demonstrate to the satisfaction of the LPA that this is not feasible. This requirement will be secured by condition or through a legal agreement. Given Lambeth's location in the Central Services Area, applicants should consider the potential to include space for industrial uses that can provide essential services to the CAZ in accordance with paragraph 6.4.7 of the London Plan 2021. These services could include sustainable last mile distribution/logistics or 'just-in-time' servicing, for example, and should include operational yard space where feasible. Applicants should demonstrate in their proposals how the potential for including these uses has been considered and explain the outcome of that consideration. The site as a whole has potential to accommodate: • Reprovision of the existing quantum of office floorspace. • Reprovision 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. • At least 1,289 sqm GIA light industrial workspace (to achieve no net loss of existing industrial floorspace capacity). • Approximately 60 to 70 self-contained residential units, with the quantum depending on the relative proportions of other uses on the site.
Affordable housing	The affordable housing threshold will range from 35 per cent (privately owned land) to 50 per cent (publicly owned land) 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 38 per cent. 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.

Site Allocation Policy	Site 17: 330–336 Brixton Road SW9
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan. Given the requirement to provide workspace on this site within the Brixton Creative Enterprise Zone, there is a particular opportunity to provide jobs and skills training for local people in the creative industries.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to: • Brixton Road Conservation Area • 340 Brixton Road (Grade II) Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. Opportunities include: • removal of the discordant petrol station including its canopy and signage • removal of vehicle hard standing to the street frontage • reinstating the original building line parallel to Brixton Road • reinstating boundary treatments to Brixton Road • better integration of no. 336 into the townscape • 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 A desk-based archaeological assessment will be required.

Site Allocation Policy	Site 17: 330–336 Brixton Road SW9
Building design, views and townscape	The site is not appropriate for a tall building, defined as above 45m in this location. Heights should step down from no. 336 (23m) south to north on the Brixton Road frontage. Development should address the following principles: • Retain the frontage building at no. 336 Brixton Road as a positive contributor to the conservation area • Use high quality building materials which preserve or enhance the character and appearance of the conservation area • Re-instate the historic building line to Brixton Road • Remove the car-dominated front forecourts and replace with front gardens and landscaping • Restore Winans Walk as a residential street by introducing a pavement and defensible street boundary
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. A suitable off-street servicing strategy for the light industrial, office, community and residential uses must be demonstrated, including using Winans Walk as per the existing arrangement. This must allow servicing vehicles to enter and exit in forward gear. Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimises the need for vehicle access will be supported. Development should facilitate the reduction of non-essential off-street parking fronting Brixton Road, the reduction of vehicle crossovers and associated improvements to the public realm for pedestrian safety. The design should allow for sufficient disabled parking to meet the needs of the building's users, subject to an evidenced justification. It may be possible to create a pedestrian access to the development site from Winans Walk. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network on Brixton Road.

Site Allocation Policy	Site 17: 330–336 Brixton Road SW9
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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. Where a site comes forward in phases, applicants should test the relationship with potential optimum massing and uses on adjacent parcels of land within the allocation and demonstrate to the satisfaction of the local planning authority that acceptable neighbour relationships can be achieved, including in relation to daylight, sunlight, privacy, outlook and noise. As required by Lambeth Local Plan Policy Q7, applicants should demonstrate that the partial development of the site does not prejudice the optimum future development of adjoining plots. The Agent of Change principle will apply in accordance with London Plan Policy D13.

Site Allocation Policy	Site 17: 330–336 Brixton Road SW9
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. It is expected that finished floor levels and/or threshold levels are at a minimum of 300mm above the 1 per cent AEP flood. Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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 QBar=2.81 l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The petrol station is identified as a source of contamination.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d).
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
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.
Expected delivery timescale	2030–2035

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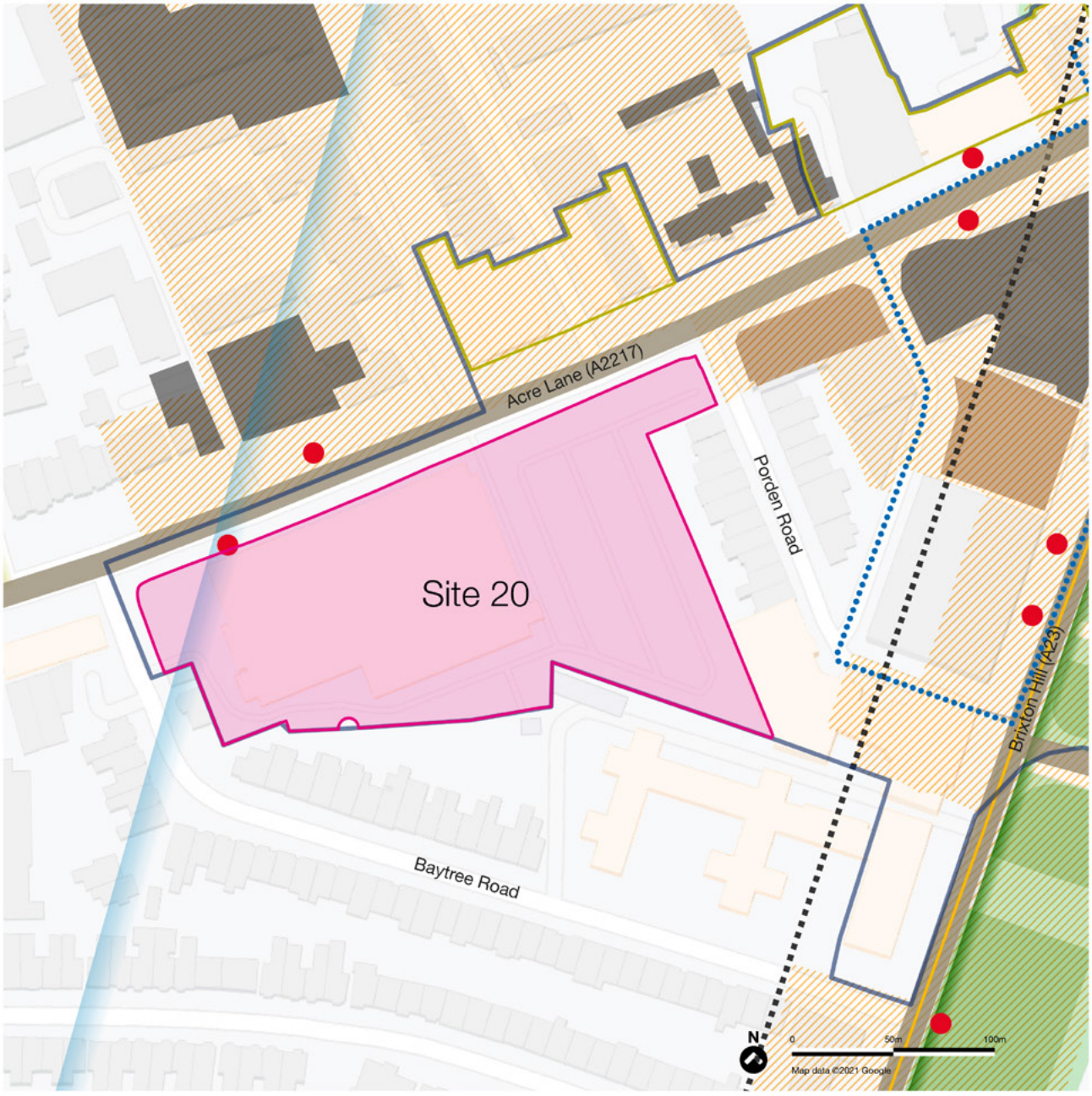
Site 20: Tesco, 13 Acre Lane SW2

Key

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



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Context	Site 20: Tesco, 13 Acre Lane SW2
Site address and postcode	Tesco Store, 13 Acre Lane SW2
Ward	Brixton Acre Lane
Site area	1.25 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	PN3: Brixton
London Plan and Local Plan designations	• Brixton major town centre (outside primary shopping area) • Brixton Creative Enterprise Zone
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	• Lambeth CIL Zone C • MCIL2 Band 2
Heritage assets	There are no heritage assets on the site. Near the site: • Trinity Gardens Conservation Area • Brixton Conservation Area • Lambeth Town Hall, Brixton Hill/Acre Lane (Grade II) • Trinity Homes Almshouses, 1–26 Acre Lane (Grade II) • 46 Acre Lane (Grade II) • Cedars House, 48–50 Acre Lane, (Grade II) • 52 Acre Lane (Grade II) • 55–57 Acre Lane (Grade II) • Ivor House, Acre Lane (local list)
Views	No strategic views. Local views (Policy Q25): • (c) (i) Views NNW from Brockwell Park to (a) Lambeth Town Hall's Tower, and (b) St Matthew's Church tower. • (c) (ii) Views from Norwood Park to the City
Transport and access	• PTAL 6a • Walking distance to Brixton Underground and National Rail stations • Bus stops on Acre Lane, Brixton Road and Brixton Hill • Acre Lane is a London Distributor Road • Within Brixton Hill Low Traffic Neighbourhood • Within the Brixton Controlled Parking Zone • Nearest cycle hire docking station on Saltoun Road off Effra Road
Air Quality Focus Area	Yes - Brixton/Streatham
Energy	Located in a Heat Network Priority Area

Context	Site 20: Tesco, 13 Acre Lane SW2
Flood risk	Within flood risk zone 1. No known surface water management issues.
Groundwater and contaminated land	The site is located within the Source Protection Zone 2 area for the public groundwater supply borehole in Brixton, operated by Thames Water.
Access to open space and nature conservation	Part of the site is within an area that is deficient in access to nature.
Trees	There is one existing tree on site protected under Tree Preservation Order no. 180. This is a Sycamore Acer pseudoplatanus within Tesco car park c15m from the boundary with Acre Lane. Two further trees were protected under Tree Preservation Order no. 180 but no longer exist on the site. There are existing mature street trees along the Acre Lane boundary of the site.
Community safety	Recorded crimes in Brixton Acre Lane ward May 2021 – April 2023: 2,783 Most common offences during this period: • Violence against the person: 796 • Theft: 544 • Other accepted crime: 272 • Burglary: 231 Recorded crimes in Brixton Acre Lane ward April 2023: 118 Most common offences during this period: • Violence against the person: 34 • Theft: 20 • Burglary: 13 • Other accepted crime: 13
Description of current site character	The site accommodates a single storey supermarket with surface level car parking.
Neighbour context	To the north, across Acre Lane, is the Trinity Gardens Conservation Area and several Grade II listed buildings. The site to the west, 41–45 Acre Lane, is being redeveloped for housing and office space. To the east along Acre Lane lie Ivor House and Lambeth Town Hall, within the Brixton Conservation Area. 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.
Relevant planning history	None

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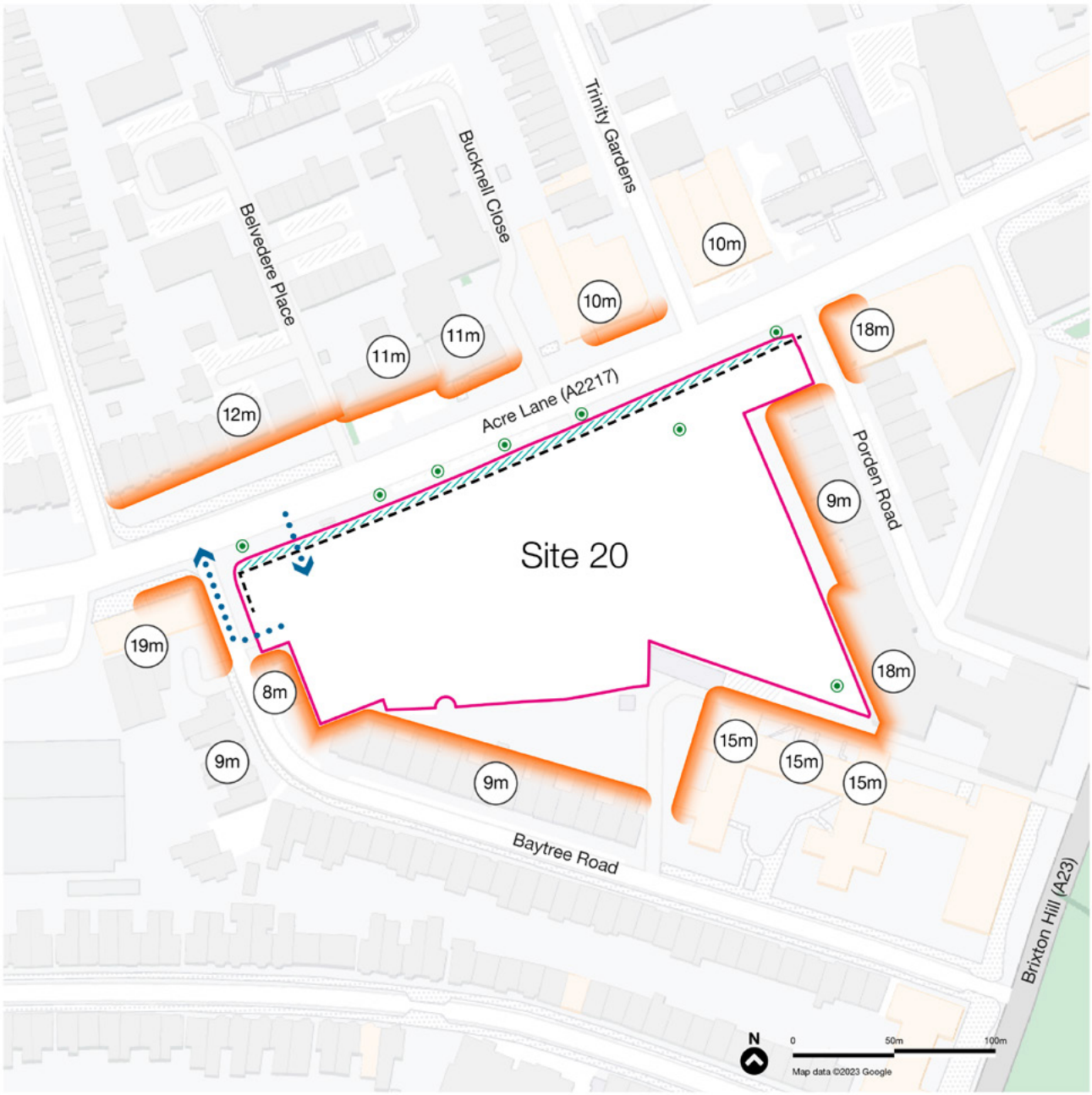
Vision: Site 20: Tesco, 13 Acre Lane SW2

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 Site 20: Tesco, 13 Acre Lane SW2

Key

- Site boundary
- Indicative building line
- Separate entrance/exit to Service yard (exact location for entrance to be determined at application stage)
- Sensitive residential neighbour
- Height in metres of existing neighbouring building
- Tree of value
- Widened footway



Site Allocation Policy	Site 20: Tesco, 13 Acre Lane SW2
Land uses	• Replacement supermarket with residential. The site has potential to accommodate approximately 180 to 210 self-contained residential units.
Affordable housing	The affordable housing threshold is 35 per cent.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to the setting of Lambeth Town Hall in views from Coldharbour Lane, which is identified as significant in the Brixton Conservation Area Statement. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework.
Building design, views and townscape	The site is not appropriate for a tall building, defined as over 45m in this location. Development should address the following principles: • reinstate a building line to Acre Lane, and provide a widened footway on Acre Lane • introduce animation and pedestrian entrances to Acre Lane • use materials and massing which responds positively to local distinctiveness • ground floor residential units should all be provided with adequate defensible space, especially those fronting Acre Lane

Site Allocation Policy	Site 20: Tesco, 13 Acre Lane SW2
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. A material reduction in levels of car parking will be required, to achieve key Local Plan and Transport Strategy objectives around active travel, carbon reduction and air quality improvement. An applicant will need to provide an evidence-based justification to justify any level of parking over and above London Plan standards. Any car parking that is provided will need to focus on disabled persons parking and electric vehicle charging. Non-car access and pedestrian accessibility to the store should be positively promoted through scheme design. For residential uses, only disabled persons' parking in line with London Plan Policy T6 will be supported. 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. A suitable off-street servicing strategy for the supermarket and residential uses must be demonstrated. Servicing of the replacement supermarket should follow the existing retail servicing route i.e. be accessed from Acre Lane (exact location to be determined at application stage) with exit via Baytree Road. Vehicular cross-overs at Acre Lane should be minimised, to maximise pedestrian flow to and from the town centre. New streets should be legible, safe, and tree-lined, with adequate defensible space to ground floor residential uses. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the local Healthy Route Network.
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.

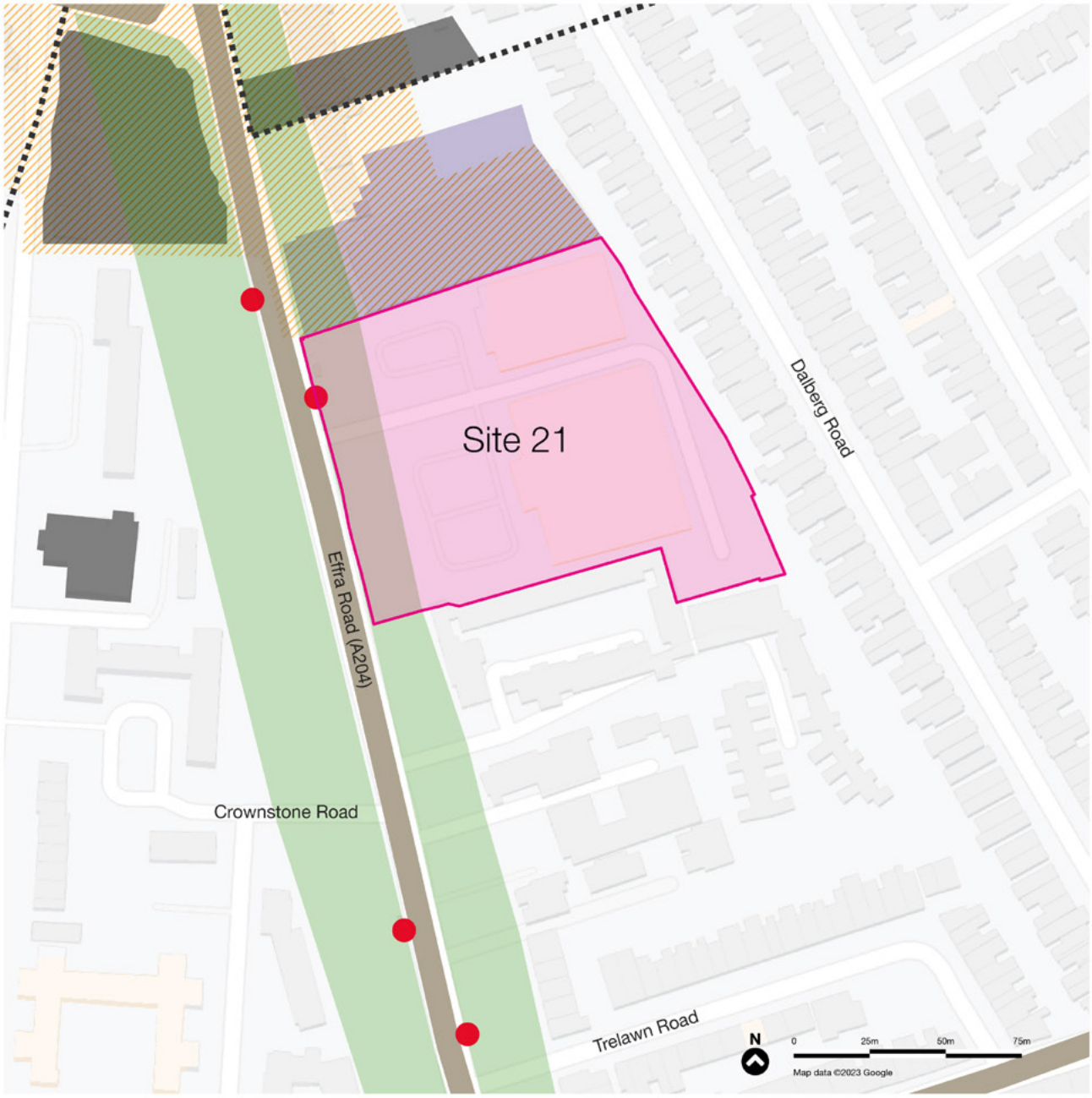
Site Allocation Policy	Site 20: Tesco, 13 Acre Lane SW2
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
On-site residential amenity	Residential accommodation should meet all relevant internal and external amenity standards and requirements as set out in London Plan and Local Plan policy and guidance.
Neighbour relationships	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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, Arlington Lodge and 41–45 Acre Lane. It may be beneficial given neighbour proximity to fully enclose retail service areas. If full enclosure is not proposed, applicants would need to demonstrate that there will be no unacceptable impacts on neighbours. As part of any future redevelopment proposals, consideration shall be given to reducing those parts of the boundary wall shared with Arlington Lodge that could improve the residential amenity of existing and future occupiers.
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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 Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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 QBar=6.75l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. Development should demonstrate consideration of risks associated with deep construction works, for example, in relation to groundwater and disturbing historic contamination and mitigate risks accordingly.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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.

Site Allocation Policy	Site 20: Tesco, 13 Acre Lane SW2
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d).
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	The existing trees of value are protected under Local Plan Policy Q10. Development should be situated to avoid harm to them or to existing street trees during construction. The development implications for the site's TPO tree will be assessed/balanced against the soft landscape and urban greening benefits and mitigation strategies brought by any future redevelopment scheme in accordance with Local Plan Policy Q10. Additional urban greening should be provided in association with a widened footway along Acre Lane. 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.
Expected delivery timescale	2030–2035

Site 21: 51–57 Effra Road SW2

Key

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



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Context	Site 21: 51–57 Effra Road SW2
Site address and postcode	51–57 Effra Road SW2
Ward	Brixton Rush Common
Site area	1.07 ha
Land ownership	The site is in private ownership.
Existing land uses	Effra Road retail park – 3,456 sqm GIA of retail floorspace across two large sheds.
Local Plan Place and Neighbourhood policy	PN3: Brixton
London Plan and Local Plan designations	The site falls within: • Brixton Creative Enterprise Zone • The site is not within a town centre
Neighbourhood Development Plan	None
Community Infrastructure Levy charging zones	• Lambeth CIL Zone C • MCIL2 Band 2
Heritage assets	Within the site: • Art Deco lamp-post (local list) Near the site: • Brixton Conservation Area to the north • 43 and 45 Effra Road (Grade II) • Lambeth Town Hall (Grade II) • St Matthew's Church (Grade II*) • 47 and façade of 49 Effra Road (local list)
Views	No strategic views. Local views (Policy Q25): • (c) (i) View NNW from Brockwell Park to (a) Lambeth Town Hall tower • (c) (i) View NNW from Brockwell Park to (b) St Matthew's Church tower • (c) (i) View NNW from Brockwell Park (c) N and NNE to the City
Transport and access	• PTAL 6a • Effra Road is a London Distributor Road • Site in Railton Low Traffic Neighbourhood • Nearest cycle hire docking station on Saltoun Road • There are narrow footways walking towards Brixton • Within the Brixton Controlled Parking Zone
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area

Context	Site 21: 51–57 Effra Road SW2
Flood risk	The site is located in Flood Zone 1. 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. 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.
Groundwater and contaminated land	The site is located within the Source Protection Zone 2 area for the public groundwater supply borehole in Brixton, operated by Thames Water.
Access to open space and nature conservation	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. The site is within an area of open space deficiency for regional parks.
Trees	No Tree Preservation Orders (TPO) located on or adjacent to the site.
Community safety	Recorded crimes in Brixton Rush Common ward May 2021 – April 2023: 2,559 Most common offences during this period: • Violence against the person: 692 • Theft: 449 • Other accepted crime: 298 • Vehicle offences: 239 Recorded crimes in Brixton Rush Common ward April 2023: 101 Most common offences during this period: • Theft: 22 • Violence against the person: 20 • Other accepted crime: 14 • Arson and criminal damage: 10
Description of current site character	Two large retail sheds with extensive forecourt parking. The Rush Common designation runs along the part of the site fronting Effra Road, providing a welcome sense of openness and greenery.
Neighbour context	Terraced housing to the east (Dalberg Road) and sheltered housing (Fitch Court) to the south. Fitch Court is an inward-looking development of two storeys in height and dates from the 1980s / 1990s. 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.
Relevant planning history	None

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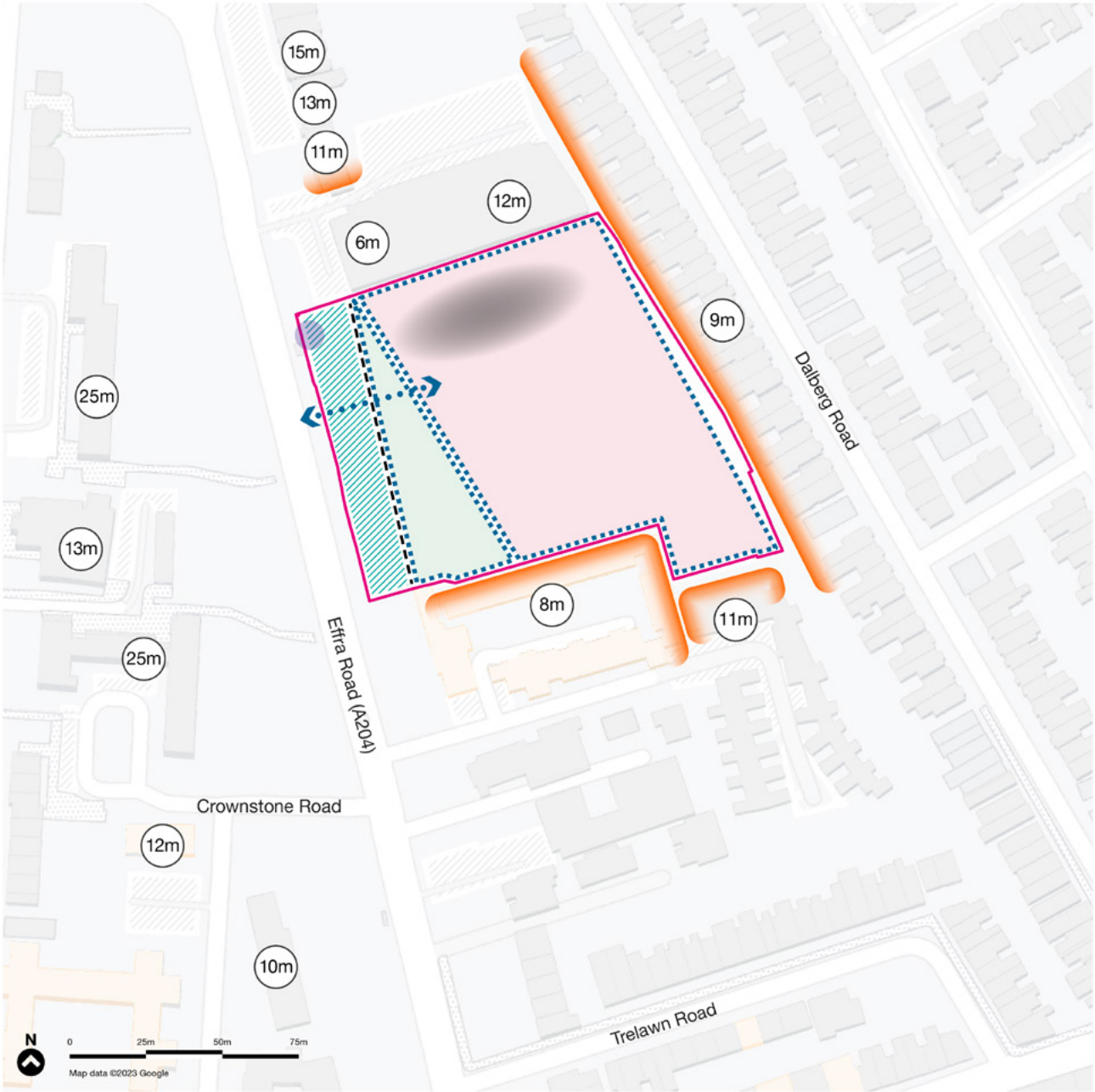
Vision: Site 21: 51–57 Effra Road SW2

An opportunity to bring forward high-quality, mixed-use development that can contribute new workspace and jobs within the Brixton Creative Enterprise Zone (in accordance with London Plan Policy HC5C), 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 sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to 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 Site 21: 51–57 Effra Road SW2

Key

- Site boundary
- New building line
- Indicative location for new servicing/access route
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Area suitable for light industrial workspace
- Maximum building height 14m
- General building height 26-29m
- Locally listed lamp column to be retained
- Enhanced Rush Common public realm



Site Allocation Policy	Site 21: 51–57 Effra Road SW2
Land uses	The site provides an opportunity for comprehensive mixed-use redevelopment, which is likely to achieve optimum development capacity and the best place-shaping outcome. Redevelopment should include new light industrial workspace appropriate to the Brixton Creative Enterprise Zone (in accordance with London Plan Policy HC5C); and new housing, including affordable housing. The site as a whole has potential to accommodate: • Approximately 85 to 95 self-contained residential units (gross) • Flexible, light industrial workspace is appropriate at the northern end of the site Other uses that are appropriate to the Brixton Creative Enterprise Zone, as set out in Local Plan Policy PN3, may be acceptable where they support the functioning of the Creative Enterprise Zone and do not undermine the town centre hierarchy. In particular, under Local Plan Policy ED1, large offices will be subject to a sequential test and must be of an appropriate scale, and smaller offices will be subject to a sequential test. Industrial uses should be completed in advance of occupation of new residential accommodation on the site, unless the applicant can demonstrate to the satisfaction of the LPA that this is not feasible. This requirement will be secured by condition or through a legal agreement. Given Lambeth's location in the Central Services Area, applicants should consider the potential to include space for industrial uses that can provide essential services to the CAZ in accordance with paragraph 6.4.7 of the London Plan 2021. These services could include sustainable last mile distribution/logistics or 'just-in-time' servicing, for example, and should include operational yard space where feasible. Applicants should demonstrate in their proposals how the potential for including these uses has been considered and explain the outcome of that consideration.
Affordable housing	The affordable housing threshold is 35 per cent.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan. Given potential to create new workspace on this site within the Brixton Creative Enterprise Zone, there is a particular opportunity to provide jobs and skills training for local people in the creative industries.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.

Site Allocation Policy	Site 21: 51–57 Effra Road SW2
Heritage assets	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. Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework.
Building design, views and townscape	The site is not identified as appropriate for tall building development, defined as over 45m in this location. Heights are restricted by local views constraints. Given the local views constraints, heights should range from a maximum of 14m in the east to approximately 26–29m to the west and be stepped and arranged to avoid unacceptable impacts on neighbour amenity. Development should also observe the following principles: • Reinstate the historic building line to Effra Road. • 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. • 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. • Provide a coherent sense of place, with a strong unified architectural character. • Maintain the openness of Rush Common, enhance the existing landscaping.

Site Allocation Policy	Site 21: 51–57 Effra Road SW2
Transport, movement and public realm	Local Plan and London Plan transport policies will apply, therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. Additional vehicular crossovers over Rush Common will not be accepted. A narrowed vehicular access using the existing retail park entrance / egress could be used to access to the site. Parking in front of the Effra Road building line is strongly discouraged. 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. 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 should not be gated. A suitable off-street servicing strategy for both the light industrial and residential uses must be demonstrated. Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimises the need for vehicle access will be supported. Development should have 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. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network on Brixton Hill and Brixton Road.

Site Allocation Policy	Site 21: 51–57 Effra Road 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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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. Rush Common land should not be relied upon to meet external amenity space standards for new housing.
Neighbour relationships	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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 Dalberg Road and Fitch Court. New terraced housing to the rear of site should provide a better relationship with the gardens on Dalberg Road than the existing site layout. Applicants should test the relationship with potential optimum massing and demonstrate to the satisfaction of the local planning authority that acceptable neighbour relationships can be achieved, including in relation to daylight, sunlight, privacy, outlook and noise. As required by Lambeth Local Plan Policy Q7, applicants should demonstrate that development of the site does not prejudice the optimum future development of adjoining land. The Agent of Change principle will apply in accordance with London Plan Policy D13.
Expected delivery timescale	2030–2035

Site Allocation Policy	Site 21: 51–57 Effra Road SW2
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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: • 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. • Avoid the most vulnerable use types in locations at risk of flooding (e.g. Omit development in location identified as at risk of flooding). • 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). • 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). In addition to the above, Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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 QBar=10.02 l/s. 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.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. Development should demonstrate consideration of risks associated with deep construction works, for example, in relation to groundwater and disturbing historic contamination and mitigate risks accordingly.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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.

Site Allocation Policy	Site 21: 51–57 Effra Road SW2
Waste management	Waste management and refuse and recycling storage are required to comply with Local Plan Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
Access to open space and nature conservation	Rush Common open space should be retained and enhanced, including the removal of hardstanding and reinstatement of soft landscaping. Developers are strongly encouraged to develop landscaping plans in collaboration with Friends of Rush Common and other local stakeholders. In addition, development should address existing open space deficiency and access to nature deficiency by meeting the requirements of Local Plan Policy EN1(d).
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	New development should optimise opportunities for street tree planting and new green infrastructure along Effra Road. Trees of value on Rush Common should not be negatively impacted or altered by the development. 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 4:
Streatham Site Allocation

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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

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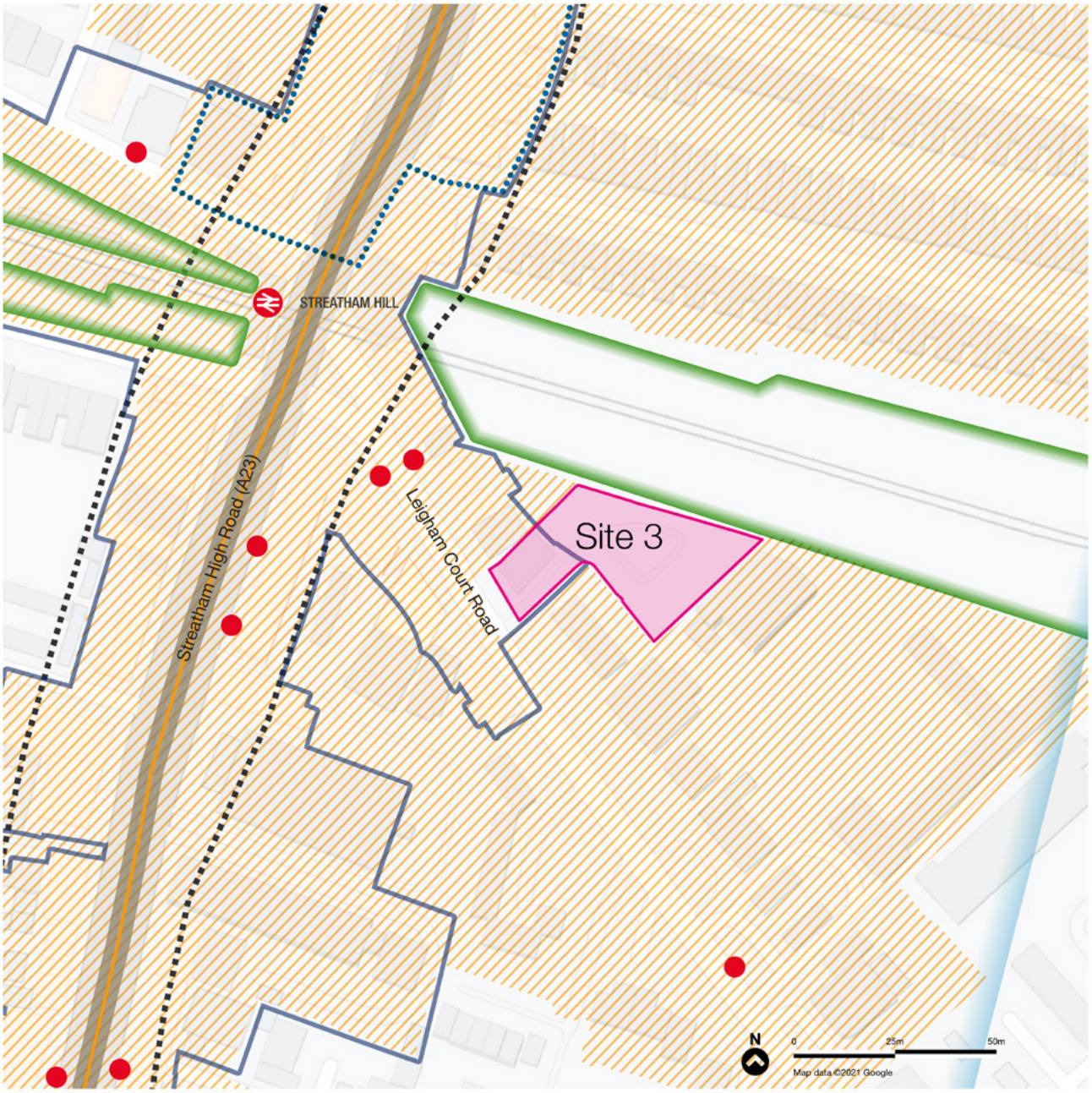
Site 3: 35–37 and Car Park Leigham Court Road SW16

Key

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



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Context	Site 3: 35–37 and Car Park Leigham Court Road SW16
Site address and postcode	35–37 and Car Park Leigham Court Road SW16
Ward	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	PN4: Streatham
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	• Lambeth CIL Zone D • MCIL2 Band 2
Heritage assets	There are no heritage assets within the site. Near the site: • Streatham High Road/Streatham Hill Conservation Area adjoins to the north, west, and south-west. • 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.
Views	None
Transport and access	• PTAL 6a • Leigham Court Road is a Local Distributor Road • Streatham Hill is a Partnership Healthy Route • Site is close to Streatham Hill station • Located in Streatham Hill Low Traffic Neighbourhood • Good bus links with bus stops on Streatham High Road • Not currently within a Controlled Parking Zone • There is a Red Route 30 minute parking/loading along Leigham Court Road
Air Quality Focus Area	Yes - Brixton/Streatham
Energy	Located in a Heat Network Priority Area.
Flood risk	The site is within flood risk zone 1. There are no known surface water management issues at this site.

Context	Site 3: 35–37 and Car Park Leigham Court Road SW16
Groundwater and contaminated land	The site is located within the Source Protection Zone 2 area for the public groundwater supply borehole in Brixton, operated by Thames Water. Potential contamination from car park.
Access to open space and nature conservation	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. The site is within an area of open space deficiency for local, small and pocket parks, as well as regional parks. Borough Site of Importance for Nature Conservation (SINC) 14 – Railway Lineside Streatham Hill abuts the site.
Trees	No Tree Preservation Orders located on or adjacent to the site. Mature trees within the Leigham Court Road (N) Conservation Area adjoin the site.
Community safety	Recorded crimes in Streatham Hill East ward May 2021 – April 2023: 1,572 Most common offences during this period: • Violence against the person: 436 • Theft: 229 • Other accepted crime: 194 • Vehicle offences: 177 Recorded crimes in Streatham Hill East ward April 2023: 59 Most common offences during this period: • Violence against the person: 23 • Theft: 9 • Other accepted crime: 8 • Public order offences: 6
Description of current site character	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.

Context	Site 3: 35–37 and Car Park Leigham Court Road SW16
Neighbour context	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, with residential on the first floor and a ground floor garden adjoining the site. 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. Residential buildings to the south of the site are generally Victorian and three to four storeys in height. There is a retirement home at no. 45 with a recently closed synagogue behind it (which bounds the site) and a disused bowling green behind Nos. 47 and 49. Rail lines run along the northern boundary of the site (Streatham Hill to Tulse Hill/West Norwood).
Relevant planning history	None on site **Adjoining the Site – Leigham Court Road** 21/03028/FUL – Demolition of 49B Leigham Court Road and redevelopment of the site to provide affordable residential homes within a new building with associated access, accessible parking, landscaped communal amenity space and cycle and refuse store facilities. Granted 09/02/23. **Adjacent to the site – Dorchester Parade** 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. Granted 24/12/21.

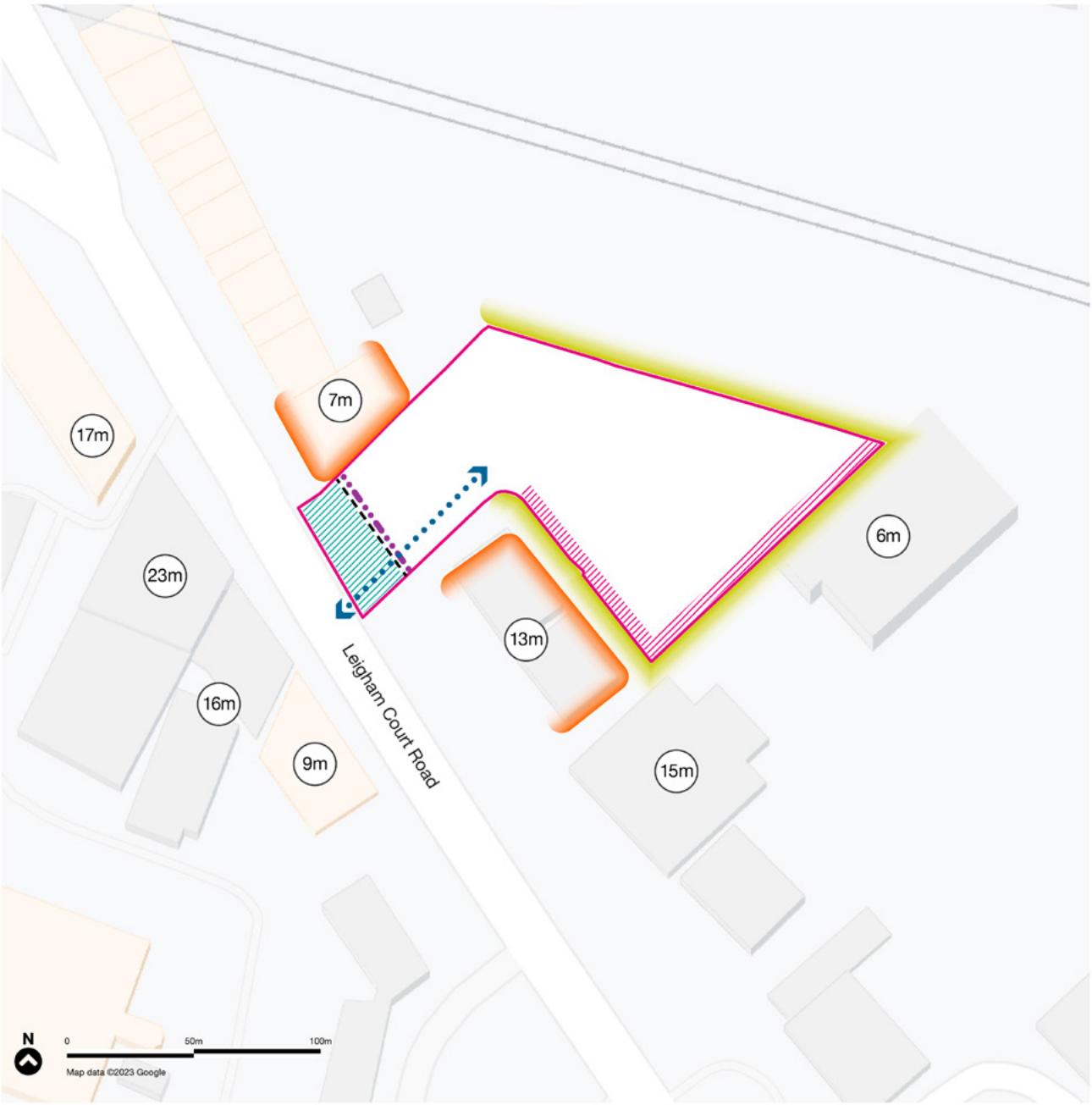
Vision: Site 3: 35–37 and Car Park Leigham Court Road SW16

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 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	Site 3: 35–37 and Car Park Leigham Court Road SW16
Land uses	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. The site has potential to accommodate: • approximately 25 to 30 self-contained residential units • ground floor commercial floorspace within Class E within the town centre boundary Applicants are strongly encouraged to explore potential for comprehensive redevelopment with adjacent sites
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 Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. Redevelopment of the site's frontage should respond positively to the character of the adjoining Streatham High Road/Streatham Hill Conservation Area. Care is required to preserve elements of the setting of the Leigham Court Road (N) Conservation area that make a positive contribution to the heritage asset, in particular the backdrops of nos. 39 & 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.

Site Allocation Policy	Site 3: 35–37 and Car Park Leigham Court Road SW16
Building design, views and townscape	The site is not appropriate for a tall building, defined as above 25m in this location. Redevelopment should appropriately respond to the height of existing buildings across the road to reinforce the character of the town centre. Development should also address the following principles: • 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 • respond positively to the adjacent SINC by maximising the opportunity for urban greening on the site and to enhance residential amenity areas • high quality design to reflect that seen throughout the surrounding conservation areas • use of brick is strongly encouraged to reinforce local distinctiveness and heritage settings • provide a clear public front and a secure, resident-only rear to the site
Transport, movement and public realm	Local Plan and London Plan transport policies will apply, therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. 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. Vehicles accessing the site from Leigham Court Road will need to enter and exit in forward gear. Off-street servicing and turning within the site must be provided. The spacious footway and public realm to Leigham Court Road should be enhanced. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the local Healthy Route Network.

Site Allocation Policy	Site 3: 35–37 and Car Park Leigham Court Road SW16
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of existing neighbour 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 Leigham Court Road.
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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 Policy EN6. 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. The approximate greenfield runoff rate: QBar=1.56l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The car park is identified as a source of contamination. Development should demonstrate consideration of risks associated with deep construction works, for example, in relation to groundwater and disturbing historic contamination and mitigate risks accordingly.

Site Allocation Policy	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 Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d).
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	New development should be sensitive to adjacent trees on the boundary perimeter. 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.
Expected delivery timescale	2025–2030

Section 5:
West Norwood/Tulse Hill Site Allocation

West Norwood/Tulse Hill Site Allocation

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

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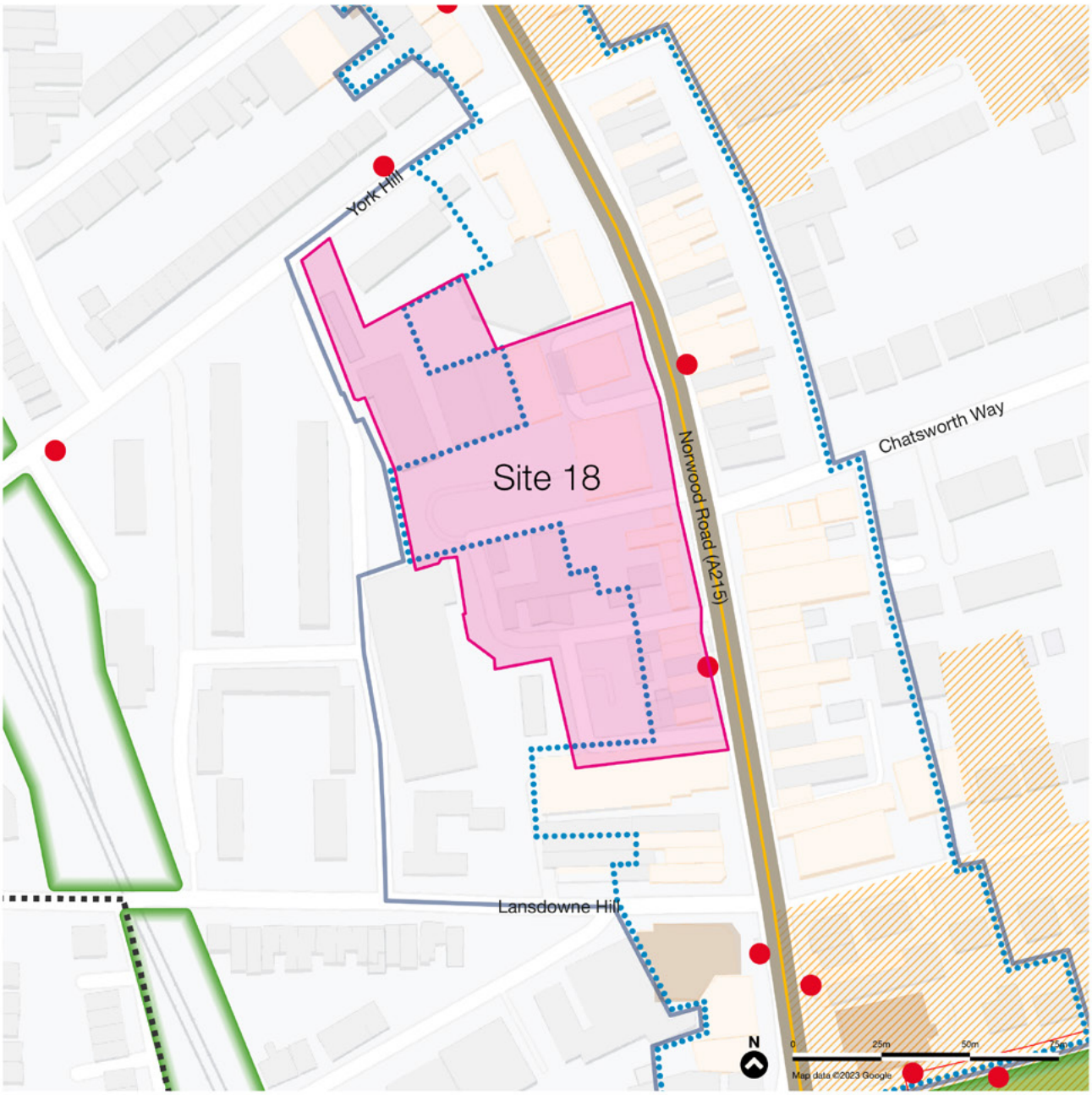
Site 18: 300–346 Norwood Road SE27

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



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Context	Site 18: 300–346 Norwood Road SE27
Site address and postcode	300–346 Norwood Road SE27
Ward	Knight's Hill
Site area	0.97 ha
Land ownership	Lambeth Council and mixed private ownership
Existing land uses	• 9 residential units – Residential above shops between 328–346 Norwood Road (nine units) • 2,363 sqm GIA – retail floorspace (consisting of one large unit of 1,867sqm and seven smaller units) • 57 sqm GIA – office floorspace • 1,123 sqm GIA – industrial floorspace • 440 sqm GIA – church • 233 sqm GIA – petrol station • 333 sqm GIA – fast food takeaways and restaurants (five small units)
Local Plan Place and Neighbourhood policy	PN7: West Norwood/Tulse Hill
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	• Lambeth CIL Zone D • MCIL2 Band 2
Heritage assets	No heritage assets within the site. Near the site: • St Luke's Church, Knight's Hill (Grade II*) • 445 Norwood Road (Grade II) • Lancaster Avenue Conservation Area • West Norwood Conservation Area • West Norwood Cemetery (registered landscape) • 364–366 Norwood Road (local list) • Archaeological Priority Area 14 – Levehurst Medieval Manor House
Views	No strategic views. Local views (Policy Q25): • (c) (iv) View N from Knight's Hill (across LB Southwark) to the City Knight's Hill looking north • (d) (ii) View N along Knight's Hill to St Luke's Church Tower • (d) (iii) View S along Norwood Road to St Luke's Church Tower • (d) (iv) View N from Chapel Road along Weaver Walk to St Luke's Church Tower

Context	Site 18: 300–346 Norwood Road SE27
Transport and access	• PTAL 6a • Norwood Road to the north of the site is part of the Healthy Route network • Norwood Road is a London Distributor Road, York Hill is a Local Distributor, Lansdowne Hill is a Borough Road • Not currently within a Controlled Parking Zone
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.
Groundwater and contaminated land	The site is located within the Source Protection Zone 2 area for the public groundwater supply borehole in Brixton, operated by Thames Water.
Access to open space and nature conservation	St Luke's Church Gardens and West Norwood Cemetery are to the south of the site. The site is within an area of open space deficiency for district and regional parks; a small section at the north of the site only is within an area of open space deficiency for local, small and pocket parks.
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	Recorded crimes in Knight's Hill ward May 2021 – April 2023: 3,074 Most common offences during this period: • Violence against the person: 955 • Theft: 441 • Other accepted crime: 375 • Vehicle offences: 337 Recorded crimes in Knight's Hill ward April 2023: 119 Most common offences during this period: • Violence against the person: 46 • Theft: 20 • Other accepted crime: 14 • Arson and criminal damage / Burglary / Vehicle offences: 7

Context	Site 18: 300–346 Norwood Road SE27
Description of current site character	A large area between York Hill and Lansdowne Hill comprising the Norwood Road frontage and a series of unrelated plots to the back, serviced by dead-end routes. 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 store. Within the back of the site are commercial garages, warehouses, and a car park. Current buildings do not optimise the potential of the site given its town centre location, nor provide a strong active frontage on the high street. The site is a sloping site that sits at the foot of York Hill and presents a significant ground level step 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). The latter combines the building height and the height above sea level of the ground level itself.
Neighbour context	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 mixed development fronting Lansdowne Hill and Norwood Road. 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.
Relevant planning history	**Rear of 300–302 Norwood Road** 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. 20/01394/FUL – Change of use from Sui generis (Use Class B1/B2) to storage and distribution (Use Class B8). Granted 16/09/2020. **1–5 Waylett Place** 22/03361/FUL – Demolition of existing buildings and redevelopment of the site, involving the erection of a part 4 and part 5 storey building to provide commercial floorspace (Use Class E) at ground floor level and 19 residential units (Use Class C3). Refused 20/12/2022 – Lack of assessment of impact of the development on on-street car parking, no demonstration that the site can be serviced safely and that refuse vehicles or fire tenders can access the site. **Adjoining the site – 6 Lansdowne Hill** 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.

Vision: Site 18: 300–346 Norwood Road SE27

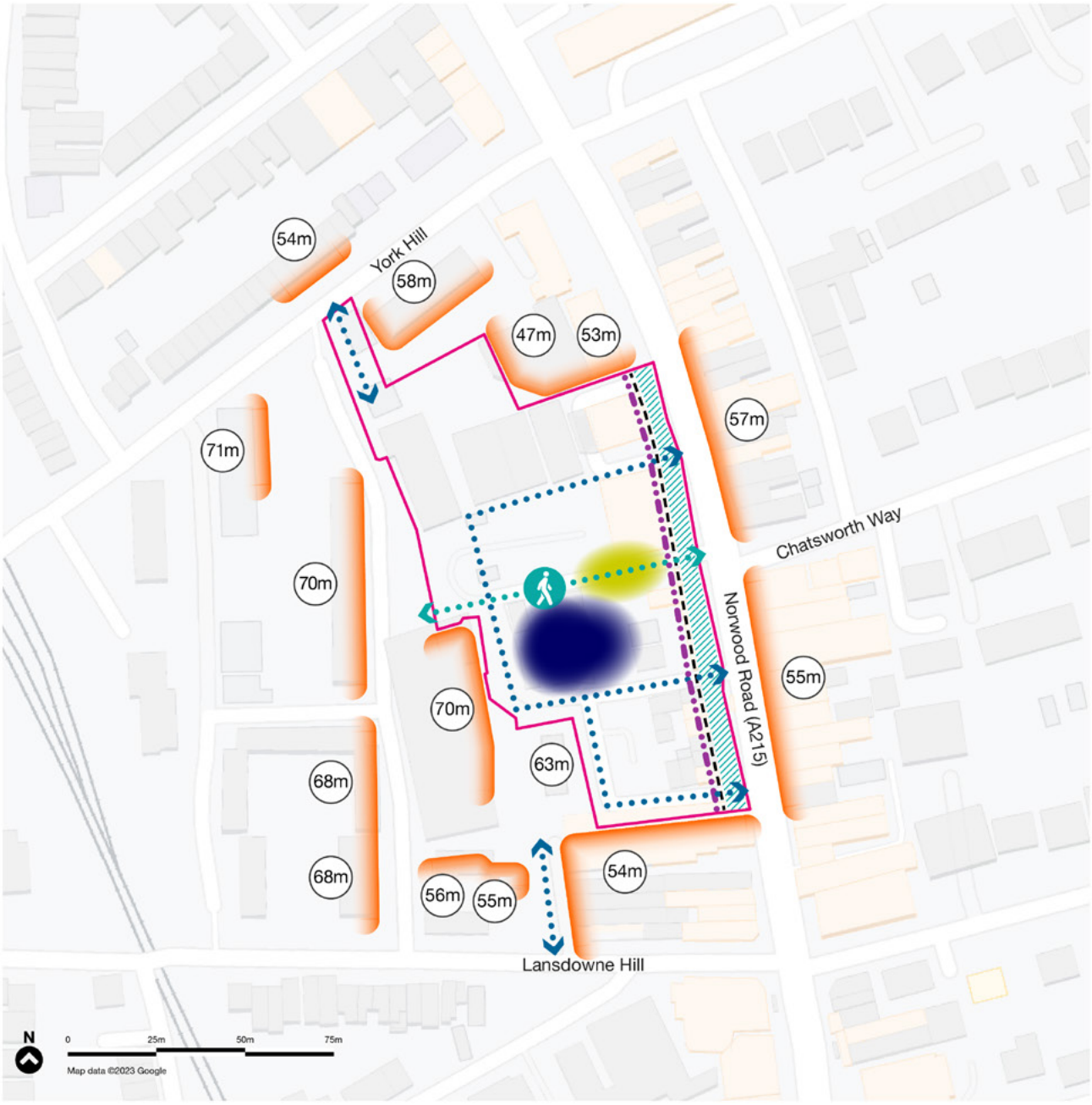
This key town centre site provides significant opportunity for sustainable, mixed-use redevelopment to include new housing and affordable housing, flexible workspace, community uses and shops and food and drink uses that will contribute to the renewal of the shopping frontage on Norwood Road. This will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

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. Development of high architectural quality and detailing will enhance the overall appearance of the town centre.

Vision for Site 18: 300–346 Norwood Road SE27

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 75m AOD
- Indicative location for new public space with active frontages
- New area of public realm



Site Allocation Policy	Site 18: 300–346 Norwood Road SE27
Land uses	Given the multiple land ownerships within the allocated site, any development is likely to come forward in phases. Some parts of the allocated site may not come forward for redevelopment within the lifetime of the Plan. The site allocation policy does not require all parts of the site to be redeveloped. Instead, the site allocation boundary has been drawn to allow for the possibility that proposals for redevelopment could come forward on any part of the allocated area. The site allocation therefore expresses the land use, urban design and place-making vision for the site, in combination with Local Plan Policy PN7F(i). It sets the parameters within which development proposals within the site allocation boundary should be considered, alongside the rest of the development plan. Each phase of development that comes forward should contribute to and help deliver the overall vision for the site as a whole. Given Lambeth's location in the Central Services Area, applicants should consider the potential to include space for industrial uses that can provide essential services to the CAZ in accordance with paragraph 6.4.7 of the London Plan 2021. These services could include sustainable last mile distribution/logistics or 'just-in-time' servicing, for example, and should include operational yard space where feasible. Applicants should demonstrate in their proposals how the potential for including these uses has been considered and explain the outcome of that consideration. The site as a whole has potential to accommodate approximately: • 150–170 self-contained residential units (gross) • 3,000–4,000 sqm GIA of non-residential floorspace, including Use Classes E, F1 and F2 as indicated below Non-residential floorspace is to include at least 1,123 sqm GIA light industrial workspace (Use Class E(g)(iii)) to achieve no net loss of existing industrial floorspace capacity. This would provide a particular opportunity to provide flexible workspace for creative businesses, to enhance the growing cluster in West Norwood and Tulse Hill. In line with Local Plan Policy PN7B, non-residential uses within the primary shopping area along the Norwood Road frontage will be restricted through the use of planning conditions to ensure at least 50 per cent of ground floor units are in shop use (Use Class E(a)), alongside other town centre (Use Class E, generally) and community uses (Use Classes F1 and F2 appropriate to the town centre) that diversify and activate the high street, and promote its long-term vitality and viability. A mix of town-centre appropriate unit sizes and types should be provided at street level. With the exception of the primary shopping area along the Norwood Road frontage, non-residential uses can be fully flexible within Class E and include some space within Classes F1 or F2 if the uses are appropriate to the town centre location. Indicative quantums relate to the entire site allocation area. If only some parcels of land within the allocated site come forward within the Plan period, only a proportion of these indicative quantums will be delivered.

Site Allocation Policy	Site 18: 300–346 Norwood Road SE27
Affordable housing	The affordable housing threshold will range from 35 per cent (privately owned land) to 50 per cent (publicly owned land) as the site is in a mix of private and public ownership. 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. If redevelopment proposals involve existing affordable housing, the requirements for reprovision set out in London Plan Policy H8 will apply.
Social infrastructure	The requirements of Local Plan Policy S1 in relation to the reprovision of the community use should be addressed. The requirements of Local Plan Policy S2 in relation to new social infrastructure and assessment of anticipated impacts on existing social infrastructure should also 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 Policy ED15, including agreement of an Employment and Skills Plan. London Plan Policy E3 and Local Plan Policy ED2 on affordable workspace and Local Plan Policy ED7 relating to town centres will apply. In line with London Plan Policy E3(A), where there is affordable workspace on-site, planning obligations will be used to secure new affordable workspace at rents maintained below the market rate for that space. As stated in Local Plan Policy ED7(E), any major redevelopment proposals will be required through conditions or, where appropriate, planning obligations, to re-provide on affordable terms, subject to viability, any small shops that would be lost as a result of redevelopment. The council will work in partnership with applicants to ensure a commercial strategy is developed to minimise impacts on existing businesses on site.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to: • St Luke's Church, Knight's Hill (Grade II*) • West Norwood Conservation Area • West Norwood Cemetery (registered landscape) Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework.

Site Allocation Policy	Site 18: 300–346 Norwood Road SE27
Building design, views and townscape	Tall buildings in this location are defined in Local Plan Policy Q26 as above 25m in height. The potential for tall buildings is contingent on land parcels coming forward together in sufficient quantity to enable the following to be achieved: • Meeting the requirements of Local Plan Policy Q26A; and • Adequate high quality new public realm in relation to the tall building's use and in order to meet wider place making objectives for the town centre; and • Acceptable levels of daylight, sunlight, overshadowing, privacy and outlook for new blocks and existing neighbours; and • It is demonstrated to the satisfaction of the local planning authority that public benefits achieved, including the place-making objectives expressed in the site allocation, have been maximised. If the above requirements cannot be met, tall building development will not be considered acceptable within the area of this site allocation. If the conditions above are met: • Development on the site should create a coherent roofscape rising in height inwards from the perimeter, where it should appropriately respond to the height of the existing neighbouring buildings and be arranged to avoid unacceptable impact on neighbour amenity • The remaining central part of the site is appropriate for a grouping of tall buildings (i.e. exceeding the threshold definition of a tall building in this part of the borough – 25m) of a maximum building height of 75m AOD, which in this location would translate into a maximum height of c. 31m above ground level • This grouping of tall buildings should be set within new public space Development should also address the following principles: • Provide a clearly defined parapet line to Norwood Road to respect context and create a balanced townscape with the Victorian frontage opposite • Activate ground floor uses along Norwood Road, as well as at public spaces and key public routes through the site • Provide a varied roofscape that integrates well with the locality in townscape views • Use brick as the principal building material to reinforce local distinctiveness

Site Allocation Policy	Site 18: 300–346 Norwood Road SE27
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. Development should provide a network of new and reconfigured existing streets to increase permeability through the site. This should include: • A reduced number of vehicular access points • A new internal service loop from Norwood Road, potentially utilising existing vehicle accesses at the existing petrol filling station and Waylett Place, designed safely to accommodate pedestrians and cyclists, and facilitate loading and servicing in the site, as well as disabled parking • Improvements to north-south pedestrian and cyclist connections between York Hill and Lansdowne Hill • Improvements to east-west pedestrian and cyclist connections between the York Hill Estate and Norwood Road, including from Chatsworth Way • New and reconfigured roads should be tree-lined and include separate roadway and footways In order to provide enhanced public realm, where sites are redeveloped along Norwood Road the building line should be set back to align with those of the current buildings at 294-296 and 304-322 Norwood Road, resulting in a minimum pavement width of 6m. The enhancement of the public realm should also include highway improvements to walking and cycling as part of the Healthy Route Network. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the Healthy Route Network. A suitable off-street servicing strategy for the light industrial, commercial, community and residential uses must be demonstrated. Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimises the need for vehicle access will be supported. 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. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes.

Site Allocation Policy	Site 18: 300–346 Norwood Road SE27
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers. Development must ensure that residential streets are legible, they benefit from good natural surveillance and include prominent entrances with defensible space to the street.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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 Lansdowne Hill, Norwood Road, York Hill and the York Hill Estate. Where a site comes forward in phases, applicants should test the relationship with potential optimum massing and uses on adjacent parcels of land within the allocation and demonstrate to the satisfaction of the local planning authority that acceptable neighbour relationships can be achieved, including in relation to daylight, sunlight, privacy, outlook and noise. As required by Lambeth Local Plan Policy Q7, applicants should demonstrate that the partial development of the site does not prejudice the optimum future development of adjoining plots. The Agent of Change principle will apply in accordance with London Plan Policy D13.

Site Allocation Policy	Site 18: 300–346 Norwood Road SE27
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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 Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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 QBar=7.27l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The petrol station is identified as a source of contamination. Development should demonstrate consideration of risks associated with deep construction works, for example, in relation to groundwater and disturbing historic contamination and mitigate risks accordingly.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d).
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	High value trees should be retained and new streets should be tree-lined. Where possible, there should be improved tree planting on Norwood Road. 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.
Expected delivery timescale	After 2035

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

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
- Air Quality Focus Area
- Key Industrial and Business Area
- Conservation Area
- Open Space
- Key Road
- Healthy Route
- National Rail Station
- Underground Station

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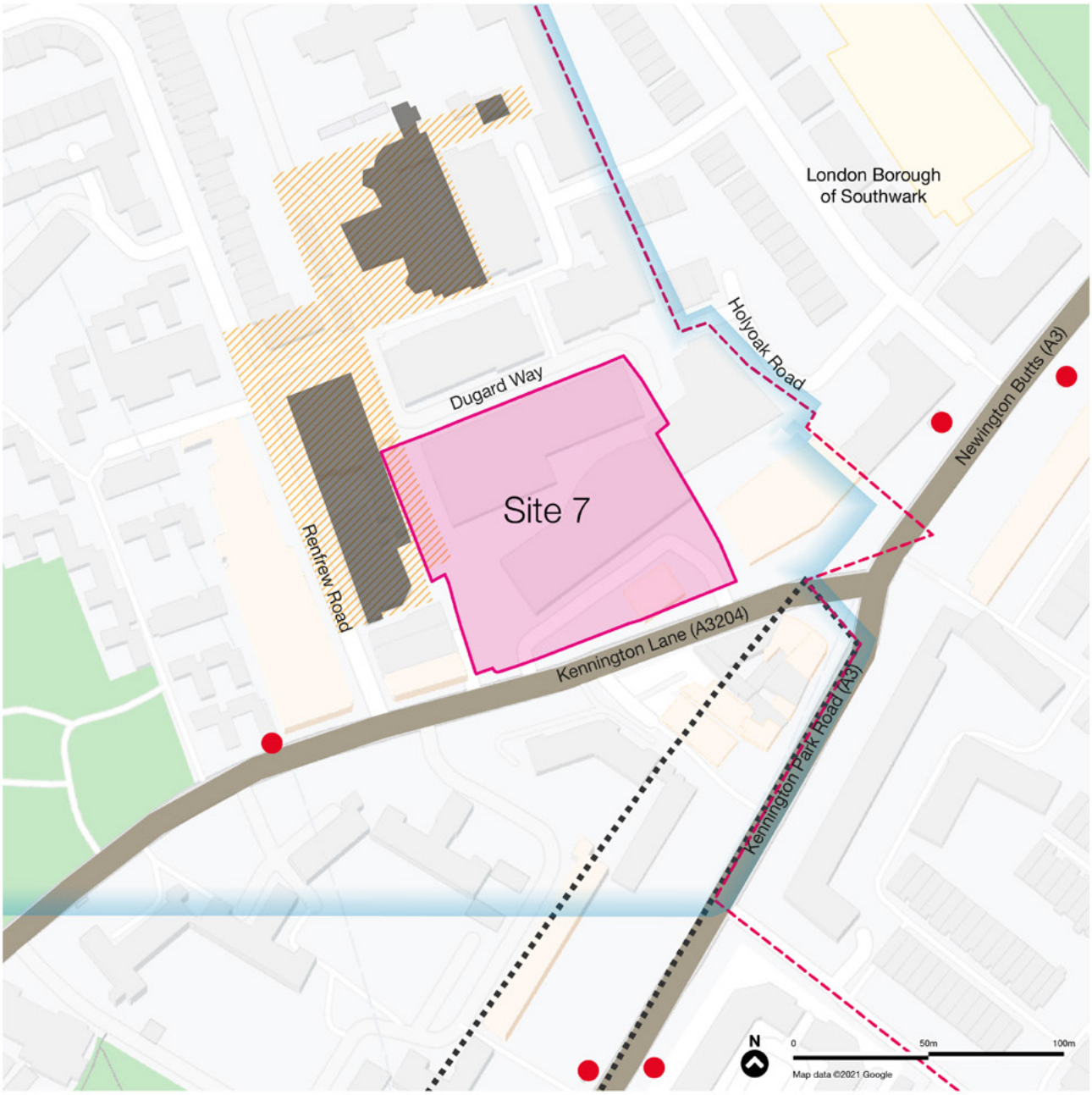
Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11

Key

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



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Context	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Site address and postcode	6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Ward	Kennington
Site area	0.66 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	PN8: Kennington/Oval
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	• Lambeth CIL Zone B • MCIL2 Band 2
Heritage assets	The north-western corner of the site is in the Renfrew Road Conservation Area. To the north of the site are the West Square Conservation Area and Elliot's Row Conservation Area. Adjacent to the site on Renfrew Road: • Former fire station (Grade II) • Former Lambeth Magistrates' Court (Grade II) • Telephone Kiosk outside Magistrates' Court (Grade II) Near the site: • Water tower to former Lambeth Workhouse (Grade II) • Administrative block to former Lambeth Workhouse (Cinema Museum) (Grade II) Adjacent to the site are the following locally listed buildings: • Gate piers to former Lambeth Hospital site • North lodge to Lambeth Hospital Site • South lodge to Lambeth Hospital Site • Reception buildings to Lambeth Hospital Site (north and south) • 42 Renfrew Road – former Court Tavern PH The Cottington Close Estate to the south has been identified in the Twentieth Century Society's 2017 Conservation Area Project as a potential candidate as a post-war conservation area. This is considered to be a non-designated heritage asset.

Context	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Views	Strategic view: • Strategic View 27B – N side Parliament Square to Palace of Westminster (protected silhouette) Local views (Policy Q25): • (c) (i) views N and NNE from Brockwell park to the City • (c) (ii) view NNE from Norwood Park to the City • (c) (iii) view N from Gipsy Hill to the City • (d) (i) view SE and SSE from Westminster Bridge Road to the Lincoln Tower • (d) (xiii) (a) view E from Victoria Tower Gardens and (b) SE from Members' Terrace of Houses of Parliament to Lambeth Palace • (d) (xiv) view ESE from Millbank to 8 Albert Embankment
Transport and access	• PTAL 6b • Elephant and Castle Rail and Tube and Kennington Tube approximately a 10 minute walk • Bus stops on A3 and Kennington Lane. • Kennington Road is part of the TfL Road Network (TLRN) • A3 in proximity, a Healthy Route and Cycle Superhighway 7 • Cycle hire docking stations at Cotton Gardens Estate and Hampton Street • Within the Kennington Controlled Parking Zone
Air Quality Focus Area	Yes – Elephant and Castle to St George's Circus and Kennington Lane
Energy	Located in a Heat Network Priority Area
Flood risk	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. Small ponding has been identified in the modelling during a low-risk surface water event but is considered to be very low risk.
Access to open space and nature conservation	St Mary's Park (LB Southwark) is within 200m of the site. Within an area of open space deficiency for local/small/pocket, district, metropolitan and regional parks. Within an area deficient in access to nature.
Trees	No Tree Preservation Orders on or adjacent to the site.

Context	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Community safety	Recorded crimes in Kennington ward May 2021 – April 2023: 2,588 Most common offences during this period: • Violence against the person: 729 • Theft: 499 • Other accepted crime: 344 • Burglary: 176 Recorded crimes in Kennington ward April 2023: 97 Most common offences during this period: • Theft: 29 • Violence against the person: 22 • Other accepted crime: 14 • Public order offences: 10
Description of current site character	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. 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. The current uses on site do not provide any natural surveillance of the street and there is virtually no activation.
Neighbour context	The flanks of no. 2 Kennington Lane, nos. 1–9 Hollyoak Road adjoin the eastern boundary of the site. To the north stand Limelight House and Goddard House, which are four and five storey residential blocks fronting Dugard Way. 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. 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.
Relevant planning history	**Timber Yard R/O 6–24 Kennington Lane** 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. **6–12 Kennington Lane** 17/02300/EIASCP - Request for a Scoping Opinion in respect of an Environmental Impact Assessment to support a proposed detailed application for planning permission. Issued 30/08/2017

Vision: 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.

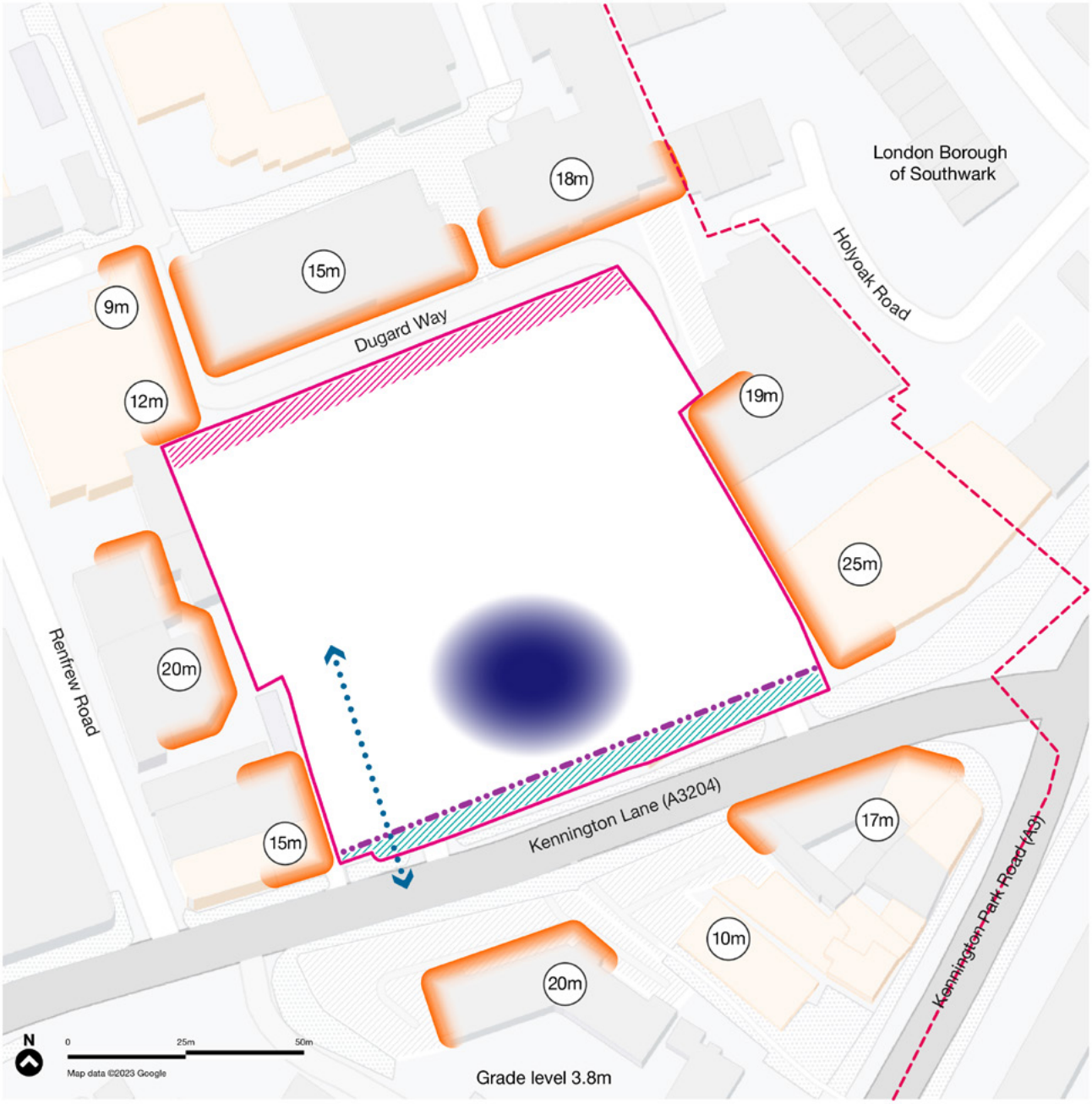
Redevelopment presents an opportunity to enhance the townscape and street-scene on a main road frontage close to the boundary with the neighbouring borough of Southwark. High quality design will enhance local character and heritage through appropriate materials and building form. The density of new development 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 potentially relocating the signalised crossing

Vision for 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
- Indicative location appropriate for tall building – general building height 50m
- Development set back from neighbours
- Widened footway



Site Allocation Policy	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Land uses	The site provides an opportunity for comprehensive mixed-use redevelopment, however, given the two separate land ownerships, the site may also 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. Comprehensive mixed-use redevelopment is likely to achieve optimum development capacity and the best place-shaping outcome. 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)). In that scenario, the site overall has potential to accommodate: • 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). • Approximately 115 to 125 self-contained residential units. . Proposals for non-self-contained housing will be considered against relevant London Plan and Local Plan policies. • A replacement community use of equivalent or better functionality to the existing space within the Christ the Redeemer building. Industrial uses (including storage and distribution where relevant) should be completed in advance of occupation of new residential accommodation on the site, unless the applicant can demonstrate to the satisfaction of the LPA that this is not feasible. This requirement will be secured by condition or through a legal agreement. Given Lambeth's location in the Central Services Area, applicants should consider the potential to include space for industrial uses that can provide essential services to the CAZ in accordance with paragraph 6.4.7 of the London Plan 2021. These services could include sustainable last mile distribution/logistics or 'just-in-time' servicing, for example, and should include operational yard space where feasible. Applicants should demonstrate in their proposals how the potential for including these uses has been considered and explain the outcome of that consideration. Main town centre uses are not appropriate in this out of centre location.

Site Allocation Policy	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Affordable housing	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. 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.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to the listed former fire station on Renfrew Road. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework. The stock brick wall separating the two parts of the site is a remnant of the old workhouse but is outside the conservation area and isolated from all the surviving historic buildings. Given its limited historic interest, it is not considered to be a heritage asset.

Site Allocation Policy	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Building design, views and townscape	The front part of the site is appropriate for a tall building of a general building height of 50m, in the indicative location shown. The remainder of the site is appropriate for low-rise and mid-rise development, appropriately scaled to respond to neighbour constraints. A comprehensive approach to the development of both parcels together is favoured because it will allow for greater capacity to accommodate the appropriate mix of uses, in the most suitable areas, having regard to matters such as availability of light and servicing. Development should also address the following principles: • Has a massing and form that integrate well with the established low-rise, largely residential neighbourhood and townscape context • Built form and materials should be respectful of the adjacent heritage assets and local distinctiveness • Include ground floor façade activation, in particular on Kennington Lane • Not re-provide panel advertisements
Transport, movement and public realm	Local Plan and London Plan transport policies will apply, therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. Where new public pedestrian routes or spaces are provided between Kennington Lane and Dugard Way careful consideration should be given to community safety and security. Renfrew Road should be retained as the primary local pedestrian north-south route as this will reinforce community safety by avoiding pedestrian dispersal, especially at night. A suitable off-street servicing strategy for the light industrial, community and residential uses must be demonstrated. No vehicular access or servicing should be provided from Dugard Way, although pedestrian access is required. Any partial redevelopment of the site should ensure that later phases can also be serviced from Kennington Lane rather than Dugard Way. On-street servicing on Kennington Lane is unacceptable. Servicing is to be accommodated on site, with all vehicles able to enter and exit in forward gear. Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimises the need for vehicle access will be supported.

Site Allocation Policy	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Transport, movement and public realm (continued)	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. Depending on the location of any vehicular access points, an existing signalised pedestrian crossing may need to be relocated. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure, such as through the delivery of the local Healthy Route Network, active travel connections, cycle hire provision and buses.
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers. Good natural surveillance to both Kennington Lane and Dugard Way must be provided.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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. Where a site comes forward in phases, applicants should test the relationship with potential optimum massing and uses on adjacent parcels of land within the allocation and demonstrate to the satisfaction of the local planning authority that acceptable neighbour relationships can be achieved, including in relation to daylight, sunlight, privacy, outlook and noise. As required by Lambeth Local Plan Policy Q7, applicants should demonstrate that the partial development of the site does not prejudice the optimum future development of adjoining plots. The Agent of Change principle will apply in accordance with London Plan Policy D13.

Site Allocation Policy	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. 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. 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. The NHS facilities are considered a 'More Vulnerable Use'. Any reprovision of this use on site would need to satisfy the exceptions test as part of a Flood Risk Assessment. Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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. The approximate greenfield runoff rate is QBar=3.61l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d).

Site Allocation Policy	Site 7: 6–12 Kennington Lane and Wooden Spoon House, 5 Dugard Way SE11
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
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.
Expected delivery timescale	2025–2030 for southern part of the site.

Section 7: **Loughborough Junction Site Allocations**

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Loughborough Junction Site Allocations

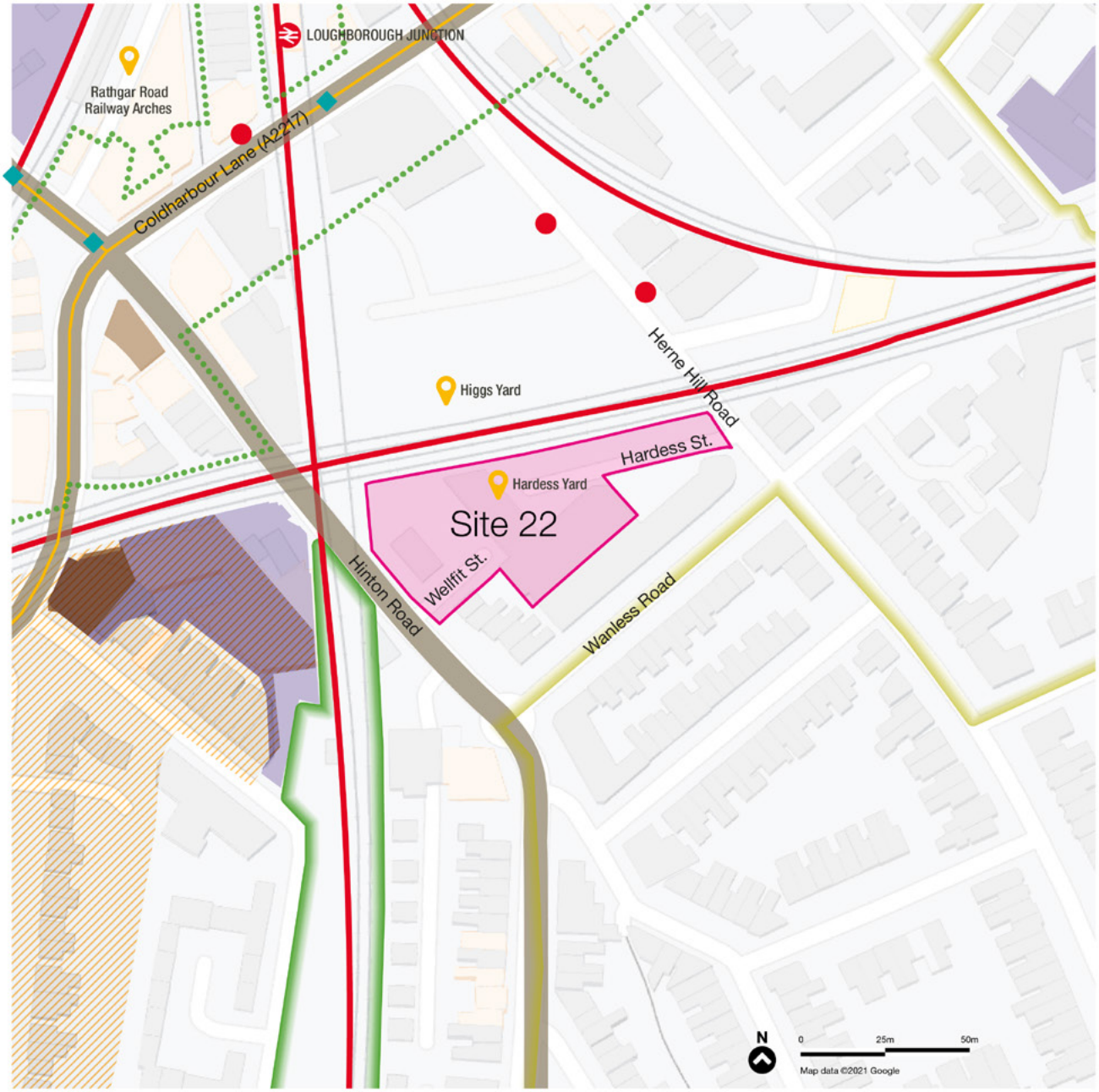
Key

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

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

Key

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



Context	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	Herne Hill & Loughborough Junction
Site area	0.33 ha
Land ownership	The site is in mixed private and public ownership. Land in public sector ownership includes a narrow strip of land immediately adjoining the railway arches (Network Rail) and Wellfit Street and Hardess Street are adopted borough roads.
Existing land uses	• 960 sqm GIA light industrial floorspace • 32 sqm GIA retail floorspace • Borough roads (Wellfit Street and Hardess Street) and land facilitating access to railway arches
Local Plan Place and Neighbourhood policy	PN10: Loughborough Junction
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	• Lambeth CIL Zone C • MCIL2 Band 2
Heritage assets	No heritage assets on the site or immediately adjoining it. Near the site: • Loughborough Park Conservation Area • Ruskin Park, (Grade II listed Registered Landscape) • Green Man 'Skills Zone', 225 Coldharbour Lane (local list) • Business Centre, 245 Coldharbour Lane (local list)
Views	Close to the background consultation areas for the following strategic views: • London Panorama 2A: Parliament Hill summit to Palace of Westminster • London Panorama 2B: Parliament Hill East of Summit to Palace of Westminster • London Panorama 4: Primrose Hill to Palace of Westminster Local views (Policy Q25): • (c) (i) (c) Views N and NNE from Brockwell Park to the City • (c) (ii) View NNE from Norwood Park to the City

Context	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Transport and access	• PTAL 3 • Loughborough Junction Station is approximately 200m from the site • Coldharbour Lane is a Healthy Route • Brixton Underground station is approximately 1.1km away • Coldharbour Lane, Herne Hill Road and Hinton Road are London Distributor Roads • Within the Herne Hill Controlled Parking Zone
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area
Flood risk	Located in Flood Zone 1. 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.
Access to open space and nature conservation	Wyck Gardens is about 200m from the site to the north-west, 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. 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.
Trees	No Tree Preservation Orders on or adjacent to the site. There is a small, broadleaf street tree on Wellfit Street, within the site.
Community safety	Recorded crimes in Herne Hill and Loughborough Junction ward May 2021 – April 2023: 3,679 Most common offences during this period: • Violence against the person: 1,021 • Theft: 904 • Vehicle offences: 316 • Other accepted crime: 285 Recorded crimes in Herne Hill and Loughborough Junction ward April 2023: 146 Most common offences during this period: • Theft: 44 • Violence against the person: 32 • Other accepted crime: 14 • Arson and criminal damage/Public order offences: 13

Context	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
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 formerly included a scrap metal yard, a skip yard and a retail unit. Wellfit Street forms part of the site. 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. Hardess Street forms part of the site. The northern edge of the site provides access to the railway arches to the north of the site.
Neighbour context	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. 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. 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.

Context	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Relevant planning history	**1, 3–11 Wellfit Street, 7–9 Hinton Road and Units 1–4 Hardess Street** 19/04280/FUL – Demolition of existing retail and industrial buildings and erection of a part 3, part 20, part 29-storey mixed-use podium building comprising 2,073 sqm of employment floorspace (Use Class E(g)(i) and (iii)) with ancillary sandwich bar/café and site care-takers accommodation (Use Class E(a) and (c)), 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. 24/00073/FUL - The demolition of all existing buildings and construction of a phased, mixed use, co-living scheme (comprising a co-living building (Sui Generis) with all associated amenity and ancillary spaces) and separately contained light industrial building (Use Class E(g)(iii)) and associated access, parking, amenity, public realm (including associated highway works) and landscaping. Granted 03/07/2026. **1 Wellfit Street** 11/01192/FUL – Erection of a single storey building to provide general industrial (Use Class B2). Granted 06/10/2011. **3–11 Wellfit Street** 90/00027/PLANAP – In outline, redevelopment by the erection of a 3 storey Class B1 building comprising 7,144 sqft floorspace including loading bay and car parking accommodation, together with the creation of a new vehicular access. Granted 22/12/1989. **Unit 4, Hardess Street** 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. 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. **Adjoining site – Higgs Industrial Estate – north of railway line** 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.

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

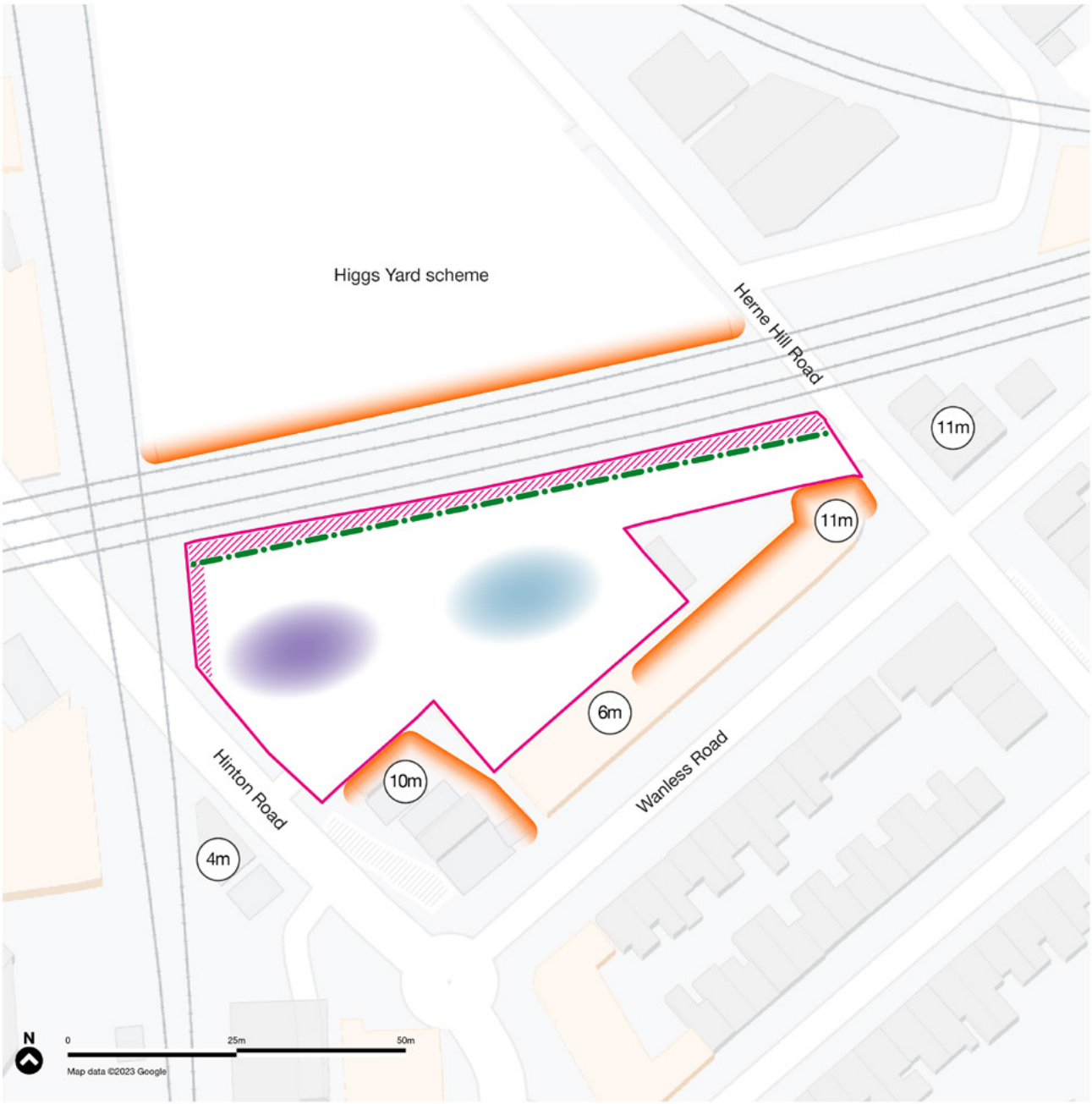
Redevelopment of this site presents an opportunity to provide new, purpose-built light industrial accommodation in an accessible location close to Loughborough Junction local centre and transport links and within the Brixton Creative Enterprise Zone. This could offer 'maker-space' for small and growing 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 and to complement Loughborough Junction's other characteristic yards.

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 railway viaducts.

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

Key

- Site boundary
- Access to viaduct premises maintained/improved
- Sensitive residential neighbour
- ① Height in metres of existing neighbouring building
- Maximum building height 40m
- General building height 26m
- Development set back from railway viaduct (source of noise)



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Site Allocation Policy	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Land uses	The site has potential to accommodate: • 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) • Approximately 50–70 self-contained residential units. Light industrial workspace should be appropriate to the Brixton Creative Enterprise Zone (in accordance with London Plan Policy HC5C). 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). Industrial uses should be completed in advance of occupation of new residential accommodation on the site, unless the applicant can demonstrate to the satisfaction of the LPA that this is not feasible. This requirement will be secured by condition or through a legal agreement. Given Lambeth's location in the Central Services Area, applicants should consider the potential to include space for industrial uses that can provide essential services to the CAZ in accordance with paragraph 6.4.7 of the London Plan 2021. These services could include sustainable last mile distribution/logistics or 'just-in-time' servicing, for example, and should include operational yard space where feasible. Applicants should demonstrate in their proposals how the potential for including these uses has been considered and explain the outcome of that consideration. Main town centre uses are not appropriate in this out of centre location.
Affordable housing	The affordable housing threshold is 50 per cent for public sector land; and 35 per cent on private land 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. The affordable housing threshold will be calculated in accordance with the approach set out in the GLA Practice Note 'Threshold Approach to Affordable Housing on Public Land' (July 2018) or any subsequent updated guidance. Where only a small proportion of a site is public land and this does not contain a functional building or land use, the 35 per cent threshold should apply for the whole site.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan. 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.

Site Allocation Policy	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to the Loughborough Park Conservation Area and Ruskin Park, including views from Ferndene Road. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework.
Building design, views and townscape	The site is not appropriate for a tall building, defined as above 45m in this location. The site is appropriate for a maximum building height of 40m in the indicative location shown, to provide a noticeable step-down in height from the approved scheme at Higgs Yard. Lower buildings elsewhere on the site should respond to their immediate context, particularly adjacent to the rear gardens on Wanless Road.
Transport, movement and public realm	Local Plan and London Plan transport policies will apply. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. Where possible, a suitable off-street servicing strategy for the light industrial and residential uses should be demonstrated. 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. Where possible the access arrangements to arches 257–262 Hardess Street should be improved. The existing forecourts serving arches 253–256 should be retained. Existing business activity on Hardess Street 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. Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimises the need for vehicle access will be supported. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes.

Site Allocation Policy	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Transport, movement and public realm (continued)	Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure. Such obligations should contribute towards the delivery of i) local public realm and cycling infrastructure improvements in line with the council's strategies, including the Healthy Routes, the Healthy Neighbourhoods and the Kerbside strategies, ii) expansion of the cycle hire infrastructure (including cycle hire docking stations) in the area and iii) improvements to Loughborough Junction station, with works to make the station step-free via an Access for All scheme being the highest priority. Given the proximity of the site to railway infrastructure, engagement with the Asset Protection and Optimisation team at Network Rail (ASPRO) will be required in order to avoid any impact on the safe and efficient running of the railway and ensure access for repairs and maintenance is not compromised.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers. 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.
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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.

Site Allocation Policy	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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 finished floor 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). Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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. The approximate greenfield runoff rate is QBar=5.55l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The adjacent railway is identified as a source of contamination.
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d). Planning obligations may be sought to mitigate any impacts of development on open space and enhance access to nature. Such obligations should contribute to improvement works to Wyck Gardens, Elam Street Open Space, Milkwood Community Park and Loughborough Park, which are, in that order, the four existing open spaces in closest proximity to the site. Improvement works could comprise replacement of existing street furniture, accessibility enhancements, particularly in relation to new signage, improvements to gardens and habitats, landscape improvements and, where required, upgrades to or replacement of existing infrastructure such as children's playgrounds.
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.

Site Allocation Policy	Site 22: 1 & 3–11 Wellfit Street, 7–9 Hinton Road & Units 1–4 Hardess Street SE24
Urban greening and trees	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. The development implications for the site's tree will be assessed/ balanced against the soft landscape and urban greening benefits brought by any future redevelopment scheme in accordance with Local Plan Policy Q10.
Expected delivery timescale	2025–2030

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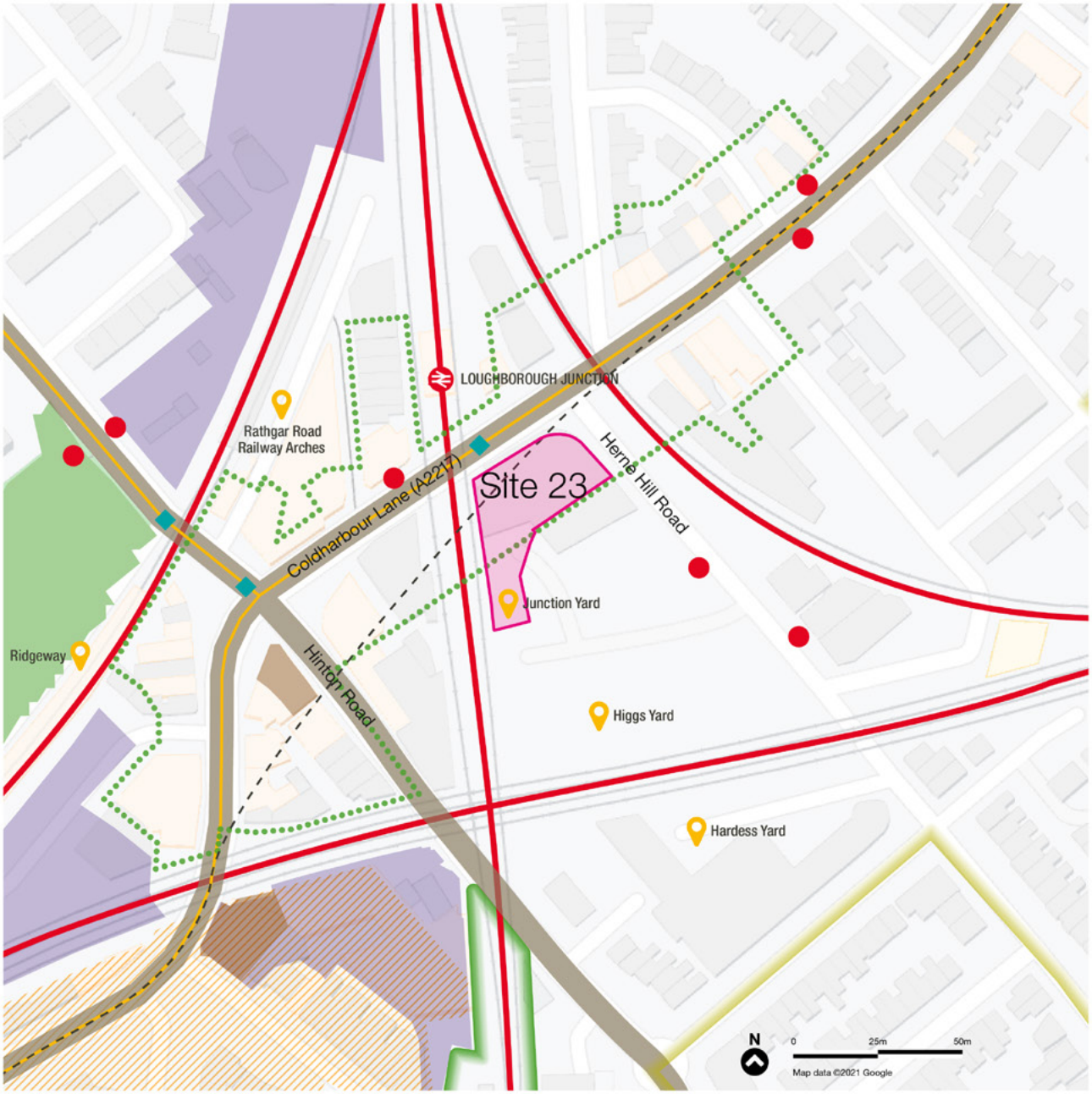
Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24

Key

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



Context	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Site address and postcode	Land at corner of Coldharbour Lane and Herne Hill Road SE24
Ward	Herne Hill & Loughborough Junction
Site area	0.10 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	PN10: Loughborough Junction
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	• Lambeth CIL Zone C • MCIL2 Band 2
Heritage assets	No heritage assets within the site. Near the site: • Loughborough Park Conservation Area • Ruskin Park (Grade II listed Registered Landscape) • 225 Coldharbour Lane (local list) • 245 Coldharbour Lane (local list)
Views	No strategic views. Local views (Policy Q25): • (c) (i) (c) Views N and NNE from Brockwell Park to the City • (c) (ii) View NNE from Norwood Park to the City
Transport and access	• PTAL 4 • Loughborough Junction station is approximately 200m from the site • Coldharbour Lane is a Healthy Route • Brixton Underground station is approximately 1.1km away • Coldharbour Lane is a London Distributor Road • Herne Hill Road and Hinton Road are Local Distributor Roads • Within the Camberwell Controlled Parking Zone
Air Quality Focus Area	No
Energy	Located in a Heat Network Priority Area

Context	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Flood risk	Located in Flood Zone 1. 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.
Access to open space and nature conservation	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. The site is within an area of open space deficiency for district and regional parks.
Trees	No Tree Preservation Orders on or adjacent to the site.
Community safety	Recorded crimes in Herne Hill and Loughborough Junction ward May 2021 – April 2023: 3,679 Most common offences during this period: • Violence against the person: 1,021 • Theft: 904 • Vehicle offences: 316 • Other accepted crime: 285 Recorded crimes in Herne Hill and Loughborough Junction ward April 2023: 146 Most common offences during this period: • Theft: 44 • Violence against the person: 32 • Other accepted crime: 14 • Arson and criminal damage/Public order offences: 13
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. National Grid below-ground cables cross the site.

Context	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Neighbour context	The site is within Loughborough Junction Local Centre and the buildings making up this centre are generally three to four storeys in height. 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. 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. 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. To the east of the site are industrial uses based in the arches of the railway viaduct. 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.
Relevant planning history	**Unit 1 Higgs Industrial Estate 2–12 Herne Hill Road** 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. 15/01024/FUL - Refurbishment of existing two storey Sureway International Christian Ministries building (known as Site 2) including the set back of the ground floor frontage on Coldharbour Lane. Extension of the existing building to create a block up to five storeys in height, providing a D1 use (with ancillary B1 floorspace) and five residential flats (use class C3). Granted 25/06/2015 **Adjoining site – Higgs Industrial Estate** 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.

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

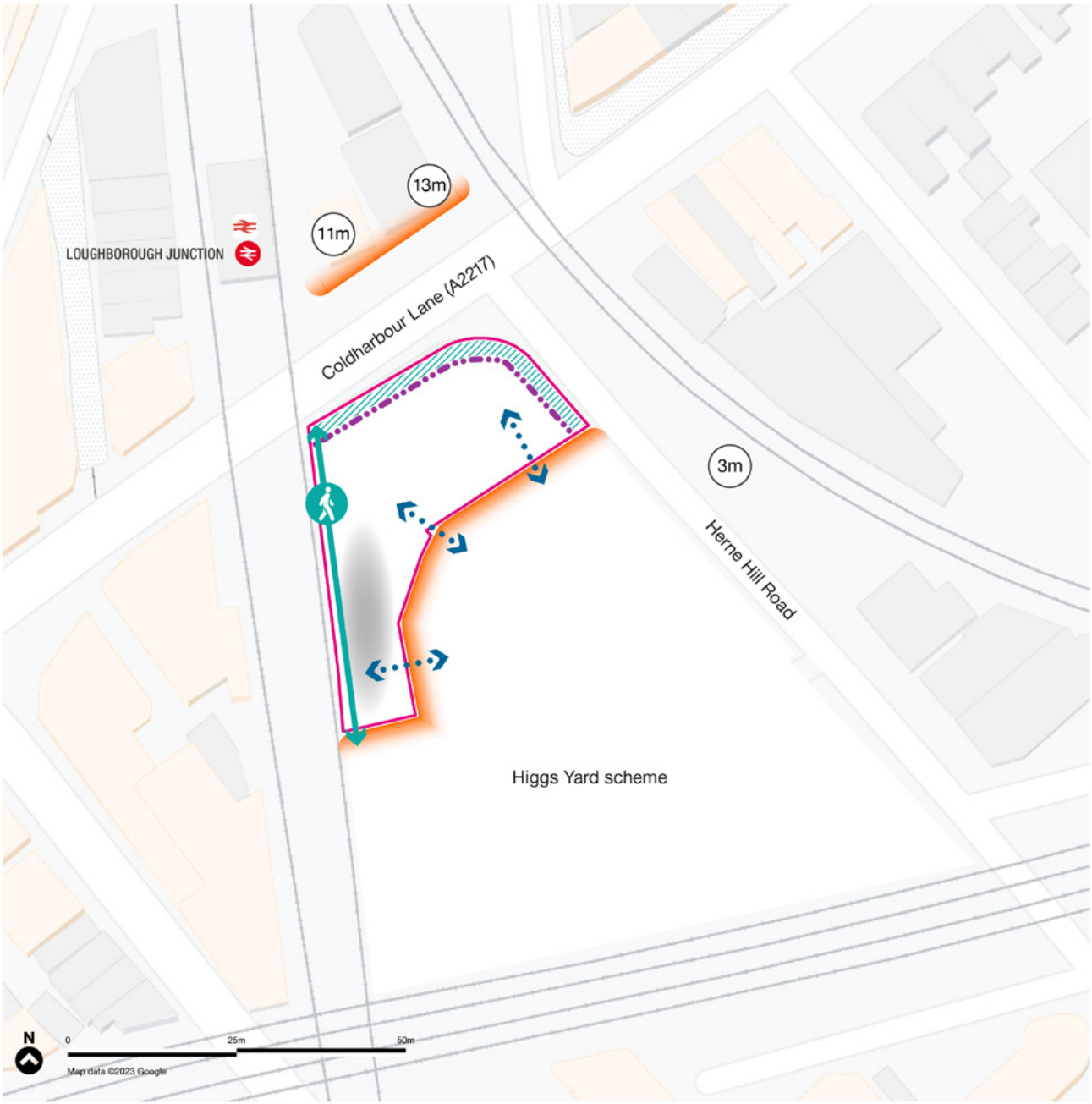
The site can contribute to the implementation of Local Plan Policy PN10 for Loughborough Junction by delivering a sustainable, mixed-use development in this well-connected town centre location. This has potential to provide improved accommodation for the existing place of worship, or alternative town 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 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
- Height in metres of existing neighbouring building
- Area suitable for flexible and creative workspace
- Widened and enhanced footway
- National Rail Station



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Site Allocation Policy	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Land uses	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. The site has potential to accommodate: • Replacement community use of equivalent or better functionality, providing an active frontage at ground floor level. • Alternatively, flexible town centre uses within Class E, that provide active frontages at ground floor level. • Approximately 30–40 self-contained residential units 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 level. • Flexible and creative workspace uses along Junction Yard adjacent to the railway arches. Main town centre uses are not appropriate in this part of the site as it is outside the town centre. Flexible and creative workspace should be appropriate to the Brixton Creative Enterprise Zone (in accordance with London Plan Policy HC5C). Industrial uses should be completed in advance of occupation of new residential accommodation on the site, unless the applicant can demonstrate to the satisfaction of the LPA that this is not feasible. This requirement will be secured by condition or through a legal agreement. Given Lambeth's location in the Central Services Area, applicants should consider the potential to include space for industrial uses that can provide essential services to the CAZ in accordance with paragraph 6.4.7 of the London Plan 2021. These services could include sustainable last mile distribution/logistics or 'just-in-time' servicing, for example, and should include operational yard space where feasible. Applicants should demonstrate in their proposals how the potential for including these uses has been considered and explain the outcome of that consideration.
Affordable housing	The affordable housing threshold is 35 per cent.
Social infrastructure	The requirements of Local Plan Policy S1 in relation to the reprovision of the community use should be addressed. The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan. 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.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.

Site Allocation Policy	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to the settings of the Loughborough Park Conservation Area and Ruskin Park, including views from Ferndene Road. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework.
Building design, views and townscape	The site is not appropriate for a tall building, defined as above 45m in this location. 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 by setting back the ground floor building line; and should be designed to integrate well with, and complement the scale of, the approved redevelopment on Higgs Yard immediately to the south. The building line to Herne Hill Road should align with the approved scheme at Higgs Yard. The residential entrance should be on Herne Hill Road. A strategy for responding to the National Grid electricity assets present within the site is required which demonstrates the National Grid Design Guide and Principles have been applied at the masterplanning stage and how the impact on the asset has been reduced through good design.

Site Allocation Policy	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Transport, movement and public realm	Local Plan and London Plan transport policies will apply, therefore the development is expected to be car free with vehicle access restricted to disabled persons' parking and servicing. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. Where possible, a suitable off-street servicing strategy for the light industrial, town centre, community, and residential uses should be demonstrated. Vehicular servicing should be from the existing rear access. There is potential for freight consolidation with other surrounding sites, including Higgs Yard. Where land use is linked to last mile distribution/logistics or 'just-in-time', servicing which utilises cargo bikes and minimises the need for vehicle access will be supported. Development should provide a new pedestrian route along the railway viaduct to connect through to Higgs Yard and to facilitate the animation of the railway arches. The new route should be of a width and design that ensures community safety and this would also facilitate servicing of the Network Rail infrastructure. The building footprint should be set back from the back of pavement to allow for a widened footpath/pavement along Coldharbour Lane. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure. Such obligations should contribute towards the delivery of i) local public realm and cycling infrastructure improvements in line with the council's strategies, including the Healthy Routes, the Healthy Neighbourhoods and the Kerbside strategies, ii) expansion of the cycle hire infrastructure (including cycle hire docking stations) in the area and iii) improvements to Loughborough Junction station, with works to make the station step-free via an Access for All scheme being the highest priority. Given the proximity of the site to railway infrastructure, engagement with the Asset Protection and Optimisation team at Network Rail (ASPRO) will be required in order to avoid any impact on the safe and efficient running of the railway and ensure access for repairs and maintenance is not compromised

Site Allocation Policy	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers. 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.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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 adjoining railway viaduct.
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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). Sustainable Drainage Systems (SuDS) will be required as per the requirements of Local Plan Policy EN6. 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. The approximate greenfield runoff rate is QBar=2.71l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The adjacent railway is identified as a source of contamination.

Site Allocation Policy	Site 23: Land at corner of Coldharbour Lane and Herne Hill Road SE24
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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 Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d). Planning obligations may be sought to mitigate any impacts of development on open space and enhance access to nature. Such obligations should contribute to improvement works to Wyck Gardens, Elam Street Open Space, Milkwood Community Park and Loughborough Park, which are, in that order, the four existing open spaces in closest proximity to the site. Improvement works could comprise replacement of existing street furniture, accessibility enhancements, particularly in relation to new signage, improvements to gardens and habitats, landscape improvements and, where required, upgrades to or replacement of existing infrastructure such as children's playgrounds.
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	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.
Expected delivery timescale	After 2035

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

Key

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

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Context	Site 24: King's College Hospital, Denmark Hill SE5
Site address and postcode	King's College Hospital, Denmark Hill SE5
Ward	Herne Hill & Loughborough Junction
Site area	7.45 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	PN10: Loughborough Junction
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	• Lambeth CIL Zone C • MCIL2 Band 2
Heritage assets	Within the site: • Hambleden Block, Bessemer Road (local list) • Statute of Robert Bentley Todd, Bessemer Rd (local list) • Railings and gate piers to Denmark Hill (local list) • Guthrie Block, Denmark Hill (local list) • Gate piers and railings to Venetian Road (non-designated heritage asset) Near the site: • Ruskin Park (Grade II registered landscape) • Camberwell Grove Conservation Area (Southwark) • Camberwell Green Conservation Area (Southwark) • 93 Denmark Hill (Grade II) (Southwark) • 95 Denmark Hill (Grade II) (Southwark) • 97 Denmark Hill (Grade II) (Southwark) • 99 Denmark Hill (Grade II) (Southwark) • 103 Denmark Hill (Grade II) (Southwark) • Maudsley Hospital admin block (Grade II) (Southwark) • Railings to Maudsley Hospital (Grade II) (Southwark) • 111 Denmark Hill (Grade II) (Southwark)
Views	Close to the background consultation areas for the following strategic views: • London Panorama 4: Primrose Hill to Palace of Westminster

Context	Site 24: King's College Hospital, Denmark Hill SE5
Transport and access	• PTAL 6a • Denmark Hill Overground station and several bus routes in proximity • Denmark Hill and Coldharbour Lane are London Distributor Roads • Within the Herne Hill Controlled Parking Zone
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.
Community safety	Recorded crimes in Herne Hill and Loughborough Junction ward May 2021 – April 2023: 3,679 Most common offences during this period: • Violence against the person: 1,021 • Theft: 904 • Vehicle offences: 316 • Other accepted crime: 285 Recorded crimes in Herne Hill and Loughborough Junction ward April 2023: 146 Most common offences during this period: • Theft: 44 • Violence against the person: 32 • Other accepted crime: 14 • Arson and criminal damage/Public order offences: 13
Description of current site character	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.

Context	Site 24: King's College Hospital, Denmark Hill SE5
Neighbour context	To the north are two storey residential properties along Venetian Road, Bavent Road and Caldecot Road. Immediately to the east is Denmark Hill and the principal campus of the South London and Maudsley Hospital. Rail lines run along the southern boundary (Brixton to Denmark Hill). Further south is Ruskin Park. To the west lies the Coldharbour Lane Estate and Bengeworth Road Depot KIBA, part of which is within the hospital estate.
Relevant planning history	**Ruskin Wing** 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. **Critical Care Centre** 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 façades and the re-provision of a clinical waste store. Granted 13/05/2014. **Cheyne Wing** 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. **Denmark Wing** 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. **Golden Jubilee Wing** 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.

Context	Site 24: King's College Hospital, Denmark Hill SE5
	King's Business Park 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. 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. 22/00618/FUL – Unit 6 – Demolition of existing building and construction of a new five storey (plus basement) health facility to accommodate Haematology Outpatients Centre (Use Class E(e)), plant floor and roof top plant enclosure with associated landscaping and associated works. Granted 09/12/2024. **Normanby Car Park** 21/04994/FUL - Retention of a four storey modular building to house outpatient services within the site of King's College Hospital (south west corner of Normanby Car Park), with associated plant room and landscaping works. Granted 26/11/2024.

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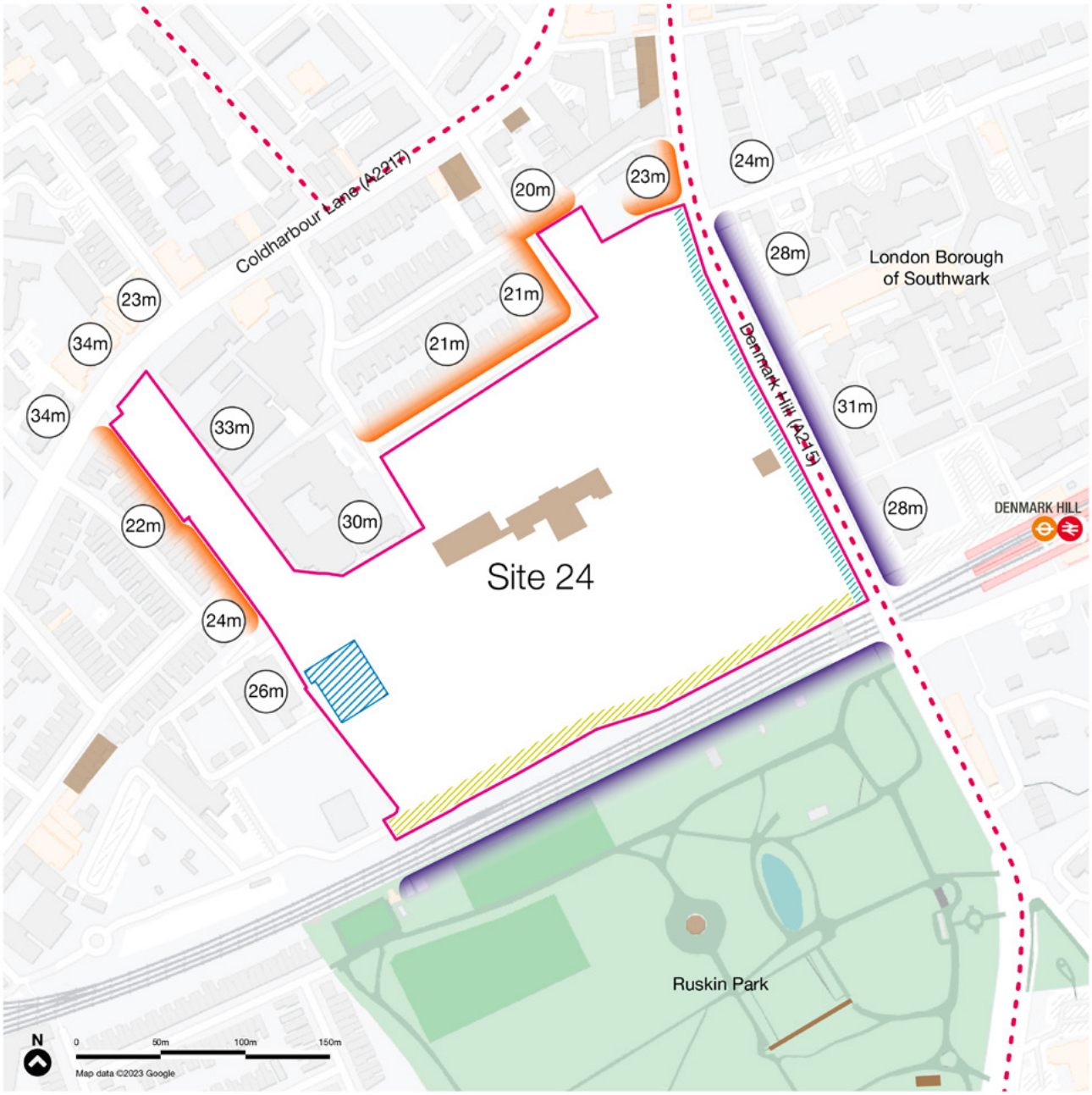
Vision: Site 24: King's College Hospital, Denmark Hill SE5

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 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



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Site Allocation Policy	Site 24: King's College Hospital, Denmark Hill SE5
Land uses	Hospital and ancillary uses, medical services. 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. Any proposal to relocate the safeguarded waste use would need to comply with the requirements of London Plan Policy SI 9 and Lambeth Local Plan Policy EN7.
Social infrastructure	The requirements of Local Plan Policy S2 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 Policy ED15, including agreement of an Employment and Skills Plan.
Digital connectivity	Provision for digital connectivity infrastructure is required in accordance with Local Plan Policy T9 and London Plan Policy SI6.
Heritage assets	Development should sustain and enhance the significance of heritage assets. Proposals that preserve elements of their setting that make a positive contribution to the asset, or which better reveal its significance will be treated favourably. Particular regard should be paid to the settings of the Camberwell Green Conservation Area (Southwark) and Ruskin Park, including views from Ferndene Road. Where heritage harm results proposals will be required to meet the requirements of the National Planning Policy Framework.

Site Allocation Policy	Site 24: King's College Hospital, Denmark Hill SE5
Building design, views and townscape	The site is not appropriate for tall building development, defined as above 45m in this location. Given the view constraints and proximity to heritage assets and neighbouring residential properties, development heights should range from approximately 13m (24m AOD) in the west adjacent to Northlands Street, approximately 9m (22m AOD) in the north fronting Venetian Road and rising to approximately 40m (56m AOD) along its eastern and southern boundaries. I. Development along Denmark Hill should present a unified height of approximately 40m (56m AOD) – presenting a lower shoulder height of approximately 9m (25m AOD) to Denmark Hill to step down towards the historic development across the road it in LB Southwark. II. Development facing onto Grade II registered Ruskin Park should comprise several blocks with clear gaps between blocks. Development should observe the following principles: • 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. • 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. • 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. • Public entrances should be located in highly visible locations to aid legibility.

Site Allocation Policy	Site 24: King's College Hospital, Denmark Hill SE5
Transport, movement and public realm	Local Plan and London Plan transport policies will apply, therefore a material reduction in on-site car parking is expected. These include, but are not limited to, London Plan Policy T5 relating to quantum and design of cycle parking, Policy T6 for maximum car parking standards, electric vehicle charging and Disabled Persons Parking requirement, and Policy T7 regarding Deliveries, servicing and construction, and Local Plan Policies T3 and Q13 on cycle parking, cycle hire membership and design, Policy T6 on car club membership and permit free developments, and Policy T7 regarding servicing on site. In addition, Local Plan Policy Q1 on inclusive environments and Policy Q6 on urban design in the public realm should be addressed. Where possible development should utilise the existing road network into and within the site. 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. Adequate 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. Landscaping should incorporate children and young people-friendly features such as play-on-the-way parallel playable routes. Shared surfaces will be considered where appropriate but protected pedestrian areas should be provided where vehicles are expected to be large and/or manoeuvring. Planning obligations may be sought to mitigate any impacts of development on local public realm and transport infrastructure. Such obligations should contribute towards the delivery of i) local public realm and cycling infrastructure improvements in line with the council's strategies, including the Healthy Routes, the Healthy Neighbourhoods and the Kerbside strategies, ii) expansion of the cycle hire infrastructure (including cycle hire docking stations) in the area, iii) public realm improvements ensuring clear, legible and safe walking routes to Denmark Hill railway station, and iv) improvements to Denmark Hill station, should capacity issues be identified arising from development (working in partnership with LB Southwark). Given the proximity of the site to railway infrastructure, engagement with the Asset Protection and Optimisation team at Network Rail (ASPRO) will be required in order to avoid any impact on the safe and efficient running of the railway and ensure access for repairs and maintenance is not compromised.

Site Allocation Policy	Site 24: King's College Hospital, Denmark Hill SE5
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 Local Plan Policy Q3 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 Secured by Design should also be addressed early in the design process in discussion with MPS Crime Prevention Design Advisers.
Fire safety	Developments must achieve the highest standards of fire safety and comply with London Plan Policy D12 'Fire Safety' and Gateway 1 requirements (where relevant).
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	Where possible, the scheme should improve the relationship with existing neighbours. In accordance with Local Plan Policy Q2, the scheme should be designed to cause no unacceptable impacts on the amenity of 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 Northlands Street and Venetian Road.
Flood risk mitigation	Development must comply with London Plan Policy SI 12 and Local Plan Policy EN5. 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. 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. SuDS will be required as per the requirements of Local Plan Policy EN6. 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 QBar=25l/s.
Groundwater and contaminated land	Development must comply with Local Plan Policy EN4(f). Development should protect groundwater from contamination sources. The hospital is identified as a source of contamination.

Site Allocation Policy	Site 24: King's College Hospital, Denmark Hill SE5
Energy and sustainability	Development should be exemplary in meeting the net zero carbon requirements of London Plan Policy SI2 as well as Local Plan Policy EN3 and Policy EN4. 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	The existing safeguarded clinical waste transfer facility may be relocated on-site with potential for an increase in capacity of waste management operations. Any relocation would need to comply with the requirements of London Plan Policy SI 9 and Lambeth Local Plan Policy EN7. Waste management and refuse and recycling storage are required to comply with Local Plan Policy EN7 and Policy Q12. Refuse and recycling storage and servicing must be accommodated on site.
Air quality	Air quality should be addressed in accordance with London Plan Policy SI1 and Lambeth's Air Quality Action Plan.
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 Policy EN1(d). Although opportunities to provide enhanced open space and access to nature within the site should be explored, planning obligations may be sought to mitigate any impacts of development on open space and access to nature. Such obligations should contribute to improvement works to Ruskin Park, which is the most likely open space to be used by hospital staff and visitors to the site. Amongst other improvements, these works should include accessibility enhancements, particularly in relation to new signage directing hospital users towards Ruskin Park.
Biodiversity	Development should address biodiversity in accordance with Local Plan Policy EN1(c). A Biodiversity Net Gain of at least 10% will be expected.
Urban greening and trees	The Urban Greening Factor (UGF) target score is 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 southern boundary of the site to provide biodiversity benefits and improve the cohesiveness with Ruskin Park.
Expected delivery timescale	2025–2035

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

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

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

Place and Neighbourhood policy in Lambeth Local Plan 2021	Site number in Lambeth Local Plan 2021	Site number in SADPD	Site	Status
PN1 – Waterloo and South Bank	Site 1	**Site 1**	**Royal Street**	New allocation – supersedes Local Plan
PN1	n/a	**Site 2**	**St Thomas' Hospital**	New allocation
PN1	Site 5	n/a	Elizabeth House	Existing allocation – no change
PN1	Site 6	n/a	Shell Centre	Existing allocation – no change
PN1	n/a	**Site 8**	**Stamford Street**	New allocation
PN1	Site 9	**Site 9**	**Gabriel's/Princes Wharves**	New allocation – supersedes Local Plan
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
PN3	n/a	**Site 17**	**330–336 Brixton Road**	New allocation
PN3	n/a	**Site 20**	**Tesco Acre Lane**	New allocation
PN3	n/a	**Site 21**	**Effra Road**	New allocation
PN4 – Streatham	n/a	**Site 3**	**Leigham Court Road**	New allocation
PN7 – West Norwood/ Tulse Hill	Site 18	**Site 18**	**300–346 Norwood Road**	New allocation – supersedes Local Plan
PN8 – Kennington/ Oval	n/a	**Site 7**	**Kennington Lane**	New allocation
PN10	n/a	**Site 22**	**Hardess Yard**	New allocation
PN10	n/a	**Site 23**	**Coldharbour Lane**	New allocation
PN10 – Loughborough Junction	n/a	**Site 24**	**King's College Hospital**	New allocation

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Existing site allocations in the Lambeth Local Plan remain in force unless they have been superseded by the SADPD. 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.

London Borough of Lambeth

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