

# POPE'S ROAD BRIXTON

## LONDON

TOWNSCAPE, HERITAGE AND VISUAL IMPACT ASSESSMENT



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## 01

# Introduction

- 1.1 This Townscape, Heritage and Visual Impact Assessment (THVIA) is submitted in support of the detailed planning application for Pope's Road, Brixton, (the 'Proposed Development') on behalf of AG Hondo Pope's Road BV (the 'Applicants'). It assesses the potential visual effects of the Proposed Development on the character of the local and wider townscape and the setting of heritage assets.
- 1.2 This report fully replaces the THVIA submitted in support of the Pope's Road planning application ref. 20/01347/FUL in March 2020.
- 1.3 The Applicant, in consultation with the London Borough of Lambeth (LBL) is amending the planning application and the key changes are:
- Set back of Western Elevation by 2.5m to provide additional public realm;
  - Connection of eastern and western blocks on fourth floor;
  - Adjustments to design of central block in-between West and East block; and
  - Inclusion of dedicated community space.
- The changes are described in more detail in the Addendum to the Design and Access Statement prepared by Adjaye Associates.
- 1.4 In the light of the revised scheme, all of the verified views in this report have been updated to show the current (June 2020) Proposed Development. We have carried out an assessment of the amendments and, in our professional opinion, we do not consider that the revised scheme will alter the assessment or conclusions set out in the March 2020 THVIA. Consequently, Sections 2-8 of this report are duplicated from the March 2020 THVIA. As in March 2020, no adverse impacts on townscape, heritage and views have been found.
- 1.5 This assessment has been undertaken by the Tavernor Consultancy Ltd ('Tavernor Consultancy'). It is based on architectural drawings and the Design and Access Statement and Addendum by Adjaye Associates, which forms part of the planning application, and accurate visual representations by visualisation firm Cityscape, which are included in Section 6 of this report.
- 1.6 The potential effects are considered through the Visual Assessment in Section 6, which contains a comprehensive selection of views, agreed in consultation with LBL, which will enable an assessment of the visual effects of the Proposed Development to be made in the round. Photographs of the views have been overlaid by Cityscape with accurately surveyed, verified outline and detailed representations of the Proposed Development.



## 02

# Planning Policy Context

## National Planning Policy and Guidance

*Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) (Ref 1-1)*

2.1 Most of the principles that should be adhered to when determining planning applications that affect the historic environment are set out in policy and guidance. However, local planning authorities must also comply with important statutory duties when weighing the planning balance, as set out within the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act'). The principle statutory tests of relevance within the Act are as follows:

(a) Section 66(1) states that *'in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'*; and

(b) Section 72(1) states that *'in the exercise, with respect to any buildings or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.'* Sub-section (2) explains that the provisions referred to within subsection (1) include the Planning Acts.'

*National Planning Policy Framework (NPPF) (2019) (Ref 1-2)*

2.2 A National Planning Policy Framework (NPPF) was introduced in 2012 to replace the previous Planning Policy Statements (PPS), and revised in July 2018, February and June 2019. It sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.

2.3 Chapter 12 notes that *'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'* (para 124). It notes that development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (para. 127) and that design quality should be considered in the assessment of development proposals (para. 128).

2.4 Policy and guidance relating to conservation and enhancement of the historic environment is set out in Chapter 16 of the NPPF. It is broadly consistent with the policies in NPPF 2012 Chapter 12, which it replaces.

2.5 The NPPF sets out the Government's overarching planning policies put in place to conserve the historic environment and its heritage assets so that they may be enjoyed by this and future generations. It gives guidance relating to designated heritage assets - listed buildings, conservation areas, World Heritage sites (WHS) and Registered Parks and Gardens - and undesignated heritage assets, buildings positively identified as having a degree of heritage significance meriting consideration during the planning process.

2.6 In order to assess the nature and degree of likely effects on the significance of heritage assets, the NPPF requires *'an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.'* (para. 189)

2.7 As the NPPF Glossary (Annex 2) defines it, 'significance' is *'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.'* (p. 71) The significance of relevant heritage assets is described in Section 4.

2.8 When determining applications, the NPPF requires Local Planning Authorities to account for:

- *'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *The desirability of new development making a positive contribution to local character and distinctiveness.'* (para. 192).

2.9 When assessing the likely impact of a proposed development, *'great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting'* (para. 195). The substantial harm or loss of significance to Grade I and II\* listed buildings and WHSs should be wholly exceptional.

- 2.10 Less than substantial harm 'should be weighed against the public benefits of the proposal' (para. 196). Substantial harm to significance will be permitted when the harm enables the proposed development to provide 'substantial public benefits that outweigh that harm or loss' or when all of the following criteria are met:
- 'the nature of the heritage asset prevents all reasonable uses of the site; and
  - no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
  - conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
  - the harm or loss is outweighed by the benefit of bringing the site back into use.'
- 2.11 When considering proposals for development within a conservation area, WHS or setting of a heritage asset, Local Planning Authorities are required to seek opportunities for enhancement and to treat favourably proposals which 'preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset' (para. 200). Additional guidance is given in relation to changes in settings in the Historic England publication; The Setting of Heritage Assets (Ref 1-3).
- 2.12 The following assessment has been formed to accord with these policies. The relevant records have been consulted as part of the design process and the significance of potentially affected heritage assets has been assessed in proportion to the likely effects of the proposals. The site does not contain any listed buildings and is not located in a conservation area. There are listed buildings and conservation areas in the wider surrounding area. Opportunities to enhance or preserve positive aspects of the setting of heritage assets has informed the design process and any potential harm has been weighed against other heritage and public benefits brought by the proposed development. An assessment of the likely effects of the proposed development on the setting of relevant heritage assets is undertaken within the Views Assessment in Section 6 below.
- National Planning Practice Guidance (PPG) (First published March 2014; thereafter continuously updated) (Ref 1-4)*
- 2.13 The PPG, published by the Department for Communities and Local Government (DCLG), is an online resource providing guidance on implementing the policies of the NPPF (Ref 1-2). There are two sections of the PPG that are of particular relevance to this assessment:
- Design: process and tools (updated 1<sup>st</sup> October 2019); and
  - Historic environment.
- 2.14 The PPG on 'Design: process and tools', which supports Section 12 of the NPPF, states that local planning authorities are required to take design into consideration, stating that: 'where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.' It goes on to state that good design is set out in the National Design Guide under the following 10 characteristics (Paragraph: 001 Reference ID: 26-001-20191001):
- context
  - identity
  - built form
  - movement
  - nature
  - public spaces
  - uses
  - homes and buildings
  - resources
  - lifespan
- 2.15 The guidance further provides details of tools for assessing and improving design quality, including: the National Design Guide; local design guides and codes; design review; and assessment frameworks. (Paragraph: 016 Reference ID: 26-016-20191001).
- National Design Guide (2019) (Ref 1-5)*
- 2.16 Published on the 1<sup>st</sup> October 2019, the National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on '[Design: process and tools](#)'. The guidance is intended to support the NPPF which sets out that achieving high quality places and buildings is fundamental to the planning and development process. The National Design Guide outlines the Government's priorities for well-designed places in the form of ten characteristics. The Guide states that: 'In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.' (pg. 4)
- 2.17 The Guide outlines the key components of good design, including: layout; form; scale; appearance; landscape; materials; and detailing. The document states that: 'All developments are made up of these components put together in a particular way. The choices made in the design process contribute towards achieving the ten characteristics and shape the character of a place.' (p. 5)
- 2.18 The ten characteristics that contribute towards well-designed places and are intended to foster local character, community and be sensitive to climate change, are:
- context – enhances the surroundings.
  - identity – attractive and distinctive.
  - built form – a coherent pattern of development.
  - movement – accessible and easy to move around.
  - nature – enhanced and optimised.
  - public spaces – safe, social and inclusive.
  - uses – mixed and integrated.
  - homes and buildings – functional, healthy and sustainable.
  - Resources – efficient and resilient.
  - Lifespan – made to last.
- 2.19 Each of these ten characteristics are described in detail in Part 2 of the Guide and each heading includes two or three policy directions and a number of good practice examples.
- 2.20 Within 'Context' and 'Identity', the guidance emphasises the importance of understanding place, noting that new development should respond positively to the site itself and its local and wider context. The Guide further highlights the importance of understanding the history of how a place has evolved, noting that well-designed places and buildings are influenced positively by the significance and setting of heritage assets and any other specific features that merit conserving and enhancing.
- Historic England Advice Note 4: Tall Buildings (2015) (Ref 1-6)*
- 2.21 Historic England's advice 'focuses on how the value of heritage assets may be affected, and how the heritage conservation objectives within legislation and national policy can best be achieved' (p 1). This document provides guidance on the assessment of the potential effects of tall buildings on the historic environment. While it recognises that 'Towns and cities evolve, as do their skylines... In the right place well-designed tall buildings can make a positive contribution to urban life' it also notes that 'if the building is not in the right place and well designed a tall building, by virtue of its size and widespread visibility, can also seriously harm the qualities that people value about a place... One of the principal failings in the design of certain



tall buildings was a lack of understanding of the nature of the area around them, and the impact they would have on both specific features of the historic environment and its general character.’ (p.2).

2.22 Submitting a detailed planning application will require the applicant to provide sufficient information to enable the local planning authority to assess the impact and planning merits in taking a decision. ‘Outline applications are only likely to be justified in exceptional cases where the impact on the character and distinctiveness of local areas and on heritage assets can be assessed without knowing the detailed form and finishes of the building. This is likely to be rare. If an outline application is sought in these circumstances it is important to ensure that the parameters for development are derived from a thorough urban design analysis that clearly demonstrates impact.’ (para. 4.2)

2.23 Planning applications for tall buildings would need to address the likely effects of a tall building in isolation and cumulatively with concurrent proposals. An application including a tall building would be expected to include:

- a. Accurate and realistic representations of the proposal
- b. Consideration of the character of surrounding areas and the settings of heritage assets
- c. Consideration of impact on significant views
- d. Consideration of impact on townscape and public realm
- e. Other relevant environmental issues, particularly sustainability and environmental performance, eg the street level wind environment’ (para. 4.7)

2.24 The guidance states that tall buildings should set exemplary standards of urban design and architecture. ‘Good design will take the opportunities available for improving the character and quality of an area and respond to local character and history’ (para. 4.9). ‘Consideration needs to be given to a tall building’s contribution to public space and facilities. This applies both internally and externally, including the provision of a mix of uses (especially on the ground floor of towers), as part of a well-designed public realm. Consideration of the impact on the local environment is also important, including microclimate, overshadowing, night-time appearance, light pollution, vehicle movements, the environment and amenity of those in the vicinity of the building, and the impact on the pedestrian experience. Well-designed tall buildings provide an inclusive environment, both internally and externally, taking opportunities to offer improved permeability, accessibility and, where appropriate, the opening up or effective closure of views to improve the legibility of the wider townscape.’ (para. 4.10)

- a. ‘A high quality scheme will have a positive relationship with:
- b. Topography

- c. Character of place
- d. Heritage assets and their settings
- e. Height and scale of development (immediate, intermediate and town- or city-wide)
- f. Urban grain and streetscape
- g. Open spaces
- h. Rivers and waterways
- i. Important views including prospects and panoramas
- j. The impact on the skyline’ (para. 4.5)

‘Delivering architectural quality involves a consideration, amongst other things, of the building’s:

- a. Scale
- b. Form and massing
- c. Proportion and silhouette
- d. Facing materials
- e. Detailed surface design
- f. Relationship to other structures
- g. Impact on streetscape and near views
- h. Impact on cityscape and distant views
- i. Impact on the skyline’ (para. 4.8)

2.25 In paragraph 5.5 the guidance states that when considering any proposal that has an adverse effect on a designated heritage asset through development within its setting, ‘great weight should be given to the asset’s conservation’, with any harm requiring a ‘clear and convincing justification’ in accordance with NPPF paragraph 132.

[Historic England Advice Note 4: Tall Buildings 2nd Edition Consultation Draft \(March 2020\) \(Ref 1-6a\)](#)

2.26 On 4 March 2020 Historic England published a draft update to their 2015 publication Advice Note 4: Tall Buildings. The draft Advice Note takes into account changes to the National Planning Policy Framework, and other documents such as the National Design Guide, as well as changing technology for visualising proposed tall buildings. The draft Advice Note

is currently out for public consultation which closes on 26 April 2020. The new edition of the Advice Note will ultimately replace the 2015 HEAN on Tall Buildings.

2.27 The updated draft guidance carries through the same broad approach to the 2015 guidance. The design quality considerations that are listed in the 2015 guidance are repeated within the updated document, and there is an emphasis on the potential usefulness of technology such as virtual reality headsets in assessing impacts of complex development proposals. The advice note also includes additional focus on a plan-led approach to tall buildings and some case studies.

**Regional Planning Policy**

[The London Plan: Spatial Development Strategy for Greater London \(2016\) \(Ref 1-7\)](#)

2.28 The London Plan: Spatial Development Strategy for Greater London was adopted by the Greater London Authority (GLA) in July 2011. Minor amendments were made to the Plan in October 2013 and further alterations were published in March 2015 and March 2016. The London Plan is the overall strategic plan for London, which sets out the economic, environmental, transport and social framework for development over the next 25 years. The Plan continues the GLA’s support of high-quality design which relates successfully to its context. The London Plan contains policies that must be considered in relation to the proposed development, these are outlined below.

2.29 Chapter 7 focuses on policies relating to the built environment, both the historic built environment and new development. These policies have been taken into careful consideration in the formation and assessment of these proposals. Of particular relevance are Policy 7.1 Lifetime neighbourhoods, Policy 7.2 which promotes the highest standards of accessible and inclusive design and Policies 7.4 and 7.5, which protect local character and public realm. Policy 7.6 which makes provision for the highest architectural quality (7.6Ba) and requires that architecture should make a positive contribution to the city (7.6A).

2.30 Policy 7.7 relates to the location and design of tall and large buildings. 7.7B states that applications for tall buildings should include urban design analysis and 7.7D that tall buildings ‘should not impact on local or strategic views adversely’ (p.285), particular consideration of these effects should be given when the proposed development may affect listed buildings and their setting, conservation areas, Registered Parks and Gardens and WHSs (7.7E). In general, the policy emphasises the necessity for large scale development to be of the highest architectural quality, that tall buildings will only be considered in areas whose character would not be adversely affected by their scale or massing and that they must relate to the context and character of the surrounding built environment. Urban design analysis should demonstrate that the proposal is part of a strategy that will meet the criteria below:



- a. Generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport;
- b. Only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building;
- c. Relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;
- d. Individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London;
- e. Incorporate the highest standards of architecture and materials, including sustainable design and construction practices;
- f. Have ground floor activities that provide a positive relationship to the surrounding streets;
- g. Contribute to improving the permeability of the site and wider area, where possible;
- h. Incorporate publicly accessible areas on the upper floors, where appropriate; and
- i. Make a significant contribution to local regeneration.

2.31 Policies 7.8 to 7.10 consider the Historic Environment, 7.8C states that *'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail'* (p.287). Paragraph 7.31 expands on the Policy 7.8, stating that:

*'Heritage assets such as conservation areas make a significant contribution to local character and should be protected from inappropriate development that is not sympathetic in terms of scale, materials, details and form. Development that affects the setting of heritage assets should be of the highest quality of architecture and design, and respond positively to local context and character.'*

Policy 7.10 World Heritage sites requires that *'Development should not cause adverse impacts on World Heritage sites or their settings (including any buffer zone). In particular, it should not compromise a viewer's ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance'* (7.10B).

2.32 Policy 7.11 and 7.12 acknowledge the London View Management Framework Supplementary Planning Guidance (LVMF SPG) (Ref 1-12)

and the requirement that any proposed development must be considered against the list of designated strategic views to assess the level of effect the proposed development would have on these views. 7.12A states:

*'New development should not harm, and where possible should make a positive contribution to, the characteristics and composition of the strategic views and their landmark elements. It should also preserve or enhance viewers' ability to recognise and to appreciate strategically important landmarks in these views'* (p.295)

Table 7.1 of the Plan lists the strategically important views, which are categorised as 'London Panoramas', 'Linear Views', 'River Prospects' and 'Townscape Views'. Those designated views within which the proposed development may be seen are assessed in Section 6 of this Volume.

*Draft London Plan: Intend to Publish Version (December 2019) (Ref 1-7a)*

2.33 The Examination in Public (EiP) on the London Plan was held between 15 January and 22 May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8 October 2019. The Mayor has considered the Inspectors' recommendations and, on the 9 December 2019, issued to the Secretary of State his intention to publish the London Plan. Once adopted the new London Plan will run from 2019 to 2041. The following policies are relevant to this assessment and relevant elements of their content are summarised below:

Chapter 3 Design:

- Policy D1 London's form, character and capacity for growth
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D8 Public realm
- Policy D9 Tall buildings

Chapter 7 Heritage and Culture

- Policy HC1 Heritage conservation and growth
- Policy HC2 World Heritage Sites
- Policy HC3 Strategic and Local Views
- Policy HC4 London View Management Framework

2.34 **Policy D1 London's form, character and capacity for growth** notes that Boroughs should undertake area assessments to define the

characteristics, qualities and value of different places within the plan area. This includes assessment of urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density), heritage assets, views and landmarks.

2.35 **Policy D3 Optimising site capacity through the design-led approach** notes that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Development should be of high architectural quality and should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.

2.36 **Policy D4 Delivering good design** states that where appropriate, visual, environmental and movement modelling/ assessments should be undertaken to analyse potential design options for an area, site or development proposal. Design review panels should be used to assess and inform design options early in the planning process. Development proposals referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made, if they are above the applicable density in Policy D6 or propose a building defined as a tall building by the borough or one that is more than 30m in height where there is no local tall building definition. It is important that design quality is maintained throughout the development process from the granting of planning permission to completion of a development so the design quality of development should be protected by having a sufficient level of design information provided as part of the application, and conditioning the ongoing involvement of the original design team should be considered.

2.37 **Policy D8 Public realm**, which will replace policy 7.5 of the adopted London Plan (Ref 1-7), states that development proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. The public realm should be seen as a series of connected routes and spaces that help to define the character of a place. Its design should be based on an understanding of how the public realm in an area functions and creates a sense of place.

2.38 **Policy D9 Tall buildings** will replace Policy 7.7 of the adopted London Plan (Ref 1-7). It states that while high density does not need to imply high rise, *"tall buildings can form part of a plan-led approach to facilitating regeneration opportunities and managing future growth, particularly in order to make optimal use of the capacity of sites which are well-connected by public transport and have good access to services and amenities. Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place such as main centres of activity, and important street junctions and transport interchanges. Tall buildings that are of exemplary architectural quality, in the right place,*

can make a positive contribution to London's cityscape, and many tall buildings have become a valued part of London's identity. However, they can also have detrimental visual, functional and environmental effects if in inappropriate locations and/or of poor-quality design" (para. 3.9.1). The visual impacts of proposed tall buildings need to be considered in: long range views, in which a new tall building should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views; mid-range views in which the proposal should make a positive contribution to the local townscape in terms of legibility proportions and materiality; and immediate close views from the surrounding streets in which the base of the building should have a direct relationship with the human scale and character of the street. Whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Architectural quality and materials should be of an exemplary standard. Tall buildings should positively contribute to the character of the area. Proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings; proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and there are clear public benefits that outweigh that harm. Buildings in the setting of a World Heritage Site must preserve, and not harm, the Outstanding Universal Value of the World Heritage Site, and the ability to appreciate it. Publicly accessible areas should be incorporated into tall buildings where appropriate, particularly more prominent tall buildings.

2.39 **Policy HC1 Heritage conservation and growth** will replace Policy 7.8 of the adopted London Plan (Ref 1-7) and states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. **Policy HC3 Strategic and Local Views**, like Policy 7.11 of the adopted London Plan (Ref 1-7) describes the LVMF SPG and States that the Mayor will, when necessary, review the LVMF SPG. Unlike Policy 7.11 it requests that boroughs clearly identify important local views in Local Plans and strategies; it states that local views should be protected and managed in a similar manner as Strategic Views. **Policy HC4 London View Management Framework**, like policy 7.12 of the adopted London Plan (Ref 1-7), states that development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. They should also preserve or enhance viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated viewing places.

## Local Planning Policy

### Lambeth Local Plan (September 2015) (Ref 1-8)

2.40 The Lambeth Local Plan was adopted on 14 September 2015 and sets out policies to guide growth, place-shaping and the quality of the built environment over the next 15 years to 2030. It replaces the Lambeth Core Strategy (2011) and remaining saved policies of the UDP (2007) The Local Plan retains the spatial strategy, vision and strategic objectives of the Lambeth Core Strategy.

2.41 Section 3 of the Local Plan sets out the Spatial Vision and Strategic Objectives (SO) for the borough. Of relevance is SO: F Creating and maintaining attractive, distinctive places, which includes the following key objectives:

"15 Create and sustain distinctive local places through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Thames and the natural environment.

16 Conserve and enhance the historic environment, the setting and Outstanding Universal Value of the Westminster World Heritage Site and strategic views by working in partnership with Historic England, neighbouring boroughs and community groups.

(Ref 1-8, p. 34)

2.42 Section 10 sets out policies relating to the 'Quality of the Built Environment' of relevance are:

- Policy Q5 Local distinctiveness;
- Policy Q6 Urban design: public realm;
- Policy Q7 Urban design: new development;
- Policy Q20 Statutory Listed Buildings;
- Policy Q22 Conservation areas;
- Policy Q23 Undesignated heritage assets: local heritage list;
- Policy Q24 River Thames;
- Policy Q25 Views;
- Policy Q26 Tall and large buildings;

2.43 Policy Q5 Local distinctiveness states that local distinctiveness should be sustained and reinforced through new development and that proposals which respond to local character, deliver design excellence and make a positive contribution to historic context will be supported.

2.44 Policy Q6 Urban design: public realm advises that the council will support development which provides:

"(ii) attractive, uncluttered, co-ordinated public realm that enhances the setting of and spaces between buildings;

(iii) improved legibility, permeability and convenient access via direct routes for all users (but avoiding alleyways and back lanes);

(iv) a building line that maintains or improves upon the prevailing building line...;

(v) new or enhanced open space (including gaps between buildings) and landscaping/trees; ...

(ix) retains and enhances the heritage value of existing spaces, in terms of the spatial form, function, connection and relationship with surrounding buildings, materials and finishes (such as historic paving, street furniture and boundary treatments..." (Ref 1-8, p.117)

2.45 Policy Q7 deals with new development, schemes which meet the following criteria will generally be supported by the council:

(i) it is of a quality design which is visually interesting, well detailed, well proportioned with adequate detailing/ architectural interest...;

(ii) it has a bulk, scale/mass, siting, building line and orientation which is respectful of the prevailing local character; or where the context is changing, contributes towards the intended future character of the area.

(iii) it is built of durable, robust, low maintenance materials and is designed to be flexible and adaptable for different uses;...

(vi) it creates attractive roofscapes/roof tops where plant and equipment is fully integrated and completely screened from public view;

(vii) it would not create unattractive, canyonlike development along railway lines..." (Ref 1-8, p.118)

2.46 Policies Q19 to 22 relate to the protection and enhancement of designated heritage assets including Listed Buildings (Q20), registered parks and gardens (Q21) and Conservation Areas (Q22). These policies aim to conserve and enhance the special significance of designated heritages asset including protection of their setting. Policy Q23 relates to undesignated heritage assets whose significance should also be sustained and enhanced.

2.47 Policy Q24 River Thames considers proposals alongside the River Thames Development should:

"(i) enhance the character of the river frontage, views from the river and from the opposite bank;



- (ii) preserve the setting and approaches of the Thames bridges;
- (iii) maintain and create publicly accessible spaces routes along the river for a continuous riverside walkway;
- (iv) are contextual - reinforcing the distinctiveness of the wider city river front;
- (v) respect the unique character of the Albert Embankment as a piece of historic engineering;...
- (vii) reinforce connections from the city to the river; and...
- (ix) recognise the value of the river's 'blue infrastructure' and its connection with adjoining green infrastructure and green corridors." (Ref 1-8, p. 136)
- 2.48 Through Policy Q25 Views the council will resist harm to the significance of strategic views and will also protect views of local interest. Local "Panoramas" and "Landmark Silhouettes" are identified in Policy Q25. The view identified in Policy Q25 relevant to the proposed development is: "(i) Views NNW from Brockwell Park of Brixton landmarks; and views N and NNE to the City". Section 6 of this volume includes a view from the central elevated area within Brockwell park (view 5).
- 2.49 Policy Q26 Tall and large buildings states that schemes of this nature will be supported where:
- "(ii) there is no adverse impact on the significance of strategic or local views or heritage assets including their settings;
- (iii) design excellence is achieved (in terms of form, silhouette, materials, detailing etc.);
- (iv) the proposal makes a positive contribution to the townscape and skyline either individually to form a distinctive landmark or as a contribution to a group;
- (v) they are of the highest standards of architecture and materials..." (Ref 1-17, pp. 139-140)
- Draft Revised Lambeth Local Plan: Proposed Submission Version (January 2020) (Ref 1-8A)*
- 2.50 The Draft Revised Lambeth Local Plan went to public consultation in Autumn 2018 and was Examined in Public in 2019. A Proposed Submission Version was published in January 2020, with the proposed adoption set for September 2020. It sets out policies to guide growth, place-shaping and the quality of the built environment over the next 10 years to 2030, as part of the Local Plan's adoption in 2015. It replaced the Lambeth Core Strategy (2011) and remaining saved policies of the UDP (2007). The Local Plan retains the spatial strategy, vision and strategic objectives of the Lambeth Core Strategy.
- 2.51 Section 3 of the Local Plan sets out the Spatial Vision and Strategic Objectives (SO) for the borough. Of relevance is SO: F Creating and maintaining attractive, distinctive places, which includes the following key objectives:
- "16 Create and sustain distinctive local places through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Thames and the natural environment.*
- 17 Conserve and enhance the historic environment (with a particular focus on addressing Heritage at Risk), the setting and Outstanding Universal Value of the Westminster World Heritage Site and strategic views by working in partnership with Historic England, neighbouring boroughs and community groups." (p.57)*
- 2.52 Policy Q5 Local distinctiveness states that local distinctiveness "*should be sustained and reinforced through new development*" and that proposals which respond to local character, deliver design excellence and make a positive contribution to historic context will be supported (p.264).
- 2.53 Policy Q6 Urban design: public realm advises that the council will support development which provides:
- "(ii) safe, attractive, uncluttered, co-ordinated public realm that enhances the setting of and spaces between buildings;
- (iii) improved legibility, permeability and convenient access via direct routes for all users (but avoiding alleyways and back lanes);
- (iv) a building line that maintains or improves upon the prevailing building line...;
- (v) new or enhanced public space and green infrastructure; ...
- (x) retains and enhances the heritage value of existing spaces, in terms of the spatial form, function, connection and relationship with surrounding buildings, materials and finishes (such as historic paving, street furniture and boundary treatments)..." (p. 266)
- 2.54 Policy Q7 deals with urban design and new development. Schemes which meet the following criteria will generally be supported by the council:
- "(i) it is of a quality design which is visually interesting, well detailed, well-proportioned with adequate detailing/ architectural interest...;*
- (ii) it has a bulk, scale/mass, siting, building line and orientation which adequately preserves or enhances the prevailing local character. Where the context is changing, the proposed development should also contribute towards the intended future character of the area;...*
- (iv) it is built of durable, robust, low maintenance materials and is designed to be flexible and adaptable internally for different uses and changing circumstances over the lifetime of the development;...*
- (vi) it creates attractive roofscapes/roof tops where plant and equipment is fully integrated and completely screened from public view;*
- (vii) it would not create canyonlike development especially along streets and railway lines..." (p.269)*
- 2.55 Policies Q19 to 23 relate to the protection and enhancement of designated heritage assets including Listed Buildings (Q20), registered parks and gardens (Q21) and Conservation Areas (Q22). These policies aim to conserve and enhance the special significance of designated heritages assets, including protection of aspects of their setting which contribute to their significance. Policy Q23 relates to non-designated heritage assets.
- 2.56 Through Policy Q25 Views "*the council will resist harm to the significance of strategic views*" and will also protect views of local interest. Local "Panoramas" and "Landmark Silhouettes" are identified in Policy Q25 (p.318). The view identified in Policy Q25 relevant to the proposed development is: "(i) Views NNW from Brockwell Park to (a) Lambeth Town Hall's tower and (b) St Matthew's Church tower and (c) views N and NNE to the City" (p.318). Section 6 of this volume includes a view from the central elevated area within Brockwell Park (view 5).
- 2.57 Policy Q26 Tall buildings states that "proposals for tall buildings will be supported where they are in locations identified as appropriate for tall buildings in Annex 11 and where:
- "(i) will not adversely impact on strategic or local views;*
- (ii) design excellence is achieved (form, proportion, silhouette, materials, detailing and materials etc.);*
- (iii) the proposal makes a positive contribution to public realm and townscape including at street level, whether individually or as part of a group;*
- iv) where proposed near existing tall building groups, proposals should follow the established principles of group composition such as noticeable stepping down in height around cluster edges;*
- v) the proposal adequately addresses the criteria in London Plan policy D9C in terms of acceptable visual, environmental and functional impacts including microclimate, wind turbulence, noise, daylight and sunlight, reflective glare, aviation (including the safeguarded zones around Heathrow Airport, London City Airport, Battersea Heliport and the helipad at Kings' College Hospital), navigation and electronic communication or broadcast interference; and*
- vi) it can be shown that the site can accommodate the uses and quantum of development proposed in terms of meeting acceptable standards of amenity, access, accessibility and servicing.*
- b) Outside the Annex 11 locations there is no presumption in favour of tall building development. Should tall buildings be proposed outside the*

locations identified in Annex 11, the applicant will be required to provide a clear and convincing justification and demonstrate the appropriateness of the site for a tall building having regard to the impact on heritage assets, the form, proportion, composition, scale and character of the immediate buildings and the character of the local area (including urban grain and public realm / landscape features etc.) and ensure points (a) (i) - (vi) are met. In addition:

*i) proposals for tall buildings will only be considered acceptable in established low rise residential neighbourhoods where they are part of a comprehensive scheme which integrates well with the locality.” (pp.322-323)*

2.58 The Site is included within Site 16: Brixton Central (between the viaducts). The “preferred use” is described as: *“Improvements to Brixton Station to include a new station entrance and pedestrian links. Mixed-use development including retail, new workspace, food and drink, community, educational, leisure and recreation uses, possible market extension and associated uses. Development to include revitalised railway arches with options to provide links through to improve north-south routes.” (p.398)*

2.59 The design principles and key development considerations are as follows: “Large site bounded by railway viaducts with considerable development potential subject to improving access and permeability through the site. The council will support development on the site that:

*“(i) provides opportunities to improve the station entrance and station facilities generally, including lift access and cycle parking;*

*(ii) provides public realm improvements to Brixton Station Road to include links to both the mainline and underground stations, the opening up of arches to provide links to north-south routes east of Popes Road and potential links to Brixton Village;*

*(iii) enhances the arches to provide active uses and routes through;*

*(iv) opens up Popes Road to provide a wider public space with the potential to provide improved and/or additional market spaces;*

*(v) includes market facilities;*

*(vi) includes environmental improvements to the viaduct arches serving the Orpington Line;*

*(vii) integrates and complements development on the Popes Road site (Site 15);*

*(viii) includes the re-provision of the redundant 1950s building;*

*(ix) avoids creating a canyon on either side of the railway viaducts;*

*(x) proposes low buildings to protect the amenity of new residential development on Coldharbour Lane adjoining the site”. (p.398)*

*Brixton Supplementary Planning Document (SPD) (June 2013) (Ref 1-9)*

2.60 The Brixton SPD was published in June 2013 to support the Core Strategy and emerging Local Plan. It provides a framework to guide development in Brixton. The Site is within the SPD area. The SPD sets out a series of principles, of relevance are:

d. Enhancing Brixton’s historic environment; and

f. Delivering a high quality, safe and accessible town centre environment

2.61 Section 2.5 identifies key sites for new development. The Site is identified as Site 5 – *“Land between the railway viaducts east of Pope’s Road (site 5) – privately owned and with active leases but considered under-used and a major opportunity” (p/11).*

2.62 Section 3.4 sets out a public realm strategy, including site 1a, on the west side of the Site, as follows: *“Pope’s Road/ Brixton Station Road: Improvements to this key space and arrival point will deliver greater pedestrian and cyclist priority, remove clutter, enhance lighting and the street scene, and reorganise space to facilitate the potential extension of the market, as well as reorganise existing servicing arrangements” (p.28).*

2.63 Section 3.7 sets out a land use strategy. The Site is partly in the edge of area 2b – Electric Avenue, Pope’s Road, Atlantic Road and Brixton’s Markets: creativity, markets and independent traders. It requires *“Protection and enhancement of Brixton’s historic street and covered markets is a priority. There are opportunities to strengthen the role of the markets and improve their operation in conjunction with enhancements to railway arches and land between the viaducts. Appropriate uses for this area include independent and small scale retail, restaurants and cafes, residential, employment uses – particularly creative industries - parking, hotels and education. Large format retailing is not considered appropriate.” (p.35).*

2.64 Section 4.1.1 locates the Site within an Investment Area: Brixton Central. Section 4.1.2 identifies two areas considered potentially suitable for tall buildings, one of which includes the Site: Brixton Central and Canterbury Estate. It states that *“10 storeys is likely to have a neutral impact on Brixton’s heritage assets (and their settings). Development between 10 and 15 storeys will be visible from within the conservation area and has the potential to have an adverse impact. Development in excess of 15 storeys is likely to have a significant adverse impact.” (p.38)*

2.65 The tall building guidance continues: *“Applicants proposing tall buildings in excess of 10 storeys will be expected to prepare accurate heritage and townscape impact assessments to allow informed decisions to be made. In order to mitigate such harm, new tall buildings should:*

*1. Be slender, of elegant proportions with a good silhouette; and*

*2. Use detailing and materials that harmonise with the locally distinct palette of materials (brick and stone).*

*It is hoped that by following these design parameters the new structures will enhance Brixton’s already rich roofscape of historic towers. Large, bulky, squat or alien looking structures are unlikely to be considered acceptable.*

*Should proposals for a cluster of tall buildings come forward it is essential that issues of overshadowing, microclimate and outlook / privacy (for existing and new residents) are considered in detail and inform the design from the outset.*

*All tall buildings proposals will be considered in terms of their impact on the locally important views of the city from Brockwell Park. Applicants will need to show the impact of proposals on these views. A positive impact should be sought – one which enhances the view (through good design) and does not restrict appreciation of the city landmarks beyond.” (p.38)*

2.66 A number of key issues are set out for development opportunity in the Brixton Central Area at 4.2.1 (p.39). Site specific development principles for the *“land between the viaducts”* is as follows: *“The land on the east side of Pope’s Road between the railway viaducts is a major opportunity for development. In particular, the opening up of this site would allow for a new north-south connection to Brixton Station Road, improved access to the Brixton markets experience and creation of new opportunities for small and independent traders. Space for existing creative industries and artists should be an integral part of redevelopment proposals for this site. [...]*

*In such a prominent location new development would need to be of the highest quality design, and provide a useful and attractive new landmark in the town centre. [...]*” (p.41).

*Brixton Tall Building Heights Study (August 2018) (Ref 1-10)*

2.67 The Brixton Tall Buildings Study was published by LBL in 2018, replacing the Brixton tall Building Study (2014) (Ref 1-10A); the replacement document was undertaken to support Lambeth’s approach to tall building as part of the Lambeth Local Plan Review (2018). It includes relevant views within the Lambeth Local Views Study document published in July 2014. The Site is within the area identified as potentially suitable for tall development in 2014. It is identified as Site 16 – Brixton Central (between the viaducts). The Study notes that, since Brixton Central was identified as a potential tall building site in 2014, the Brixton Recreation Centre was added to the Statutory List, at Grade II, and it presents a constraint in terms of the protection of its setting as a listed building (p.3). Remaining tall building sites identified in the 2018 Study are: International House (site 1) and the combined Canterbury Arms /Pop Brixton Sites (site 2). Site 2 is just north of the viaduct which borders the north edge of the application Site. Modelled views are included in the SPD which show the likely effects of tall buildings on these two allocated sites.



## 03

# Methodology

- 3.1 This assessment has taken into account the existing physical fabric of the area, the character and settings of conservation areas and listed structures in the vicinity, the appropriateness of the Application Site for the Proposed Development, and the character of the proposed design.
- 3.2 Whilst potential effects on townscape, views and built heritage are inter-related, views and townscape are considered separately from heritage in this report, due to the different approaches set out in guidance and policy relating to these subject areas. However built heritage is an integral part of the townscape and certain views, and so these assessments are inextricably linked. They are therefore undertaken in this single volume, with cross-reference where relevant. The views and townscape assessment is set out in Section 6 and the heritage assessment is in Section 7.
- 3.3 Structured, informed and reasoned professional judgement has been used to take account of quantitative and qualitative factors. This is widely accepted as best practice and is informed by desk-based research and field assessment. It is recognised that the character of London is one of contrasts, of the juxtaposition of historic and modern buildings, and that modern buildings of high design quality do not necessarily harm the heritage interest of historic buildings and places.

## Townscape and Visual Assessment

- 3.4 The available key guidance for townscape and visual assessment, which informs this assessment, is as follows:
- *Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013) (Ref 1-11) produced jointly by the Landscape Institute and the Institute of Environmental Management and Assessment;*
  - *London View Management Framework Supplementary Planning Guidance (LVMF SPG) (GLA, 2012) (Ref 1-12); and*
  - *Character and Context Supplementary Planning Guidance (GLA, 2014) (Ref 1-13).*
- 3.5 The GLVIA (Ref 1-11) provides advice on visual impact assessment and is applicable to all forms of 'landscape', including urban townscape. The GLVIA states that an assessment should in most cases clearly address both how the proposal would affect the elements that make up the aesthetic and perceptual aspects of the landscape and its distinctive character, and how the content and character of views would be affected. The methodology employed for this assessment is based on approaches recommended in the GLVIA. However, the guidance states that its methodology is not

prescriptive in that it does not provide a detailed universal methodology that can be followed in every situation (Ref 1-11, para 1.20); the assessment should be tailored to the particular circumstances in each case with an approach that is in proportion to the scale of the project that is being assessed and the nature of its likely effects. The guidance recognises that much of the assessment must rely on professional judgement (Ref 1-11, paras. 2.23-2.26).

- 3.6 The LVMF SPG (Ref 1-12) identifies and protects a number of strategic views within London and provides guidance on the qualitative visual assessment of the designated views, which is also applicable to assessing the likely effects on undesignated views within London more generally. In this instance, no views designated in the LVMF would be affected by the proposal, however the guidance set out in the LVMF nonetheless informs the methodology of this assessment.
- 3.7 The views assessed in Section 6 of this report were selected following analysis of townscape character, key views and heritage assets and in relation to Zone of Visual Influence (ZVI) mapping prepared by Cityscape using emerging scheme proposals. The final set of views was agreed with LBL during pre-application discussion. A scheme model was also issued to LBL for review within Vu-City.
- 3.8 26 verified views are included in this assessment and comprise a selection of representative, specific and illustrative views from publicly accessible locations around the Site. A supplementary appendix of unverified modelled views includes views which have been tested and show no or very little visibility of the Proposed Development. Public views are generally attributed greater value than views from private property because they are experienced by a greater number of people and can be more accurately assessed through the use of surveyed viewing points. All verified views have therefore been taken from publicly accessible land. The views selected allow a methodical 360-degree view analysis of near, middle and distant views of the Proposed Development. The detailed location of the viewpoint has been carefully considered to be typical or representative of the view likely to be experienced there.
- 3.9 The character of the existing townscape and views is set out in the baseline assessment of townscape character areas in Section 4 and the 'Existing' description of each view in Section 6. The baseline characteristics of each view, including the attributes described in the GLVIA (Ref 1-11, para 6.24) and in *Character and Context* (Ref 1-13), and the contributions of any heritage assets to the view (considered in accordance with the guidance contained in the HE Settings Guidance (Ref 1-3)) and any relevant policy designations have been described where relevant. Views have generally been assessed using photos taken during 2019 and are in winter.



3.10 Where relevant, the assessment describes how likely effects would vary with seasonal change and changes in atmospheric conditions. Views are often kinetic, therefore where appropriate, consideration and explanation of how a view may change as the observer moves around the viewing position is included in the assessment of views in Section 6. This applies to Views 6-12 in particular, which are from sequential positions and presented in a manner to facilitate consideration of a key kinetic sequence and potential view of the Proposed Development when moving north along Brixton Hill.

3.11 In order to assess the full range of likely visual effects of the Proposed Development, three separate images have been prepared from each viewing location selected:

**1. Baseline** – the view as it exists currently;

**2. Proposed**– with the Proposed Development inserted in render or wireline form; and

**3. Cumulative** – with the Proposed Development inserted in render or wireline form together with other significant schemes in the area, which have planning consent but are not yet built, inserted (as wirelines);

3.12 The Proposed Development has been represented with a rendered image or a blue wireline. Where the Proposed Development would not be visible, its position relative to the existing view may be shown with a dashed outline and a light fill where this helps to aid legibility. The methodology employed by the visualisation firm, Cityscape, to create the verified views is provided in an Appendix. The Visual Assessment, in Section 6 of this report is based on the images prepared by Cityscape which are, in turn, based on the computer generated model of the Proposed Development prepared by Adjaye Associates, who have confirmed the accuracy of the visualisations in relation to their design proposals before the Tavernor Consultancy have assessed them.

3.13 This assessment places the Proposed Development in its emerging urban context. The cumulative views include 'reasonably foreseeable' schemes in the local and wider area that are likely to have a perceptible effect on views of the Proposed Development. In the local area of the Site, there is one consented scheme, the Canterbury Hotel, which has been wirelined into relevant cumulative views. View 5 (Brockwell Park) includes consented tall buildings in Vauxhall and Loughborough Junction, which might be seen in the context of the Proposed Development. The cumulative assessment is an assessment of their likely combined effect in combination with the Proposed Development and is based on an assumption of high quality design for each individual cumulative development on the basis that each scheme has been through the planning process and gained consent.

3.14 In accordance with the methodology set out in the GLVIA (Ref 1-11), the likely effects of the Proposed Development have been assessed in terms of the sensitivity of the resource affected, the magnitude of the effect or change and whether the effect is considered to be positive (beneficial),

negative (adverse) or neutral. The assessment of the sensitivity of the resource and magnitude of effect is undertaken within the assessment narrative and is not categorised or quantified, due to the qualitative nature of these factors. The manner in which these factors combine to inform a judgement of overall scale and nature of effect is also explained within the narrative. This approach is undertaken due to the qualitative nature of the assessment and the range of factors which are considered when making the assessment.

3.15 The scale and nature of effect are classified in order to provide a summary judgement on likely effects, however reference should be made to the narrative assessment. The scale of effect is judged on a word scale of 'none to major', taking into account the sensitivity of the resource and the magnitude of impact. The nature of the effect is then judged in accordance with the criteria set out in Table 3-1.

Table 3-1: Nature of Effect

| Nature     | Criteria  |
|------------|---|
| Adverse    | The nature of the townscape character or view is diminished or harmed.  |
| Neutral    | The nature of the townscape character or view is preserved or sustained or there is an equal balance of benefit and harm. |
| Beneficial | The nature of the townscape character or view is increased or enhanced.   |

Source: Developed by the Tavernor Consultancy based on GLVIA (Ref 1-11)

### Built Heritage Assessment

3.16 There are no heritage assets on the Site. The built heritage assessment considers the likely effects of the Proposed Development on the significance of heritage assets in the area around the Site through changes caused to their settings. The NPPF (Ref 1-2) defines 'significance (for heritage policy)' as "The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting." (p.71).

3.17 The setting of a heritage asset is defined in the NPPF as "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral" (Ref 1-2, p.71).

3.18 The available key guidance for assessing the effects of a development on the settings of built heritage assets, including WHSs, is as follows:

- Historic England's Conservation Principles, Policies and Guidance (2008) (Ref 1-15) and Conservation Principles, draft for consultation (2017) (Ref 1-16);
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017) (Ref 1-13), produced by Historic England; and
- Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011) (Ref 1-17) produced by the International Council on Monuments and Sites (ICOMOS).

3.19 Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets was published in 2017 by Historic England (HE) to replace both the former HE Guidance on Settings and the 2011 HE views assessment publication *Seeing the History in the View* (Ref 1-14). It provides a methodology for assessing potential effects on heritage significance through effects on setting, which is often primarily, although not exclusively, defined in terms of views.

3.20 Historic England's Conservation Principles (Ref 1-16) provides guidance for assessing the significance of heritage assets. *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets* (Ref 1-13) advises on the management of change within the surroundings of heritage assets.

3.21 Although the ICOMOS Guidance (Ref 1-17) was developed for assessing effects on World Heritage Sites, it also provides useful guidance for the assessment of effects on heritage assets more generally.

3.22 In Section 4 of this report, relevant heritage assets are identified and their heritage significance and existing settings are set out. Conservation Areas are assessed within a 500m radius of the Site. Grade II Listed buildings are assessed within a 250m radius of the Site; Grade I and II\* buildings are assessed within a 500m radius of the Site. These Study Areas have been formed in relation to the extent and nature of the likely effects of the proposal. Effects on heritage assets outside of these study areas are considered in relation to relevant views in Section 6.

3.23 Some aspects of the setting contribute more than others to the significance of the asset and not all settings have the same capacity to accommodate change without harm to the significance of the asset. This capacity may vary between designated assets of the same grade or type or according to the nature of the change. Assessment therefore requires the implications of effects to be considered on a case by case basis focusing on "those elements of the setting that make a positive contribution to the asset (or which better reveal its significance)" (Ref 1-2, para 200). Whilst the sensitivity of a heritage asset might vary according to the nature of its existing setting and/or heritage significance, the value of all designated heritage assets is assumed to be high.



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- 3.24 Potential effects on the significance of heritage assets are identified and described in Section 7, with reference to the verified views in Section 6 where relevant. The assessment is made in accordance with relevant guidance and in particular the five assessment steps outlined in Historic England's *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets* (2017) (Ref 1-13).
- 3.25 Whilst the setting of a heritage asset may be substantially altered by the Proposed Development, effects on its significance may be negligible or none if the special interest of the asset and its appreciation are not affected. Conversely, a very small change to the setting of an asset, for example the erosion of its silhouette in a key view, might result in substantial harm to its heritage significance. This assessment of effects on heritage significance is based on an understanding of the relevant assets' significance, and the parts of their setting which contribute to their significance, which is set out in the baseline assessment of this report.
- 3.26 When making the heritage assessment, the requirements of the NPPF (set out in Section 2 of this report) and the statutory duties of the Town and Country Planning Act 1990 are rigorously applied. If harm is found to the significance of a heritage asset, the degree of harm is considered on a 'net' basis, weighing any harm to and any enhancements of the heritage significance of each asset in turn to come to a conclusion as to whether the significance of the asset would be harmed or enhanced or whether there would be an overall neutral effect (neither harm nor enhancement). If 'less than substantial harm' or 'substantial harm' to significance is found, the relevant test set out in the NPPF would be triggered. Where the statutory duties are engaged, the legal requirement to give 'considerable importance and weight' to a finding of harm, and the 'strong presumption against' harmful development applies.



# 04

## Existing Conditions

### Introduction

- 4.1 The urban development of London has resulted from a combination of careful foresight and planning, and a pragmatic, sometimes expedient response to opportunities and events. Consequently, it is a city of many distinctive parts that have combined to create a rich urban environment. Through complex interactions London's fabric has become highly stratified and is represented by a great variety of architectural styles and building types. These have been built over many centuries in response to changing opportunities, and to the expectations and demands of London's citizens.
- 4.2 London has not been defined physically by any single overriding architectural idea or stylistic era. It represents a blend of many architectural periods – Georgian, Victorian, Edwardian and Modern – which have all added to its building stock within an existing or altered framework of streets and public spaces. Moving outwards from London's early twin cities of the City of London and Westminster, each London Borough has its own recognisable character and its own architectural and stylistic high – and low points.
- 4.3 The juxtaposition and blending of styles – particularly Gothic and Classical – is characteristic of English architecture. Most famously, Barry and Pugin's Victorian Parliament building at Westminster combines a classical body with Gothic details. New has commonly been juxtaposed with old: the landmark clock tower containing 'Big Ben' was located by the Victorians as a visual counterpoint to the low medieval structure of Westminster Hall. It was intended to make the new Palace of Westminster visible at a distance – across London and from the Thames. The juxtaposition of building types and styles, and a great range of competing visual landmarks, all contribute to London's rich and varied townscape and skyline. Acknowledging this variety is key to appreciating the qualities of London's urban character.



Fig 4-1 Rocque's Map 1746 SB

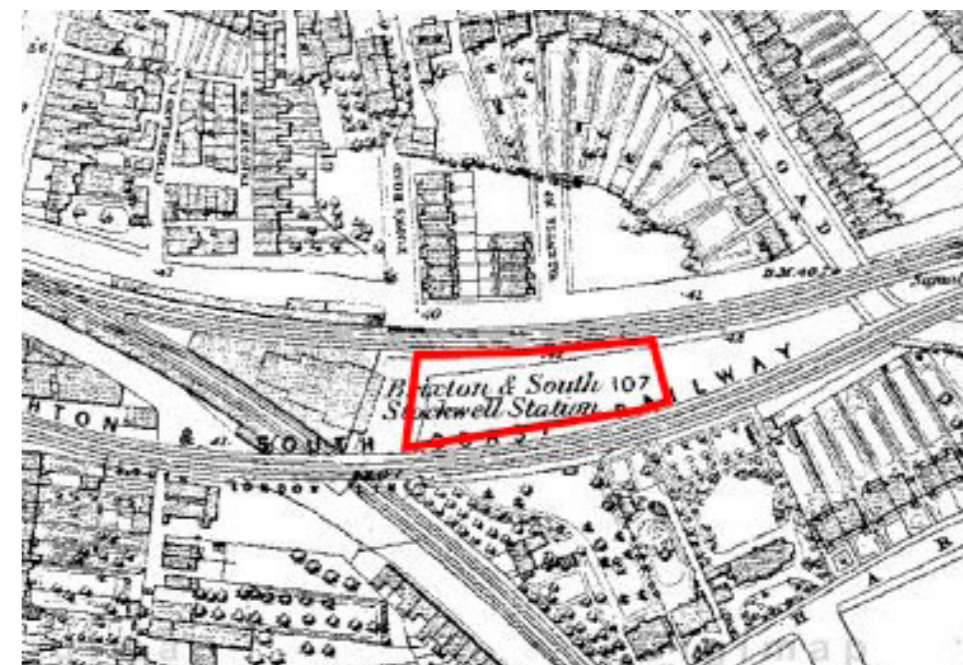


Fig 4-2 OS Map 1875



Fig 4-3 OS Map 1896

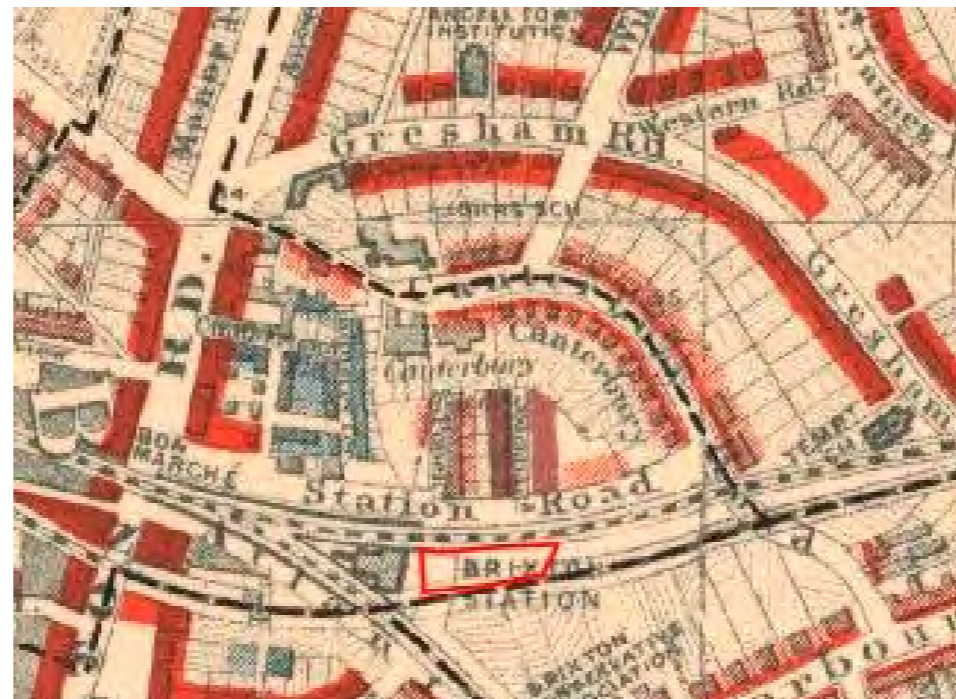


Fig 4-4 1903 Charles Booth Poverty Map



Fig 4-5 OS Map 1952

### History of the Site and Surrounding Area

- 4.4 Brixton Road and Brixton Hill are thought to have been on the alignment of a Roman Road, which continued south west of Croydon and Caterham to Brighton. Brixton may take its name from the Brixi's Stone, a Saxon monument located up Brixton Hill. Brixton Hill and Brixton Road became a turnpike road, managed by a board of trustees in the 18th century. In addition to this major road, other routes through the area were limited to ancient and winding country lanes, examples are Coldharbour Lane and Acre Lane. Until the beginning of the 19th century, there was no development in what is now the centre of Brixton, the closest development was at Stockwell to the north and a cluster of houses at the southern end of Rush Common, known as Brixton Causeway.
- 4.5 Following the enclosure of the common land at Rush Common in the early 19th century, several new roads were built, including Effra Road and St. Matthew's Road, across and along the edges of the newly enclosed land. Development in the first half of the 19th century was limited to ribbon development along the turnpike road and these new roads. St Matthew's Church was built on the northern part of Rush Common in 1824.
- 4.6 The railways acted as the impetus for wide-scale development, opening up the area to become commuter suburbs. The London, Chatham and Dover Railway arrived in the mid-1860s and was on a raised viaduct which cut through the existing houses in the village centre. The noise and disruption of the railways was likely the cause of residential evacuation of the centre allowing it to develop into a civic, retail and commercial town centre. The earliest phases of development following the arrival of the railway were the modest two storey houses along the newly cut Atlantic Road and on Coldharbour Lane.
- 4.7 Through the rest of the 19th century, the surrounding fields were developed into streets of terraced housing, the population increasing rapidly from 10,000 in the 1840s to 73,000 by the 1890s. To service the new population, purpose-built department stores and civic and entertainment buildings were constructed in the town centre. In the 1870s a street market began on Atlantic Road, popular for its discounted goods and street entertainment particularly in the evenings. The market soon expanded to Brixton Station Road, Popes Road and Brixton Road. In the 1880s Electric Avenue became the first market street in London to be lit by electric lighting. In the first decade of the 20th century Lambeth became a metropolitan borough and the Town Hall was built in Brixton in 1908.
- 4.8 The inter-war period saw further development of the town centre; the street market was supplemented by three covered market stall arcades, the Reliance Arcade (1923-5), Market Row (1928) and Granville Arcade (1935-8). The town centre suffered some damage from WWII bombing with post-war infill buildings constructed on the damaged sites. After the war, there was an influx of immigrants from the West Indies and elsewhere, giving the area a particular multicultural character that remains today.

4.9 Major redevelopment of the town centre was planned in the 1960s to provide an urban motorway through the centre and tower blocks linked by raised walkways. Although never enacted, the threat of the plans discouraged investment and maintenance in the town centre, which fell to neglect. It was hoped that the arrival of the Victoria Line underground railway in the early 1970s would trigger investment and modernisation, however it led to further economic decline as the fast trains allowed easy access to the shops of Oxford Street. The Brixton Riots of the early 1980s became an impetus for change but not before 30 local buildings were destroyed by fire and a further 150 were damaged. Successful regeneration and physical enhancement of the town centre have followed in recent decades.

### The Site

4.10 The Site was formed when the railway was cut through the townscape in c.1862 with the introduction of the London, Chatham and Dover Railway, constructed to serve the more affluent suburbs of London. To the immediate north and south, the Site is bound by elevated railway tracks and viaducts (which are currently boarded up) upon which the tracks were built, with only a single pedestrian street separating the site from the railway tracks and viaducts. To the east, the Site is bound by an area which is currently used as a servicing yard by the existing occupiers of the Site, and Valentia Place further beyond; to the west, the Site is bound by Pope's Road, which separates the Site from Brixton railway station. Currently, the majority of the Site is occupied by an existing single storey building that comprises various retail and commercial uses at ground floor level, with elevated car parking provided on the roof of the building. It has no historic or architectural interest. The car parking is accessible via Valentia Place which borders the site to the east.

### Townscape Character of the Site and Surrounding Area

4.11 The townscape on and around the Site can be broadly divided into character areas which result from different periods of development, as described above, and different building uses, types and scales. Whilst a clearer understanding of an area's townscape character can be gained by breaking it down into geographic parts, it should be noted that townscape character invariably forms part of a continuum. Identifiable areas of townscape around the Site are loosely defined in Fig 4-6 and their key characteristics are set out in the following paragraphs.

#### Centre South

4.12 The centre of Brixton is focused on the main route of Brixton Road. It is primarily commercial, developed in the late Victorian era as a shopping district and expanded in the early 20<sup>th</sup> century. Landmark civic and entertainment buildings were also erected at this time and they are more focused to the south, around Windrush Square. The shopping parade along Brixton Road (Morley's; locally listed) was built in the late 19<sup>th</sup> century, as was Electric Avenue (locally listed) and the Tate Library (Grade II). The

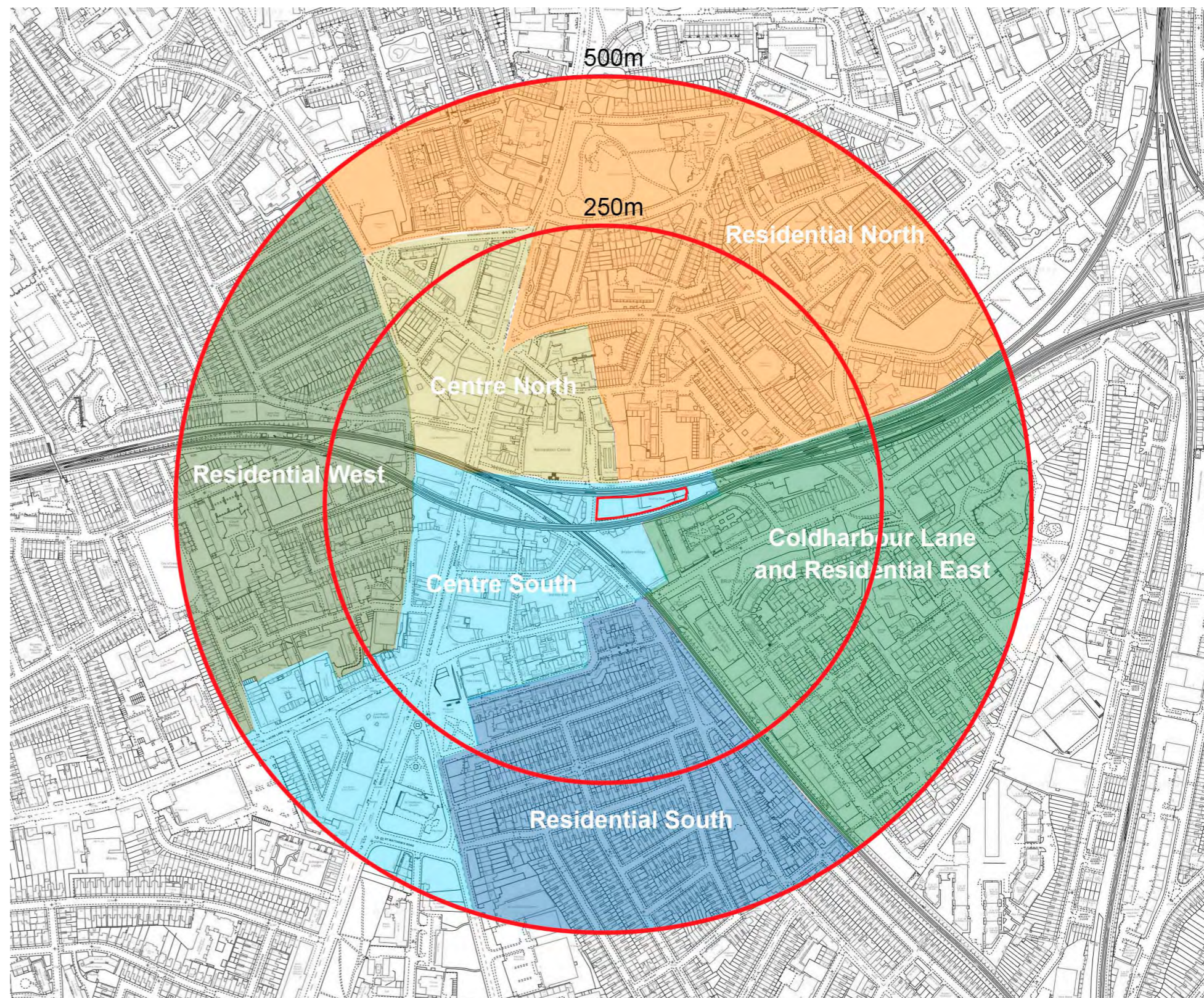


Fig 4-6 Townscape Character Areas 2020



Lambeth Town Hall (Grade II) and the Ritzy Cinema (Grade II) are distinctly Edwardian. 'Electric Brixton' (1913) survives but was remodelled in the 1950s; it is locally listed. Almost all buildings from this late 19<sup>th</sup>, early 20<sup>th</sup> century period of construction area are red brick and feature ornamental details in stone, plaster or stucco. The next visible phase of development occurred in the 1920s-30s. It included the covered Brixton Markets (1925, 1928, 1935-8) (Grade II), a number of 'Moderne' High Street frontages, including the large curved frontage at Nos.467-469 Brixton Road, on the corner of Coldharbour Lane (1938; locally listed), many still of red brick but also white faience. The Church of St Matthew's (Grade II\*) is one of very few remnants from an early-mid 19<sup>th</sup> century phase of suburban development. It is the only surviving landmark from that period and the only religious building visible within the town centre: its position set, within gardens at the junction of Effra Road and Brixton Hill, means that it has a notable presence in views along the main road from the south and looking north along Brixton Hill.

### Centre North

- 4.13 In terms of historic development, the same phases of development - most notably late Victorian, Edwardian and 'Moderne' - which characterise the south part of the centre are also evident to the north. There is also a mix of High Street and landmark commercial, entertainment and civic building buildings here. However, due to the breadth of the rail viaduct at Atlantic Road, and lack of open space in this part of the centre, the townscape to the north has a more enclosed character and key landmark buildings from key phases of development - the Bon Marche Department Store (c.1905; locally listed), the O2 Academy ('The Astoria', 1929; Grade II\*) and the Brixton Recreation Centre (1970s; Grade II)- are all set back from the high street and therefore have less visual presence than the landmark buildings further south. However the Brixton Rec is highly visible from the rail lines and Station and the adjacent International House is taller and forms a local landmark with wider visibility. These buildings draw on the local tradition of building in red brick and of having distinctive roof profiles, although their scale and robust architectural expression are less typical of earlier phases of development in the centre and clearly link them to the adjacent rail infrastructure visually and to the wider infrastructure plans with which it was conceived but which were not realised. Whilst the rail viaducts are experienced as a visual divide in the townscape, and restrict north-south movement, the retail units and markets alongside and in between the viaducts provide a connection in terms of the activity and character of this part of the centre near and around the over-ground rail station.

### Residential South

- 4.14 Just southeast of Windrush Square, the character of the streetscape quickly changes. It is much less varied, buildings are of a smaller scale than in the centre and built close together. It consists largely of parallel streets of Victorian terraced houses. There is a strong sense of quiet and enclosure, set off from the main roads, and with outwards views limited by the tight grain and terracing of the houses. To the east, there are small retail units addressing Atlantic Road, which circles around the area, alongside

the rail lines. There is little visual permeability and no access across the rail lines to the east, resulting in wholly separate residential communities either side of the tracks. The main Effra Road delineates the western edge of this residential area. Whilst there is also residential development on the west side of Effra Road, it is very different in architectural character and arrangement, consisting largely of mid-late 20<sup>th</sup> century apartment blocks set back from the main road by large lawned areas.

### Residential East and Coldharbour Lane

- 4.15 The area east of the rail lines which lead southeast from Brixton to Herne Hill (east of 'Residential South') is dominated by the Somerleyton Estate. It is predominantly formed of 2-3 storey houses and apartment blocks arranged along short side streets and cul de sacs. The streets are arranged to encourage traffic and pedestrian movement around the Estate rather than through it and this restricted permeability is reinforced by the 'Barrier Block', Southwyck House, which forms a c.7 storey wall along the south side of Coldharbour Lane; it was conceived to address a motorway planned in the 1960s which was never realised. The north side of Coldharbour Lane is a more typical mid 19<sup>th</sup> century frontage, with a 3 storey terrace of stock brick, flat fronted buildings above modern shops fronts. Part of Brixton Market ('Brixton Village') is on this (east) side of the rail lines and opens onto Coldharbour Lane, however it is included in 'Centre South' because most visitors arrive at and depart from Brixton Village from the west. Whilst retail units extend east along Coldharbour Lane, this area has a distinctly more residential character than the centre to the west of the rail lines.

### Residential North

- 4.16 The area north of the rail lines and east of 'Centre North' is characterised by mid-late 20<sup>th</sup> century housing. There are substantial blocks and towers set within simply landscaped spaces and some rows of smaller scale terraced houses. Few remnants of 19<sup>th</sup> century terraces and suburban villas survive - close to the rail lines, on historic routes (Brixton Road and Wiltshire Road) and around Max Roach Park. The winding streets within the 20<sup>th</sup> century estates lack legibility and active frontage, resulting in restricted permeability through the area despite the large areas of open green space.

### Residential West

- 4.17 This residential area comprises two distinct subareas, north and south of the rail lines. To the south, the residential area set behind the frontage of Brixton Road is very mixed in character in terms of building period and style, resulting from its close proximity to the historic and commercial centre. Generally, there is a tight urban grain with terraces, small scale brick houses and a number of more substantial apartment blocks from the early- mid 20<sup>th</sup> century. North of the rail lines and west of the commercial centre, there is a more consistent and smaller scale street pattern with a large area comprising parallel streets of Victorian terraced houses.

### Wider townscape

- 4.18 Within the residential areas around the centre of Brixton, the arrangement of streets and density of development tends to limit views out of the area. There is more visual permeability in the 20<sup>th</sup> century estates which characterise the residential areas to the east, however the scale of some blocks there also restricts outward views and the streets tend to be more circuitous than in the Victorian residential area, also limiting long views. In the centre of Brixton, the main road - Brixton Road - which forms its spine allows long views in both directions. Those views are amplified to the south by the open spaces of the Rush Common lands and the higher ground of Brixton Hill. Moving north along Brixton Hill, the towers in the City's Eastern Cluster are clearly visible and serve as a reminder of Brixton's position within the wider city. Within the centre, northerly views are screened by the rail viaducts crossing the main road. Brockwell Park is positioned well to the south of the centre but serves as the main open green space for Brixton residents and views from the park also reinforce the position of Brixton within wider London - there are views from different parts of the park to emerging tall buildings clusters in the City, at Blackfriars and Vauxhall, and also of St Paul's Cathedral and the Victoria Tower.
- 4.19 Potential effects on local and wider townscape character are considered in the assessment of representative views from within the townscape around the Site in Section 6.

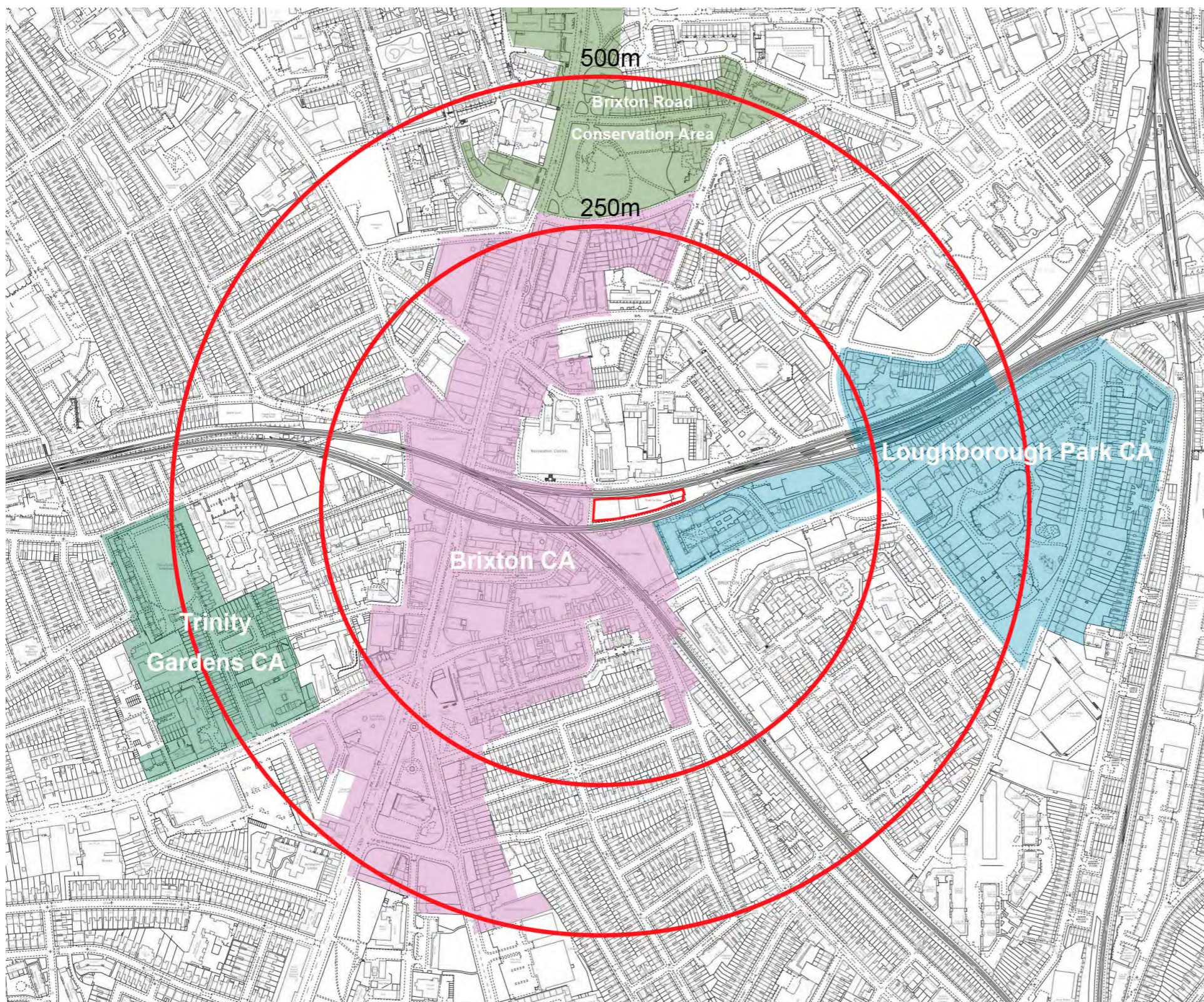


Fig 4-7 Conservation Areas Map

## Designated Heritage Assets

### Brixton Conservation Area

- 4.20 The Brixton Conservation Area was designated in 1980 and extended several times; the Conservation Area Statement was adopted in March 2012 (Ref 1-18). The Conservation Area covers the heart of Brixton Town Centre including the civic buildings at the southern end and the retail and market buildings to the north.
  
- 4.21 The route of Brixton Hill and Brixton Road is likely to be part of a Roman road; the route became a turnpike in the late 18th century. Soon after, at the beginning of the 19th century, the enclosure of Rush Common and Stockwell Common, and subsequent leasing of manorial land for development, led to the first buildings being constructed in the area. Building on the enclosed Rush Common was, and remains, restricted, meaning that buildings were constructed around its perimeter. The exception was St Matthew's Church, constructed in 1824, which was built on the common ground at a key position between Brixton Hill and Effra Road. It is now Grade II\* listed.
  
- 4.22 The second phase of development was spurred by the arrival of two railways in 1841 and the mid-1860s, which turned Brixton into a commuter suburb of London. The railways occupied viaducts which cut through the town centre, the noise of which caused the residential population to move out of the centre, making way for commercial uses. The population of Brixton increased rapidly in the later 19th century and new purpose-built premises for department stores and community facilities were constructed from the 1870s. At the same time, a street market began on Atlantic Road, soon expanding to Brixton Station Road and Brixton Road.
  
- 4.23 At the beginning of the 20th century, Brixton was a significant suburban retail centre, with many public amenities including steam baths, the Tate Library (Grade II) and Ritzy Cinema (Grade II). In the mid-1920s, the Reliance Arcade (Grade II) opened as the area's first covered market. This was soon followed by Market Row in 1928 (Grade II). In the 1930s Brixton Road was widened and a row of characterful 1930s 'Moderne' style buildings was constructed to front the east side of the new street and Granville Arcade (Grade II) was constructed. All this added to the thriving character and pedestrian permeability of the town centre.
  
- 4.24 The area suffered damage from bombing during WWII and consequently there are some post-war infill buildings. After the war, a significant number of immigrants from the West Indies settled in Brixton, establishing the multi-cultural character it still has today. In the 1960s and 70s, the town centre went into decline due to threats of comprehensive development and the arrival of the Victoria line, which took shoppers quickly and easily to Oxford Street. The riots of the 1980s also saw many buildings damaged by fire but, as a consequence, numerous initiatives followed for the regeneration and physical enhancement of the area.



4.25 Along with the Grade II\* Listed St Matthew's Church, there are a few early 19th century houses (also largely listed) surviving in the Brixton Conservation Area, at the northern end of Brixton Road, Effra Road and Bernays Grove. These demonstrate the initial genteel phase of Brixton's development in the 19th century. Most of the Conservation Area, however, is purpose-built commercial and civic development dating from the second half of the 19th century to the 1930s, with some post-war infill. Development was of many architectural styles, reflecting changing aesthetic tastes.

4.26 The Conservation Area Appraisal states that *"irrespective of their style, buildings tend to be to a high quality using careful massing and proportion, fine detailing and respectful building heights to create a townscape of variety and interest that at the same time has unity and a sense of place. Many of the corner premises have towers or similar landmark features which add great character to the roofscape"* (Ref 1-18, p.10). The post-war buildings are noted to generally not make a positive contribution to the appearance of the area having failed to respond to its unique character and grain.

4.27 The open spaces of the Peace Gardens (formerly St Matthew's Churchyard) and Windrush Square (formerly Brixton Oval) were both formerly part of Rush Common and remain protected from development. They make a significant positive contribution to the appearance of the Conservation Area and offer good views of the key buildings within the area.

4.28 There are a number of important local views identified in the Appraisal, both from within and into the Conservation Area. These are:

*"A Distant views of roofscape from Brockwell Park where the numerous towers and turrets can be appreciated. Views of Brixton's roofscape are particularly good from the railway station platforms.*

*B Views of roofscape and streetscape from trains travelling along the elevated railway viaducts and from the platforms of Brixton Station. Of particular note is the views down Electric Avenue and towards Brixton Road.*

*C Views of Lambeth Town Hall including its landmark tower: generally these views can be obtained from many vantage points both from within and outside the conservation area and appreciation of these should not be impaired. Specific views north and south along Brixton Road & Brixton Hill, west along Coldharbour Lane and East along Acre Lane are of particular importance and should be safeguarded from interruption.*

*D Views of St Matthew's Church, especially the tower and lantern: generally these views can be obtained from many vantage points both from within and outside the conservation area and appreciation of these should not be impaired. Specific views north along Effra Road, south along Brixton Road, up Kelleth Road and north up Brixton Hill are of particular importance and should be safeguarded from interruption."* (Ref 1-18, pp. 35-36)

4.29 Of particular relevance to the Proposed Development are views from Brockwell Park, views moving east along Electric Avenue, views moving north down Brixton Hill and views of St Matthew's Church. These views are considered in the Visual Assessment in Section 6 below.

#### *Trinity Gardens Conservation Area*

4.30 The Trinity Gardens Conservation Area was designated in 1978; a Conservation Area Character Appraisal was published in January 2017 (Ref 1-19). The small Conservation Area extends from Acre Lane to Ferndale and includes Marlborough Mews and Trinity Gardens. The Conservation Area has three distinct character areas: the imposing early 19th century residential development along Acre Lane; the more modest terraces leading to and enclosing Trinity Gardens; and the late Victorian City of London almshouses to the north of the Conservation Area. Alpha House, a former late Victorian school now converted into residential flats, is the other main building in the Conservation Area; it is Grade II listed.

4.31 Acre Lane is an ancient route linking Clapham to Brixton Road which passed through open fields until the beginning of the 19th century. At that time, the north side first began to be developed following the enclosure of Rush Common and the granting of building leases on manorial land. Several detached and semi-detached villas survive and are set back from the pavement behind small front gardens. Also fronting Acre Lane, one of the original buildings of Trinity Asylum, now called Trinity Homes, survives. It provided almshouses for 'aged and pious women' and was built by Thomas Bailey in 1822. Behind this main almshouse block is a second parallel block and a later 1860s wash house building. All of the early 19th century buildings are listed Grade II.

4.32 The terraces of houses on Trinity Gardens date from the Victorian period. The south side of the east side of the approach road are occupied by post-war buildings but otherwise the fine-grained character of the square and its central garden remain intact. The largely uniform character of these two storey brick and stucco terraced houses makes a significant positive contribution to the appearance of the Conservation Area.

4.33 A group of City gentlemen celebrated the passing of the 1832 Reform Bill by constructing almshouses along the western edge of a plot of land purchased south of Ferndale Road, partly funded by the Corporation of London. The almshouses for aging freemen and their wives and widows, were managed by the Corporation and were completed in the late 1830s. The Corporation erected a further set of almshouses to replace some 16th century almshouses in the City bequeathed by Robert Rogers. In 1882 the Corporation moved the almshouses founded by Sir Thomas Gresham to the same site and in 1884 rebuilt the original set of almshouses. The three sets of almshouses are grouped about an open quadrangle, which is open to Ferndale Road. All the almshouses are two storeys and constructed in brick. Despite being constructed in phases the complex has a homogenous character.

4.34 The two complexes of almshouses and the residential square are all designed pieces of townscape. The open spaces, although mainly private, are an important characteristic of the Trinity Gardens Conservation Area.

4.35 The Trinity Gardens Conservation Area is a low-scale area with building heights ranging from two to four storeys. Views gained "up and down streets" are considered important by the appraisal. Other significant views, as defined by the conservation area appraisal also include:

- Glimpse views between properties, of rear elevations and rear gardens.
- Views through Trinity Gardens to the historic buildings around its perimeter.
- Views of Alpha Place roofscape are of value.
- Views into the City of London Almshouse site from Ferndale Road. An impressive stand of mature trees and large space laid to lawn – although a private space this is an important visual amenity to all.
- Views north along Trinity Gardens towards the tall tree canopy of the City of London Alms house site.
- Views of the characterful rear elevations of nos. 60-64 Trinity Gardens from the east.

#### *Loughborough Park Conservation Area*

4.36 The Loughborough Park Conservation Area was designated in 1981; a formal Conservation Area Appraisal has not yet been adopted. The Conservation Area extends from just east of the junction of Coldharbour Lane with Atlantic Road in the west, to Shakespeare Road in the east. The Conservation Area has four distinct character areas, each defined by its street and these include: Loughborough Park, which is characterised by neoclassical villas, constructed from London Stock Brick and stucco details; Moorland Road is characterised by large detached villas featuring neoclassical details, stock brick and stucco; Coldharbour Lane is more of a mix, featuring Gothic and neoclassical buildings but all are consistent in scale and massing; and Shakespeare Road, which is mostly 19<sup>th</sup> century terraced housing.

4.37 Coldharbour Lane – formerly Camberwell Lane -- is an ancient country lane that linked Brixton to Camberwell, ending to the south of Brixton train station and at the eastern end of Acre Lane. The road is now over a mile long with a mixture of residential and commercial buildings. Building ages within the Conservation Area range from contemporary buildings to structures from the 19<sup>th</sup> century, with many houses using stucco details and faced in yellow London stock brick. The materiality along Coldharbour Lane is relatively consistent, yet, on the south side, exists the 'Barrier Block' of the Southwyck House, designed by Lambeth Borough Architects in the 1970s. The north-facing, sheer brick wall punctuated with small windows was conceived to face onto a motorway which was never built.



4.38 The townscape character of the area alters throughout, with the trainlines and associated viaducts scything through the northern section, contrasted to the open, wooded space of Loughborough Park in the middle of the Conservation Area. The grain differs also, with blocks of terraced houses along Coldharbour Lane contrasted to the detached villas of Moorland Road. The scale of the buildings, however, remains consistent throughout with few buildings rising above three storeys. There is also a strong sense of enclosure provided by street patterns which limit long distance views within the Conservation Area.

*Brixton Road Conservation Area*

4.39 Brixton Road Conservation Area was designated in 1981; a formal Conservation Area Character Statement was adopted in 2003. The Conservation Area extends northwards, in a linear fashion, from the centre of Brixton (Brixton Road, junction with St John’s Crescent) to Brixton Road’s junction with South Island Place. The Conservation Area’s character is predominantly made up of commercial and residential buildings that line the route north. The Character Statement (written in 2003) celebrates the Victorian and late Georgian elements of the townscape in particular.

4.40 Brixton Road is an ancient route north linking Brixton to Kennington, and then to London beyond. The conservation area’s character is described in the Conservation Area Character Statement as “defined by the arterial nature of Brixton Road” (Ref 1-23, p. 4). The Character Statement provides information on Brixton Road’s urban development. It states that the road is characterised by “large terraced, detached or paired townhouses set back from the main road behind generous front gardens”. It further suggests that the middle section of the character changes markedly with “later C19th and C20th buildings extending to back of pavement or set back behind later bungalow shop units”. The statement suggests that the southern section of the streetscape is “more damaged... with ugly intrusions such as the Esso garage (now demolished), the bulky 1960s block at numbers 336-338, the 1970s local authority housing and St Helen’s Primary School”; it further derided 186 Brixton Road (Willow Court) for being a “very dull block of flats erected in c.1960”. In addition to these later inclusions within the Conservation Area, the Character Statement praises buildings that provide a further mix architecturally including Christ Church (Grade II\*), 154-160 Brixton Road (Grade II), 168a and b Brixton Road (Grade II). It praises conservative contextual developments, including Hillyard House, a post-modern attempt at conforming to the existing architectural details of the surrounding area.

4.41 Overall, the Brixton Road Conservation Area has altered since the 2003 Character Statement was written. A number of new developments have been built and they conform to the massing and proportions of the existing buildings. Generally, they utilise the existing context in a modern language, as exemplified by 241-243 Brixton Road which replaced the aforementioned Esso garage. The townscape’s character is dominated by low-rise buildings throughout, with vistas of taller residential buildings (such as those near Slade Gardens) near to the area and visible above the rooftops of the buildings that line the route. A further characteristic

of the area is the positioning of buildings in relation to the road; some houses are elevated half a storey above the ground, and accessed by stepped entrances, others are accessed at ground level. Some buildings line the streets with access off the pavement, while others are set back considerably with parking or gardens in the front.

4.42 The massing and proportions of buildings in the Conservation Area are relatively consistent. More contemporary buildings generally differ from the vertical emphasis of the older houses on the road, using more horizontal based fenestrations. The grain of the road is fine, with most buildings being adjoined to one another and junctions to adjacent roads from Brixton Road being narrower than the main route through the Conservation Area.

| Ref | Name                                      | Grade |
|-----|---|-------|
|     | Within 250m                               |       |
| 1   | Recreation Centre                         | II    |
| 2   | Platform Piece                            | II    |
| 3   | Former St John’s Church of England School | II    |
| 4   | 363-365 Brixton Road                      | II    |
| 5   | 201-209 Stockwell Road                    | II    |
| 6   | The Academy                               | II*   |
| 7   | Brixton Fire Station                      | II    |
| 8   | Brixton Lodge                             | II    |
| 9   | Brixton Market Reliance Arcade            | II    |
| 10  | Ritzy Cinema                              | II    |
| 11  | Tate Library                              | II    |
| 12  | Effra House                               | II    |
| 13  | Lambeth Town Hall                         | II    |
| 14  | Mausoleum of Richard Budd                 | II*   |
| 15  | Church of St Matthew                      | II*   |



Fig 4-8 Listed Buildings

4.1 Table Listed Buildings Baseline

| Ref | Listed structure                          | Grade | Summary history and description   | Significance  | The contribution of setting to significance  |
|-----|---|-------|---|---|--|
| 1   | Recreation Centre                         | II    | Built between 1974 and 1985, the Brixton Recreation Centre ('the Rec') designed by George Finch and the team at Lambeth Borough. It was recently listed at Grade II in 2016. The building formed part of the Greater London Plan (1969); the Plan proposed a new motorway (Ringway 1) through inner London. Brixton was to become a major traffic hub. While working for the Borough of Lambeth, Ted Hollamby conceived a new town centre with raised walkways linking shops, offices and houses to a central hub – a recreation centre. The sophisticated building is set over six floors, is made from a reinforced concrete frame with pre-cast and in-situ elements, with red brick cladding.   | It has special architectural and historic interest. It is one of the first leisure centres to combine an extensive range of activity areas with leisure facilities. Its architectural significance lies within the fabric, and that it combines "thoughtfully composed and proportioned" brick masses "brought to a human scale at street level" (List Description). It is associated with the first phase of Ted Hollamby's ambitious plan for Brixton. George Finch's design for the building "illustrated his socialist principles" through providing the greatest amount of amenity and encouraging interaction between users. Culturally, it is significant and has group value – according to the List Description - with the Platforms Piece (ref: 2, below) due to its associations with post-war British black culture and the spatial relationship with the sculpture and the Recreation Centre building. | Little of the setting of the Recreation Centre contributes to its significance. The adjacent International House is reputedly by the same architect and aspects of its design and materials are similar and so contribute to its significance, however the design of that building is less successful. The rest of the major development plans these buildings were conceived in relation to were never realised. The immediate townscape around the Rec remains largely small scale and Victorian. Consequently the Rec enjoys visual prominence locally and this has contributed to its cultural status as a local landmark. Small retail units are incorporated at ground level on Brixton Station Road, creating an active and positive relationship with the units set within the viaduct opposite. The Grade II Listed Platforms Piece (1985) has group value with the Rec and enhances the contribution of Brixton Station to the heritage significance of the Rec. |
| 2   | Platforms Piece                           | II    | The life-size figures, designed by Kevin Atherton (1985), stand on the platforms as if waiting for trains. The list description says that "a casually dressed black man stands at the back of the platform leaning against a wall, with his bag next to him on the platform. Opposite, near the edge of the Orpington-bound platform is a white woman holding a shopping bag in her left hand. Standing on the third platform, facing the Brixton Recreation Centre, her back to the previous figure, is a black woman with her sports bag on the platform at her side." Its place within sculptural history is important because public sculpture became an emblem of civic renewal and social progress in the post-war period. The piece was commissioned by British Rail in 1985 as part of the Brixton Station Improvement Scheme. The sculptures were unveiled by Sir Hugh Casson in 1986. | Platforms Piece is an example of site-specific cultural art, which reflects both its physical position at a station, the architecture that surrounds it and is relatable to the likely users of Brixton station. It is by a well-known sculptor and academic, in Kevin Atherton, and has historic associations to the architect Hugh Casson. It is believed to be the first sculpture of British black people in England in a public art context.   | The group value and associations with the local Brixton Recreation Centre contribute to the significance of the Piece. Its location within Brixton Station is also relevant, as the characters depicted in the sculptures are waiting for the train. One of them is also using shopping bags, which is contextual to the markets below. Its association with the local community and its particular history and character reinforces its significance.   |
| 3   | Former St John's Church of England School | II    | The building was built in 1853 by one of A. W. N. Pugin's contemporaries, Benjamin Ferrey; he constructed this school in an irregular Tudor-style. It is only one storey in height with tall attic spaces clad in slate. The main body of the building is constructed from red-brick and Portland stone quoins and dressings. The building forms part of the wider history of Victorian school development, which was popular in the 19th century due to increased access to education through parliamentary acts as well as large-scale population growth.   | The building has special architectural and historic interest. It is an example of an early Gothic style school, with features such as the Portland stone window dressings on the southern elevation, appearing like an Arts and Crafts feature more familiar with Philip Webb's work. The architect trained with A. W. N. Pugin, one of the most important Gothic architects, adding to its historic associations which contributes to its significance. It also holds significance for its age, predating the urbanisation of central Brixton.   | A five-storey Victorian mansion block is located to the west of the school building, built in the later half of the 19th century during the first wave of significant urbanisation in the area. Its proximity to the centre of Brixton and the school is important. There is little that pre-dates the school in the area and its central location and small size are important in the reading of Brixton's urban development, which reinforces its significance.  |
| 4   | 363-365 Brixton Road                      | II    | This pair of residential houses are typical of mid-19th century building in south London. Each house is three storeys in height with three bays to each house and a recessed entrance to the left of the elevation, with plain fanlights atop the door. The roof is hipped and clad with slate and bracketed eave soffits. The sash windows are timber, and have detailed, moulded architraves surrounding them.  | These houses are significant for their age and type, being representative of typical urban villas constructed during the urbanisation of London. The pair is one of few semi-detached villas that survive in central Brixton and which were typical of development in Brixton in the mid 19th century.  | Its location in central Brixton is significant in showing the development pattern in Brixton and the type of buildings which were constructed in what had been formerly a rural settlement. Other buildings of this type and period located elsewhere in Brixton contribute to its significance, however none survive in its immediate context. Small scale brick houses situated within its immediate context are complementary in scale and materials but make little contribution to the historic and architectural interest of the pair of mid 19th century houses.  |

4.1 Table Listed Buildings Baseline

| Ref | Listed structure       | Grade | Summary history and description   | Significance  | The contribution of setting to significance   |
|-----|------------------------|-------|---|---|---|
| 5   | 201-209 Stockwell Road | II    | Built in 1929, this three-storey symmetrical terrace faced in pale terracotta was constructed as an ancillary building to the Brixton Astoria (now the O2 Academy) which is located behind it. At ground level, it has five shop fronts, all of equal width, with similar spatial layouts to each other. The bays above reflect this form, and are defined by detailed paired pilasters resting on a ground-floor cornice and supporting entablature with single plain pilasters to ground. The building is a detailed version of the typical late 1920s commercial building, with restrained neoclassical forms and the emergence of Art Deco principles within the thin-glazing bars of the tripartite spaced windows.  | The building has historic interest for its representation of the type of architecture and urban development which occurred in the 1920s, with areas like Brixton becoming urbanised. It also represents social and technological change, with buildings like the Astoria being important in the dissemination of moving images through newscasts and entertainment. 201-209 Stockwell Road is included with the more significant Astoria (Grade II*) for group value.   | The Grade II* Listed Academy is an important aspect of the building's group value and setting. The rest of the built environment that surrounds it is varied, with a red-brick modern church nearby and neighbouring inter-war blocks of flats to the north. There are buildings nearby and further south on Brixton Road which are – in terms of style and materials - visibly from the same period and contribute to the significance of the Academy and its ancillary building through their shared architectural and historic interest. Other parts of the context are more varied in period and style, some of which contribute more generally to the positive variety and quality of buildings in the centre of Brixton although contributing very little to the heritage significance of 201-209 Stockwell Road.   |
| 6   | The Academy            | II*   | The building was originally a cinema and is now a concert hall. It is very large, extending back and up from a relatively narrow but prominent front at the corner of Stockwell Road and Astoria Walk. This principal elevation is similar in style and materials to 201-209 Stockwell Road. It is clad in green and cream faience and has a domed, portico entrance which is a significant feature in the townscape. All other elevations are in stark contrast and clearly secondary: they are plain brick, with irregularly patterned window openings and concrete lintels. At ground are blank brick walls and shuttered openings. The interior includes an Art Deco foyer and Italian Renaissance style auditorium. The building was designed by Edward Stone and T .R. Somerford, who are associated with theatre and cinema building in the 20s and 30s. | The significance of the building lies mainly in the high quality design of its primary elevation and interior spaces. The auditorium is described in the listing citation as the best surviving example of an 'atmospheric' in Britain (along with the Astoria in Finsbury Park). Its significance also lies in its association with important designers of theatres and cinemas when the latter's typology was in its infancy. It has communal value for its association with the cultural life of Brixton.  | The main elevation has a prominent corner position and addresses Brixton Road; this street arrangement thereby contributes to its significance. It has group value with the neighbouring 201-209 Stockwell Road. Other buildings in the wider area dating to the same period and in a similar style and materials also enhance the significance of the O2 Academy. The rest of its setting is varied, including a red-brick modern church and neighbouring inter-war blocks of flats to the north. Other parts contribute more generally to the positive variety and quality of buildings in the centre of Brixton although contributing very little to the specific heritage significance of the O2 Academy.   |
| 7   | Brixton Fire Station   | II    | Brixton Fire Station is an architecturally imposing, Edwardian Baroque municipal building constructed from red-brick with Portland stone details, such as prominent quoins and ground-floor rustication. It is five-storeys in height and has five prominent chimney stacks creating a rhythmic roofline. The top floor adds to this roofline through the provision of dormer windows, each with an arched or triangulated pediment, site above a brick and stone parapet.  | The building is significant for its special architectural interest. It was designed by Owen Fleming and Charles Canning Winmill, who were known for fire station architecture following roles in designing housing for the LCC. They worked on other prominent fire stations in London, including Westminster, Waterloo and Euston Road – all built in this neo-Baroque style or a more Arts and Crafts style, with red-brick and stone detailing. It has historic interest for its civic function and as part of a late Victorian to Edwardian phase of development which included a number of other landmark, high quality civic buildings locally, including the Tate Library and Lambeth Town Hall. | Historic maps show that the Brixton Fire Station was built on the site of a church which, in 1896, had been situated just north of the rail lines and south of a terrace of houses. It was replaced by the fire station and terraced housing remained to its north until the mid-late 20th century when much of the area was redeveloped with higher density residential blocks. As such, none of its immediate context was built at the same time as the fire station and there are no other evident aspects of its close setting which might contribute to its special architectural and historic interest. Looking more widely into its context, other local landmark buildings from the same period, and particularly those with civic functions, add to its significance, including Lambeth Town Hall, the shops along Brixton Road, Electric Avenue and the Tate Libraries. |
| 8   | Brixton Lodge          | II    | This early 19th century villa of two storeys features a three-bay frontage, is made from London stock bricks and has a low-pitched hipped slate roof with wide bracketed eaves. Details around the windows include brick arches to the timber sashes, which are segmental on the first floor. The front door is centrally placed with a round headed fanlight framed by a porch with fluted columns approached by seven-steps.  | The building is significant due to its early age, elegant design and as an exemplary survival of suburban development locally which has been largely lost to urbanisation from the late 19th century onwards. Within central Brixton, it is one of very few villas which survives from this period. Its form and use of materials is similar to other buildings of this age and type that survive elsewhere in London.  | Brixton Lodge originally fronted Brixton Road. It is named on the OS map of 1875, which shows a large front garden where Morleys was built in the following decade. A stock brick building adjoins the listed building to its south; it is taller and different in style but largely complementary in appearance and also likely 19th century. Other buildings around it are largely brick and residential but none are of high quality or date to the same period. Brixton Lodge is an important remnant of an early phase of local development and, as such, very little of its context contributes to its heritage significance.   |



4.1 Table Listed Buildings Baseline

| Ref | Listed structure | Grade | Summary history and description  | Significance  | The contribution of setting to significance   |
|-----|------------------|-------|--|---|---|
| 9   | Brixton Markets  | II    | This complex of three covered market buildings used for fruit, vegetables and sundry goods date from the inter-war period. The Reliance Arcade was built in 1923-5, Market Row in 1928 by Andrews and Peascod, and Granville Arcade (now Brixton Village) in 1935-8 by Alfred and Vincent Burr. The Reliance Arcade is a straight, narrow arcade running east-west roughly parallel to Electric Avenue. Its entrance on Brixton Road has been remodelled but to the east is Art Deco, with Egyptian-style detailing in buff and coloured faience and original signage. Decoration survives in the shops in the Reliance Arcade. The glazing and concrete roof structures of Market Row and the Granville Arcade are notable. | The Brixton Markets are listed for their architectural special interest: they represent an early use of the Egyptian style and notable aspects of the original interiors survive, in particular the glazed roof structures. They also have historic value as a unique and extensive network of covered markets and for their association with the Afro-Caribbean community that settled in Brixton after WWII and who adopted the markets as the commercial and social heart of their community in Brixton. It is noted that the Brixton Road elevation of the Reliance Arcade is of lesser interest, the primary external interest lying in the Electric Lane elevation to the east. | The commercial centre of Brixton on Electric Avenue and the high street was well established when the covered markets were introduced in the 1920s-30s. The Reliance Arcade was created as part of the redevelopment of the entire urban block between Coldharbour Lane and Electric Avenue, all of which makes a contribution to its significance. Market Row was created from a pre-existing space at the centre of an urban block, largely behind existing properties. Granville Arcade was built on a partly vacant site by the rail lines. The architectural interest of these markets is largely held within their own fabric and structure but also in the adjacent buildings. The historic interest of the markets is also focused on the interior of these market spaces but is enhanced by the type and character of commercial development which occurred within the close context at the time and by the wider associations with the Afro-Caribbean community in Brixton.   |
| 10  | Ritzy Cinema     | II    | This cinema, opened as the Electric Palace in 1911, was designed by EC Homer and Lucas architects with minor 1950s alterations by George Coles. The cinema is designed in the classical style with some Modern Movement alterations to the front to Windrush Square. It is in red brick and is partly painted/stuccoed. The interior is also of interest with original plasterwork above a false ceiling in the Foyer and the auditorium is remarkably little changed since 1911.  | The Cinema has special architectural interest for its design and special historic interest as an early and relatively intact example of its type in England.  | In the 1870s, a row of villas with front gardens addressed the open space now known as Windrush Square in the late 19th century. The Ritzy was built on the site of the villas, following the erection of the Tate Library in 1892. The adjacent Tate Library and historic open space contribute positively to the visual and experiential setting of the listed cinema and also to its particular history, as part of the late 19th- early 20th century phase of urbanisation which now characterises the centre of Brixton. Lambeth Town Hall is situated across Windrush Square and is from the same period. These aspects of the setting of the Ritzy make a contribution to its significance by reinforcing its town centre and civic environment.   |
| 11  | Tate Library     | II    | This public library was endowed by Henry Tate and designed by Sidney R.J. Smith in a Free Renaissance manner. The two storey building dates from 1892 and is constructed in red brick and Portland stone. The principal elevation to Windrush Square is of seven symmetrical bays with a central projecting and pedimented entrance bay. The outer bays are also topped with pediments and the centre of the roof has a small cupola. The interior spaces are also of interest.  | The Library has architectural and historic interest as a high quality example of a late Victorian civic building and through its association with philanthropist Henry Tate.  | The Tate library was built on the site of former suburban villas. Through this siting, it was given visual and communal prominence at the heart of Brixton and addressing the public space now called Windrush Square. The Ritzy followed some time after and the Town Hall was similarly built on the land of residential villas, on the opposite junction with Acre Lane. These key buildings within its setting, and the historic spaces and roads between them, all contribute to the historic interest of the listed library. These aspects of the setting make a contribution to its significance by reinforcing its town centre and civic environment.   |
| 12  | Effra House      | II    | This early 19th century building is three storeys high and five bays wide with later one and two bay extensions to the north and south end respectively. Originally stuccoed, it is now painted. The ground floor has round arched recesses to each bay and a plain entrance. It was recently refurbished and extended to accommodate the Black Cultural Archives.   | The building has architectural and historic value as an example of the first phase of development in this area in the early 19th century following the enclosure of the Rush Common land and granting of building leases on former manorial property.   | Effra House was one of a row of grand villas which once extended north from here to Coldharbour Lane (to the site of the Ritzy), with their front gardens leading up to the public space now known as Windrush Square. The setting of this former villa was considerably altered in the late 19th century, except for the public space it addresses, and which contributes to its significance. The Grade II* Listed St Matthew's Church is from the same, early 19th century phase of development and thereby makes a contribution to its significance. Its current use, as the Black Cultural Archives, has a new connection with the other historic civic buildings nearby which is also important. Otherwise, the commercial core to its northwest and residential terraces to the southeast are parts of a later urban phase of development which makes little contribution to the heritage significance of Effra House. A modern, purpose built archive building was erected in the early 21st century on its west side, adjacent to Windrush Square, which is complementary in materials but interrupts the building's visual relationship with Windrush Square. |

4.1 Table Listed Buildings Baseline

| Ref | Listed structure   | Grade | Summary history and description   | Significance   | The contribution of setting to significance   |
|-----|--|-------|---|--|---|
| 13  | Lambeth Town Hall  | II    | The building was completed in 1908 to the designs of Septimus Warwick and H. Austen Hall in a distinctly Edwardian Baroque style. It replaced an earlier town hall for Lambeth which was originally on Kennington Lane, the move south signifies Lambeth's changing centre of gravity in the late Victorian and early Edwardian period. The building occupies a triangular site, with the longest principal facades fronting Acre Lane and Brixton Hill. The 134-foot-high clock tower is the building's principal feature and is regarded as a local landmark, given its visibility within the surrounding area. The materials used for the building mostly include red-brick, Portland stone and Norwegian granite. | The building is listed for the special interest of its architectural design. Original aspects of its interior design and have been refurbished as part of the recent redevelopment. It also holds significant historic interest through association with figures of Lambeth's history, such as Violet Szabo and the Windrush ship. The clock tower is a prominent part of the local townscape. | The Town Hall forms part of the wider context of Edwardian Baroque buildings, constructed for the civic area in Brixton. These include the parade of shops on Brixton Road, Electric Avenue and Brixton Fire Station. These influenced further buildings in the surrounding area through choices of materials and forms, including the late 20th century design of the red brick Recreation Centre by George Finch. The landmark buildings from the same, turn of the 20th century, period within the setting of the Town Hall all contribute to its significance. Its position at the junction of Brixton Hill and Acre Lane is important to its setting. The visual relationship between the Town Hall clock tower and the tower of the Grade II* Listed St Matthew's Church is also important in southward views along Brixton Road. The new Civic Centre on Brixton Road was conceived in form and materials to complement the setting of the Town Hall, although it does not contribute to the listed building's significance. |
| 14  | Mausoleum of Richard Budd in Grounds of Church of St Matthew | II*   | Constructed in 1824 by Henry Budd, for his father Richard Budd, the four-sided mausoleum is constructed in a Greek-revival style, featuring three-stepped square stages on a plinth. The first stage has urns in rebated angles, pediments and acroteria and inscriptions on the side panels. The second stage has similar symbolic ornament, with a Doric lintel placed above it. The third stage has segmental pediments and a large finial made up of a low urn, with anthemion ornament on four sides over angle volutes.   | The memorial has significant special interest on account of its age (early 19th century), high quality design and historic association with the property speculator and investor, Henry Budd.  | The memorial is constructed in a public space within the grounds of the Church of St Matthew and was erected shortly after the Church was built. It has group value within the church. The classical style of the church corresponds to the classical, Greek, references shown in the Mausoleum building constructed as part of the finished church's surroundings. The mausoleum holds a visually prominent position at the tip of the junction of Effra Road and Brixton Hill which allows it to be highly appreciated within its context.  |
| 15  | Church of St Matthew   | II*   | Built between 1822-4 by Charles Ferdinand Porden in a Greek revival style, constructed out of a variety of materials but mostly from pale yellow brick with dressings of stone and Roman cement. The church has two important elevations fronting Effra Road (east) and Brixton Hill (west). The eastern elevation features an octagonal 'tower of the winds' which has a low conical top with a crown and cross. The base of the tower has a blue-faced clock with gilt numbering. At the western end is a prominent portico, tetrastyle in antis with fluted Doric columns.   | The Church of St Matthew has significant special architectural and historic interest. It is designed in a Greek revival style in a prominent urban location, which would have been semi-rural at the time of construction.   | St Matthew's has group value with the Grade II* Listed Mausoleum of Richard Budd in the grounds of the church; the setting is significant because of the Greek revival style of both structures and their contemporary period of construction. Other landmarks buildings within its setting, namely the Town Hall, Tate Library and the Ritz, are from a later phase of urban development and do not contribute to the historic and architectural importance of St Matthew's, but do create a positive townscape setting, comprising a number of high quality and locally important civic and communal buildings set and seen within the historically open area of Rush Common. St Matthew's Gardens forms a key aspect of the setting and the adjacent roads separate the Church from the surrounding townscape, adding to its visual prominence. St Matthew's is prominent in views up and down all the main adjacent roads and its surviving landmark status within the surrounding townscape contributes to its heritage value. |



## 05

# Visual Characteristics of the Proposed Development

## Introduction

- 5.1 The following description of the Proposed Development focuses on key aspects of the design which are relevant to this assessment. Reference should be made to the full description of the design and its evolution set out in the Design and Access Statement and Addendum by Adjaye Associates.
- 5.2 The Site is defined to the north and south by adjacent rail lines. It tapers to the east, where the rail lines are closer, and is broader to the west, where it is bound by Pope's Road, which runs north-south beneath the rail viaducts.
- 5.3 The Proposed Development consists of two buildings, the form of which is defined by the gently curved route of the adjacent rail lines. On the west side of the Site, a Ground + 19 storey building (95.66mAOD) will address Pope's Road and has been conceived as a local landmark building which would have visibility at points within the local area. A Ground + 8 storey building will be located on the east side of the Site. It would be set at a lower height, to allow sunlight into adjacent residential buildings, and to help mediate between the height of the taller building and the generally lower datum of the local context.
- 5.4 At ground and 1<sup>st</sup> floor, flexible uses would be accommodated which would form an extension of existing market spaces. Above, there would be office accommodation in both buildings. At ground level on Pope's Road, the building would be set back to allow for new public realm and to create a sheltered and welcoming entrance to the market spaces at ground.
- 5.5 The existing toilets on the west side of Pope's Road – opposite the Site - would be relocated within the basement of the Proposed Development; the number of toilets provided there, and the hours in which they could be accessed, would be increased. This will free up space on the west side of Pope's Road, allowing for future redevelopment associated with much-needed improvements to the overground Brixton Station.
- 5.6 The new market area in the lower levels of the proposed buildings would be accessible from the Brixton Village market, situated on the south side of the rail lines which border the south side of the Site. A route would be created through the rail viaducts at the west end of the Site, and there would be the possibility of making further connections through the rail viaducts in future – both to the north and south of the Site – which would increase movement between the existing and new market spaces and within the townscape north and south of the rail lines more generally.
- 5.7 The proposed tall building would act as a marker for the adjacent overground Brixton Station, the redevelopment of which is anticipated, and for the extended market spaces located within the Site, and the improved permeability through the rail lines which will be facilitated by the Proposed Development.
- 5.8 The architectural expression of the buildings and their materiality has evolved through analysis of local streetscapes and of the rail viaducts which define the Site. Both buildings would be in mottled, light-coloured brick, articulated with light grey concrete. The window openings to the north and south would be gently arched and to the south, to provide shading and visual interest, the windows will be set deeply, with reveals textured through stepped brickwork. The narrower east and west ends of the building would have broad, linear window openings, through which the structural bracing of the building would be visible. Continuous concrete lintels would extend at the building ends, adding visual texture to the building profile on the skyline. At the east and west ends, angled concrete bracing would be visible through broader window openings. The window frames would be in gold coloured metalwork.
- 5.9 At the upper levels of the tall building, recessed terraces are located at the east and west ends of the building, softening the profile of the building on the skyline and adding interest through the robust expression of the building structure and the soft and green character of the planting within. The building would have a clear and distinctive top on the local skyline.
- 5.10 The Proposed Development would be of exceptional design quality and clearly rooted to its context and specific Site. This relationship to context is considered in more detail in the assessment which follows in Sections 6 and 7.





## 06

# Views Assessment

- 6.1 The views selected for the Visual Assessment have been agreed in consultation with LBL. The views set includes 26 verified views and 7 unverified views. Dusk versions have been prepared of three of the verified views. The methodology for the views assessment is set out in Section 2 of this report.

Table 6-1: Views

| New No | View description                                 | format   |
|--------|--|----------|
| 1      | Brixton Road Junction with Lorn Road             | wireline |
| 2      | Knatchbull Road – Cormont Road                   | wireline |
| 3      | Coldharbour Lane                                 | wireline |
| 4      | Ruskin Park                                      | wireline |
| 5      | Brockwell Park                                   | render   |
| 6      | Brixton Hill St Saviour's Road                   | wireline |
| 7      | Brixton Hill – Trent Road                        | wireline |
| 8      | Brixton Hill – Hayter Road                       | wireline |
| 9      | Brixton Hill – Hayter Road                       | wireline |
| 10     | Brixton Hill – Baytree Road                      | render   |
| 11     | Brixton Hill – St Matthew's Church               | render   |
| 12     | Brixton Hill – St Matthew's Church               | wireline |
| 13     | Brixton Hill – Lambeth Town Hall                 | render   |
| 13A    | Brixton Hill – Lambeth Town Hall - dusk          | render   |
| 14     | Acre Lane south pavement                         | render   |
| 15     | Trinity Gardens – south                          | render   |
| 16     | Trinity Gardens – north                          | wireline |
| 17     | Exbury House – Ferndale Road                     | wireline |
| 18     | Ferndale Road                                    | wireline |
| 19     | Brixton Road – Brixton Station Road -west        | render   |
| 19A    | Brixton Road – Brixton Station Road -west - dusk | render   |
| 20     | Brixton Hill – Max Roach Park                    | wireline |
| 21     | Canterbury Crescent                              | wireline |

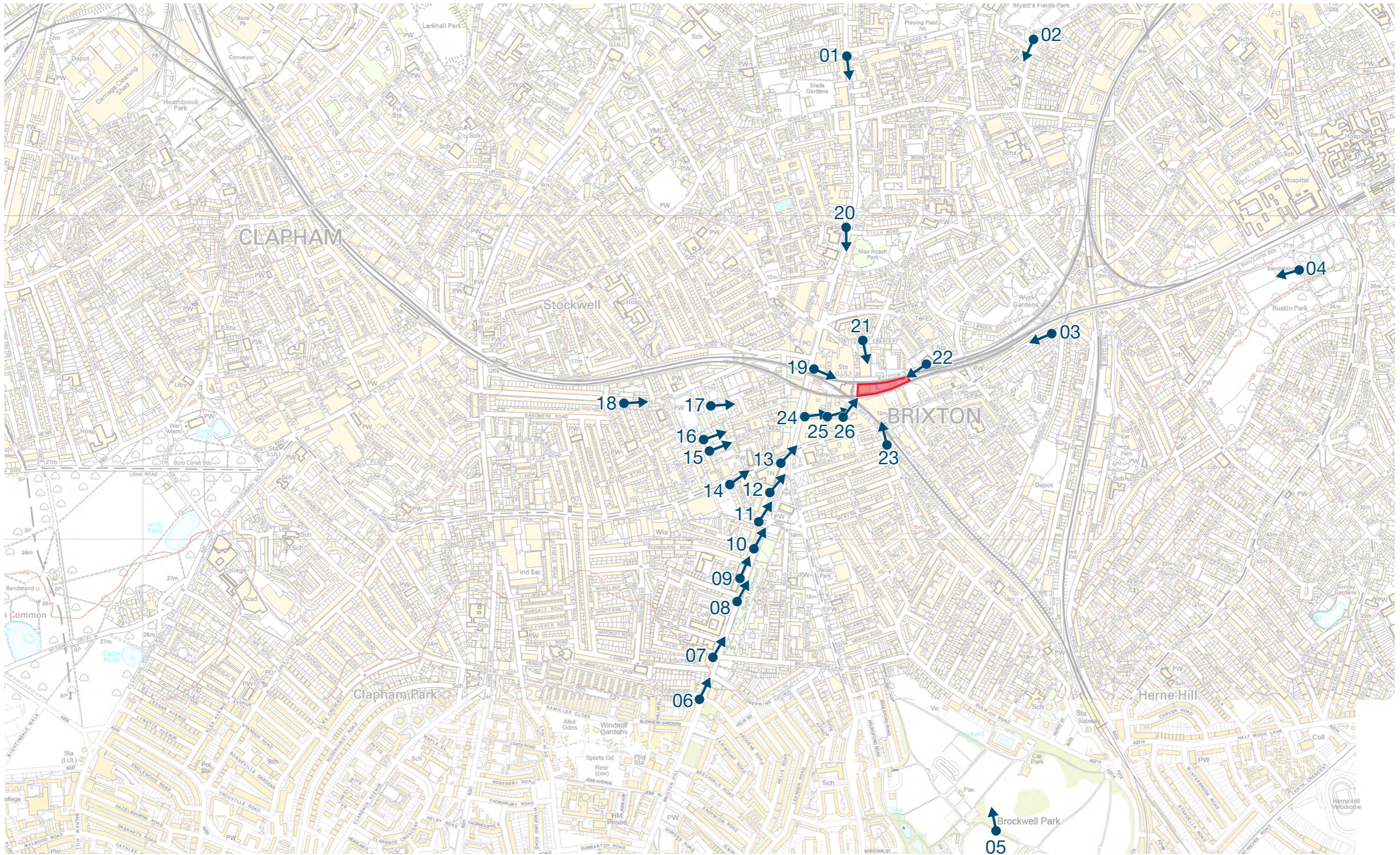
Table 6-1: Views

| New No | View description                     | format                         |
|--------|--------------------------------------|--------------------------------|
| 22     | Brixton Station Road - east          | render                         |
| 23     | Atlantic Road – Vining Street        | render                         |
| 23A    | Atlantic Road – Vining Street - dusk | render                         |
| 24     | Electric Avenue - west               | wireline                       |
| 25     | Electric Avenue - centre             | wireline                       |
| 26     | Electric Avenue - east               | render                         |
| A1     | Clapham Common north side            | Appendix – unverified wireline |
| A2     | Brixton Road                         | Appendix – unverified wireline |
| A3     | Myatt's Fields                       | Appendix – unverified wireline |
| A4     | Stockwell Park Road                  | Appendix – unverified wireline |
| A5     | Denmark Hill                         | Appendix – unverified wireline |
| A6     | Loughborough Park East entrance      | Appendix – unverified wireline |
| A7     | Brixton Water Lane/ Effra Road       | Appendix – unverified wireline |



Table of Views

| View | Location   | Page | Style | Render/Wireline | Verified | Ref    | OS-E        | OS-N        | Height (AOD) | Heading | Lens | Field of View | Film    | Date     | Time  |
|------|--|------|-------|-----------------|----------|--------|-------------|-------------|--------------|---------|------|---------------|---------|----------|-------|
| 1    | Brixton Road Junction with Lorn Road             | 42   | AVR-1 | wireline        | Y        | D18573 | 531179.764  | 176494.015  | 6.485        | 8.09    | 24mm | 74°           | Digital | 22/03/19 | 17:19 |
| 2    | Knatchbull Road - Cormont Road                   | 44   | AVR-1 | wireline        | Y        | D18576 | 531752.862  | 176526.471  | 9.196        | 10.80   | 24mm | 74°           | Digital | 22/03/19 | 10:40 |
| 3    | Coldharbour Lane                                 | 46   | AVR-1 | wireline        | Y        | D18577 | 531780.576  | 175622.813  | 13.033       | 14.63   | 24mm | 74°           | Digital | 22/03/19 | 11:57 |
| 4    | Ruskin Park                                      | 48   | AVR-1 | wireline        | Y        | D18570 | 532571.732  | 175821.879  | 23.364       | 24.96   | 24mm | 74°           | Digital | 22/03/19 | 11:36 |
| 5    | Brockwell Park                                   | 50   | AVR-3 | render          | Y        | D20869 | 531665.083  | 174078.686  | 36.723       | 38.32   | 35mm | 74°           | Digital | 12/03/20 | 17:21 |
| 6    | Brixton Hill - St Saviour's Road                 | 52   | AVR-1 | wireline        | Y        | D18550 | 530722.726  | 174504.240  | 26.092       | 27.69   | 24mm | 74°           | Digital | 22/03/19 | 13:56 |
| 7    | Brixton Hill - Trent Road                        | 54   | AVR-1 | wireline        | Y        | D18551 | 530770.909  | 174637.056  | 24.053       | 25.65   | 24mm | 74°           | Digital | 22/03/19 | 14:15 |
| 8    | Brixton Hill - Hayter Road                       | 56   | AVR-1 | wireline        | Y        | D18553 | 530833.76   | 174814.45   | 22.15        | 23.75   | 24mm | 74°           | Digital | 22/03/19 | 14:40 |
| 9    | Brixton Hill - Hayter Road                       | 58   | AVR-1 | wireline        | Y        | D18552 | 530851.706  | 174865.997  | 21.827       | 23.43   | 24mm | 74°           | Digital | 22/03/19 | 14:27 |
| 10   | Brixton Hill - Baytree Road                      | 60   | AVR-1 | render          | Y        | D18554 | 530888.854  | 174973.604  | 20.793       | 22.39   | 24mm | 74°           | Digital | 22/03/19 | 14:51 |
| 11   | Brixton Hill - St Matthew's Church               | 62   | AVR-3 | render          | Y        | D20254 | 530902.545  | 175032.526  | 19.857       | 21.46   | 24mm | 74°           | Digital | 22/03/19 | 15:00 |
| 12   | Brixton Hill - St Matthew's Church               | 64   | AVR-1 | wireline        | Y        | D18630 | 530928.501  | 175102.072  | 18.678       | 20.28   | 24mm | 74°           | Digital | 03/04/19 | 11:18 |
| 13   | Brixton Hill - Lambeth Town Hall                 | 66   | AVR-3 | render          | Y        | D19466 | 530975.176  | 175234.215  | 16.056       | 17.66   | 24mm | 74°           | Digital | 13/09/19 | 11:59 |
| 13A  | Brixton Hill - Lambeth Town Hall - dusk          | 68   | AVR-3 | render          | Y        | D20356 | 530975.176  | 175234.215  | 16.056       | 17.66   | 24mm | 74°           | Digital | 30/11/19 | 16:20 |
| 14   | Acre Lane south pavement                         | 70   | AVR-3 | render          | Y        | D20354 | 530822.3324 | 175177.9532 | 19.8561      | 21.46   | 24mm | 74°           | Digital | 02/12/19 | 12:37 |
| 15   | Trinity Gardens - south                          | 72   | AVR-3 | render          | Y        | D18589 | 530748.280  | 175275.706  | 19.522       | 21.12   | 24mm | 74°           | Digital | 01/04/19 | 17:04 |
| 16   | Trinity Gardens - north                          | 74   | AVR-1 | wireline        | Y        | D18590 | 530738.433  | 175299.606  | 19.322       | 20.92   | 24mm | 74°           | Digital | 01/04/19 | 17:12 |
| 17   | Exbury House - Ferndale Road                     | 76   | AVR-1 | wireline        | Y        | D18859 | 530747.953  | 175422.579  | 17.259       | 18.86   | 24mm | 74°           | Digital | 09/05/19 | 10:02 |
| 18   | Ferndale Road                                    | 78   | AVR-1 | wireline        | Y        | D18563 | 530487.742  | 175423.355  | 19.428       | 21.03   | 24mm | 74°           | Digital | 22/03/19 | 09:42 |
| 19   | Brixton Road - Brixton Station Road -west        | 80   | AVR-3 | render          | Y        | D18587 | 531067.060  | 175513.742  | 11.544       | 13.14   | 24mm | 74°           | Digital | 01/04/19 | 15:22 |
| 19A  | Brixton Road - Brixton Station Road -west - dusk | 82   | AVR-3 | render          | Y        | D20870 | 531067.060  | 175513.742  | 11.544       | 13.14   | 24mm | 74°           | Digital | 12/03/19 | 18:32 |
| 20   | Brixton Hill - Max Roach Park                    | 84   | AVR-1 | wireline        | Y        | D18571 | 531174.576  | 175957.173  | 8.230        | 9.83    | 24mm | 74°           | Digital | 22/03/19 | 17:00 |
| 21   | Canterbury Crescent                              | 86   | AVR-1 | wireline        | Y        | D20868 | 531198.179  | 175611.209  | 10.384       | 11.98   | 24mm | 74°           | Digital | 18/09/19 | 15:19 |
| 22   | Brixton Station Road East                        | 88   | AVR-3 | render          | Y        | D18632 | 531403.582  | 175533.482  | 12.142       | 13.74   | 24mm | 74°           | Digital | 03/04/19 | 10:45 |
| 23   | Atlantic Road - Vining Street                    | 90   | AVR-3 | render          | Y        | D18581 | 531292.309  | 175295.271  | 13.787       | 15.39   | 24mm | 74°           | Digital | 01/04/19 | 15:08 |
| 23A  | Atlantic Road - Vining Street - dusk             | 92   | AVR-3 | render          | Y        | D20871 | 531292.309  | 175295.271  | 13.787       | 15.39   | 24mm | 74°           | Digital | 12/03/19 | 18:19 |
| 24   | Electric Avenue - centre                         | 94   | AVR-1 | wireline        | Y        | D20872 | 531038.074  | 175382.603  | 13.169       | 14.77   | 24mm | 74°           | Digital | 15/03/20 | 12:35 |
| 25   | Electric Avenue - east                           | 96   | AVR-1 | wireline        | Y        | D20873 | 531108.414  | 175378.792  | 13.483       | 15.08   | 24mm | 74°           | Digital | 15/03/20 | 12:37 |
| 26   | Electric Avenue - west                           | 98   | AVR-1 | wireline        | Y        | D20874 | 531152.595  | 175376.429  | 13.255       | 14.86   | 24mm | 74°           | Digital | 15/03/20 | 12:49 |





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Brixton Station Road - east



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Atlantic Road – Vining Street - dusk



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Electric Avenue - centre



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Electric Avenue - east







# 01

## Brixton Road – Lorn Road



Existing View



Proposed View



Camera Location



View Location

### Existing

This view is in the Brixton Road Conservation Area, which is centred along this main route. It is an axial view looking south towards Brixton from the east pavement of Brixton Road, opposite the junction with Lorn Road. Brixton Road is a wide, main thoroughfare between the A3 and Oval in the north leading to Brixton in the south. The view takes in numerous buildings of various ages and forms. In the foreground on the left-hand side of the view, is a recent residential development, finished in 2014. The buildings provide a degree of enclosure on the east side of Brixton Road, and match the forms and massing of the more historic buildings on the route. Part of the development is set back from the road in the view, meaning it does not have quite the same enclosing effect on the road as the mix of older buildings on the right-hand side of the view. Central to the right-hand side of the view there is a small-scale recent development, showing a three-storey extension (adding to the existing two storeys) going upwards out from an existing shopfront, finished in 2018. These new developments are predominantly constructed from brick and have larger windows than those on the older buildings that line the street. The view extends into the distance, with no clear point of termination: mature trees line the route as it curves to the south west ahead.

### Proposed

The proposed tall building would appear on axis with the main route of Brixton Road. It would provide a new and positive focus to the view and would clearly mark the location of central Brixton ahead. The brick material and regular window openings of the proposed building would relate well to the buildings in the foreground. Due to the distance of the Site from the viewpoint, the foreground streetscape would remain the dominant part of the view.

**Scale and nature of effect: minor-moderate, beneficial**

### Cumulative

The tip of the consented Canterbury Hotel building would appear beyond the trees at the base of the proposed tall building. Due to its distance and the small part which is visible, it is unlikely that it would be noticed. The cumulative effect would therefore be the same as for the Proposed Development in isolation.

**Scale and nature of effect: minor-moderate, beneficial**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 02

## Knatchbull Road – Cormont Road



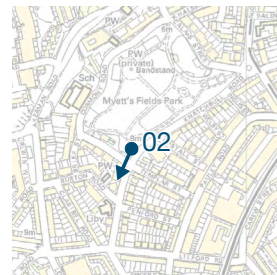
Existing View



Proposed View



Camera Location



View Location

### Existing

This view is within the Minet Estate Conservation Area. The viewpoint is on Knatchbull Road, a curvilinear street which passes through the residential area to the east and south of Myatt's Fields Park. The street is characterised by 2-4 storey houses and maisonettes, largely in stock or red brick and from the mid and late 19<sup>th</sup> century. Corner buildings have been designed to have a prominent character, as is evidenced in the foreground right. The road broadens ahead and the houses are generally set back from the pavement by small front gardens, widening the vista further. The roof line in the central distance dips to the single storey library building positioned at the junction with Burton Road. Trees partly screen the buildings on the left of the view.

### Proposed

A small part of the tip of the proposed tall building would be visible through the tree branches which rise above the low-lying library building in the central distance. It would be set well within the roofline discernible on the right of the view and, due to its brick material, distance and the small amount visible, is likely to be very little noticed in the view.

**Scale and nature of effect: negligible**

### Cumulative

No change

**Scale and nature of effect: negligible**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 03

## Coldharbour Lane



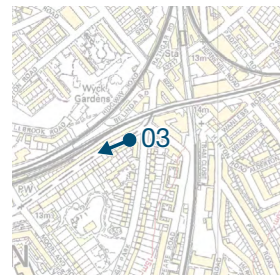
Existing View



Proposed View



Camera Location



View Location

### Existing

This view is within the Loughborough Park Conservation Area. Loughborough Park is situated behind the houses on the left which line this main route. The view looks west along Coldharbour Lane, from a position directly east of the Site. The road is predominantly residential, with a five-storey utilitarian early 20<sup>th</sup> century mansion block on the right channelling views ahead. Beyond the mansion block, a terrace of 3-4 storey, 19<sup>th</sup> century houses line the street as it extends westwards. The curved route of the road closes off long views in the central distance. On the left, high fencing is set behind a low wall, providing a visual barrier to the street. The tops of 19<sup>th</sup> century stock brick houses are seen beyond it, partly screened by trees.

### Proposed

No change: the Proposed Development would not be visible.

**Scale and nature of effect: no effect**

### Cumulative

No change

**Scale and nature of effect: no effect**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 04

## Ruskin Park



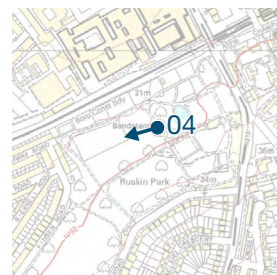
Existing View



Proposed View



Camera Location



View Location

### Existing

The view is from Ruskin Park, looking directly west. Ruskin Park is a Grade II Registered Landscape, designed by J. J. Saxby and opened in 1907; it takes its name from John Ruskin, who once lived nearby. The foreground of the view is dominated by a gravelled area which encircles the bandstand (behind this viewpoint) and is fenced off from the parkland seen ahead. The view includes an open grassed area to the left, viewed through the dense foliage of two mature Lime trees in the foreground. The mid-ground of the park includes a leisure area, enclosed by a mesh fence. There are more trees to the right of this in the view. Mature trees characterise much of the park and screen outward views. Beyond the park's boundary, the backs of terraced houses create a continuous built edge which encloses the parkland. The tops of tall buildings are seen beyond, including the tower at Canterbury Crescent and the large slab blocks of the Loughborough Estate; all are partly screened by trees.

### Proposed

The upper levels of the proposed tall building would appear ahead, beyond the terraced houses which enclose the park edge. Due to its distance, the dominance of the foreground space and the screening of mature trees, it would be little noticed. It would appear as one of a number of tall buildings which form the existing wider urban setting of the park.

**Scale and nature of effect: minor, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor, neutral**



24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 05

## Brockwell Park



Existing View



Proposed View



Camera Location



View Location

### Existing

This view is from Brockwell Park looking north, from an elevated position in the northern part of the park, with an expanse of open parkland in the foreground. The park is a Grade II Registered Park and forms the large part of the Brockwell Park Conservation Area. The Brixton Conservation Area Appraisal cites that distant views of roofscape – numerous turrets and towers – can be appreciated from Brockwell Park. The park is predominantly an open area, with a mature tree belt surrounding the perimeter, demarcating the boundary of the park and the main road beyond. In the midground of the view, but still within the park boundary, is the 'Moderne' Brockwell Lido designed by Harry Rowbotham and T. L. Smithson for the LCC in 1937; it is now Grade II listed. In the distance, the view takes in a wide panorama which includes a large number of London's landmark buildings. On the left of the frame, the chimneys of Battersea Power Station are visible. Moving east, the emerging cluster of tall buildings at Vauxhall is seen, with the St George Wharf Tower and Aykon building at its current tallest points. Right of this group are the Millbank Tower and BT Tower and, closer to the viewpoint, the distinctive red top of International House in their foreground and the white top of the redeveloped Wayland House in Stockwell (now Park Heights). More distant are the new towers lining the Albert Embankment. Further right, the London Eye has a more isolated presence in this perspective, with the tops of the Shell Centre development seen right again. The South Bank Tower, One Blackfriars and tops of towers at the Elephant and Castle are also visible. St Paul's Cathedral can be discerned immediately left of the barrel-vaulted roof Meath House on Dulwich Road. Right of that building, the towers in the City form a close group beyond the Shard and Guy's Hospital. Much closer to the park, on the far right of the panorama, are two tall (c. 20 storey) residential buildings. This photograph was taken in winter, when the skyline is at its most visible.

### Proposed

The proposed tall building would provide a new landmark for central Brixton on the skyline. It would largely obscure International House. It would appear at a similar height to the towers in Vauxhall, to the left, but would be evidently much closer to the viewpoint. The upper part of the building would have inset terraces with planting, softening the building's profile on the skyline and visually connecting it with the green landscape of the park. The concrete lintels would extend beyond the brickwork, articulating the building's silhouette. The top of the proposed lower building would appear to its right, partly concealing the Park Heights tower in Stockwell, adding to the rich layers of built form which already characterises the distant skyline and helping to root the taller office building to its context visually. Central Brixton will be clearly marked on the skyline with a high quality new building, and the primacy of that urban centre within its context would be reinforced, with the towers of Vauxhall and beyond clearly forming secondary features on the skyline.

**Scale and nature of effect: moderate, beneficial**

### Cumulative

The Vauxhall tall buildings cluster would be consolidated and, at its tallest point, would rise slightly higher than the Proposed Development. The greater distance of the tall buildings cluster in Vauxhall would be accentuated through the slender profiles of the towers and the indistinct articulation of their forms. By contrast, the proposed tall building would be evidently closer to the viewpoint and, through the breadth of its form and the warm tones of its materiality, would be clearly rooted in the existing roofscape visible in central Brixton. A small part of the top of the Canterbury Hotel would appear between the two proposed buildings but is unlikely to be noticed. The interest and urban layering of the skyline would be enhanced with new high quality buildings identifying the urban centres beyond. The foreground park landscape would continue to dominate the experience of the viewer.

**Scale and nature of effect: moderate, beneficial**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 06

## Kinetic Sequence on Brixton Hill



Existing View



Proposed View



Camera Location



View Location

### Existing

Brixton Hill is situated within the Rush Common and Brixton Hill Conservation Area, which is centred along this main historic route. View 6 looks north from Brixton Hill and the junction with St Saviours Road; it is the first in a kinetic sequence of views heading north towards the Site up Brixton Hill. The left-hand side of the view shows the west side of Brixton Hill, which is more densely built up than the right side. In the view, the right-hand side shows a range of building forms, with plastered pediments above tripartite windows and a half-cupola projecting out of the elevations. The street at ground-level is predominantly retail and fast food outlets. Beyond the terrace on the right, the buildings are set significantly back from the main road and only the densely planted trees of the Rush Common lands are visible. Signage and street furniture partly obscures views along the pavement. Part of the silhouette of the Shard is visible on the far horizon.

### Proposed

No change: due to the density of the trees even in winter, it is unlikely that the Proposed Development would be discerned at this point.

**Scale and nature of effect: negligible**

### Cumulative

No effect

**Scale and nature of effect: negligible**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 07

## Kinetic Sequence on Brixton Hill



Existing View



Proposed View



Camera Location



View Location

### Existing

The full length of Brixton Hill is included in the Rush Common and Brixton Hill Conservation Area. View 7 is from the Trent Road junction. Brixton Water Lane extends east, out of the right side of the frame to meet the Effra Road. In the view, part of the Grade II\* listed building of the Roman Catholic Chapel of Corpus Christi is on the left of the frame, set slightly back from the road and enclosed by a high wall but occupying a prominent corner position on the junction. The heavily wooded area to the right, visible also in View 6, now fills the frame to the right; these are part of the historic Rush Common lands. Part of one of the blocks of the St Matthews Estate is visible through the trees. Looking ahead along Brixton Hill, the Scalpel tower in the City is seen beyond the Shard. The roadway and the trees dominate.

### Proposed

No change: due to the density of the trees even in winter, it is unlikely that the Proposed Development would be discerned at this point.

**Scale and nature of effect: negligible**

### Cumulative

No change.

**Scale and nature of effect: negligible**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 08

## Kinetic Sequence on Brixton Hill



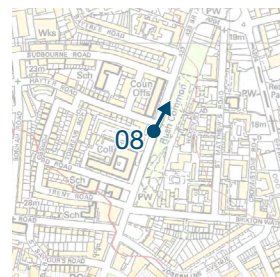
Existing View



Proposed View



Camera Location



View Location

### Existing

On the left of the frame, Olive Morris House is one of a few parts of street frontage on Brixton Hill which is excluded from the Rush Common and Brixton Hill Conservation Area. The redevelopment of this building is consented as part of the Town Hall regeneration. It will be replaced by residential apartment blocks. The view is from the junction of Hayter Road with Brixton Hill and the present, horizontally articulated, form of Olive Morris House dominates the view. The trees on the right heavily screen the apartment blocks beyond from view. The main road route draws the eye into the central distance where tall buildings in the City of London's Eastern Cluster are visible on the horizon. Trees ahead heavily screen buildings in central Brixton from view.

### Proposed

No change: due to the density of the trees even in winter, it is unlikely that the Proposed Development would be discerned at this point.

**Scale and nature of effect: negligible**

### Cumulative

In the immediate foreground, Olive Morris House will be redeveloped with residential blocks as part of the Lambeth Town Hall redevelopment. There would be no other consented development in view. It is unlikely that the Proposed Development would be discerned at this point.

**Scale and nature of effect: negligible**



24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 09

## Kinetic Sequence on Brixton Hill



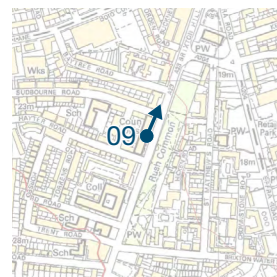
Existing View



Proposed View



Camera Location



View Location

### Existing

Moving forward from View 8, the broad form of Olive Morris House is seen occupying the entire urban block. It is due to be redeveloped with apartment blocks of a similar scale as the existing building, as part of the Council's Town Hall redevelopment. Beyond Olive Morris House, the top of the 13 storey Hambrook House, also part of the Town Hall redevelopment, is now visible on the skyline. On the right, slightly more of the St Matthew's Estate is visible through the Rush Common trees, but the trees dominate due to their substantial size and proximity to the roadway. Even at this point, little of the buildings beyond them is discernible. Looking along the roadway, the staggered red top of International House is visible in the central distance, through a thinner screening of tree branches. The hazy forms of the City towers and the Shard are seen on the skyline beyond.

### Proposed

Part of the proposed tall building would be technically visible through the trees, however the density of tree cover, the light earthy tones of the proposed building and its distance from the viewpoint mean that it is unlikely to be noticed at this point.

**Scale and nature of effect: negligible**

### Cumulative

No change.

**Scale and nature of effect: negligible**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 10

## Kinetic Sequence on Brixton Hill



Existing View



Proposed View



Camera Location



View Location

### Existing

This viewpoint in the sequence is within the northern tip of the Rush Common and Brixton Hill Conservation Area. At this point on Brixton Hill, the road broadens and the trees on the right are thinner, resulting in more open views. On the left, the new Hambrook House and Civic Centre extend a strong built edge to the street on its west side. On the right, the back of an Edwardian terrace, with a well-articulated roofline of gables and tall chimneys, is visible through the treed area at the road's edge. In the centre of the view and occupying an island site where Brixton Hill and Effra Road converge, the Church of St Matthew's (Grade II\*) can be seen through the winter trees. Brixton Conservation Area starts just north of here and the Area Appraisal identifies views north along Brixton Hill to St Matthew's Church, and to its tower and lantern in particular (Ref 1-18, para.2.87D, p.36), as being important to the Conservation Area. In the central distance to the left of St Matthew's, the stepped top of International House can be clearly made out. More indistinct, on the horizon, the tapering silhouette of the Shard and the tall buildings of the Eastern Cluster terminate the view. At the foot of this group, central Brixton is indicated only by the density of traffic ahead.

### Proposed

The top of the proposed tall building would appear beyond the body of St Matthew's Church. Like the Church, it would be partly screened by trees, and its greater distance would be clearly legible in the scale of the windows and indistinct detailing in comparison with the foreground buildings. Its light brick material would complement the warm tones which characterise many of the buildings in Brixton, and will distinguish it from the light stonework of the Church. It would appear lower and well to the left of the landmark Church tower, its landmark role and high quality design becoming clearer as the viewer moves forward from this point in the sequence and past St Matthew's, which remains the key landmark building in view at this point. The effect

on this view is considered through a number of factors and the quality of the effect is judged to be neutral on balance. The proposed building would be seen directly beyond St Matthew's Church, however this is not a formally composed or static view of the Church and, as the viewer walks along Brixton Hill, the two buildings will be discerned as separate forms. The Church would remain fully appreciable and its tower would remain the tallest landmark element in view and wholly separate from the new building. Any perceived negative effects would be small at most, due to the kinetic nature of the view, the amount of the proposed building which would be visible, its evident distance and its location in the view - not obscuring the Church or affecting the silhouette of the Church tower. If negative effects on the view were perceived, they would be balanced by the very high quality of the architecture and materials of the proposal and the appropriateness of its location and design character. It will have a positive landmark character in the view which would nonetheless appear secondary to St Matthew's Church in the foreground.

**Scale and nature of effect: minor, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor, neutral**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 11

## Kinetic Sequence on Brixton Hill



Existing View



Proposed View



Camera Location



View Location

### Existing

This view is from the southern tip of the Brixton Conservation Area. At this main junction, St Matthew's Road, on the right, connects Brixton Hill to the Effra Road. The linear street edge on the right (east) side of Brixton Hill ends with the roadway which encircles the land on which St Matthew's Church and Gardens is situated. At this point, the grand porticoed entrance to St Matthew's, on its west side, and its eastern tower are seen clearly through the winter trees, with only the northern face of its body remaining screened. The lantern is set against the sky. To the left of the church, the trees in St Matthew's Gardens almost entirely occlude Windrush Square and the buildings around it. International House is seen more clearly further left; it appears above the curved Art Moderne building at the junction of Coldharbour Lane (467 Brixton Road). Street signage screens the main road into central Brixton ahead, with the domed copper turret of 518-522 Brixton Road glimpsed beyond the Civic Centre, seen obliquely on the left. The upper levels of the new Hambrook House rise out of the frame on the far left. The movement and noise of the traffic dominates the pedestrian experience and the setting of St Matthew's at this viewpoint.

### Proposed

At this point, where the main roads around St Matthew's Church converge and the Brixton Conservation Area begins, the proposed tall building appears to the left of the Church and rises to a height which is similar to the roofline of the body of the church, due to its greater distance. The lower levels of the proposed building would be screened by foreground buildings and trees; its top would be clearly visible against the sky. It would have a clear local landmark presence, locating the Station and market complex at the centre of Brixton ahead, but it would not compete with the dominance of the Church, with its tower and lantern rising much higher and more clearly to the right. The high quality design and materials of the proposed building would add positively to the central Brixton skyline and would be seen in conjunction with the other distinctive building

tops in view. In summer, the lower parts of the building would be fully screened. As for View 10, any perceived negative effects would be small at most, due to the kinetic nature of the view, the amount of the proposed building which would be visible, its evident distance and its location in the view - not obscuring the Church or affecting the silhouette of the Church tower. If negative effects on the view were perceived, they would be balanced by the very high quality of the architecture and materials of the proposal and the appropriateness of its location and design character. It will have a positive landmark character in the view which would nonetheless appear secondary to St Matthew's Church in the foreground.

**Scale and nature of effect: minor-moderate, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor-moderate, neutral**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 12

## Kinetic Sequence on Brixton Hill



Existing View



Proposed View

### Existing

At this point on Brixton Hill, the view is framed by the Church of St Matthew's (Grade II\*) on the right and the new Civic Centre on the left. Although little of these two buildings is seen in the view, their presence is dominant at this viewpoint due to their relative scale and landmark qualities. The mature trees in St Matthew's Gardens fill the open space at the centre of the view, even in winter. Windrush Square and the buildings around it are largely screened and little discerned at this point. The irregular form and red brick of International House appears above the curved building at the junction of Coldharbour Lane (467 Brixton Road), the Moderne detailing of which becomes discernible at this point. Street signage screens the main road into central Brixton ahead, with the domed copper turret of 518-522 Brixton Road now clearly visible beyond the old Town Hall on the left.

### Proposed

The proposed tall building would be discerned through the trees of St Matthew's Gardens. Its greater height than the foreground buildings would be legible, however the trees would heavily screen the building and diminish its visual presence at this point, even in winter. The foreground buildings and roadway would continue to dominate and the proposed building would appear as one of a number of distinctive landmark buildings in the central distance.

**Scale and nature of effect: minor-moderate, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor-moderate, neutral**



Camera Location



View Location



24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 13

## Kinetic Sequence on Brixton Hill



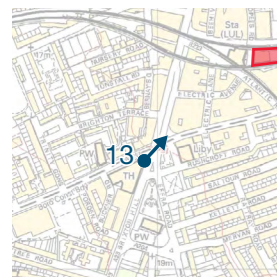
Existing View



Proposed View



Camera Location



View Location

### Existing

At this northernmost point on Brixton Hill, the crossroads ahead create a pausing point for pedestrians. The breadth of the roadways and the landscaped space of Windrush Square provide an open view. Behind this point is the Grade II Listed Old Town Hall; it has a significant presence at this junction, although is out of this field of view. Distinctive corner buildings address the junction and provide this central space with a clear identity through their similar scale, materials and curvilinear elements, and through the different and particular character of each building. This is particularly so of the late Victorian corner tower with clock and copper dome at 518-522 Brixton Road on the left, the Grade II Listed Ritzy cinema overlooking Windrush Square and the Grade II Listed old Town Hall building behind this viewpoint. Directly ahead, the Moderne 467 Brixton Road (locally listed) is simpler in design and has a less articulated roofline, but the broad sweep of its red brick main frontage has a similar distinctive presence at the corner of Coldharbour Lane and Brixton Road. The mature Plane Tree in Windrush Square, on the right, also has a positive landmark presence. The traffic in the foreground dominates the viewer's experience at this junction.

### Proposed

The upper levels of the proposed office building would appear beyond the locally listed 467 Brixton Road and the adjacent Premier Inn. It would be legibly more distant than the foreground buildings, the distinctive corner identity of which would remain clear and would continue to characterise and dominate the view. The brick material and distinctive top of the proposed building, with generous terraces set within its frame, would introduce a new landmark element to the central Brixton skyline. It would appear related to the existing skyline character and visibly rooted in the rail viaducts, and the overground Station and Market spaces located there. The greater height of the proposed building, in relation to its context, would be noticeable at this

point and its clear visibility - against the sky and beyond the horizontal parapet of 467 Brixton Road - would signal the urban character of Brixton in the 21st century and would be of a scale appropriate to the importance of its location. It would be of an appropriate exceptional design quality and situated in a location which would reinforce the legibility of the area, in terms of wayfinding and urban identity. Existing landmarks in view would remain visible and the character of the existing spaces and buildings at this main junction would continue to define the particular sense of place experienced here.

**Scale and nature of effect: moderate, neutral**

### Cumulative

No change.

**Scale and nature of effect: moderate, neutral**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 13N

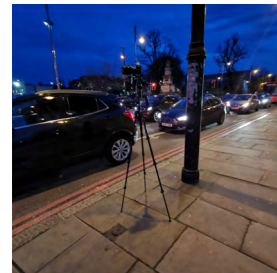
## Kinetic Sequence on Brixton Hill



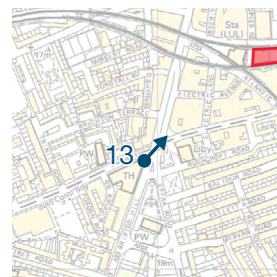
Existing View



Proposed View



Camera Location



View Location

### Existing

This is the same as View 13 but at dusk. Street lights strongly illuminate the foreground roadways. The largely stucco exterior of the Ritzy is fully and brightly lit and is reflected across the adjacent paved surface of Windrush Square. Along Brixton Road, shop lighting draws the eye to the street level whilst the upper levels of the brick buildings are generally more visually recessive at night.

### Proposed

At night, the planting in the upper level terraces of the proposed tall building would soften the internal lighting in the end of the building which looks towards the foreground junction, diminishing its visual presence and silhouette on the skyline. The eye would be drawn to the intensity of the street lighting and the white-painted and floodlit foreground buildings, in particular the Ritzy. As by day, the greater height of the proposed building, in relation to its context, would be noticeable at this point and its clear visibility - against the sky and beyond the horizontal parapet of 467 Brixton Road - would signal the urban character of Brixton in the 21st century and would be of a scale appropriate to the importance of its location, adjacent to the overground Station and the market spaces which give Brixton its particular identity. It would be of an appropriate exceptional design quality and situated in a location which would reinforce the legibility of the area, in terms of wayfinding and urban identity. Existing landmarks in view would remain visible and the character of the existing spaces and buildings at this main junction would continue to define the particular sense of place experienced here.

**Scale and nature of effect: moderate, neutral**

### Cumulative

No change.

**Scale and nature of effect: moderate, neutral**

24mm – 37°

35mm – 31.5°

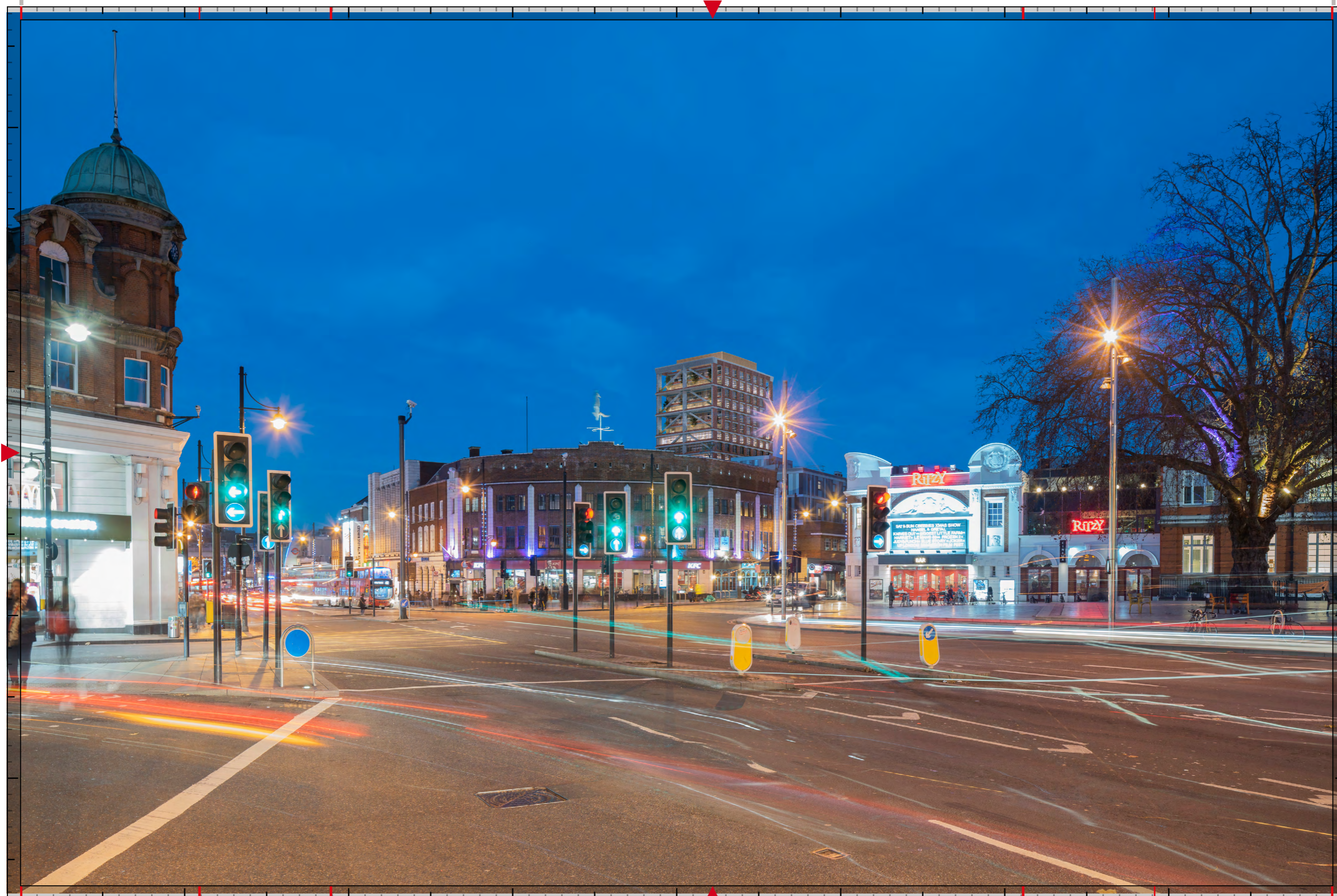
50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 14

## Acre Lane South Pavement



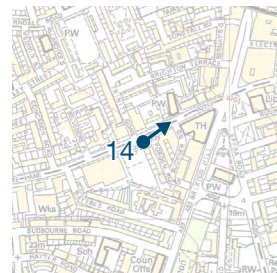
Existing View



Proposed View



Camera Location



View Location

### Existing

The view looks north east along Acre Lane towards the Site and central Brixton. Acre Lane is a wide thoroughfare connecting Clapham and Brixton. Views eastwards along Acre Lane are cited within the Brixton Conservation Area as being positive, partly due to the visibility of Lambeth Town Hall (Grade II), which is more visible from the north pavement. In this view from the south pavement, the Town Hall is seen obliquely on the right, beyond the Beaux-Arts style Ivor House, which was refurbished and extended as part of the wider Town Hall redevelopment in 2018. Opposite, on the immediate left of the frame, is the former Trinity Asylum (Grade II, 1822), a nine-bay neoclassical building called Trinity Homes, divided into three symmetrical parts and set back from the pavement. Beyond Trinity Homes, the north frontage to Acre Lane is set closer to the road and is of a generally consistent height, although comprising buildings of different periods. The copper dome at 518-522 Brixton Road rises above this datum, marking the crossroads ahead. The locally listed curved brick building at the corner of Coldharbour Lane (467 Brixton Road) terminates the view, with the light coloured Premier Inn building stepping up beyond its roofline.

### Proposed

The proposed tall building would appear beyond part of the north frontage to Acre Lane. The continuous datum of the foreground terrace would remain legible and the vertical profile of the proposed building would provide a powerful visual counterpoint to its horizontal character. The colouration of the proposed building would relate positively to the red and stock brick tones which predominate locally and the planting in the upper level terraces will soften the building's skyline profile whilst introducing a distinctive character which is common to existing landmark buildings in the locality. As in view 13, at the junction ahead, the greater height of the proposed tall building, in relation to its context, would be noticeable in views along this main route and its clear visibility

against the sky would signal the urban character of Brixton in the 21st century and would be of a scale appropriate to the importance of its location, adjacent to the overground Station and the market spaces which give Brixton its particular identity. It would be of an appropriate exceptional design quality and situated in a location which would reinforce the legibility of the area, in terms of wayfinding and urban identity. The existing character of the foreground streetscape and landmarks in view would remain clearly visible and recognisable.

**Scale and nature of effect: moderate, neutral**

### Cumulative

The tip of the consented Higgs Estate scheme would appear beyond the Premier Inn ahead. It would be little noticed if at all. The cumulative effect would be the same as for the Proposed Development in isolation.

**Scale and nature of effect: moderate, neutral**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 15

## Trinity Gardens South



Existing View



Proposed View



Camera Location



View Location

### Existing

The view looks northeast from the west side of Trinity Gardens, a square laid out in the 19<sup>th</sup> century. It is still addressed on three sides by 2-3 storey 19<sup>th</sup> century stucco and stock brick terraces and on the south side (on the right) by a 3 storey, mid 20<sup>th</sup> century apartment block. Mature Plane trees around the edge of the central space dominate outwards views; the central space itself is largely hard landscaped. In the central distance, late 20<sup>th</sup> century brick houses front Brighton Terrace where it turns into the main Brixton Road. There is presently no indication of the urban centre of Brixton just beyond. Trinity Gardens is the centre piece of the Trinity Gardens Conservation Area and the formal and historic composition of the space and the attractiveness of the 19<sup>th</sup> century houses seen in this view indicate its special interest.

### Proposed

The street ahead is aligned with the Site, and so the proposed tall building would be seen clearly on axis with the road and above the houses on Brighton Terrace where that road bends ahead. In the summer, the screening of foreground trees would be significant, whilst in winter much of the upper levels would be visible. It would be visibly secondary to the foreground streetscape and would provide a new local landmark for the centre of Brixton, just beyond. It would be of a scale appropriate to the importance of its location, adjacent to the overground Station and the market spaces which give Brixton its particular identity. The materials of the proposed building – in light red brick with light grey concrete articulation - would complement the buildings in the foreground of this view, accentuating the positive contrast of white stucco and stock brick which characterises many mid-19<sup>th</sup> century buildings locally. At the upper levels, the stone bracing and green terraces will have a distinctive character on the skyline whilst softening the building's profile visually. It would have a positive and memorable landmark character whilst not dominating views such as this in the wider area. The viewer's appreciation of the historic composition and character

of the foreground space and buildings would be unaffected and the heritage significance of the Conservation Area preserved.

**Scale and nature of effect: moderate, neutral**

### Cumulative

No change.

**Scale and nature of effect: moderate, neutral**



24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 16

## Trinity Gardens – North



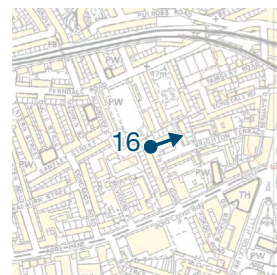
Existing View



Proposed View



Camera Location



View Location

### Existing

This view is close to View 15 and also within the Trinity Gardens Conservation Area. Moving north along the west side of Trinity Gardens, the nondescript 20<sup>th</sup> century terrace on the south side becomes partly obscured by the mature trees around the central space. The 19<sup>th</sup> century terrace on the east side is seen directly ahead and provides a uniform and highly attractive edge to the Square along with the terrace on the left. The historic Trinity Arms is on the far left of the frame and is positioned within the building line of the adjacent terrace, now with benches and planting within its forecourt. In the centre of the view, the garden space is now hard landscaped and unwelcoming. The iron railing that encloses it is identified by the Conservation Area Appraisal as a positive feature.

### Proposed

The tip of the proposed tall building would be partially visible beyond the terrace on the east side of the Square, and is likely to become more clearly visible as the viewer moves further left. Due to the foreground trees, it would be little noticed in summer. In winter, the light coloured brick and concrete material would complement the foreground streetscape and blend the building top into the skyline in a similar way to the red top of International House, further left in the view. As in view 15, the proposed tall building would have a positive and memorable landmark character on the local skyline whilst not dominating views. The viewer's appreciation of the historic composition and character of the foreground space and buildings would be unaffected and the heritage significance of the Conservation Area preserved.

**Scale and nature of effect: minor, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor, neutral**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 17

## Exbury House – Ferndale Road



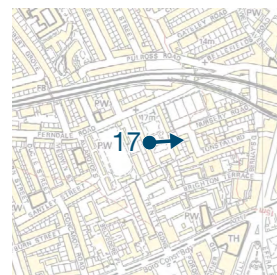
Existing View



Proposed View



Camera Location



View Location

### Existing

The view is from within the Edmundsbury Court Estate, comprising five 5-storey apartment blocks, of similar appearance, in a horseshoe arrangement, built in 1929/30. This view is from the west side of the central space, outside Exbury House, looking east towards the gap between Fosbury House (right) and Dalbury House (left). The position is not a significant viewpoint; it is just off one of the central paths and has been selected especially as a point at which the Proposed Development would become visible, due to the gap between the foreground buildings and the alignment of the viewpath with the Site. The central courtyard space of the Estate includes play and grassed areas, with trees and hedges, encircled by a one way road and parking. Like all the blocks of the Estate, Fosbury House and Dalbury House are 5 storeys, constructed from red-brick, with sash windows and tall chimneys and an attic level set within each gable. Ahead in the view, Fosbury House is made up of five-bays, with the central three bays protruding from the building; each storey features black iron railed balconies either side of the central bay up to the 4th floor. The height and proximity of these blocks in the view creates a strong sense of enclosure to the foreground space.

### Proposed

Part of the proposed tall building would be visible between Fosbury House and Dalbury House at this point. It would be visibly more distant and partly screened by foliage. It would be little noticed due to the scale, consistent character and visual interest of the foreground buildings, which would continue to dominate and effectively enclose the foreground space.

**Scale and nature of effect: minor, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor, neutral**

24mm – 37°

35mm – 31.5°

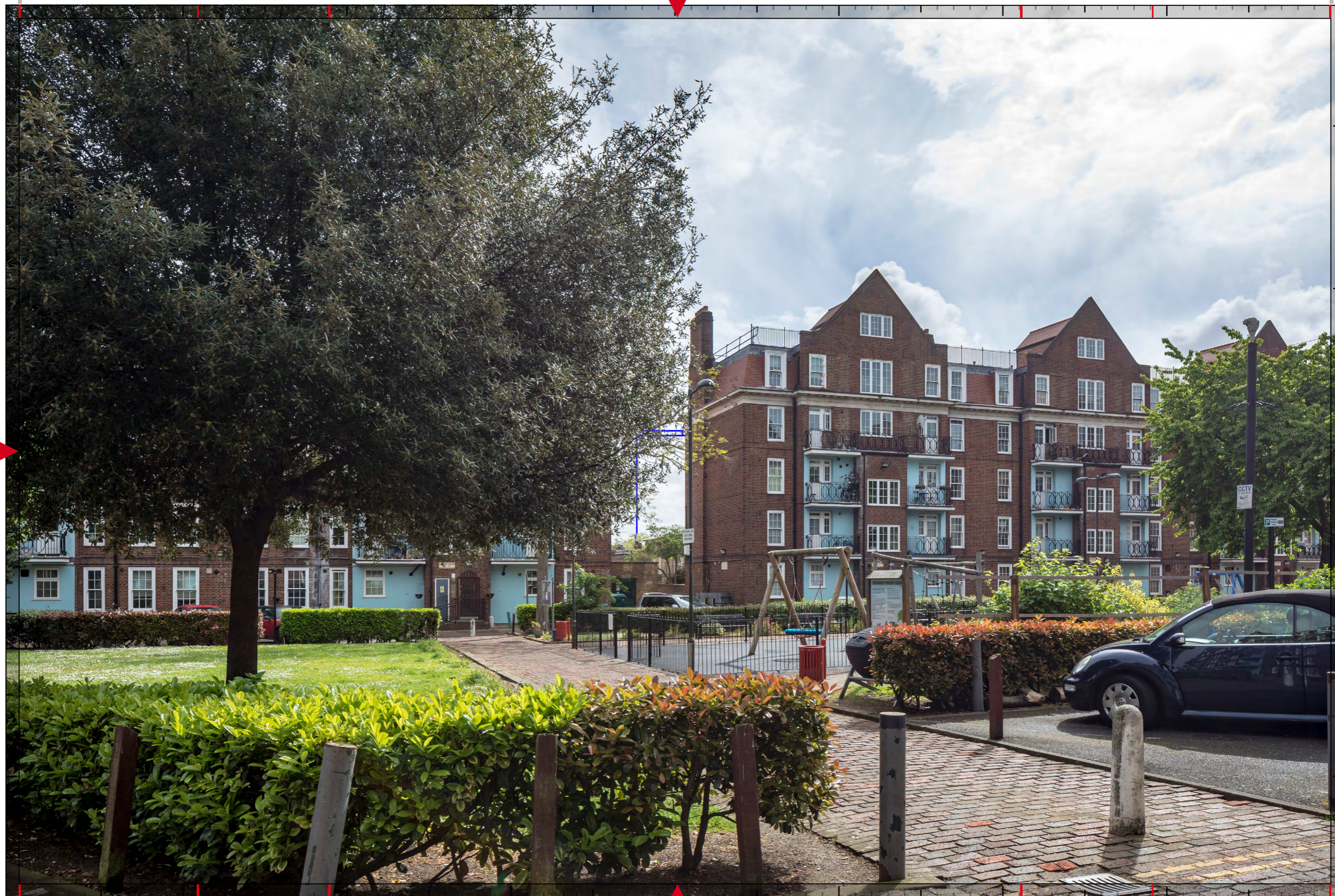
50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 18

## Ferndale Road junction with Ducie Street



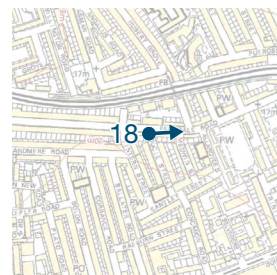
Existing View



Proposed View



Camera Location



View Location

### Existing

The view is from the junction of Ferndale Road with Ducie Street, to the west of the Site. In the central distance, where the road bends, part of the late 19<sup>th</sup> century, red brick City of London Almshouses, within the Trinity Gardens Conservation Area, are visible, through mature trees. In the foreground, the street is characterised by 2 storey, early Victorian terraces, constructed from yellow London stock brick with stucco and plaster features. Some of the houses feature fully rendered facades. All of the visible dwellings in the fore and mid ground of the view have a strong and continuous roofline due to the use of parapets marked with detailed cornicing. To the left of the view is the former LCC Building School. Constructed in 1904, with later alterations and additions, the 3 storey building is taller than the neighbouring Victorian terraced houses. The building has interesting historical associations as the place where many of south London's tradesmen were formerly trained, including carpenters, joiners and other types of builders. The top floor is a recent addition and is in a butterfly shape made from glass, steel and roughcast plaster.

### Proposed

The top of the proposed tall building would be partly visible above the tops of the trees terminating the vista. In summer, it would be mainly concealed. In winter, the top of the building would be seen. It would landmark the urban centre of Brixton beyond, and the overground Station and Market complex in particular, but, due to the small amount which would be visible, its distance and its light brick materiality, it would have little effect on the experience of the view and would be little noticed.

**Scale and nature of effect: minor, neutral**

### Cumulative

No change.

**Scale and nature of effect: minor, neutral**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 19

## Brixton Road at the junction of Brixton Station Road - west



Existing View



Proposed View

### Existing

The view looks east from the junction of Brixton Station Road and Brixton Road. It is located within the Brixton Conservation Area and incorporates – directly ahead - the western elevation of the Grade II listed Recreation Centre designed by George Finch and built in the 1960s; at this point its angular red-brick elevation and jutting pitches of the copper green roof are seen beyond the older, turn of the 20<sup>th</sup> century, terrace on the left. In the foreground, there are the stalls and goods of a thriving street market and a significant characteristic of the Brixton street scene. The Brixton Conservation Area Appraisal cites part of Ian Nairn’s seminal description of the city in the 1960s, commenting on Brixton: “Stalls everywhere, arcades everywhere, diving through buildings and under the railway. Meat, fish, nylons, detergent: an endless, convoluted cornucopia” (Brixton Conservation Area Appraisal; *Nairn’s London*, 1966). The rail viaduct on the right of the view curves ahead to Brixton Station; the activity and noise of trains also feature in this view. The shops in the foreground, to the left, are a mix of 2-4 storey buildings with arched windows at the first-floor level and commercial units at ground. Architecturally, the scene is a mixture of rich and varied details on the north side of the pavement, juxtaposed with the utilitarian viaduct to the south, the breadth of which separates the central Brixton streetscape north and south of the rail lines.

buildings on this street. The orderly rhythm of the window openings and the distinctive diagonal bracing would also pick up on visual characteristics of the historic terracing and viaducts in the foreground, as well as the robust and angular profile of the listed Recreation Centre. The upper level terraces of the proposed tall building would provide it with a distinctive top and soften its profile on the skyline. The greater height of the proposed tall building, in relation to its context, would be noticeable from this close view point. It would signal the urban character of Brixton in the 21st century and would be of a scale appropriate to the importance of its location, adjacent to the overground Station and the market spaces which give Brixton its particular identity. It would be of an appropriate exceptional design quality and situated in a location which would reinforce the legibility of the area, in terms of wayfinding and urban identity. In design character and materials, it would complement the existing streetscape and express the particular association of the Site with the rail lines which define it.

**Scale and nature of effect: major, beneficial**

### Cumulative

No change.

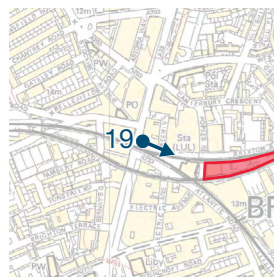
**Scale and nature of effect: major, beneficial**

### Proposed

Due to the close proximity of the Site, and the relatively low-lying structure of the rail viaducts which flank it, the proposed tall building would be clearly visible ahead, with a small part of the lower proposed building following the curve of the rail lines beyond. It would appear to rise directly from the rail lines, indicating the route beneath the viaduct ahead and the extended Market spaces and overground rail station located there. The light red brick and light grey concrete of the proposed buildings would complement the red brick and stucco character of the other



Camera Location



View Location



24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 19A

Brixton Road at the junction of Brixton Station Road – west - night



Existing View



Proposed View

## Existing

At night, the illuminated parts of the Grade II Listed Recreation Centre draw the eye. There are lights above the large arches of the viaduct on the right and over the ground-level shops to the left, however there is no evident activity and the street market structures and produce is packed up. The upper levels of the terraced buildings on the left appear to be unilluminated. The continuous and wall-like character of the viaduct is heightened at night.

## Proposed

As by day, due to the close proximity of the Site, and the relatively low-lying structure of the rail viaducts which flank it, the proposed tall building would be clearly visible ahead, with a small part of the lower proposed building following the curve of the rail lines beyond. It would appear to rise directly from the rail lines, indicating the route beneath the viaduct ahead and the extended Market spaces and overground rail station located there. The light red brick and light grey concrete of the proposed buildings would complement the red brick and stucco character of the other buildings on this street. The orderly rhythm of the window openings and the distinctive diagonal bracing would be emphasised through internal lighting at night and will pick up on visual characteristics of the historic terracing and viaducts in the foreground, as well as the robust and angular profile of the listed Recreation Centre. The upper level terraces of the proposed tall building would provide it with a distinctive top, softening its profile and the level of illumination within at night. The greater height of the proposed tall building, in relation to its context, would be noticeable from this close view point. It would signal the urban character of Brixton in the 21st century and would be of a scale appropriate to the importance of its location, adjacent to the overground Station and the market spaces which give Brixton its particular identity. It would be of an appropriate exceptional design quality and situated in a location which would reinforce the legibility of the area, in terms of wayfinding and urban identity. In design character and materials,

it would complement the existing streetscape and express the particular association of the Site with the rail lines which define it.

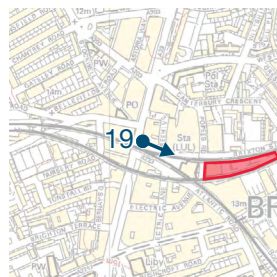
**Scale and nature of effect: major, beneficial**

## Cumulative

No change.

**Scale and nature of effect: major, beneficial**

Camera Location



View Location

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 20

## Brixton Hill – Max Roach Park



Existing View



Proposed View



Camera Location



View Location

### Existing

This view looks south along Brixton Road, the main route into Brixton from the north. It is situated within the Brixton Road Conservation Area which also includes the green space and surrounding roads of Max Roach Park on the left. Formerly Angell Park, it was named after the African American Jazz drummer Max Roach in the 1980s. Historically the area was built up and was known as 'Angell Town'. The stock brick and stucco 19th century detached and semi-detached former villas on St James Crescent are seen through the trees and across the park on the left. The stepped top of International House is also visible through the trees to the left of the buildings fronting Brixton Road. Little of the built form on Brixton Road, to the right, is visible through the dense tree cover, even in winter.

### Proposed

The upper part of the proposed tall building would be visible beyond the 19th century former villas which enclose Max Roach Park, and to the left of International House. Further left, the top of the proposed lower building is unlikely to be noticed due to its distance and the density of the tree cover. The proposed tall building would be discernible in the local area along main routes and across open spaces such as this. It would provide a new local landmark for central Brixton and would be of the highest design quality and situated in an appropriate location in terms of wayfinding and urban identity. It would be heavily screened by trees in winter. In summer, it would be little seen due to the density of the trees in the foreground.

**Scale and nature of effect: minor, neutral**

### Cumulative

The top of the consented Canterbury Hotel would appear in front of the proposed tall building, through the trees. They would form a close group of new urban development, heavily screened from view by the park trees, even in winter.

**Scale and nature of effect: minor, neutral**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 21

## Canterbury Crescent



Existing View



Proposed View



Camera Location



View Location

### Existing

The view is from the junction of Canterbury Crescent and Pope's Road. On the left of the frame, hoarding shields an empty site at the corner junction. On the right is the entrance to the 11-12 storey International House, partly screened by a street tree. Beyond, part of the Grade II Listed Recreation Centre is visible on the right of the frame. In the central distance, 'Pope's Road' is painted on the viaduct which runs across the road ahead. It is a back street view, selected due to the close proximity of the Site and to understand the likely nature of the visibility of the Proposed Development from this northerly perspective.

### Proposed

Due to the presently vacant site in the foreground, surrounded by hoarding, there are clear views ahead to the top of the containers on the Pop Brixton site. The top of the proposed lower building would be seen beyond the containers and the proposed tall building would be seen directly ahead, screened from view by the two mature street trees on the right. As in the views on Brixton Station Road, the proposed tall building would appear to rise directly from the rail lines, indicating the route beneath the viaduct ahead and the extended Market spaces and overground rail station located there. The light red brick and light grey concrete of the proposed buildings would complement the red brick and concrete character of the Brixton Rec and International House, in the foreground. The upper level terraces of the proposed tall building would provide it with a distinctive top and soften its profile on the skyline. The greater height of the proposed tall building, in relation to its context, would be less noticeable from this close view point, in the context of the existing 11 storey International House. It would nonetheless act as a local marker, signalling the urban character of Brixton in the 21st century and landmarking the overground Station and the market spaces which give Brixton its particular identity. It would be of an appropriate exceptional design quality and situated in a location which would reinforce the

legibility of the area, in terms of wayfinding and urban identity. In design character and materials, it would complement the existing streetscape and express the particular association of the Site with the rail lines which define it.

**Scale and nature of effect: major, beneficial**

### Cumulative

The streetscape would be repaired with the redevelopment of the foreground corner site with the Canterbury Hotel scheme. It would fully obscure the proposed lower building and partly conceal the proposed tall building from view, the rest of which would be screened by the tree canopy. The proposed and consented development would transform the streetscape in view with appropriately scaled and high quality new buildings.

**Scale and nature of effect: major, beneficial**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 22

## Brixton Station Road East



Existing View



Proposed View



Camera Location



View Location

### Existing

This viewpoint is located towards the east end of Brixton Station Road and looks west towards the Site along the railway viaduct. The arches of the viaduct are generally bricked-up and with roller shutters enclosing the industrially used space on the interior – elsewhere along the viaduct, businesses trade out of some of the arches. To the right of this view, a mid-rise, hipped roof block of flats is situated; it is constructed from yellow bricks and has recessed walkways contrasting the light elevations with the darker shaded areas within the building. In the foreground, to the right, is an ordinary brick wall with green steel fencing above it, creating a strong visual and physical barrier. The buddleia growing from the rail sidings above the viaduct merge with the foreground street trees and shrubs to heavily filter the view.

### Proposed

This view is from the opposite, easterly, direction to view 19. Due to the close proximity of the Site, and the relatively low-lying structure of the rail viaducts which flank it, the Proposed Development would be clearly visible ahead, with the lower building appearing in front of the tall building in this perspective. The proposed buildings would appear to rise directly from the rail lines, indicating the route beneath the viaduct ahead and the extended market spaces and Overground rail station located there. The materiality of the proposal would complement the brickwork which predominates locally. The diagonal bracing at the buildings' ends would relate in scale and robust character to the viaduct arches. The mass of the lower building would step down from the landmark element, helping to root it visually within its context. The greater height of the proposed tall building, in relation to the local area, would be noticeable from this close view point. It would signal the urban character of Brixton in the 21st century and would be of a scale appropriate to the importance of its location, adjacent to the overground Station and the market spaces which give Brixton its particular identity. It would be of an appropriate exceptional

design quality and situated in a location which would reinforce the legibility of the area, in terms of wayfinding and urban identity. In design character and materials, it would complement the existing streetscape and express the particular association of the Site with the rail lines which define it.

**Scale and nature of effect: major, beneficial**

### Cumulative

No change.

**Scale and nature of effect: major, beneficial**



24mm - 37°

35mm - 31.5°

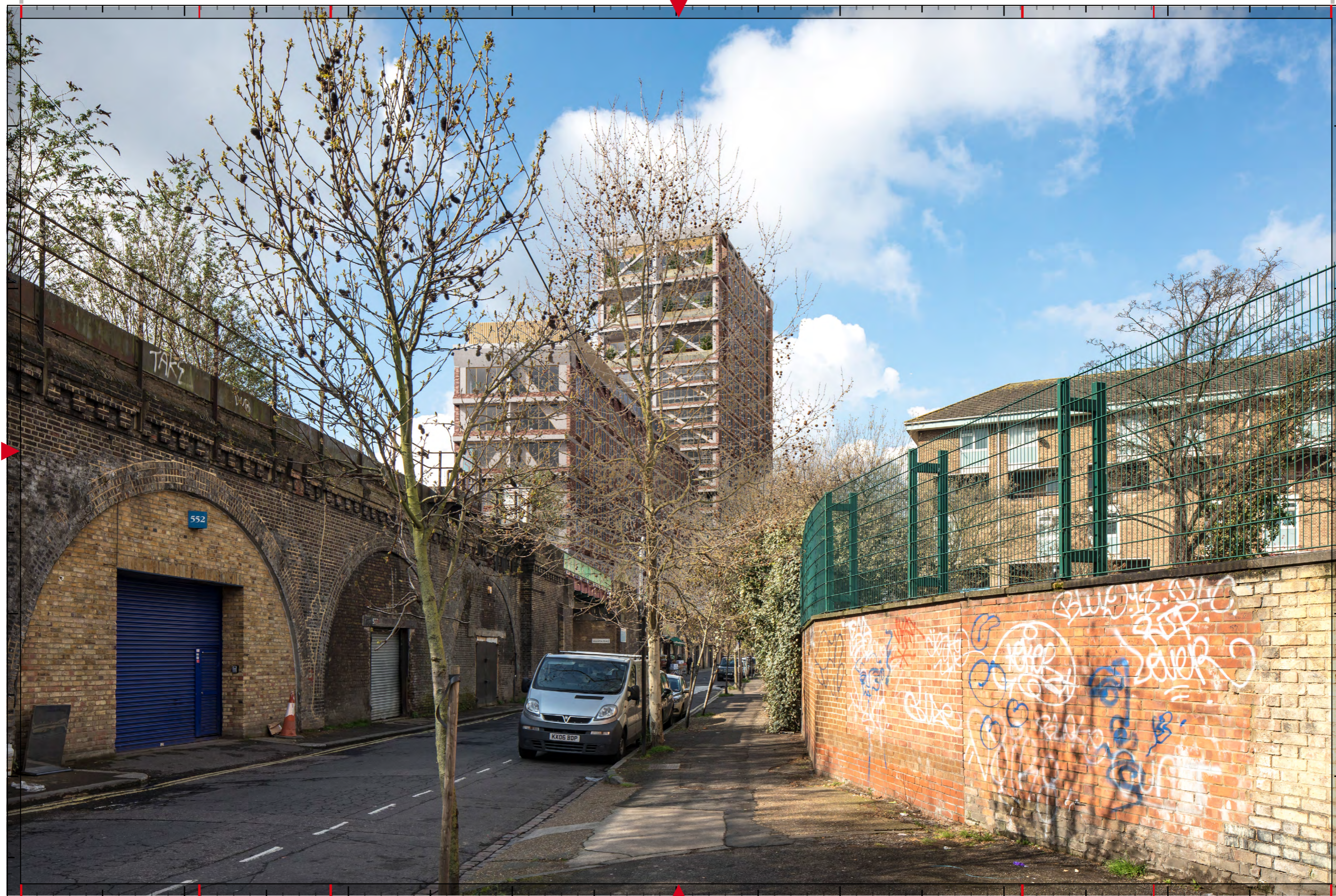
50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 23

## Atlantic Road at the junction with Vining Street



Existing View



Proposed View



Camera Location



View Location

### Existing

The view is taken from a position to the south of the Site, looking northwest Atlantic Road from the junction with Vining Street. In the foreground are 3-storey residential buildings with commercial units to the ground floor. These are mid 19<sup>th</sup> century, constructed from a pale London stock brick and have a continuous flat parapet, emphasised through white plaster. Beyond, the street frontage drops to the lower height of the rail viaduct, sweeping out of view ahead. The viaduct is cluttered with signage and awnings. Building tops are seen above it, including the distinctive red-coloured tops of International House and the Recreation Centre (Grade II listed). The background of the view has a jumbled character in contrast to the foreground streetscape.

### Proposed

The proposed tall building would appear directly ahead. Its pale brick and concrete detailing will complement the materiality and colouration of buildings locally, and the regular rhythm and arched shape of the openings will respond to both the 19<sup>th</sup> century residential terraces and the rail viaduct near the Site. The upper level terraces will soften the building's profile against the sky and provide it with a distinctive top. This will be an exceptionally high quality building which will provide a memorable local landmark, for the Overground station and market spaces ahead, and which will clearly belong to the particular urban character of central Brixton.

**Scale and nature of effect: major, beneficial**

### Cumulative

No change.

**Scale and nature of effect: major, beneficial**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 23A

Atlantic Road at the junction with Vining Street - night



Existing View



Proposed View



Camera Location



View Location

## Existing

At dusk, the composition of the view is the same as by day, except that internal lighting picks out the upper levels of the foreground Victorian terracing and the top of International House, in the central distance. The dark brick of International House has a heavy silhouette against the evening sky.

## Proposed

As by day, the proposed tall building would appear directly ahead. Its pale brick and concrete detailing will complement the materiality and colouration of buildings locally, and the regular rhythm and arched shape of the openings will respond to both the 19<sup>th</sup> century residential terraces and the rail viaduct near the Site. The upper level terraces will soften the building's profile against the sky and provide it with a distinctive top. This will be an exceptionally high quality building which will provide a memorable local landmark, for the overground station and market spaces ahead, and which will clearly belong to the particular urban character of central Brixton.

**Scale and nature of effect: major, beneficial**

## Cumulative

No change.

**Scale and nature of effect: major, beneficial**

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# 24

## Brixton Market – Electric Avenue – west



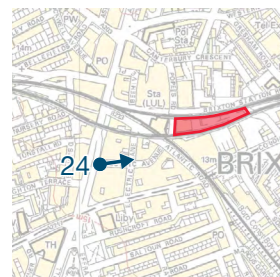
Existing View



Proposed View



Camera Location



View Location

### Existing

This view is at the junction of Brixton Road and Electric Avenue, looking east along the route of Electric Avenue. Electric Avenue is within the Brixton Conservation Area and is of importance as a purpose-built Victorian shopping street, with consistent and attractive red brick terracing on both sides, arranged in a curve to follow the streetline. They are mansion blocks with commercial units at ground. On weekdays and Saturdays, the street is restricted to pedestrians and market stalls dominate the centre of the route. On Sundays – when this photograph was taken – vehicular traffic is permitted and a clearer view is afforded along the street. Above ground, the mansion block on the left has detailed, moulded plaster elements that create a strong rhythm of red and white with the brickwork when seen obliquely. The street is relatively narrow and has a strong sense of enclosure which adds to the bustling character brought by the market. The view is terminated by the terrace which follows the bend in the road. Its attic level and chimney stacks articulate the skyline ahead.

### Proposed

No change: the Proposed Development would not be visible.

**Scale and nature of effect: no effect**

### Cumulative

No change.

**Scale and nature of effect: no effect**

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 25

## Brixton Market – Electric Avenue – centre



Existing View



Proposed View



Camera Location



View Location

### Existing

This view is from a point forward from (east of) View 24. Just before the bend in the street, Electric Lane cuts north-south through the route. As for View 24, the view is within the Brixton Conservation Area and is characterised by consistent, although not completely uniform, 3-4 storey Victorian red-brick terracing with commercial outlets at ground. This photograph was taken on a Sunday when the central market stalls are not present, allowing a clearer view along the street. The red brick and white detailing of the upper levels of the street frontage add to the vibrancy and busyness of the street visually. The scale of the terraces and breadth of the route creates a strong sense of enclosure which is heightened by the curve in the route ahead.

### Proposed

No change: the Proposed Development would not be visible.

**Scale and nature of effect: no effect**

### Cumulative

No change.

**Scale and nature of effect: no effect**



24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# 26

## Electric Avenue (East)

### Existing

This view moves forward (east) of view 25, to the point when the road bends northwards. The viewing position is within the Brixton Conservation Area. The buildings which line Electric Avenue provide a coherent backdrop to the jumble of the street market and add to its vibrancy through the red brick and white mouldings of their upper levels. At ground level the shops and their awnings catch the eye. In the centre of the view, painted metal bridge structures indicate the rail lines which cross ahead. Pope's Road is not visible; the road name has been painted in large lettering to draw shoppers to the streets and markets further north.

### Proposed

At this point, Electric Avenue is on axis with the west end of the Site and very close to it. The proposed tall building would be clearly visible ahead. The visual texture of the design – the stepped brickwork, projecting lintels and recessed terraces towards the top – and its exceptional quality would be clearly legible. Its pale brick and concrete detailing will complement the materiality and colouration of buildings locally, and the regular rhythm and arched shape of the openings will respond to both the 19th century terraces in the foreground and the rail viaduct near the Site. The proportions of the proposed tall building, its angled orientation - responding to the adjacent viaducts - and the layering of rail lines at its base will provide a positive termination to the view at the same clearly separated from the foreground scene. The activity and immediacy of the street market on Electric Avenue itself would still dominate the viewer's experience. The proposed tall building would mark the continuation of that market activity on Pope's Road, and the new public space and access to the overground Station adjacent, drawing pedestrians northwards through the viaduct. The contrast in scale of the proposed tall building with much of its context would be noticeable in this close and axial view, however this would be balanced by the very high quality of the proposed design, which would relate well to the foreground 19th century streetscape in materials and expression, and by the appropriate location of the new marker building, adjacent to the overground station and the extended market spaces ahead. This will be an exceptionally high quality building which will provide a memorable local landmark and which will clearly belong to the particular urban character of central Brixton.

**Scale and nature of effect: major, beneficial**

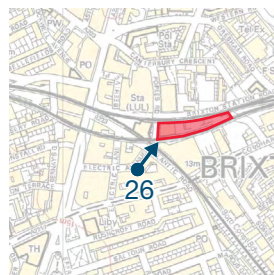
### Cumulative

No change.

**Scale and nature of effect: : major, beneficial**



Camera Location



View Location



Existing View



Proposed View

24mm - 37°

0°

24mm - 37°



Cumulative view



### Townscape Character Assessment

- 6.2 The following paragraphs set out the likely extent and nature of effects of the Proposed Development on townscape character, based on analysis of the verified views relevant to each Townscape Character Area (TCA). The existing character of these areas is set out in Section 4. It should be noted that these areas have been broadly defined, for the purpose of drawing conclusions from this assessment, and are not rigidly separated areas of townscape character in reality. They are described in Section 4 above. Due to the limited number of cumulative schemes of relevance to this assessment, a cumulative assessment is set separately below.

#### Centre South

- 6.3 This TCA includes the central main thoroughfares of Brixton Hill, Acre Lane and Brixton Road and the main junction of these routes. The upper parts of the proposed tall building would be seen from a number of points within the TCA. It would appear in the backdrop of these views and would not appear in conjunction with existing landmark elements on the skyline, such as the towers of the Town Hall and St Matthew's. It would act as a local marker for Brixton overground Station, which is situated off the main routes, and for the existing and new market spaces at ground level. Its architectural expression and materiality would signal the specific Site it landmarks— flanked by the rail viaducts – and the character of built form in central Brixton more generally. It would be of the exceptional design standard required of a new landmark element. It would introduce a visible change to the skyline within the TCA, but one which is compatible with the existing characteristics of the TCA and which will reinforce the existing sense of place within the TCA. The effect on the TCA overall is therefore judged to be small and positive.

#### Scale and nature of proposed effect: minor, beneficial

#### Centre North

- 6.4 The upper parts of the proposed tall building will be visible from within parts of this area and both proposed buildings would be seen in views along Brixton Station Road. As in the Centre South TCA, it would not conflict with existing landmark elements in views within this TCA, it would act as a local marker for the overground Station and markets, and would be of an appropriately high design quality which will be evidently related to its context in character and materials. Like other key buildings within the TCA, it will be set back from the main high street. Where it is seen more fully, it will be seen in the context of existing large scale buildings. Because of its position, emerging from within the rail viaducts, and because of the market use provided at ground and the improved Station access that it will facilitate, the Proposed Development will help to increase movement through the area and to diminish the present sense of separation between the streetscape north and south of the rail viaducts. In this way, the positive aspects of the TCA will be reinforced by the proposal. The Proposed Development would introduce a notable new landmark building to the TCA without altering its essential characteristics. The proposed uses and design character of the Proposed Development would draw on,

and reinforce, the positive aspects of the TCA. The effect on the TCA is therefore judged to be small and positive.

#### Scale and nature of proposed effect: minor, beneficial

#### Residential South

- 6.5 In this TCA, the proposed tall building would be seen from the roads which are orientated north-south and align to the Site, such as Atlantic Road. In much of this TCA, due to the alignment of streets and the close arrangement of terraces along them, the proposal would not be visible. Where visible, on the streets orientated towards the Site, the materiality and orderly expression of the proposed tall building would complement the uniform character and stock brick of the Victorian terracing which dominates this TCA. The proposed tall building would be of a much greater scale than the houses within the TCA, but it would be clearly separate from the TCA and associated with the urban centre just beyond. It will act as a marker for central Brixton, close by to the north, and will reinforce the spatial association of this residential area with the adjacent urban centre visually. The essential characteristics of the built form and spaces within the TCA would not change. On balance, the proposed effect is judged to be small and neutral.

#### Scale and nature of proposed effect: minor, neutral

#### Coldharbour Lane and Residential East

- 6.6 The views assessment shows that, due to the alignment of Coldharbour Lane, and the terraced development along it, the proposal will mainly be hidden from view. It will also be screened in much of the residential area to the south, due to the alignment of streets and the scale of Southwyck House to the north. The effect on this TCA is likely to be negligible.

#### Scale and nature of proposed effect: negligible

#### Residential North

- 6.7 As in the residential area to the south, the upper levels of the proposed tall building would be visible on the north-south roads, such as Brixton Road and Wiltshire Road. It is likely to have much less visibility within the estates to the east of the area, because of the arrangement of streets and larger scale of buildings there. Where it is seen within the TCA, the proposed tall building would provide a local marker for the commercial centre of Brixton and for the overground Station and market complex in particular. In architectural expression and materiality, the Proposed Development would clearly belong to the urban centre just south of the TCA and it would be of an appropriate exceptional design quality required of a landmark building. The essential characteristics of the built form and spaces within the TCA would not change. On balance, the proposed effect on the TCA is judged to be small and neutral.

#### Scale and nature of proposed effect: minor, neutral

#### Residential West

- 6.8 Due to the orientation of the terraced streets north of the rail lines in this TCA, there is likely to be very little visibility of the Proposed Development in the north part of this TCA. The upper parts of the proposed tall building would be seen from parts of the TCA to the south. This southerly part of the TCA already has a highly mixed and urban character due to its adjacency to buildings fronting the main Brixton Road. Where the proposed tall building is visible, it would act as a marker for Brixton overground station and market complexes nearby, to the east of the TCA. The scale and character of the proposed tall building would be appropriate to its location and its design would be of the exceptional quality required of a landmark building. The key characteristics of the buildings and spaces within the TCA would not change. The likely effect on the TCA through this change to its skyline is considered to be small and neutral.

#### Scale and nature of proposed effect: minor, neutral

#### Cumulative effects on Townscape Character

- 6.9 The consented schemes in the wider area, such as Vauxhall, would not be visible in the TCAs in this assessment. The consented Canterbury Hotel scheme, north of the Site and close to International House would have little visibility beyond the close area and very little effect on the character of the TCA (Centre North) in which it is situated. The cumulative effects for the TCAs would be the same as for the Proposed Development in isolation.





## 07

# Heritage Assessment

- 7.1 Relevant policy and guidance in the NPPF is set out at Section 2 of this report. There are no designated or undesignated heritage assets on the Site. There are a number of heritage assets, designated and undesignated, which were identified and considered during the design process, the character, significance and setting of which are summarised in Section 4.
- 7.2 The following assessment considers potential effects of the Proposed Development on designated and undesignated heritage assets in the surrounding area. It will be shown how, in accordance with NPPF (Ref 1-2), the Proposed Development has been carefully designed to sustain and enhance the significance of heritage assets.
- 7.3 This assessment recognises that the Proposed Development would bring noticeable change to the visual settings of a number of heritage assets, however the particular heritage significance of relevant heritage assets has been considered and no harm to heritage significance has been found. Additionally, it is noted that the public benefits of the Proposed Development are substantial and would outweigh a degree of harm classified as 'less than substantial', if that level of harm were to be found.
- 7.4 Relevant conservation areas are in Section 4 of this report and listed buildings and their existing settings are described in Table 4-1. These designated heritage assets are identified on Figures 4-7 and 4-8. In accordance with the NPPF, the level of detail of this assessment is proportionate to the potential effects.

## Conservation Areas

### *Brixton Conservation Area*

- 7.5 The character and appearance of the Brixton Conservation Area is largely defined by buildings and spaces of important phases of the area's development – the few remnants of initial early 19<sup>th</sup> century suburban development (including St Matthews and the former villa Effra House); mid-late 19<sup>th</sup> century civic and commercial buildings which followed the insertion of the railways; a 'Moderne' phase of development, which brought the covered markets and the Astoria (now O2 Academy); and ambitious plans for wholesale change in the 1960s, only a small part of which was realised with the Brixton Rec (and, outside of the CA, International House Southwyck House (the Barrier Block)). The different character of key streets in the area – the main roads but also secondary routes such as Electric Avenue - and of key spaces - remaining parts of Rush Common, St Matthew's Gardens and Windrush Square – are also integral to the special character and appearance of the Brixton Conservation Area.

- 7.6 There are key buildings within these phases of development, many of which are listed and make a significant contribution to the character and appearance of Brixton Conservation Area. As described in Table 4-1, effects on the settings of these key listed buildings are not considered to harm their heritage significance or its appreciation. The views assessment shows that the upper levels of the proposed tall building would be seen from a number of points within the Conservation Area and would have a local landmark character appropriate in scale and detailed design to its location. The distinct character of the built form and spaces in the Conservation Area would continue to be legible and appreciated. The Proposed Development would be situated outside of the Conservation Area and it would be in materials and of an architectural expression that would complement the appearance of the Conservation Area and it would be of an appropriately exceptional design quality.

- 7.7 In relation to the key views identified in the Brixton Conservation Area Appraisal, the views assessment in this report shows that: the proposed tall building would have a positive appearance in views from Brockwell Park and would not obstruct the Brixton roofscape seen from there; it would have a positive and memorable presence in views from the elevated railway viaducts, and from trains, and would not obstruct views of other skyline features; it would not be seen in direct relation with the Town Hall tower; it would not be seen in relation to the tower and lantern of St Matthew's Church; and, on Electric Avenue, it would only be clearly visible when looking north, at the east end of this street. Where visible, the proposed tall building would have a positive local landmark presence and would evidently belong to Brixton in its design character.

- 7.8 The Proposed Development would be visible from parts of the Brixton Conservation Area. It would contribute positively to the setting of the Conservation Area and would not harm its heritage significance.

### *Trinity Gardens Conservation Area*

- 7.9 The views assessment shows that the upper parts of the proposed tall building would be visible in views east along Acre Lane (view 14), along its south edge, and from points within Trinity Gardens, within the heart of the Conservation Area (view 15 and 16). These views also show that the top of International House is already seen from within Trinity Gardens and that views within this space are heavily filtered by trees. The glimpsed views of historic buildings, roofscapes and treed spaces within the Conservation Area which are identified in the Conservation Area Appraisal would remain. The character and appearance of the key spaces and routes within the Conservation Area would not be altered by the visibility of a new local landmark building in the distance. The proposed tall building would be of



a scale and design character appropriate to its location and it would be of the required exceptional design quality.

- 7.10 The upper parts of the proposed tall building would be visible from parts of the Trinity Gardens Conservation Area. It would contribute positively to the wider urban setting of the Conservation Area and would not harm its heritage significance.

#### *Loughborough Park Conservation Area*

- 7.11 Due to the alignment of streets within the Conservation Area, the Proposed Development would be little seen. It would not be visible in the north of the Conservation Area on Coldharbour Lane (view 3). The upper parts of the proposed tall building would be visible from parts of Loughborough Park and would be heavily screened by trees (view A6). Where visible, it would be seen as a secondary element on the skyline and clearly part of the wider urban setting of the Conservation Area, marking the urban centre of Brixton just beyond. It would be of a scale and design character appropriate to its location and of the required exceptional design quality.
- 7.12 The Proposed Development would have limited visibility from within the Loughborough Park Conservation Area. Where visible, it would contribute positively to the wider urban setting of the Conservation Area and would not harm its heritage significance.

#### *Brixton Road Conservation Area*

- 7.13 The upper parts of the proposed tall building would be seen from within parts of the Brixton Road Conservation Area. The views assessment shows that, on Brixton Road, it would terminate views when moving south along that main road (views A2 and 1) and, where the road bends slightly nearer to Brixton, it would be visible through the trees where the street frontage breaks for Max Roach Park (view 20). The historic character of the main road, seen in the foreground of these views, would continue to dominate and would remain fully legible. Looking across the Max Roach Park, the proposed tall building would be heavily filtered by trees and would be seen as a background element in these views. It would indicate the urban centre of Brixton beyond the Conservation Area and it would complement the 19<sup>th</sup> century buildings within the Conservation Area through its materiality and architectural expression. It would be of an appropriately exceptional design quality.
- 7.14 The Proposed Development would be visible from parts of the Brixton Road Conservation Area. It would contribute positively to the setting of the Conservation Area and would not harm its heritage significance.

### Listed Buildings

- 7.15 The likely effects on the settings and heritage significance of relevant listed buildings are described in Table 7-1.



Table 7-1 LBs Pope's Road

| Ref | Structure                                 | Grade | Likely proposed impacts on setting   | Likely proposed effects on heritage significance | NPPF Assessment |
|-----|---|-------|--|--|-----------------|
| 1   | Recreation Centre                         | II    | View 19 on Brixton Station Road shows that, due to the close proximity of the proposed development to the listed building and its substantial size, it will have a large impact on its setting. However, as noted in Table 4-1, little of the existing setting of the Rec contributes to its heritage significance. The association with International House would be unaffected. The special interest of its architecture, designed by George Finch, its historic and communal interest as part of a wider plan for redevelopment in Brixton, and its group value with the sculptures of Platforms Piece would not be affected. It would continue to be seen and appreciated in views from the main Brixton Road and overground Station and its particular, robust architectural expression at the upper levels would continue to draw the eye.   | No change  | No harm         |
| 2   | Platforms Piece                           | II    | The proposed development would be highly visible from the overground Station platforms and would have a large impact on the visual setting of these sculptures. The visual and spatial relationship with primary aspects of its setting which contribute to its heritage significance- the Station and the nearby Rec building - would be unaffected. The special aesthetic interest of the sculptures and their cultural importance – both locally and nationally – would remain fully appreciable.   | No change  | No harm         |
| 3   | Former St John's Church of England School | II    | The small scale and Tudor style of this listed school is distinctive and differs to most 19th century parts of its setting, which were generally built later - such as the five storey mansion block to its west - and show a marked difference in style and increase in scale. The proposed development would be visible within the listed school's setting and would be a substantially larger building. Nonetheless it would not remove or erode any parts of the listed building's setting that contribute to its significance. It would be understood within a continuing history of urbanisation already clearly legible within the close setting of the school. The special architectural and historic interest of the school would be unaffected, and views of and around the school would not be interrupted by the proposal.   | No change  | No harm         |
| 4   | 363-365 Brixton Road                      | II    | Similarly to the former St John's Church of England School, this pair of houses is a surviving fragment of development within the area in the mid 19th century. Other buildings of this period in its wider setting contribute to its significance, but none survive in its immediate context. The proposed development would be visible within the setting of these houses due to its much greater scale, however it would not erode any parts of their setting which contribute to their special architectural and historic interest, and the visibility of these listed houses on Brixton Road, and their relationship with that historic route, would be unaffected.   | No change  | No harm         |
| 5   | 201-209 Stockwell Road                    | II    | The key aspect of the setting of this listed terrace is the adjacent, Grade II* Listed, former Brixton Astoria with which it was constructed. Buildings in the wider area, within Brixton, from this same period of development – in the 1920s/30s – also contribute to its significance. The proposed tall building would be visible from within the setting of these two listed buildings. The important connection of the two buildings, and their association with other buildings from the same period within the wider area, would not be affected by the proposal. The proposed development would be of an appropriately high architectural quality and distinctive design character, and would be understood within Brixton's particular history of urbanisation. The special architectural and historic interest of the listed terrace would be unaffected and would remain fully appreciable.  | No change  | No harm         |
| 6   | The Academy                               | II*   | As noted in relation to the adjacent listed terrace, the proposed development would not alter the important relationship between the two listed buildings. The significant interior spaces of the former Astoria, as the best surviving example of an 'atmospheric' in Britain, would be wholly unaffected by the proposal. The upper parts of the proposed tall building would be visible from within the close setting of the Grade II* listed building, but it would not be seen when looking towards its primary elevation. The proposed development would be of an appropriately high architectural quality and distinctive design character, and would be understood within Brixton's particular history of urbanisation. The special architectural and historic interest of the former Astoria, and its important place with a national history of social and technological change, would be unaffected and would remain fully appreciable.                     | No change  | No harm         |
| 7   | Brixton Fire Station                      | II    | The Brixton Fire Station is an Edwardian building which replaced a Victorian church on the site, adjacent to the rail lines. It has no evident relation, in design or historic association, with its immediate context. It is associated with other local civic buildings from this turn of the 20th century period, including the Tate Library and Lambeth Town Hall, but these other listed buildings are some distance away and not seen in relation to Brixton Fire Station. The proposed development would be visible from within the setting of the listed Fire Station due to the height of the proposed tall building. However it would not affect the special architectural interest of its Edwardian Baroque design or its historic and cultural interest in conjunction with other high quality buildings which survive from the same period.   | No change  | No harm         |
| 8   | Brixton Lodge                             | II    | Brixton Lodge is one of few surviving parts of early 19th century suburban development. An adjacent building in stock brick is similar in scale and character. The rest of its close context was built later and is of no particular architectural or historic note. The upper parts of the proposed development are likely to be seen within the close context of this listed building, due to its close proximity and the alignment of adjacent streets. As noted in relation to the other listed buildings in the area, the scale of the proposal will be considerably greater than this remnant of early 19th century suburban development but it would not affect the special architectural and historic interest of Brixton Lodge or its appreciation. The proposed development is of an appropriately high design quality and would be understood within Brixton's particular and continuing history of urbanisation.   | No change  | No harm         |
| 9   | Brixton Market                            | II    | Reliance Arcade, Market Row and Granville Arcade (Brixton Village) are listed together and consist of a sequence of indoor market spaces, the heritage significance of which is centred on the interior spaces and structures, and the market entrances, some of which are of interest. The existing Site does not contribute to the special interest of the listed markets. The exterior of the proposed development would have very little visibility from within the covered markets. The interior ground level of the proposed development would be accessible from Brixton Village and would be complementary in uses, arrangement and character. Due to the particular, largely internal, interest of the listed markets, the impact on their setting is likely to be small. The proposed complementary uses and design character of the new market spaces would enhance their setting. Their special architectural and historic interest would not be affected. | No change  | No harm         |



Table 7-1 LBs Pope's Road

| Ref | Structure  | Grade | Likely proposed impacts on setting   | Likely proposed effects on heritage significance | NPPF Assessment |
|-----|--|-------|--|--|-----------------|
| 10  | Ritzzy Cinema  | II    | Whilst there is special architectural interest in the design of the Ritzzy, and in its particular history, originating as the Electric Palace in 1911, there is also significant group interest with the buildings in its close setting. The adjacent Tate Library was built slightly earlier, in 1892. Both the Ritzzy and Tate Library replaced villas on the same sites and Effra House is the only surviving villa of the row. They all address Windrush Square and have an important visual and historic relationship with each other, seen clearly together from the adjacent space and also with the old Town Hall to the east, from the same period (1908). The top of the proposed development would be glimpsed from parts of Windrush Square and would be clearly visible when looking across the main junction from near the old Town Hall (view 13 above). It would not be seen in direct conjunction with the Ritzzy or any other of the listed buildings in its close setting. It would be a secondary element in the setting of these listed buildings and it would be complementary in design and materials and of the highest quality. The special architectural interest of the Ritzzy would not be affected. Its special historic interest, aesthetic and communal value, reinforced by the visual and spatial relationship with key buildings at the main junction near Windrush Square, would not be altered and would remain fully appreciable.       | No change  | No harm         |
| 11  | Tate Library   | II    | As for the Ritzzy, the proposed development would not be seen in direct conjunction with the Tate Library. The top of the proposed tall building would be seen from within its setting, and in key views looking across Windrush Square (view 13). It would be a secondary element in the setting of the Tate Library and neighbouring listed buildings, and it would be complementary in design and materials and of the highest quality. The special architectural interest of the Tate Library would not be affected. Its special historic interest, aesthetic and communal value, reinforced by the visual and spatial relationship with key buildings at the main junction near Windrush Square, would not be altered and would remain fully appreciable.   | No change  | No harm         |
| 12  | Effra House  | II    | Effra House is of one of few early 19th century villas which survived periodic phases redevelopment in Brixton in the 19th and 20th centuries. The villas which were formerly situated adjacent to Effra House were replaced by the Ritzzy and the Tate Library, and these buildings now form a positive part of its setting. The Grade II* Listed St Matthew's Church also forms an important aspect of the setting of Effra House due to its close proximity and same period of construction. The proposed development would not affect the immediate setting of Effra House and would not interrupt the legibility of its association with other key listed buildings in the area or the appreciation of its particular heritage significance. The upper parts of the proposed tall building would be seen from within the setting of Effra House, due to its height and the lower scale of the context, however it would be a secondary element in within its wider setting, and it would be complementary in design and materials and of the highest design quality. The special architectural and historic interest of Effra House would not be affected.  | No change  | No harm         |
| 13  | Lambeth Town Hall  | II    | The proposed development would not appear in direct conjunction with the landmark clocktower of the Grade II Listed Town Hall. In key mid-distant and close views of the Town Hall- when arriving from the Underground Station on Brixton Road and from the north pavement on Acre Lane, from Windrush Square and Coldharbour Lane - the proposed development would not be visible. The upper levels of the proposed tall building would be seen when looking away from the Town Hall, from near its main entrance (view 13). As is evident in view 13, the key aspects of the setting of the old Town Hall - most notably Windrush Square and the listed buildings which front it and the Grade II* Listed Church of St Matthew - would remain fully visible in relation to the Town Hall. The visual, spatial, aesthetic and historic relationship between these listed buildings and central Brixton landmarks would remain fully appreciable. The proposed tall building would be a secondary, high quality element in the wider setting. The special architectural and historic interest of the Lambeth Town Hall would not be affected by the appearance of part of the proposed development within its wider setting.   | No change  | No harm         |
| 14  | Mausoleum of Richard Budd in Grounds of Church of St Matthew | II*   | The key aspects of the setting of the Grade II* Listed Mausoleum are the Church of St Matthew, which was erected at the same time, and the adjacent junction of Effra Road and Brixton Hill, which provides it with a prominent position within the streetscape. These aspects of its setting would be unaffected by the proposed tall building. The proposed development would appear as a secondary, high quality element within the evolving urban setting of the Mausoleum. Its special aesthetic and historic interest would not be affected.   | No change  | No harm         |
| 15  | Church of St Matthew   | II*   | The Mausoleum forms a key aspect of the setting of St Matthew's. St Matthew's Gardens, and the adjacent main routes, are also an important aspect of the setting of St Matthew's, setting it apart from the buildings of the surrounding streetscape and filtering views to the body of the Church with trees. Key views looking south to St Matthew's from Brixton Road, where it is seen in relation to Lambeth Town Hall, would be unaffected by the proposed development. The proposed development would also be largely unseen in views of St Matthew's from Effra Road. The proposed tall building would be seen in relation to St Matthew's on northerly parts of Brixton Road (views 10 and 11). On parts of this route, it would be seen directly beyond the body of St Matthew's Church. However it would not appear in direct relation to the landmark tower and lantern at the east end of the Church. The Church would not be obstructed in these views and its high value and landmark status would not be affected by the appearance of another high quality building beyond it, which is clearly some distance away and part of the wider urban context. Where the Church is best appreciated, from within its close setting, the proposed development would be little noticed. The highly special architectural and historic interest of St Matthew's would not be affected by the proposed new, high quality building seen within its wider urban setting. | No change  | No harm         |

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### Cumulative effects on Conservation Areas and Listed Buildings

- 7.16 The consented developments in the wider area, such as in Vauxhall, would not be visible within the setting of the heritage assets considered in this heritage assessment.
- 7.17 The consented Canterbury Hotel – on the northeast corner of Canterbury Road and Pope’s Road – is situated just outside the Brixton Conservation Area. It is opposite the Grade II Listed Former St John’s Church of England School and close to (northeast of) the Grade II Listed Brixton Recreation Centre. The Canterbury Hotel would be visible in relation to the Proposed Development in some close views, partly due to the temporary container structures presently occupying the intervening Pop Brixton site. The Proposed Development and Canterbury Hotel would therefore result in cumulative change to the settings of these heritage assets on Canterbury Crescent and Pope’s Road. The Canterbury Hotel will help to restore the streetscape with a building of an appropriate scale and character: it has been through the planning process and any effects on heritage significance which may occur have been accepted through that process.
- 7.18 No additional effects, in conjunction with the Proposed Development, are likely to be caused by the consented development considered in this report.



## 08

# Conclusions

8.1 This section summarises the analysis set out in the previous sections of this report.

## *Views Assessment*

8.2 The Proposed Development would not affect any strategic views defined in the GLA's London Views Management Framework (LVMF).

8.3 The Proposed Development would be visible in locally protected views from Brockwell Park: "(i) Views NNW from Brockwell Park of Brixton landmarks; and views N and NNE to the City". In these panoramic views (represented in view 5 of this assessment), many of London's landmarks are seen across the horizon and landmarks in Brixton are also visible in one part of this view. The proposal would appear within an established urban skyline and would appear at a similar height to the distant Vauxhall cluster but would be evidently much closer than those buildings. It would restore a sense of spatial hierarchy on the skyline and reinforce the association of Brockwell Park with the urban centre of Brixton nearby.

8.4 In views from open spaces in the wider area, the proposals would have limited visibility. From the north side of Clapham Common (view A1) it would not be visible and from Ruskin Park (view 4), the proposed tall building would have limited visibility due to its distance and the trees within the park.

8.5 At distant points on the main routes into Brixton from the north and south (views A2 on Brixton Road and views 6-9 on Brixton Hill), buildings and foliage in the foreground obscure much of the proposed tall building. On Brixton Hill, the trees on Rush Common and in St Matthew's Gardens provide thick screening of the proposal for much of this route.

8.6 The proposed tall building would be visible when closer to central Brixton, particularly on parts of the main routes of Brixton Hill, Brixton Road and Acre Lane. On the main roads of Brixton Hill (views 6-13), at the main road junction by the old Town Hall (view 13) and along Acre Lane (view 14), the upper levels of the proposed tall building would be clearly seen, however it would also be perceived as a secondary, more distant feature on the skyline than the foreground streetscapes. In all of these views, the proposal does not appear directly beyond the landmark elements of the listed buildings which are key to the character and composition of these views – for example the towers of the Grade II\* St Matthew's Church and Grade II Lambeth Town Hall - or the cupola of the corner building now home to McDonalds. The legibility of existing historic landmarks on the skyline in key views would be preserved. On Coldharbour Lane (view 3) Effra Road/Brixton Water Lane (view A7), there would be no visibility of the Proposed Development along much of these main roads.

8.7 In close and direct views in which the proposed tall building would be more fully visible – after the bend of Electric Avenue (views 24-26) and on Atlantic Road (view 24) – the visual texture of the design – the stepped brickwork, projecting lintels and recessed terraces towards the top – and its exceptional quality would be clearly legible. The proportions of the proposed tall building, its angled orientation - responding to the adjacent viaducts - and the criss crossing of rail lines at its base will provide a positive termination to the view. The activity and immediacy of the street market on Electric Avenue itself would still dominate the viewer's experience. The proposed tall building would mark the continuation of that market activity on Pope's Road, and the new public space and access to the overground Station adjacent.

8.8 The verified views in the views assessment allow consideration of the likely visual impact of the Proposed Development in the round. It is concluded that the design proposals are of a very high quality and clearly belong in character to Brixton. The upper levels of the tall building would be characterised by brick piers and recessed terraces which would diminish the perceived scale of its top and add to its distinctiveness on the skyline. It would not obscure or dominate views of important buildings. It would contribute positively to local views through the appropriate character and high quality of its design.

## *Townscape Assessment*

8.9 In the surrounding residential areas, the upper parts of the proposed tall building would be visible on streets orientated towards the Site and in views across the open spaces of parks. It would provide a local landmark for the urban centre of Brixton just beyond these areas, and for the overground Station and market complex in particular. It would be of the highest design quality, appropriate to a building with this level of visibility within the townscape. It would not be visible from all parts of the residential areas around the commercial centre and the key characteristics of those areas would not be affected by this change to the skyline.

8.10 The Proposed Development would be most visible in the central parts of Brixton (described in the assessment as Centre South and Centre North). In its design and materials, it would signal the particular character of the Site – defined by the adjacent rail viaducts – and it would respond to characteristics of built form locally. It would aid the legibility of central Brixton on the skyline, clearly marking the location of Brixton Station and the route of Popes Road which connects the townscape north and south of the viaducts. The flexible spaces provided at the lower levels will expand the existing complex of market spaces and will accommodate community services and events which will bring further life and activity to the area. The townscape of central Brixton would be enhanced.

### Heritage Assessment

- 8.11 It is evident from the views assessment that the proposed tall building would not block or obstruct key views of heritage assets due to the position of the Site within the townscape, south of most landmark buildings in Brixton and set back from the main route of Brixton Road.
- 8.12 It would also not appear in the background of the tower elements of listed buildings in key views - most notably the towers of the Grade II\* Listed Church of St Matthew and the Grade II Listed old Town Hall. The visual and spatial relationship between these landmark elements, when viewed from the main junction beside Lambeth Town Hall, would also be maintained.
- 8.13 In views moving south along Brixton Hill, the trees of Rushmore Common would largely obscure the Proposed Development. It would become visible beyond the Grade II\* Listed Church of St Matthews (view 10), but it would be set well to the left of the tower and lantern and it would clearly be a separate, more distant object on the skyline marking the urban centre ahead. The Church would remain fully legible and more dominant in the foreground of the view. As the viewer continues along this kinetic route, the two forms would separate (view 11). The Proposed Development would not affect distant views of the Church tower or close key views, such as looking east towards its main entrance or south from the adjacent churchyard. Similarly, key views to Lambeth Town Hall, from Brixton Road and Windrush Square would not be affected by the Proposed Development.
- 8.14 The Site is located next to the Brixton Conservation Area, and most of the listed and locally listed buildings considered in this assessment are significant aspects of the Brixton Conservation Area. The views assessment shows that the proposed tall building would not harm the particular special character of the Conservation Area or the settings of buildings and spaces within it. It would be visible from a number of parts of the Conservation Area and substantially visible in places close by – from the end of Electric Avenue and on Brixton Station Road. However there are already tall buildings seen from the Conservation Area, and the scale of the proposed tall building would reflect the importance of its location and would not conflict with exist landmark buildings in the Conservation Area. It would be in materials and of an architectural expression that would complement the appearance of the Conservation Area and that would be of an appropriately very high quality of design. The Brixton Conservation Area would not be harmed.
- 8.15 The upper levels of the proposed tall building would also be seen from parts of the Trinity Gardens Conservation Area, Brixton Road Conservation Area and, to a lesser extent, the Loughborough Park Conservation Area. The views assessment shows that it would be a secondary element on the skyline when seen from within all of these Conservation Areas. It would not affect the special character of the streets and spaces within the Conservation Areas and it would provide a suitably scaled local landmark for the commercial centre of Brixton nearby these Conservation Areas and within their existing urban setting. The overall character and appearance of these Conservation Areas would remain the same.
- 8.16 Where the change to the settings of heritage assets is greatest – in their close proximity– there would nonetheless be no harm caused to their heritage significance due to the particular character of the listed buildings closest to the Site. The Site is located in the close vicinity of three listed structures and groups of structures: the Brixton Recreation Centre (Grade II), the Platforms Piece (Grade II) sculptures on the Overground Station platforms and the Granville Arcade (Brixton Village) and Market Row parts of the market complex, which are listed together (at Grade II). The proposed tall building would be seen in close relation to these listed structures, however their special heritage interest would be unaffected: the Brixton Rec would remain a robustly scaled and well-composed building with special historic associations with architects George Finch and Edward Hollamby; the waiting figures on the platforms would remain visibly related to Brixton Station and the markets nearby; the proposed tall building would not be seen from within much of the covered markets and, where visible, will aid navigation through the area and would not affect the historic, architectural and cultural interest of these special spaces or their appreciation by visitors. The special interest of these buildings, and the legibility and appreciation of their special interest, would not be altered by this new development within their close settings.
- 8.17 Considering the particular special heritage interest of relevant listed buildings and conservation areas, it is concluded that the Proposed Development would sustain their heritage significance. That is because it would not harm the fabric or any aspect of the setting which contributes to the significance of any heritage asset. The particular siting, massing and architectural character of the design proposals will form a local landmark building which responds positively to the valued historic aspects of its context.
- 8.18 The Proposed Development would make use of a site which has no heritage interest and little townscape value at present. It would not affect the fabric of any listed or locally listed building and the Site is not located in a conservation area. There would be no impact on any strategically protected views. The proposed tall building would be visible in some key local views, one of which is designated in local policy (views north from Brockwell Park) and others of which are identified in the Brixton Conservation Area Appraisal (views north on Brixton Hill and east on Acre Lane), and it would be seen in relation to a number of listed and locally listed buildings within central Brixton. However this will not result in any harm to their significance. It would not erode the silhouette of the landmark aspects (i.e. towers) of listed buildings on the skyline. It would be noticeably taller than existing heritage assets in Brixton, but this fact in and of itself would not be harmful to them: other tall buildings exist locally and the proposed tall building has been designed to be a new local landmark of the highest architectural quality and to relate positively to the local townscape and the heritage assets within it through the particular character and quality of its design.
- 8.19 The Site is highly suitable for such a landmark – it is situated next to Brixton's overground railway station (to which it has been designed to facilitate improved access in the future); it will provide, and landmark, new market space and improved connections through the local network of market areas, which are integral to the historic identity of Brixton; it is in the vicinity of two existing tall buildings (International House and Chartham Court) and within a wider area earmarked for large-scale regeneration by the Council; it is flanked by rail lines, allowing for a singular tall building, set back from the immediate streetscape; it is not within a conservation area or close to listed buildings with settings sensitive to this type of change; and it is not located within the backdrop of heritage assets in key views or within the corridors of any designated views.
- 8.20 The Proposed Development would be the tallest building in central Brixton and the views show that the scale and massing proposed would result in a positive local landmark, with a tall building having a well-proportioned silhouette and a lower building that relates to the more traditional heights locally. The proposals have been designed by internationally acclaimed architects who have responded to the heritage significance of the locality with due consideration to the importance of the local context and its distinctive materials, forms and character.

### Conclusions

## R

# References

- 1-1 *Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)*
- 1-2 *National Planning Policy Framework (NPPF) (2019)*
- 1-3 *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017)*
- 1-4 *National Planning Practice Guidance (PPG) (First published March 2014; thereafter continuously updated)*
- 1-5 *National Design Guide (2019)*
- 1-6 *Historic England Advice Note 4: Tall Buildings (2015)*
- 1-6a *Historic England Advice Note 4: Tall Buildings 2<sup>nd</sup> Edition Consultation Draft (March 2020)*
- 1-7 *The London Plan: Spatial Development Strategy for Greater London (2016)*
- 1-7a *Draft London Plan: Spatial Development Strategy for Greater London: Intend to Publish Version (December 2019)*
- 1-8 *Lambeth Local Plan (September 2015)*
- 1-8A *Draft Revised Lambeth Local Plan (October 2018)*
- 1-9 *Brixton Supplementary Planning Document (SPD) (June 2013)*
- 1-10 *Brixton Tall Building Heights Study (August 2018)*
- 1-10A *LBL, Brixton Tall Buildings Study (August 2014)*
- 1-11 *IEMA and the Landscape Institute, Guidelines for Landscape and Visual Impact Assessment (GLVIA) Third Edition (April 2013)*
- 1-12 *GLA, London View Management Framework Supplementary Planning Guidance (LVMF SPG) (March 2012)*
- 1-13 *GLA, Character and Context SPG (GLA, 2014)*
- 1-14 *DCMS, Principles of Selection for Listing Buildings (2010)*
- 1-15 *Historic England, Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment (April 2008)*
- 1-16 *Historic England, Conservation Principles, draft for consultation (2017)*
- 1-17 *ICOMOS, Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011)*
- 1-18 *LBL, Brixton Conservation Area Statement (2012)*
- 1-19 *LBL, Trinity Gardens Conservation Area Character Appraisal (2017)*
- 1-20 *LBL, Brixton Supplementary Planning Document (SPD) (June 2013)*
- 1-21 *LBL, Brixton Tall Building Heights Study (2018)*
- 1-21A *LBL, Brixton Tall Buildings Study (August 2014)*
- 1-22 *LBL, Brixton Conservation Area Extension Report (1999)*
- 1-23 *LBL, Brixton Road Conservation Area Character Statement (2003)*





# A

## Appendix views

Appendix Views map

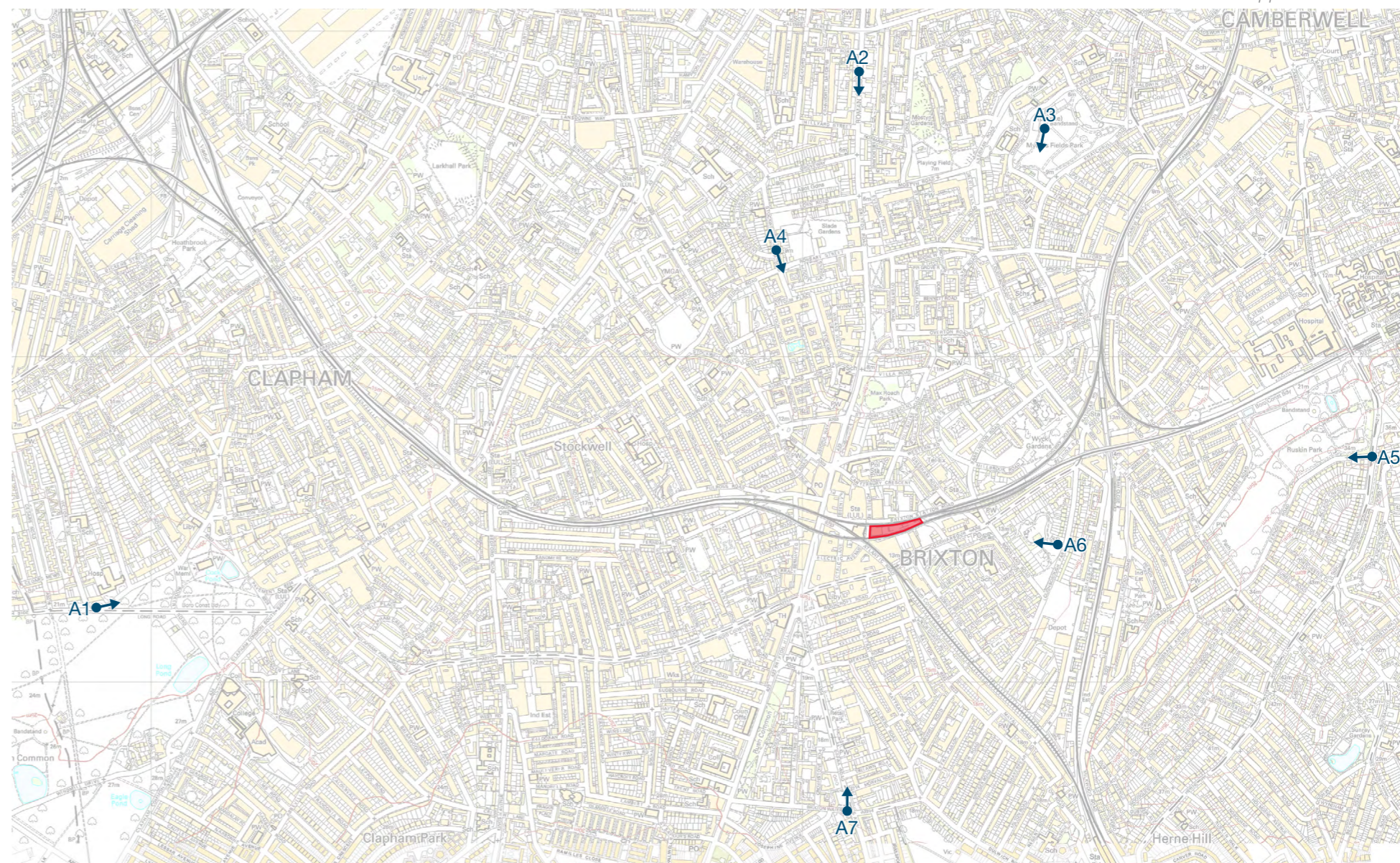


Table of Appendix Views

| View | Location                        | Page | Style | Render/Wireline | Verified | Ref    | OS-E | OS-N | Height (AOD) | Heading | Lens | Field of View | Film    | Date     | Time  |
|------|---------------------------------|------|-------|-----------------|----------|--------|------|------|--------------|---------|------|---------------|---------|----------|-------|
| A1   | Clapham Common North Side       | 116  | AVR-1 | Wireline        | N        | D18562 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 09:20 |
| A2   | Brixton Road                    | 118  | AVR-1 | Wireline        | N        | D18574 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 17:35 |
| A3   | Myatt's Fields                  | 120  | AVR-1 | Wireline        | N        | D18575 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 10:52 |
| A4   | Stockwell Park Road             | 122  | AVR-1 | Wireline        | N        | D18572 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 10:19 |
| A5   | Denmark Hill                    | 124  | AVR-1 | Wireline        | N        | D20255 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 11:23 |
| A6   | Loughborough Park East entrance | 126  | AVR-1 | Wireline        | N        | D18569 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 12:45 |
| A7   | Brixton Water lane / Efra Road  | 128  | AVR-1 | Wireline        | N        | D18568 | ---- | ---- | ----         | ----    | 24mm | 74°           | Digital | 22/03/19 | 12:11 |



**A1**  
page 116

*Clapham Common north side*



**A2**  
page 118

*Brixton Road*



**A3**  
page 120

*Myatt's Fields*



**A4**  
page 122

*Stockwell Park Road*



**A5**  
page 124

*Denmark Hill*



**A6**  
page 126

*Loughborough Park East entrance*



**A7**  
page 128

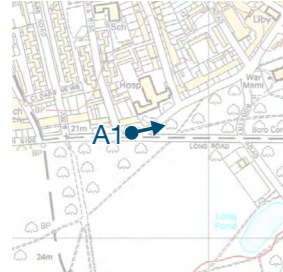
*Brixton Water Lane/ Effra Road*



# A1 Clapham Common North Side



Camera Location



View Location



Existing View

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



Cumulative view



# A2 Brixton Road



Camera Location



View Location



Existing View

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



NON VERIFIED ALIGNMENT

Cumulative view



# A3 Myatt's Fields Park



Camera Location



View Location



Existing View



24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Cumulative view



# A4 Stockwell Park Road



Camera Location



View Location



Existing View

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



NON VERIFIED ALIGNMENT

Cumulative view



# A5 Denmark Hill



Camera Location

View Location



Existing View

24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



NON VERIFIED ALIGNMENT

Cumulative view



# A6

## Loughborough Park East entrance



Camera Location



View Location



Existing View

24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



NON VERIFIED ALIGNMENT

Cumulative view



# A7

## Brixton Water lane / Efra Road



Camera Location



View Location



Existing View



24mm - 37°

35mm - 31.5°

50mm - 20°

0°

50mm - 20°

35mm - 31.5°

24mm - 37°



NON VERIFIED ALIGNMENT

Cumulative view



## A

# Appendix: Cityscape Verified Views Methodology

|     |                                       |     |     |                                |     |
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|     | 1.3 Digital camera                    |     |     | 5.3 Camera Matching Process    |     |
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| 2.0 | Digital Image Correction .....        | 134 | 6.0 | Rendering .....                | 142 |
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## 0.0 INTRODUCTION

### 0.1 Methodology overview

The methodology applied by Cityscape Digital Limited to produce the verified images or views contained in this document is described below. In the drafting of this methodology and the production and presentation of the images, guidance has been taken from the London View Management Framework SPG March 2012. The disciplines employed are of the highest possible levels of accuracy and photo-realism which are achievable with today's standards of architectural photography and computer-generated models.

### 0.2 View selection

The viewpoints have been selected through a process of consultation with relevant statutory consultees and having regard to relevant planning policy and guidance.

## 1.0 PHOTOGRAPHY

### 1.1 Digital photography

With the latest advances in Digital Photography it is now possible to match the quality of plate photography.

### 1.2 Lenses

For local views a wide angle lens of 24mm or 35mm is generally used in order to capture as much of the proposal and its surroundings as possible. Intermediate distance views were photographed with a lens between 35mm to 70mm and occasionally long range views may be required with lens options ranging from 70mm to 600mm. As a guide, the following combinations were used:

| Distance to subject | View         | Lens Options  |
|---------------------|--------------|---------------|
| 0 – 800 metres      | Local        | 24mm to 35mm  |
| 800 to 5000 metres  | Intermediate | 35mm to 70mm  |
| 5000+ metres        | Long         | 70mm to 600mm |

Examples of these views are shown in Figures 4 and 5.

### 1.3 Digital camera

Cityscape uses a Canon 5D MK IV (shown in figure 1) and a Canon 1DS MK III (all full frame digital SLRs) high resolution digital camera for the digital photography. Also used were Canon's 'L' series professional tilt and shift lenses which produce high quality images that are suitable for the camera-matching process without the need for processing and scanning.

### 1.4 Position, time and date recording

The photographer was provided with (i) an Ordnance Survey map or equivalent indicating the position of each viewpoint from which the required photographs were to be taken, and (ii) a digital photograph taken by Cityscape of the desired view. For each shot the camera was positioned at a height of 1.60/1.65 metres (depending on whether image is SPG or RPG3A view) above the ground level which closely approximates the human eye altitude. A point vertically beneath the centre of the lens was marked on the ground as a survey reference point and two digital reference photographs were taken of (i) the camera/tripod location and (ii) the survey reference point (as shown in Figures 2 and 3). The date and time of the photograph were recorded by the camera.





2



3



4



5

- 1 Canon 1DS Digital Camera
- 2 Camera Location
- 3 Survey reference point
- 4 Local view
- 5 Intermediate view

## 0.0 DIGITAL IMAGE CORRECTION

### 0.1 Raw file conversion

Canon cameras produce a raw file format, which is then processed digitally for both high detail and colour accuracy. The final image is outputted as a tiff<sup>1</sup> file.

### 0.2 Digital image correction

The digital images were then loaded into Cityscape's computers to prepare the digital image for the next stage of camera matching (see section 5). The image is also 'bank'<sup>2</sup> corrected which means ensuring that the horizon in each digital image is precisely horizontal.

In spite of the selection of the most advanced photographic equipment, lenses are circular which results in a degree of distortion on the perimeter of images. The outer edges of an image are therefore not taken into consideration; this eliminates the risk of inaccuracy. Figure 17 in section 5 illustrates the 'safe' or non-distortive area of an image which is marked by the red circle.

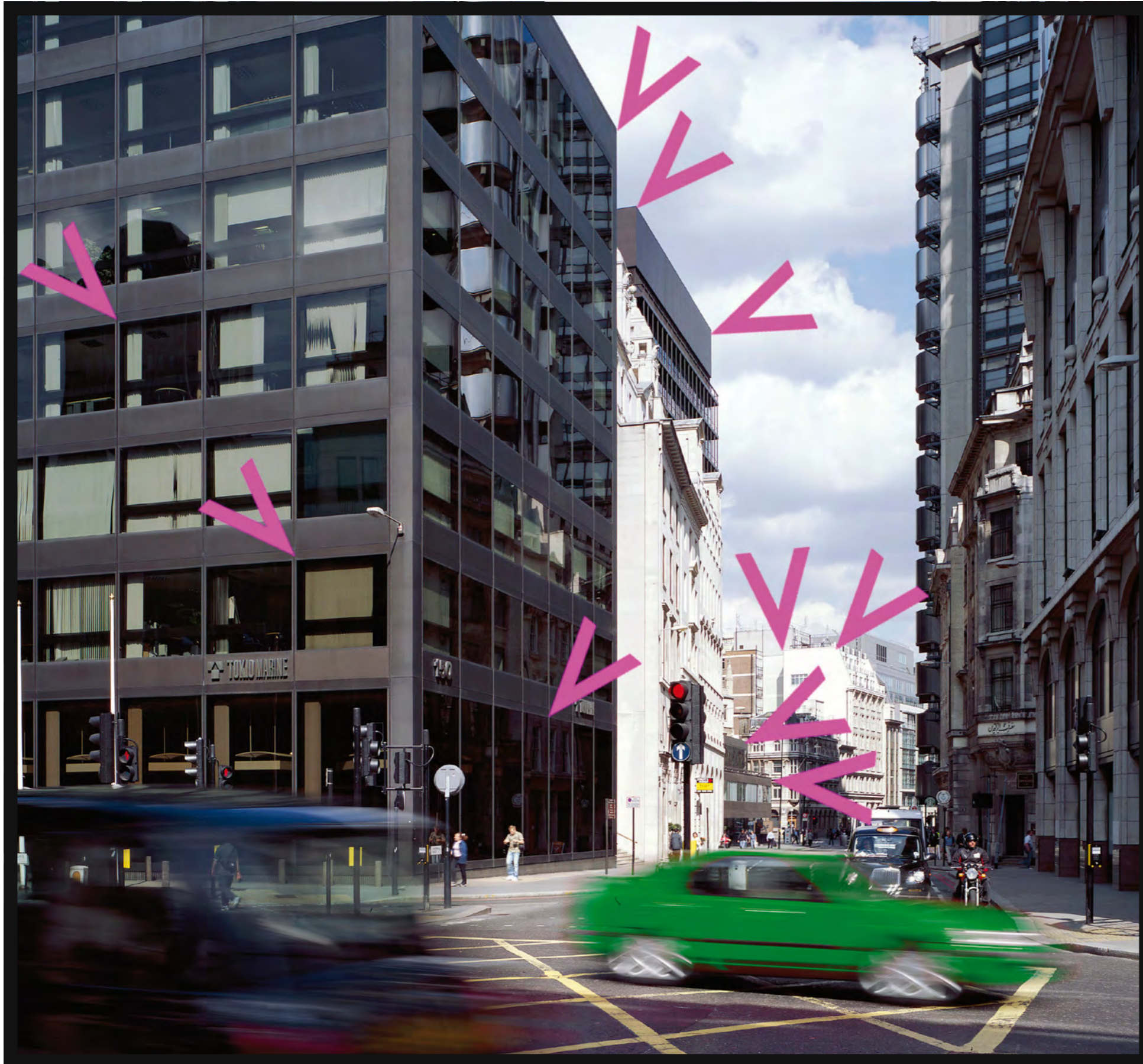
The adjusted or corrected digital image, known as the 'background plate', is then saved to the Cityscape computer system ready for the camera matching process (see section 5). In preparation for the survey (see section 4) Cityscape indicates on each background plate the safe area and priority survey points, such as corners of buildings, for survey (see Figures 6 and 7)

<sup>1</sup> TIFF is the name given to a specific format of image file stored digitally on a computer.

<sup>2</sup> By aligning the vanishing points.

6





7

6 Background plate highlighting critical survey points in purple and secondary survey strings in red

7 Area of interest to be surveyed as shown in Figure 7

## 0.0 GPS SURVEY

### 0.1 Survey

An independent surveyor was contracted to undertake the survey of (i) each viewpoint as marked on the ground beneath the camera at the time the photograph was taken (and recorded by way of digital photograph (see section 1 above) and (ii) all the required points on the relevant buildings within the safe zone.

The survey was co-ordinated onto the Ordnance Survey National Grid (OSGB36) by using Global Positioning System (GPS) equipment (see, for example, Figure 9) and processing software. The Ordnance Survey National Grid (OSGB36) was chosen as it is the most widely used and because it also allows the captured data to be incorporated into other available digital products (such as Ordnance Survey maps). The height datum used was Ordnance Survey Newlyn Datum and was also derived using the GPS.

The surveyor uses a baseline consisting of two semi-permanent GPS base stations (see Figure 8). These stations are located approximately 5730 metres apart and positioned so as to optimise the results for the area of operation (see location map, Figure 13). The base stations are tied into the National GPS Network and are constantly receiving and storing data which allows their position to be monitored and evaluated over long periods of operation. By using the same base stations throughout the survey the surveyor ensure the consistency of the results obtained.

Using the Real Time Kinematic method a real time correction is supplied by each base station to the rover (shown in Figure 10) (over the GSM<sup>3</sup> network) physically undertaking the field survey. This enables the rover to determine the co-ordinates of its location instantaneously (i.e. in 'real time'). The rover receives a 'corrected' fix (co-ordinates) from each base station. If the two independent fixes are each within a certain preset tolerance, the rover then averages the two fixes received. The viewpoints are, with a few exceptions, surveyed using this technique. This method of GPS survey (Real Time Kinematic) produces results to an accuracy in plan and height of between 15mm – 50mm as outlined in the "Guidelines for the use of GPS in Land Surveying" produced by the Royal Institute of Chartered Surveyors.

The required points on each building are surveyed using conventional survey techniques utilising an electronic theodolite and reflectorless laser technology (shown in Figures 11 and 12). There are two methods used to fix the building details, namely polar observations<sup>4</sup> and intersection observations<sup>5</sup>. The position of the theodolite is fixed by the rover as described above. In certain circumstances, a viewpoint may need to be surveyed using conventional survey techniques as opposed to Real Time Kinematic, if, for example, the viewpoint is in a position where GPS information cannot be received.

<sup>3</sup> GSM network: the mobile phone network.

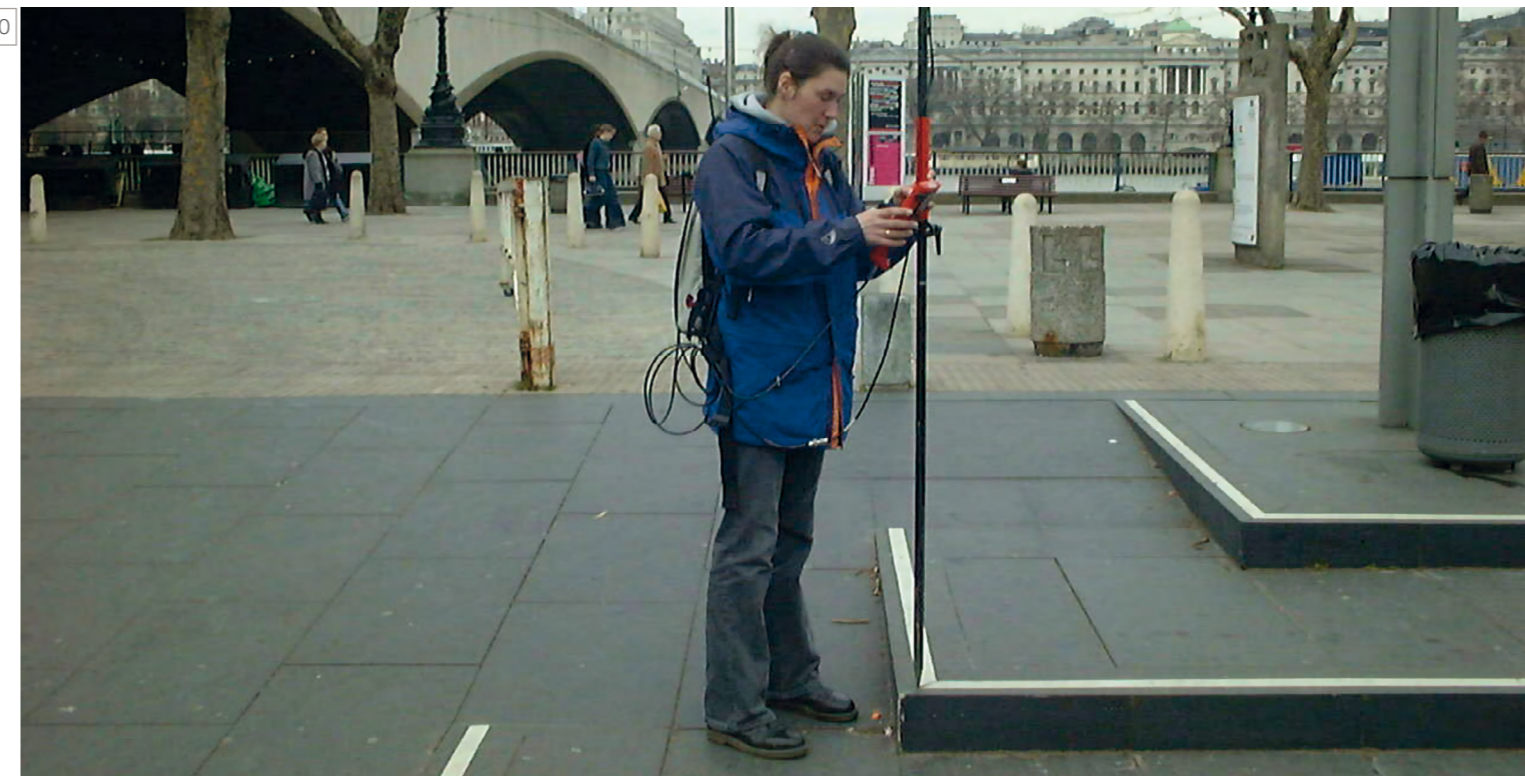
<sup>4</sup> Polar observation is the measurement of a distance and direction to a point from a known baseline in order to obtain co-ordinates for the point. The baseline is a line between two known stations.

<sup>5</sup> Intersection observation is the co-ordination of a point using directions only from two ends of a baseline.





8



10



9

8 Marshall Survey semi-permanent GPS base station

9 GPS System

10 Field survey being carried out using a GPS rover

11 Electronic Theodolite

12 Field survey being carried out by St. Paul's Cathedral

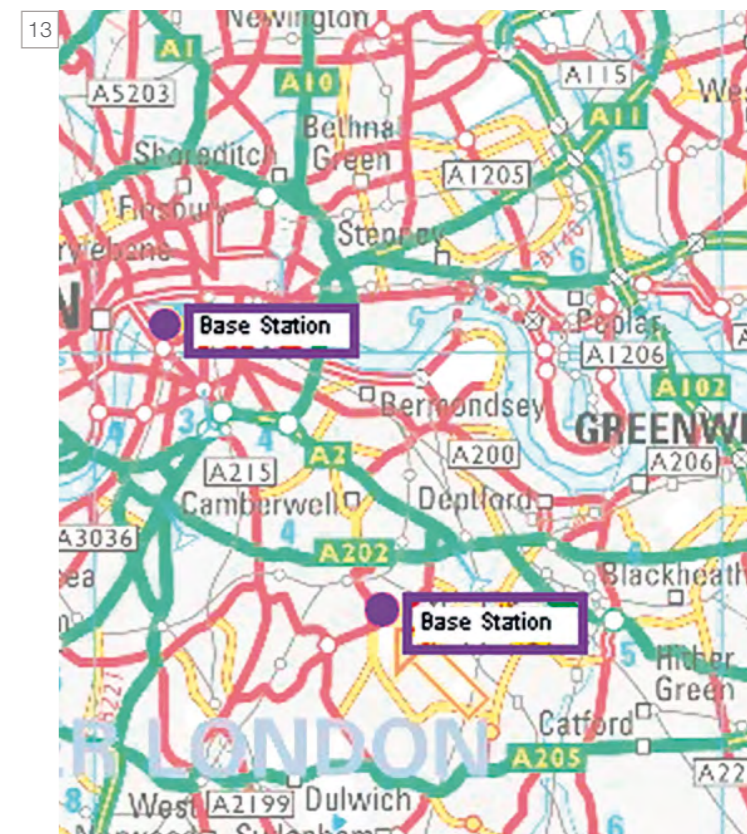
13 Location of Marshall Survey's GPS base stations



11



12



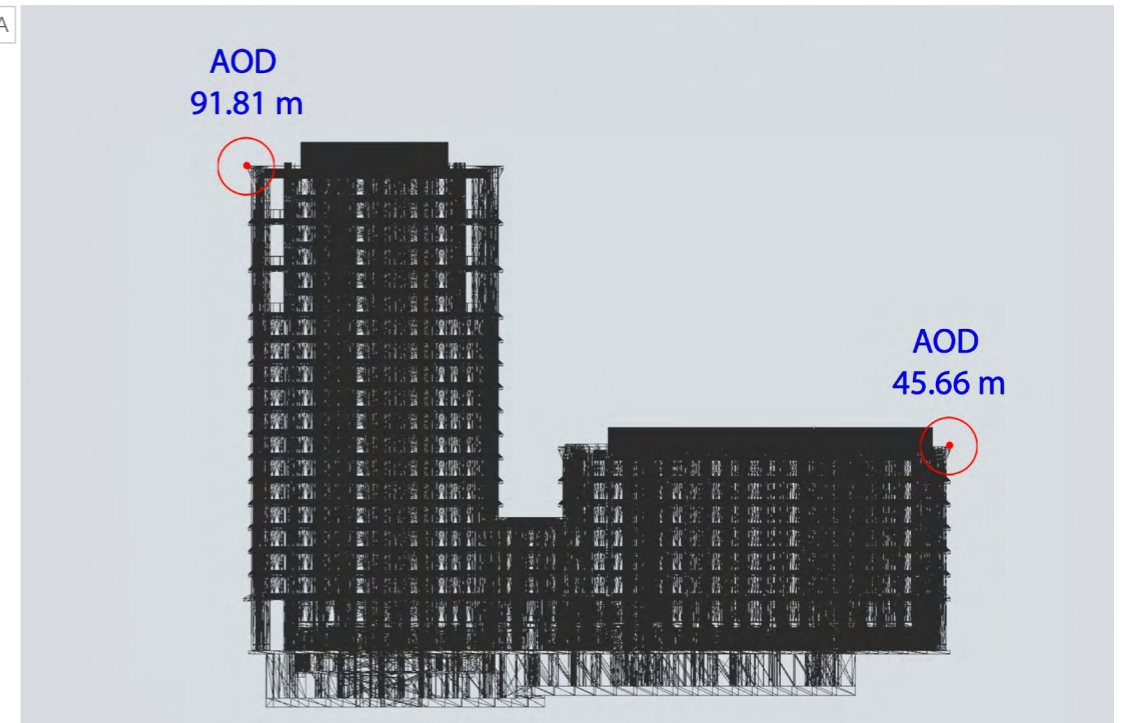
13

## 0.0 MODEL POSITIONING

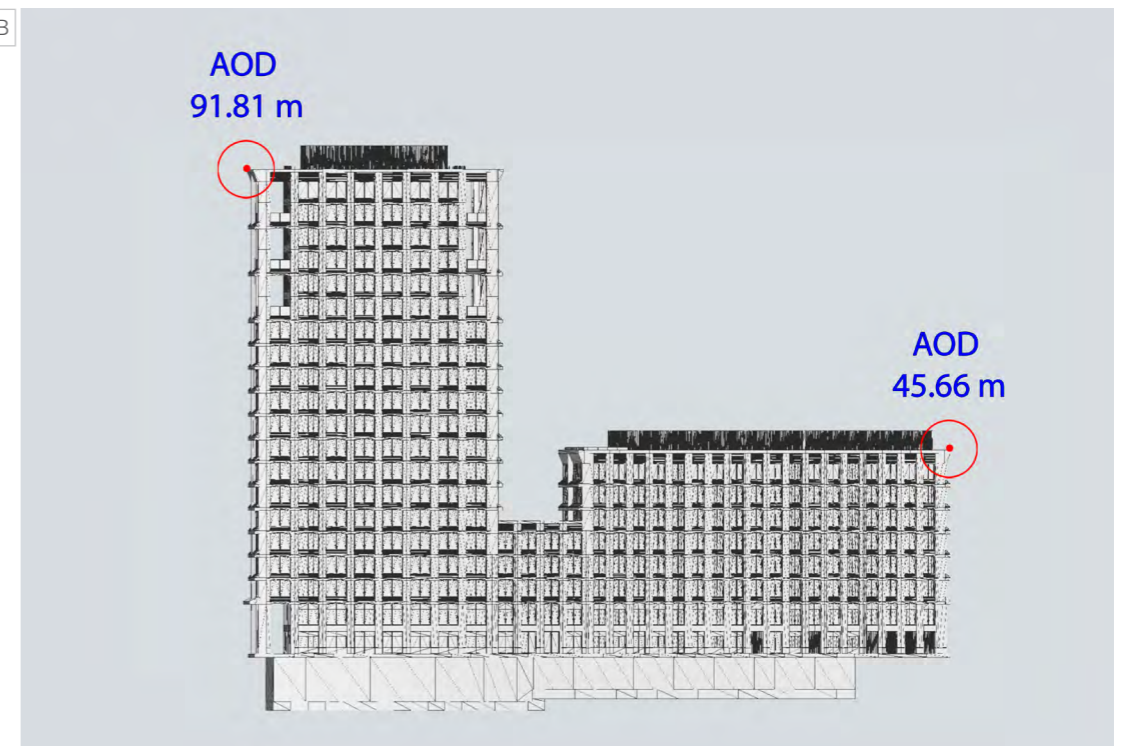
### 0.1 Height and position check

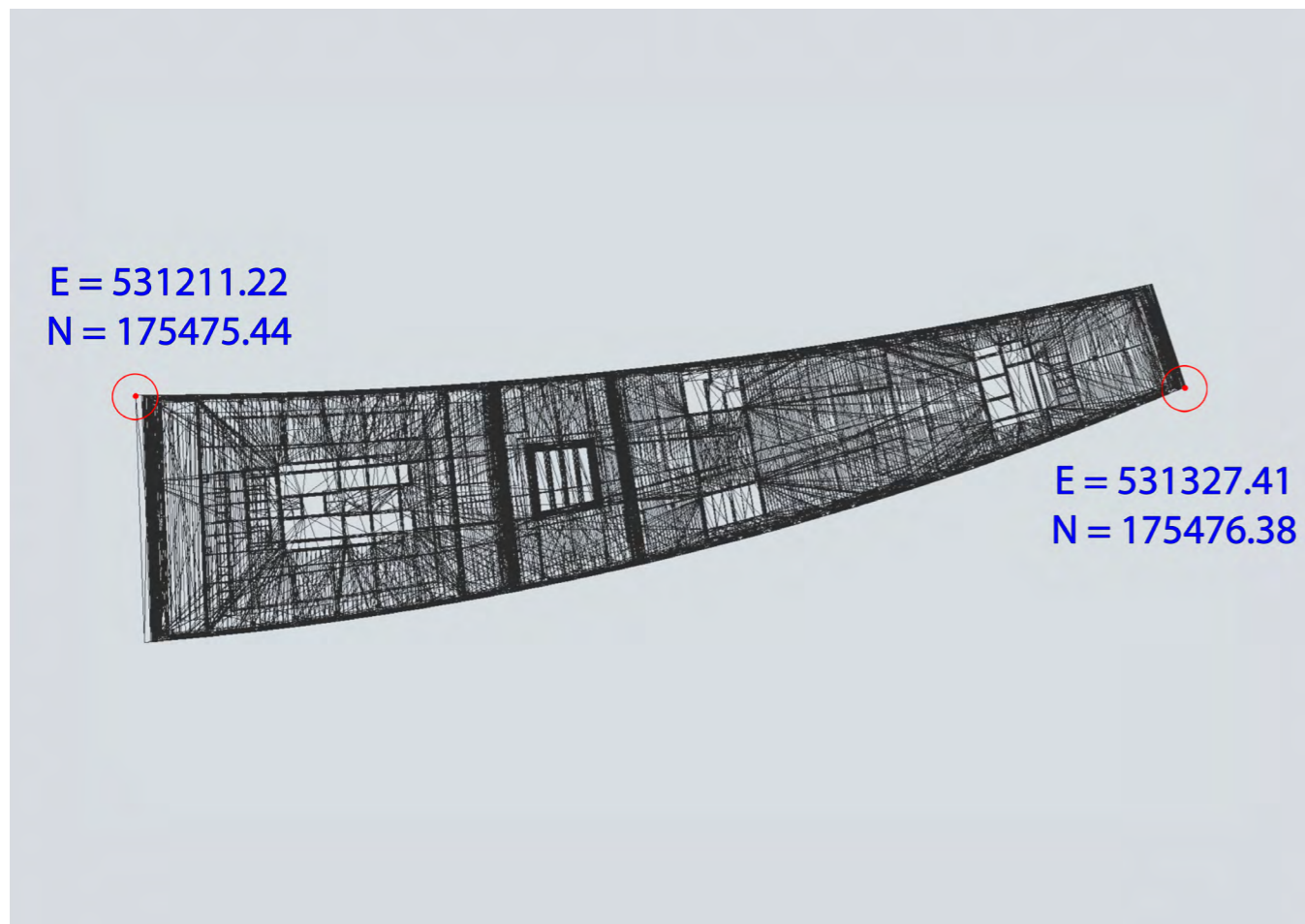
The model is positioned using a site plan provided by the architect. This is then overlaid onto OS positioned survey from a CAD provider. Once the building has been positioned, confirmation of height and position is requested from the architect. At least two clear reference points are agreed and used to confirm the site plan and Ordnance Survey. The height is cross checked against the architect's section and given in metres Above Ordnance Survey Datum (AOD).

14A

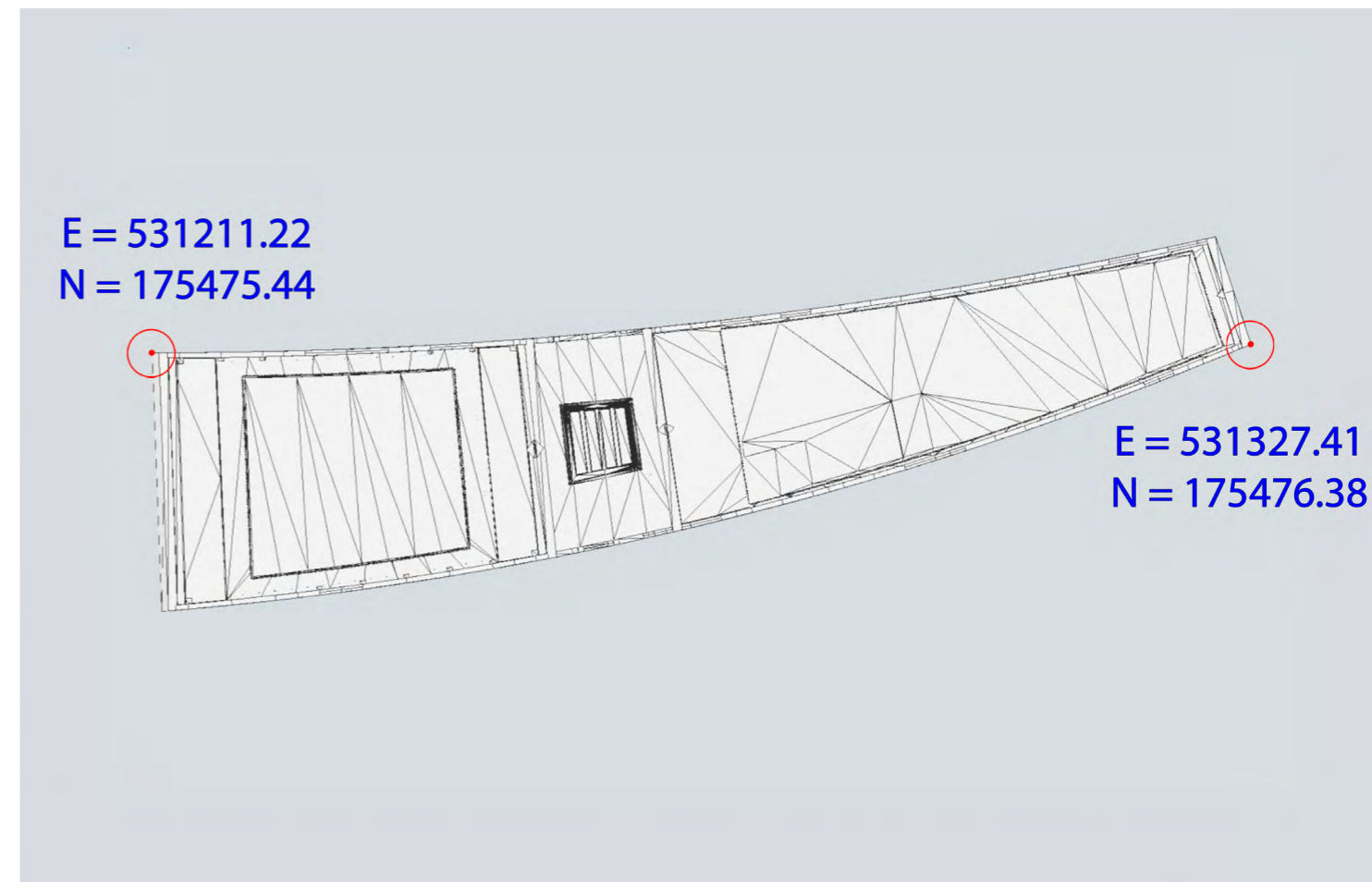


14B





15A



15B

14A Architect's Elevation Drawing

14B Cityscape's Elevation Model

15A Architect's Plan Drawing

15B Cityscape's Plan Model

## 0.0 CAMERA MATCHING

### 0.1 Cityscape's Database

Cityscape has built up a comprehensive database of survey information on buildings and locations in central London; the database contains both GPS survey information and information regarding the dimensions and elevations of buildings gathered from architects and other sources. Figure 16 shows a selection of GPS located models (yellow) within Cityscape's database which effectively represents a 3D verified computer 'model' of some prominent buildings in central London. The term '3D model' has been adopted with caution in this methodology as it is thought to be slightly misleading because not every building in central London is included in the database although the majority of those buildings which form part of the 'skyline' are included.

The outlines of buildings are created by connecting the surveyed points or from the information obtained from architects' drawings of particular buildings. By way of example of the high level of detail and accuracy, approximately 300 points have been GPS surveyed on the dome of St. Paul's. The database 'view' (as shown in Figure 16) is 'verified' as each building is positioned using coordinates acquired from GPS surveys.

In many instances, the various co-ordinates of a particular building featured

in one of the background plates are already held by Cityscape as part of their database of London. In such cases the survey information of buildings and locations provided by the surveyor (see section 3 above) is used to cross-check and confirm the accuracy of these buildings. Where such information is not held by Cityscape, it is, where appropriate, used to add detail to Cityscape's database. The survey information provided by the surveyor is in all cases used in the verification process of camera matching.

### 0.2 Cityscape's Database

A wireframe<sup>6</sup> 3D model of the proposed scheme if not provided is created by Cityscape from plans and elevations provided by the architects and from survey information of the ground levels on site and various other points on and around the site, such as the edge of adjacent roads and bollards etc. provided by the surveyor.

### 0.3 Camera Matching Process

The following information is required for the camera matching process:

- Specific details of the camera and lens used to take the photograph and therefore the field of view (see section 1);
- The adjusted or corrected digital image i.e. the 'background plate' (see section 2);

- The GPS surveyed viewpoint co-ordinates (see section 3);
- The GPS surveyed co-ordinates of particular points on the buildings within the photograph (the background plate) (see section 3);
- Selected models from Cityscape's database (see section 3);
- The GPS surveyed co-ordinates of the site of the proposed scheme (see section 3);
- A 3D model of the proposed scheme (see section 4).

A background plate (the corrected digital image) is opened on computer screen (for example, Figure 17), the information listed above is then used to situate Cityscape's virtual camera such that the 3D model aligns exactly over the background plate (as shown in Figures 18 and 21) (i.e. a 'virtual viewer' within the 3D model would therefore be standing exactly on the same viewpoint from which the original photograph was taken (Figure 20). This is the camera matching process.

### 0.4 Wireline Image

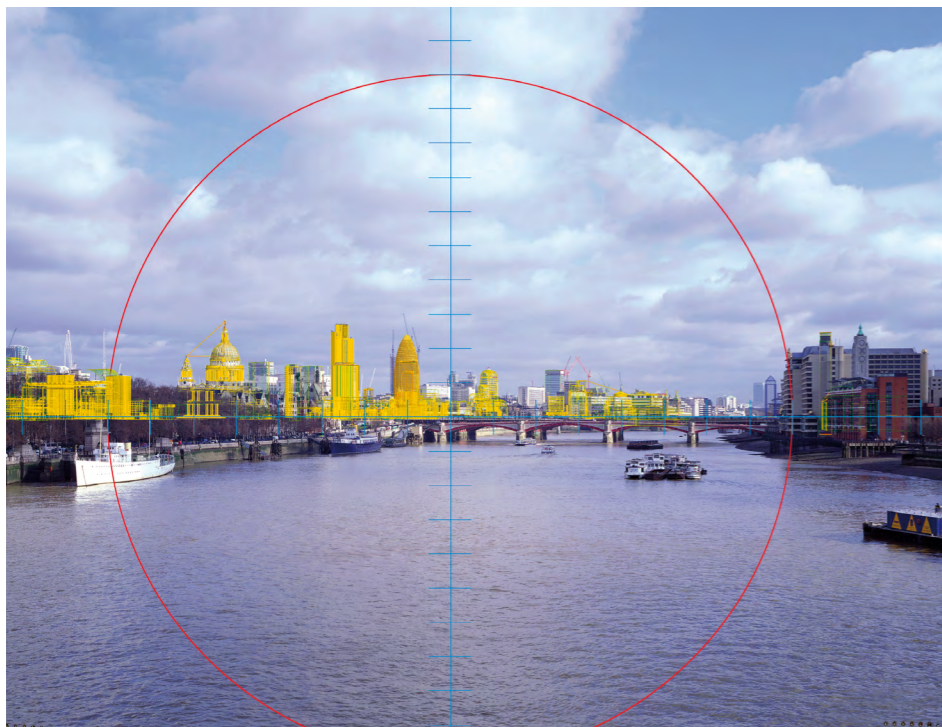
Cityscape is then able to insert the wireframe 3D model of the proposed scheme into the view in the correct location and scale producing a verified wireline image of the proposal (shown in Figures 19 & 22).

The camera matching process is repeated for each view and a wireline image of the proposal from each viewpoint is then produced. The wireline image enables a quantitative analysis of the impact of the proposed scheme on views.



<sup>6</sup> A wireframe is a 3D model, a wireline is a single line representing the outline of the building.

- 16 Selected GPS located models (yellow) from Cityscape's database, situated on Cityscape's London digital terrain model
- 17 Background plate & selected 3D models as seen by the computer camera. Red circle highlights the safe or non-distortive area of the image
- 18 Background plate matched to the 3D GPS located models
- 19 The camera matched background plate with an example of a proposed scheme included in red
- 20 Background plate: digital photograph, size and bank corrected as described in section 3
- 21 Camera matching: the background plate matched in the 3D GPS located models
- 22 The camera matched background plate with the proposed scheme included



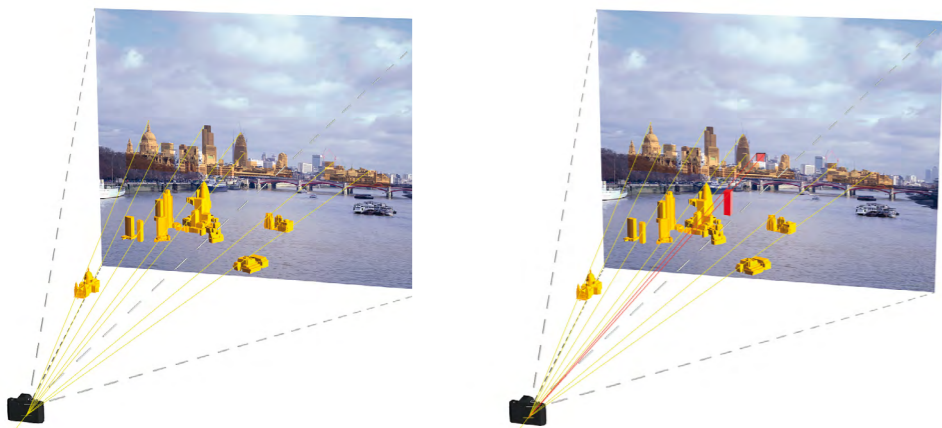
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# 0.0 RENDERING

## 0.1 Rendering

Rendering is a technical term referring to the process of creating a two-dimensional output image from the 3D model.

## 0.2 Texturing

In order to assist a more qualitative assessment of the proposals, the output image needs to be a photo-realistic reflection of what the proposed scheme would look like once constructed. The process of transforming the wireframe 3D scheme model (see Section 7) into one that can be used to create a photo-realistic image is called texturing<sup>7</sup>

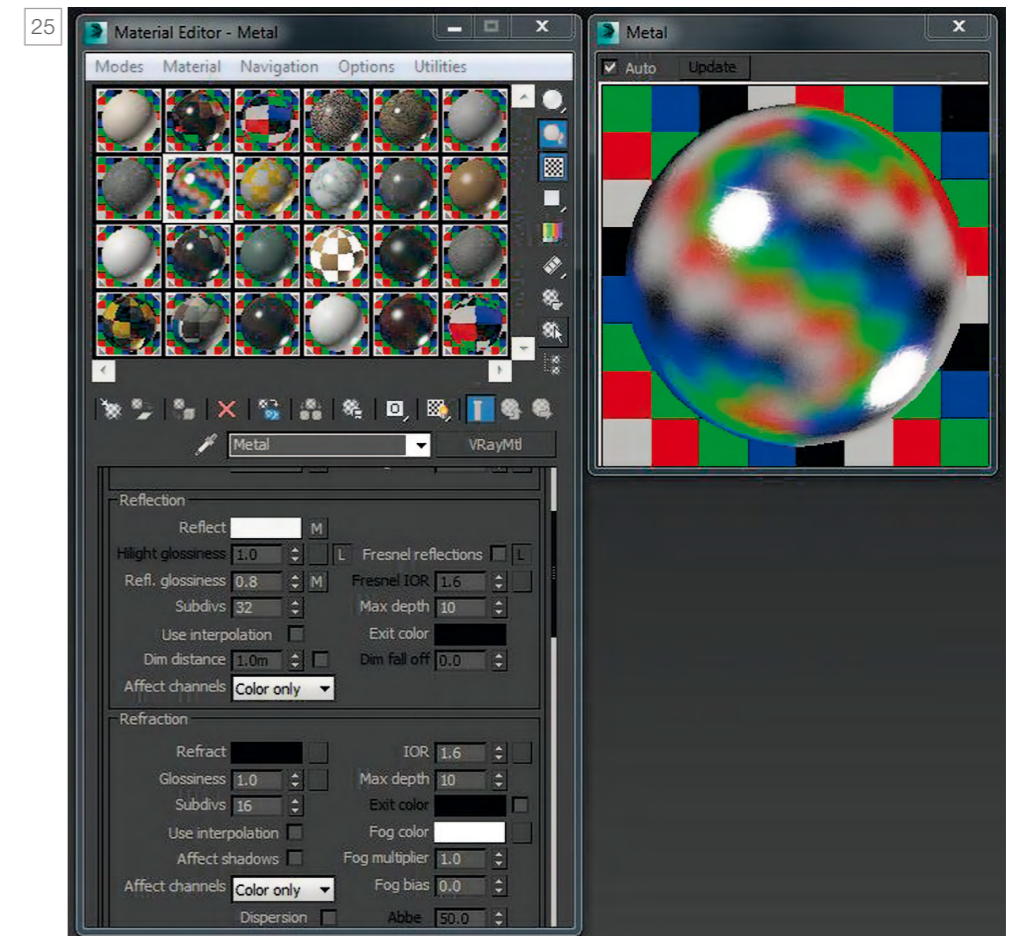
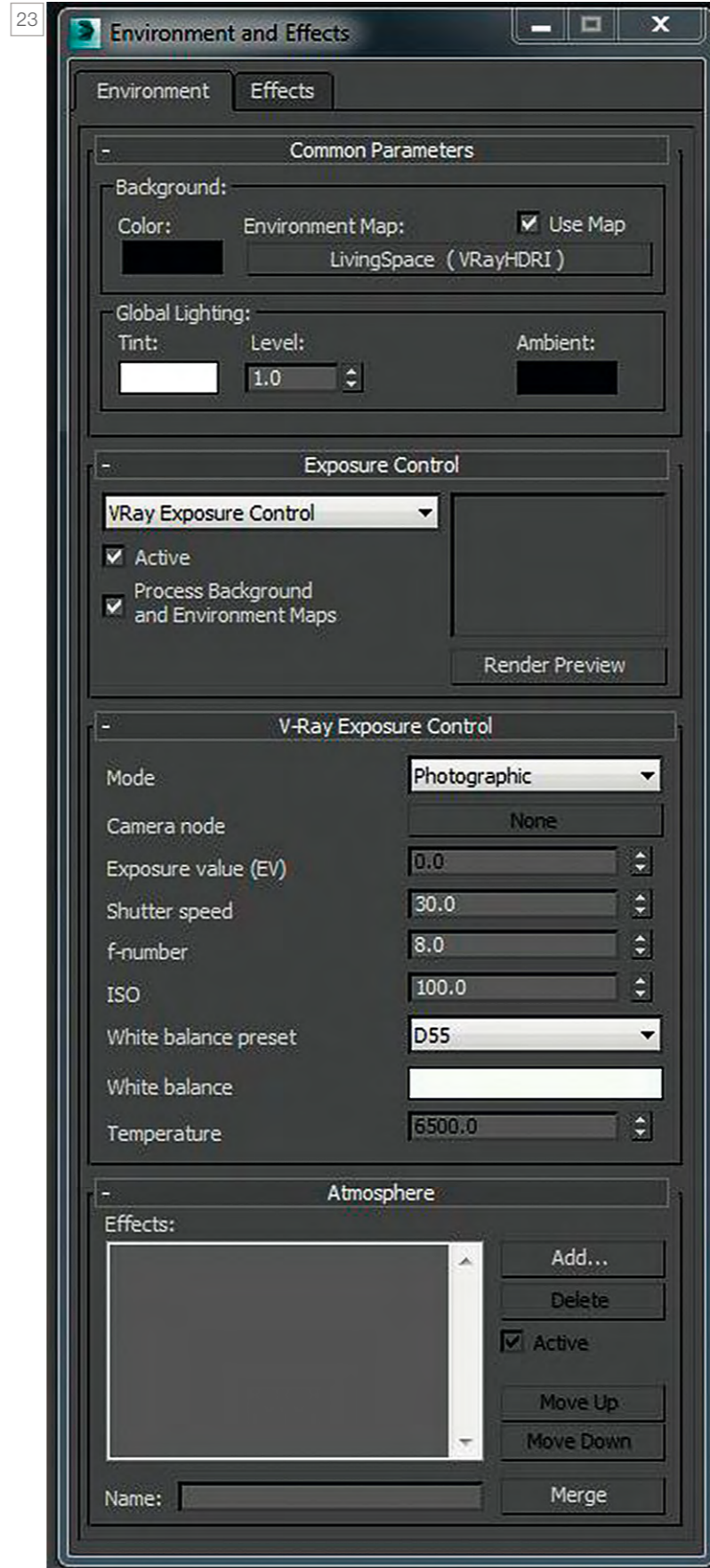
Prior to rendering, Cityscape requires details from the architect regarding the proposed materials (e.g. type of glass, steel, aluminium etc.) to be utilised. Cityscape also use high resolution photographic imagery of real world material samples, supplied by the client or the manufacturer, to create accurate photorealistic textures for use in all our images. This information is used to produce the appearance and qualities in the image that most closely relates to the real materials to be used (as shown in Figures 24 and 25).

## 0.3 Lighting and sun direction

The next stage is to light the 3D model to match the photographic environment. The date (including the year) and time of the photograph and the latitude and longitude of the city are input (see Figure 23) into the unbiased physically accurate render engine. Cityscape selects a 'sky' (e.g. clear blue, grey, overcast, varying cloud density, varying weather conditions) from the hundreds of 'skies' held within the database to resemble as closely as possible the sky in the background plate. The 3D model of the proposed scheme is placed within the selected sky (see Figure 27) and using the material properties also entered, the computer calculates the effects of the sky conditions (including the sun) on the appearance of the proposed scheme.

An image of the proposed scheme is produced showing the effect of light and sun (as shown in Figure 26). The selection of the matching sky is the only subjective input at this stage.

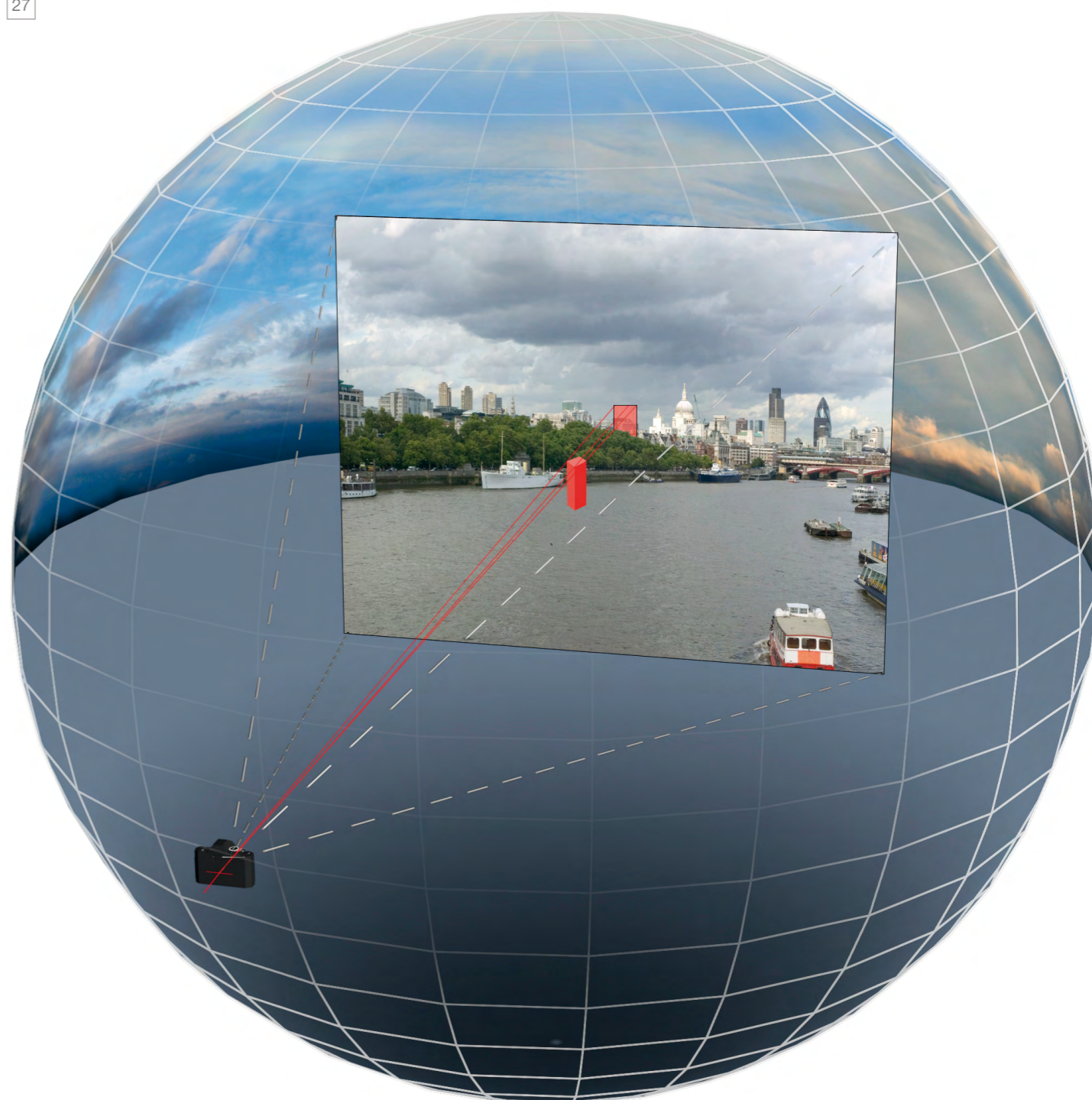
<sup>7</sup> Texturing is often referred to as part of the rendering process, however, in the industry, it is a process that occurs prior to the rendering process.





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- 23 Screenshot of environment information (time, date and year) entered to locate the sun correctly (see section 7.3)
- 24 Screenshot of some materials in the 3D rendering package
- 25 Screenshot of material and surface properties
- 26 Example of rendered scheme using High Dynamic Range Imaging
- 27 Example of a proposed scheme highlighted in red within the selected sky and rendered onto the background plate

## 0.0 POST PRODUCTION

### 0.1 Post production

Finally the rendered image of the scheme model is inserted and positioned against the camera matched background plate. Once in position the rendered images are edited using Adobe Photoshop<sup>®8</sup>. Masks are created in Photoshop where the line of sight to the rendered image of the proposed scheme is interrupted by foreground buildings (as shown in Figure 29).

The result is a verified image or view of the proposed scheme (as shown in Figure 30).

<sup>8</sup> Adobe Photoshop<sup>®</sup> is the industry standard image editing software.



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28 Background plate

29 Process Red area highlights the Photoshop mask that hides the unseen portion of the render

30 Shows a photo-realistic verified image



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