

Land at Somerleyton Road, Brixton

in the London Borough of Lambeth

planning application no. 15/05282/FUL

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal (revised since submission)

Demolition of existing buildings (with the exception of Carlton Mansions which is to be retained and refurbished) and redevelopment to provide a residential-led mixed use development (between two and eleven-storeys) comprising 304 new dwellings (50% affordable) and approximately 8,000 sq.m. of non-residential uses including a theatre (Sui Generis), employment, retail and community uses (Use class B1/D1/A1/A2) with associated parking, landscaping and ancillary works.

The applicant

The applicant is **Lambeth Council**, and the architect is **Metropolitan Workshop**.

Strategic issues

The proposed **residential-led mixed use** scheme is **well-designed**; would positively contribute towards **sustainable communities**; and is **strongly supported** in strategic planning terms.

Nevertheless, a number of outstanding **transport** issues need to be resolved, and assurances are sought with respect to **housing** and **sustainable development** matters.

Recommendation

That Lambeth Council be advised that whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan for the reasons set out in paragraph 61 of this report. The resolution of those issues could, nevertheless, lead to the application becoming compliant with the London Plan.

Context

1 On 1 October 2015 the Mayor of London received documents from Lambeth Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor had until 11 November 2015 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. However, in this case it has been agreed with Lambeth Council that the Mayor will provide his comments on 18 November 2015.

2 On 2 November 2015 Lambeth Council notified the Mayor of the submission of amended plans (these revisions are discussed in paragraph 11 below).

3 This report sets out information for the Mayor's use in deciding what decision to make.

4 The application is referable under the following categories of the Schedule to the Order 2008:

- 1A 1. *"Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats"; and,*
- 1B 1.(c) *"Development... which comprises or includes the erection of a building or buildings - outside Central London and with a total floorspace of more than 15,000 square metres".*

5 Once Lambeth Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Council to determine it itself.

6 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

7 Somerleyton Road is located at the south-eastern edge of Brixton town centre, opposite Brixton Village (Grade II) at the junction with Coldharbour Lane. The site is long and rectangular in shape, and is situated on the western side of Somerleyton Road. The eastern side of Somerleyton Road is characterised by two to three-storey housing of the Moorlands Estate - which is located to the south of an eight-storey residential block (known as the 'Brixton Wall'). South of the site is the Loughborough Park estate, which gained outline planning permission in 2011 for phased redevelopment to provide approximately 500 new homes across a number of blocks of up to nine-storeys (10/03653/OUT). To the west of the site is a raised railway line that runs parallel with Somerleyton Road. There is an east-west pedestrian link (known as 'Somerleyton Passage') within the site that passes under the railway line, and links Somerleyton Road to Bob Marley Way and the residential neighbourhood beyond to the west.

8 The site is occupied by a variety of buildings, including Carlton Mansions (formerly a House of Multiple Occupation, but now unoccupied) at the north end of the site fronting Coldharbour Lane. There is a mural ('Nuclear Dawn') on the eastern flank wall of the mansion block. Both the mansions and mural are Locally Listed, and fall within the Brixton Conservation Area. The remainder of the site (outside the Conservation Area) comprises a mixture of non-residential uses (including a temporary school; a community centre; TfL substation; Lambeth and Southwark Community Transport HQ; a large industrial unit; and, a Lambeth Council vehicle maintenance depot. The existing buildings are almost all single-storey, with the exception of Carlton Mansions - which is four-storeys.

9 The area is generally very well served by public transport, with the majority of the site registering a public transport accessibility level of six (on a scale on one to six - where six denotes the most accessible locations in the capital). Brixton National Rail Station lies 200 metres to the northwest of the site, Loughborough Junction is approximately 800 metres to the northeast, and Herne Hill is some 850 metres south of the site. Nineteen bus routes (including the P5 which runs along Somerleyton Road) serve Brixton town centre, and are within close walking distance of the site. The closest part of the Transport for London Road Network (TLRN) is the A23 Brixton Hill, which is 220 metres west of the site, whilst the A224 (part of the Strategic Road Network (SRN)) lies some 320 metres southwest.

Details of the proposal (revised since submission)

10 Demolition of existing buildings (with the exception of Carlton Mansions which is to be retained and refurbished for creative workspace) and redevelopment to provide a residential-led mixed use development (between two and eleven-storeys) comprising 304 new dwellings (including 65 extra care units) and approximately 8,000 sq.m. of non-residential uses including a theatre (Sui Generis), employment, retail and community uses (Use class B1/D1/A1/A2) with associated parking, landscaping and ancillary works.

11 Overall the submitted revisions introduced one (net) additional residential unit into the scheme (i.e. from 303 to 304 units). The detail of the associated changes is summarised below:

- Block C: relocation of education floorspace within block; introduction of two additional units; and, reduction in height of block by 1.1 metre.
- Block E: Conversion of three one-bedroom units to two two-bedroom units.

Case history

12 On 23 June 2015 a pre-planning application meeting was held at City Hall to discuss this proposal. The advice issued by GLA officers stated that the proposed residential-led mixed use redevelopment is strongly supported, and would deliver high quality residential accommodation along with a vibrant agglomeration of community and cultural activities to complement Brixton town centre. The applicant team was, nevertheless, advised to ensure that the future planning submission addresses a number of matters with respect to: social infrastructure; housing; urban design; inclusive access; sustainable development; and, transport – to ensure accordance with the London Plan.

Strategic planning issues and relevant policies and guidance

13 The relevant issues and corresponding policies are as follows:

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|---------------------------|---|
| • Mix of uses | <i>London Plan;</i> |
| • Social infrastructure | <i>London Plan;</i> |
| • Culture | <i>London Plan;</i> |
| • Housing | <i>London Plan; Housing SPG; draft Interim Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG</i> |
| • Affordable housing | <i>London Plan; Housing SPG; draft Interim Housing SPG; Housing Strategy;</i> |
| • Density | <i>London Plan; Housing SPG; draft Interim Housing SPG;</i> |
| • Urban design | <i>London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; draft Interim Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;</i> |
| • Historic environment | <i>London Plan;</i> |
| • Inclusive access | <i>London Plan; Accessible London: achieving an inclusive environment SPG;</i> |
| • Sustainable development | <i>London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy; Mayor's Ambient Noise Strategy;</i> |

- Transport and parking *London Plan; the Mayor's Transport Strategy;*
- Crossrail *London Plan; and, Mayoral Community Infrastructure Levy.*

14 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2015 Lambeth Local Plan; and, the 2015 London Plan (Consolidated with Alterations since 2011).

15 The following are also relevant material considerations:

- National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance; and,
- Draft Minor Alterations to the London Plan 2015.

Principle of development (mix of uses)

16 Brixton is recognised by the London Plan (Map 2.2) as a town centre within inner London. Policy 2.9 seeks to realise the potential of such areas to sustain and enhance economic and demographic growth – whilst delivering improvements to the urban environment. The supporting text to this policy makes clear that achieving sustainable mixed use neighbourhoods is a key means of delivering this objective.

17 The Lambeth Local Plan identifies the Somerleyton Road area as a strategic site, and promotes options for mixed used redevelopment incorporating flexible workspace, cultural and community uses and educational facilities. More specifically, the Brixton SPD (2013) envisages a role for the northern end of this site in terms of contributing towards the further diversification of Brixton's cultural offer.

18 Having regard to the context set out above, the proposed redevelopment is strongly supported in principle terms.

Social infrastructure and culture

19 London Plan Policy 3.16 seeks to protect and enhance the capital's social infrastructure in order to meet the needs of London's growing and diverse population. With respect to the social infrastructure currently on-site, GLA officers understand that the requirement for the temporary school is due to cease in December 2015 (when St. John's Angell Town Church of England Primary moves to permanent accommodation off-site). Nevertheless, in accordance with the objectives of the Local Plan, the applicant proposes the continuation of an educational function at this site. This would be in the form of an early years nursery, a children's centre and an educational facility (currently earmarked for a chef school). This is supported in line with London Plan Policy 3.18.

20 In addition, it is noted that the existing community centre use (Number Six Brixton) is proposed to be re-provided at the site as part of the redevelopment – with a new community hub proposed to be located at the ground floor of block E. This is supported, and in conjunction with the other active ground floor uses in this scheme (including a new local convenience store) this will positively contribute to the creation of sustainable communities in this location.

21 At the northern end of the site (at the junction with Coldharbour Lane) the applicant is proposing flexible workspace (within Carlton Mansions) and a six-storey theatre building. It is envisaged that the theatre space would become the new home for Ovalhouse (currently located in Kennington Oval), and that the adjacent workspace at Carlton Mansions could complement

this (either directly or indirectly) as part of a new creative cluster, opposite Brixton Village. GLA officers support this approach in accordance with London Plan Policy 4.6.

22 Overall GLA officers support the proposed provision of social infrastructure cultural space in strategic planning terms, and note that any further contributions to local infrastructure will be addressed as necessary via the Lambeth community infrastructure levy. More generally, GLA officers are of the view that the proposed mix of non-residential uses would form a vibrant agglomeration of community and cultural activities – complementing the existing offer within the town centre, and positively contributing towards the Mayor’s objectives for sustainable communities and Lifetime Neighbourhoods.

Housing

23 The overall proposed residential accommodation (304 units) breaks down as 239 new homes and 65 extra care units. The provision of new homes alone is equivalent to 15% of Lambeth’s borough-wide annual monitoring housing target as defined by the London Plan, and the proposed delivery of these new residential uses is strongly supported in accordance with London Plan Policy 3.3.

Dwelling type	Private Rented Sector	Intermediate Rent	Social Rent	Extra care		Totals
				Intermediate Rent	Social Rent	
One-bedroom	38	0	0	6	47	91
Two-bedroom	78	9	34	6	6	133
Three-bedroom	33	9	28	0	0	70
Four-bedroom	3	1	6	0	0	10
Totals	152	19	68	12	53	304

Private rented sector housing

24 London Plan Policy 3.8 (Housing Choice) and emerging guidance within the draft Interim Housing SPG identify Private rented sector (PRS) housing as addressing a distinct need, and recognise that the model is becoming increasingly important in terms of supporting labour market mobility. The draft SPG notes that PRS housing may be particularly suitable in instances of town centre intensification, and in locations benefiting from good transport connectivity.

25 Noting the particular characteristics of this site (refer to paragraphs 7 to 9 above), GLA officers are satisfied that a PRS housing offer would be appropriate in strategic planning terms. Nevertheless, in accordance with the draft Interim Housing SPG, GLA officers expect any future planning permission to secure the proposed PRS units as private rent for a fixed period of time (for example, a minimum of 15 years).

Affordable housing

26 The applicant is proposing a 50% provision of affordable housing by unit (including the extra care provision). This provision is strongly supported in accordance with the objectives of the Lambeth Local Plan. With respect to the practical implementation of London Plan Policy 3.12, the Council is advised that, where the provision of affordable housing would meet or exceed the relevant local plan target, GLA officers are satisfied that the maximum reasonable amount of affordable housing would be achieved. Accordingly, and on the basis that the 50% provision of affordable housing would be reasonably secured as part of the planning permission, GLA officers are satisfied that the scheme complies with London Plan Policy 3.12.

27 In terms of affordable housing products the applicant proposes an 80% provision of social rented housing and a 20% provision of intermediate (provided as a discount market rent product). The heavy weighting of the split towards social rented housing is at variance from the strategic 60%/40% split within London Plan Policy 3.11. However, this is a pan-London policy rather than a site specific target, and noting the characteristics of housing need (including the demand for affordable care housing), GLA officers are satisfied that the split proposed in this case is acceptable in strategic planning terms.

Extra care

28 The proposed provision of 65 (affordable) extra care units is strongly supported in accordance with London Plan Policy 3.8 (Housing choice) and 3.17 (Health and social care facilities). The applicant and the local planning authority are advised that GLA officers expect these units to be appropriately secured as extra care (as opposed to conventional housing) via a Section 106 (or similar planning agreement). This may be achieved through reasonable occupier eligibility requirements, and a requirement that at least one occupant of each unit must subscribe to an on-going package of care.

Residential mix and housing standards

29 GLA officers support the proposed balance of dwelling types across the proposed tenures (including the 50% provision of family sized social rented housing). Furthermore, a strategic review of the proposed residential layouts confirms that these would be well-proportioned dwellings that comply with London Plan minimum space standards and respond well to the design quality benchmarks established within the Mayor's Housing SPG. The applicant has also stated the commitment to ensure that all units would meet the 'Lifetime Homes' standard and that 10% of the provision (across a range of residential typologies) would be wheelchair accessible/adaptable. This is supported, however, noting that new national housing standards now apply as part of Building Regulations, the Council is advised to include planning conditions to secure standards M4(2) and M4(3) as per the Mayor's proposed minor alterations to London Plan Policy 3.8.

Children's play space

30 Having had regard to the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG, the applicant has identified a play space requirement for this scheme of 1,593 sq.m. In arriving at this figure it is evident that the extra care dwellings have been treated as normal residential accommodation for the purposes of the assessment – this is supported.

31 The scheme would provide 1,065 sq.m. of on-site play space across several new amenity areas and the wider public realm. This would exceed the requirement for doorstep play provision for children under five, but would represent a 528 sq.m. shortfall overall. Accordingly, the scheme relies on nearby open space (such as Brockwell Park (approximately 600 metres to the south) and/or Ruskin Park (approximately 900 metres to the east)) in order to meet the needs of older children within the development. GLA officers are satisfied that this is acceptable in principle, however, the local planning authority is invited to consider whether mitigation may be required for any associated intensification in the use of these parks.

Density

32 The site has a public transport accessibility level of six, and GLA officers have classified the setting as central in character. The London Plan density matrix (Table 3.2), therefore, suggests a residential density of between 650 to 1,100 habitable rooms per hectare for this scheme. The applicant has confirmed that the residential density of the scheme is 526 habitable rooms per

hectare. This is slightly below the range that would be typically expected for a site of these characteristics. However, having regard to the urban design comments below, GLA officers support the approach to density which provides an appropriate response to context and would allow for the delivery of an optimised housing provision as part of a vibrant mixed use scheme. Accordingly the application accords with London Plan Policy 3.4.

Urban design

33 GLA officers understand that this scheme has been developed following a well-orchestrated consultation process – involving neighbouring residents and various other local stakeholders. This approach is supported, and has clearly contributed to a well thought-out scheme, with an excellent mix of uses and a rich and varied public realm. The proposal to allow various plots to be designed by different architectural practices (within an overall design framework) is supported in particular, and will generate a scheme that supports local distinctiveness and neighbourhood identity, and benefits from extensive peer review as part of the design process.

34 The form and massing strategy is broadly supported, and draws from the established scale of neighbouring residential development in order to establish a consistent two/three-storey podium height. This datum level is then proposed to be punctuated by taller elements of refined proportions. The proposed scale generally ascends from south to north – towards Coldharbour Lane and Brixton town centre. This strategy helps to support a legible townscape, and also minimises potential overshadowing effects at Somerleyton Road. The tallest element (an eleven storey residential block at plot C) is, nevertheless, set two blocks back from Coldharbour Lane. This allows for the transition to a six-storey block to front Coldharbour Lane – which offers a sympathetic response to Carlton Mansions (Locally Listed), Brixton Village (Grade II) and Brixton Conservation Area. Having considered the various other views tested as part of the submitted urban design analysis, GLA officers are satisfied that the proposal would provide a high quality townscape response, and would not harm the character/setting of proximate Conservation Areas and Listed Buildings. Accordingly, the application accords with London Plan policies 7.7 and 7.8.

35 A key benefit of the scheme would be the enhanced activation of Somerleyton Road – which is proposed to form a residential street punctuated with retail, education and community uses. The proposed blocks have been aligned so as to provide clear and legible connections to the east, and a varied north-south building line which defines a number of pocket areas of public realm (all of which would be well addressed by active frontages). This approach is strongly supported, and would significantly enhance the character of Somerleyton Road, as well as its relationship with Moorlands Estate to the east. Similarly, the intention to improve the quality of Somerleyton Passage (and to position retail frontages at its eastern entrance) is welcomed and will help to promote the use and safety of this locally important east/west link.

36 The proposed retention and refurbishment of Carlton Mansions and mural (Locally Listed) is strongly supported in accordance with London Plan Policy 7.9. Moreover, GLA officers are of the view that the proposed conversion of this building into a creative workspace would help to secure a sustainable use for this building, and make a positive contribution towards the agglomeration of a vibrant cultural cluster in this location.

37 With respect to the proposed theatre, officers note that the block alignment has been carefully designed in order to respect the setting of Carlton Mansions and mural. The arrangement also allows for the creation of a new public space on Coldharbour Lane, opposite Brixton Village (Grade II, and part of the Brixton Markets Complex). A new space of a more secluded character would also be created behind the theatre building. Named ‘Railway Yard’,

this would be a south facing informal space – flanked by the proposed chef school frontage and the rear of the theatre. Whilst the primary function of this space will be to provide vehicular access and goods delivery to the theatre, the applicant is also exploring opportunities to use this as a location for other uses – such as a night market. The proposed multi-use of this space in this way is strongly supported, although the design of the southern elevation of the theatre building will be critical to ensuring the quality of this as a public space. In response to pre-application advice GLA officers note that this elevation has been designed to include opportunities for activation and passive surveillance (particularly at night). This is supported.

38 Having reviewed the residential blocks, GLA officers are of the view that residential quality would be high across the scheme. The linear nature and orientation of the site enables good east-west daylight/sunlight penetration, and it is noted that 96% of units would be dual aspect. This has been achieved through efficient building footprints for taller elements, and the inclusion of through-units within podium elements. The inclusion of ground floor duplex units with individual front doors is also welcomed, and would provide good access to residential amenity/children’s play spaces.

39 The proximity of the railway to the west of the site is, nevertheless, expected to present some potential challenges for residential quality associated in terms of noise and vibration. However, based on the conclusions of the submitted acoustic and vibration assessment GLA officers are of the view that the impact would be capable of acceptable mitigation through conventional design and construction measures. The Council is encouraged to secure these measures, in accordance with the recommendations of the submitted assessment, by way of planning condition in line with London Plan Policy 7.15.

Inclusive access

40 The applicant has set out its response to access and inclusion within the design and access statement. GLA officers support the commitment to ensure equal and convenient access throughout the development, and note that, in particular, the scheme presents a valuable opportunity to enhance the accessibility of this neighbourhood and local connections towards the town centre. The proposed provision of extra care housing is also a very welcome component of the scheme.

41 Based on the submitted drawings it is evident that the building entrances would be legible, accessible and uncluttered. Internally the blocks are well resolved – with circulation routes generously proportioned and well laid out, and typical layouts demonstrating that relevant wheelchair standards could be achieved. The landscaping details confirm that routes through the public realm would be safe and generous, and gradients would be well-handled. Furthermore, the design and access statement confirms that the roof garden area at block D (extra care centre) would be fully accessible to wheelchair users. Overall the approach to access and inclusion is supported in accordance with London Plan Policy 7.2.

Sustainable development

Energy strategy

42 For the purposes of assessing applications against the carbon dioxide savings target within London Plan Policy 5.2, the Mayor now applies a 35% reduction target beyond Part L 2013 of Building Regulations. In accordance with the principles of Policy 5.2 the applicant has submitted an energy statement for the proposed scheme, setting out how the development proposes to reduce carbon dioxide emissions in accordance with the London Plan energy hierarchy. GLA officers note that the energy strategy for this scheme has evolved well in response to GLA pre-application

advice. In summary, the proposed strategy comprises: energy efficiency measures (including solar shading, low energy lighting and mechanical ventilation with heat recovery); a single energy centre driven by high efficiency gas boilers until an anticipated connection to the Brixton District Heating Network comes forward (with a combined heat and power system as a fall back option); and, roof-mounted photovoltaic panels. Overall the strategy would achieve a 36% carbon dioxide saving, which would exceed the target within London Plan Policy 5.2, and is supported. The Council is encouraged to secure development in accordance with the energy strategy as part of any planning permission.

Climate change adaptation

43 The proposed landscaping strategy offers various opportunities for urban greening and tree planting in accordance with London Plan Policy 5.10. Such areas include amenity space for residents, as well as biodiverse initiatives including green and brown roof areas. This provision is strongly supported and, in conjunction with other landscaping and attenuation measures, the proposed development is expected to achieve a greenfield run-off rate up to the 1 in 100 years plus climate change storm scenario. This is supported in accordance with London Plan policies 5.10, 5.11 and 5.13, and the Council is encouraged to secure detailed approval of these climate change adaptation measures by way of planning condition.

Transport

Car parking

44 The applicant proposes to remove between 7 and 29 unrestricted parking bays along Somerleyton Road, and to replace these with a limited number of restricted bays and an widened footway to improve the public realm. Parking provision is proposed to be split into daytime and overnight parking.

45 A total of 31 restricted bays have been proposed, comprising thirteen Controlled Parking Zone, six Blue Badge, nine short-stay and three car club bays. Additionally, 22 unrestricted overnight parking spaces will be provided on sections of the proposed widened footway. Three of the Blue Badge spaces and two of the short-stay spaces have been allocated to Plot D. Loading bays for delivery and servicing have also been provided within the Railway Yard space at Plot B. TfL understands that no other car parking spaces have been allocated to any of the uses on site, but should be clarified by the applicant.

46 Although the total proposed spaces (53) is a reduction from the existing 60, TfL seeks a further reduction on the basis that the majority of the site has an excellent level of public transport accessibility. This would also promote sustainable travel and reduce traffic flow impacts in line with London Plan Policy 6.13.

47 Notwithstanding the above, given the potential of the scheme to provide up to 30 wheelchair accessible units (through future adaptation) GLA officers seek an increase in Blue Badge provision from the six spaces currently proposed. Once opportunities for increasing on-site provision have been realised, a parking management strategy may be secured to trigger the delivery of additional passive Blue Badge spaces in response to demand.

48 Electric Vehicle Charging Points should also be provided in line with London Plan Policy 6.13 - which states that 20 per cent of all spaces must be for electric vehicles, with an additional 20 per cent passive provision for electric vehicles in the future. TfL welcomes the introduction of three car club bays and suggests the developer commits to providing free car club membership

for all residents. This should be included in the travel plan and secured in the section 106 agreement.

Cycle parking

49 The proposed cycle parking provision for non-residential elements at plots D and E is based on estimated staff numbers. The proposals are considered acceptable, however, TfL requests that the applicant ensures the provision for each plot would be increased if the predicted staff numbers rise. The employee shower and changing facilities are welcomed, and should be secured by way of planning condition.

50 TfL requests that 236 cycle parking spaces are provided for the residential component of plot C, and 128 cycle parking spaces are provided for the residential component of Plot E. TfL notes that the 81 residential cycle parking spaces proposed for Plot F fall short of London Plan standards. Accordingly, TfL seeks an additional three long-stay spaces and one short-stay space - which would total 85 cycle parking spaces for the 42 units. All other cycle parking provisions across the scheme are acceptable. Once the above points have been addressed by the applicant, the cycle parking provision should be secured by way of planning condition.

Safeguarding transport infrastructure

51 London Underground tunnels pass under the site, and part of the site is in London Underground ownership. Accordingly, the site is subject to infrastructure protection requirements. The application proposes changes that potentially affect this infrastructure/land, and it is understood that London Underground has issued a holding objection until a number of related matters can be suitably resolved. TfL has made the applicant aware of the detail of these issues, and the applicant is encouraged to take forward its engagement with London Underground in order to address any outstanding concerns.

Trip generation

52 TfL welcomes the fact that multi-modal trip generation surveys have been carried out. However, having reviewed this information TfL is concerned that there may be potential impacts on bus capacity for services running through Brixton – in the context of existing capacity issues. Contributions towards additional bus capacity may be required to mitigate this impact. TfL will provide further comments and information in this regard directly to the applicant and the Council.

Public realm

53 TfL notes that a number of improvements to the public realm have been proposed. These are broadly supported, as is the commitment to ensure that the width of carriageway is not reduced beyond its current narrowest point. This is important in order to ensure buses can continue to be accommodated. The applicant will be required to enter into a Section 278 agreement with Lambeth Council for the proposed works to the highway, and the final design should be agreed with TfL to ensure bus requirements are met.

Travel planning

54 The applicant has submitted a framework Travel Plan, and indicates a commitment to submit a full Travel Plan - which is supported. The Travel Plan should include targets and corresponding measures to encourage sustainable travel and, more generally, should accord with TfL Travel Plan guidance. The final version of the Travel Plan (including all agreed measures

therein) should be secured, enforced, monitored and reviewed as part of the Section 106 agreement in accordance with London Plan Policy 6.3.

55 TfL welcomes the submission of a framework Delivery and Servicing Plan, and framework Construction Management Plan. TfL requests the final versions of both documents, which should include logistics and specific consideration of cycle safety and on site conflicts, are secured by way of planning condition.

Community Infrastructure Levy

56 In accordance with London Plan Policy 8.3, the Mayoral Community Infrastructure Levy (CIL) came into effect on 1 April 2012. All new developments that create 100 sq.m. or more additional floorspace are liable to pay the Mayoral CIL. The levy is charged at £35 per square metre of additional floor space in the London Borough of Lambeth.

Local planning authority's position

57 Lambeth Council is expected to formally consider the application at a planning committee meeting in December 2015 / January 2016.

Legal considerations

58 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

59 Pursuant to section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Mayor must have special regard to the desirability of preserving Listed Buildings, their settings, or any features of special architectural or historic interest that they may possess.

Financial considerations

60 There are no financial considerations at this stage.

Conclusion

61 London Plan policies on mix of uses, social infrastructure, culture, housing, urban design, historic environment, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:

- **Mix of uses:** The proposed mix of residential and non-residential uses would form a vibrant agglomeration of community and cultural activities - complementing the existing offer within the town centre, and positively contributing towards sustainable communities and Lifetime Neighbourhoods.

- **Social infrastructure and culture:** The proposed provision of social infrastructure and cultural space is strongly supported in accordance with London Plan policies 3.16, 3.18, and 4.6.
- **Housing:** The proposed residential uses (50% affordable) are strongly supported in line with London Plan policies 3.3, 3.4, 3.8 and 3.12. Notwithstanding this, the proposed PRS units should be secured as exclusively for private rent for a minimum period of time. The extra care units should also be appropriately secured as such.
- **Urban design and historic environment:** This is a well-designed scheme with high residential quality, an excellent mix of uses and a rich and varied public realm. The approach to scale and massing successfully optimises development potential, whilst providing an appropriate response to context. The proposal would not cause harm to the character/setting of proximate Conservation Areas and Listed Buildings and complies with London Plan policies 7.1, 7.7, 7.8 and 7.9.
- **Inclusive access:** The approach to access and inclusion is supported in accordance with London Plan Policy 7.2.
- **Sustainable development:** The proposed energy strategy and climate change adaptation measures are supported in strategic planning terms and should be secured by way of planning condition.
- **Transport:** Whilst the proposal is generally acceptable in strategic transport terms, the applicant should address the matters raised with respect to: car parking; cycle parking; safeguarding transport infrastructure; trip generation; public realm; and, travel planning to ensure accordance with London Plan policies 6.3, 6.9, 6.13 and 6.14.

62 The resolution of the outstanding issues above could lead to the application becoming compliant with the London Plan.

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