

Brixton

- 11.20 A distinctive major town centre, Brixton has developed an international reputation based on its markets, cultural and creative energy and diversity. It has a rich architectural heritage with many landmark buildings in a significant conservation area and a lively evening economy. Brixton is a major administrative and employment centre with jobs across a range of sectors and levels and is a busy transport interchange with regular and quick access to the centre of London. Popular with local people, Brixton also attracts visitors and tourists from around the globe.
- 11.21 While Brixton has clear and considerable strengths, it also faces significant challenges. There is a need to support local business, improve permeability, put in place the required social infrastructure and manage change, to ensure local people benefit. Brixton is part of the London Plan priority areas for regeneration and the Future Brixton Masterplan (2009), developed through extensive resident and key stakeholder consultation, outlines ambitious aspirations for the area.
- 11.22 There is clear potential for growth in terms of vital job and business creation to improve its future resilience. Building on the masterplan's principles and ambitions, the Brixton supplementary planning document (SPD) adopted in June 2013 was co-produced with the local community, key stakeholders and partners to provide detailed planning guidance to ensure that any development meets local needs and objectives, including the provision of new homes and jobs; improved and new social, community, educational and physical infrastructure; and an enhanced retail and cultural offer.
- 11.23 The retail offer includes a unique range of specialist independent units, multi-cultural indoor and street markets, convenience units and multiple retailers, including clothes and food stores. Of the 411 retail/service units, 11 per cent were vacant in 2012 - below the national average (NLP 2013). However, given competition from other centres and changing consumer patterns and demand (such as internet shopping), there is a need to improve provision. The development of a strategy to encourage use by more local residents, maximise commuter spend and enhance and promote the offer for both local people and international visitors (developing Brixton as a tourist destination) would support Brixton's reputation and growth as a retail and cultural centre.
- 11.24 There is an opportunity to maximise employment and business 'progression routes' through using the markets and the growth potential of the creative and green industry sectors, working in partnership with employers, colleges and others. There is demand for additional affordable and flexible business space to meet small and medium enterprise (SME) and start-up business needs – stimulating growth and providing further employment. A number of new units are to be provided in the development at the 'Your New Town Hall' site.
- 11.25 The Mayor of London's transport strategy identifies Brixton as a strategic interchange. A key mayoral policy is to improve interchange between different forms of transport, particularly around major rail and underground stations and where this will enhance connectivity in outer London. Brixton underground station has undergone major renovation and modernisation work and the Victoria line, of which Brixton is the southern terminus, has had a major upgrade to increase its capacity. New development in Brixton town centre must support this objective and contribute to improving the interchange between rail and underground.
- 11.26 The London Overground extension to Clapham Junction is complete. While there are currently no plans for a station at Brixton (which would be supported by the Mayor's policies - see above), this is a long-held local aspiration which the council is keen to pursue through partnership working. New platforms to enable the Overground to stop at Brixton and create a strategic rail interchange could open up commercial, development and other opportunities.
- 11.27 Transport for London (TfL) has undertaken significant carriage and foot-way improvements on Brixton Road, including bus and cycle priority measures, widened pavements and road-safety measures. Significant investment has also gone into the creation of a large public space at Windrush Square, opened in February 2010. This provides a central location for events and cultural activity, alongside the Tate Library and the Black Cultural Archives development at Raleigh Hall.



11.28 Complementary public realm improvements to a number of town centre streets, in 2012, provide an enhanced experience for pedestrians and cyclists. Further improvements will be sought in relation to any new development in the town centre. New high-quality animated public spaces are important in developing pride of place and supporting a sense of safety and wellbeing. Priorities include improvements to the overland station entrance and its environs, Atlantic Road, Brixton Station Road, Popes Road and Coldharbour Lane. Initiatives to improve the permeability of the centre, particularly through railway viaducts and railway land will also be sought. Outside the town centre, estate regeneration, when it takes place, will have permeability and community safety as a high priority.

11.29 Brixton has benefited from an increase in the range and standard of secondary school places, with, for example, the opening of Michael Tippett Special Educational Needs School (February 2008); Elm Court Special Educational Needs School (February 2009); and Evelyn Grace Academy, which won the Sterling Design Prize (September 2010). Primary school provision needs to be significantly increased.

11.30 Lambeth Council developed a play park at Max Roach Park with a grant of £1.3 million. This is a

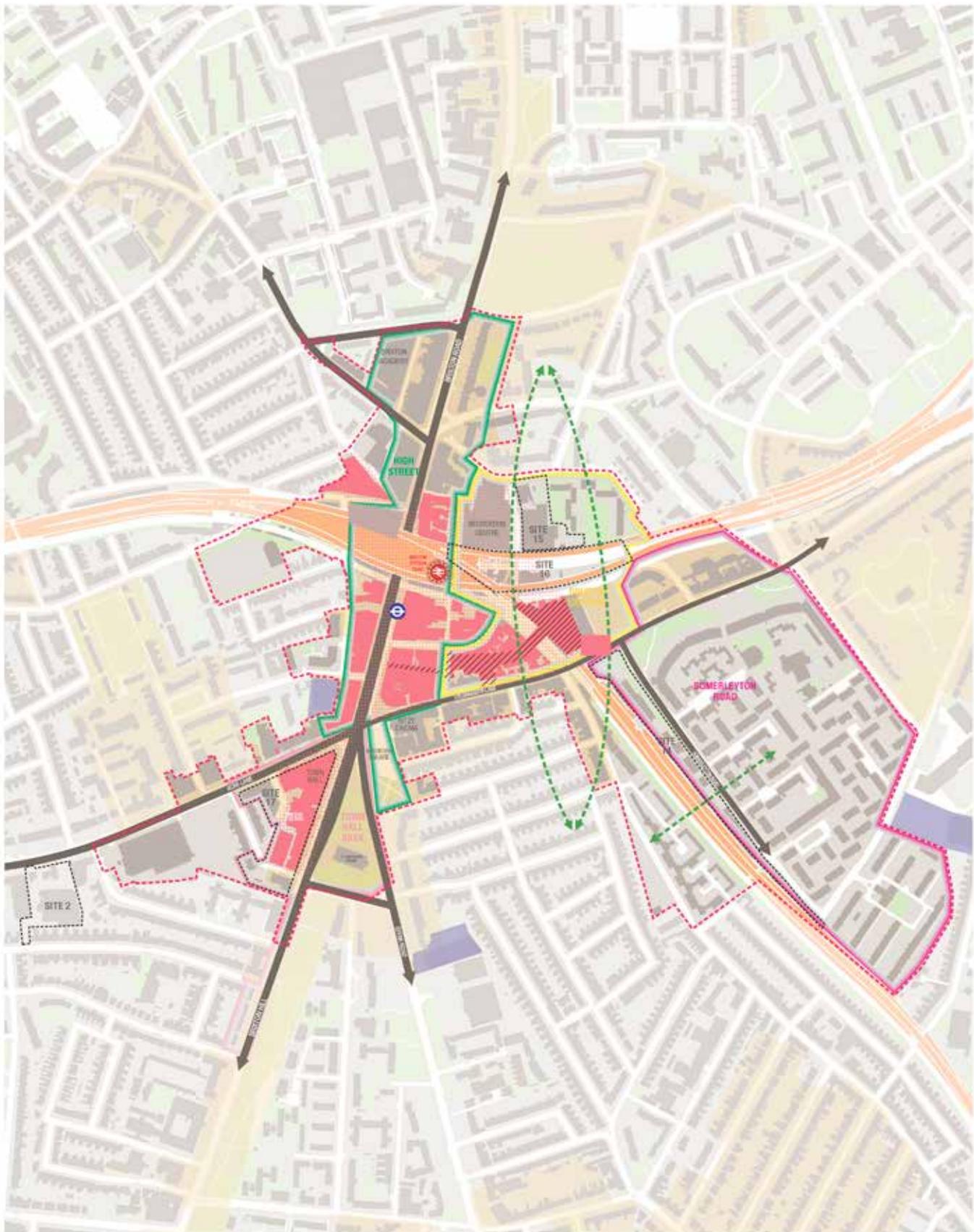
flagship and highly innovative flexible play space in Brixton and a centre of excellence for play in the borough and the wider sub-region. The potential for additional pocket parks and safe play spaces needs to be explored in support of the town as a family-friendly place and a place for all.

11.31 There are major regeneration opportunities in the town centre around a number of council-owned sites and other vacant and under-used sites, including upper floors above shops. Some of these present particular challenges arising from cross-cutting railway lines and multiple land-ownerships. The use of council-owned assets and active intervention in the assembly of sites will play a major role in securing beneficial development and unlocking opportunities in Brixton, working in partnership with other major landowners, residents and key stakeholders.

11.32 Following the principles of economic, social and environmental sustainability, the key objectives for regeneration in Brixton are:

- reinvigoration of the town centre as a shopping destination, including the indoor and street markets
- retention and enhancement of town-centre employment uses and affordable and flexible premises for small businesses
- growth as a centre for creative and cultural industries and the evening economy
- introduction of new residential uses in the town centre supporting mixed and balanced communities
- bringing existing housing stock up to the Lambeth Housing Standard either through refurbishment or estate regeneration
- enhancement of the existing built heritage and introduction of high-quality new design in buildings and the public realm
- exploration of the potential to locate higher or further educational facilities in the area
- use of every space and building to support vitality and viability and address community safety concerns
- improving connectivity and permeability through public realm improvements and the exploration of enhanced uses of railway viaducts, including the opportunity for improved through-routes.

Diagram 3: PLACES AND NEIGHBOURHOODS, BRIXTON



CHARACTER AREAS

- Brixton Central
- Somerleyton Road
- High Street
- Town Hall Area

- Brixton Major Centre Boundary
- Indoor Market
- Primary Shopping Area
- R Railway Station
- U London Underground Station
- R Potential Proposed new London Overground Station

- Railway
- Major Roads
- Key Industrial and Business Area
- Conservation Area
- Improving Links

- Site Allocations
- Site 2 - 47-51 Acre Lane
- Site 14 - Somerleyton Road
- Site 15 - Popes Road
- Site 16 - Brixton Central
- Site 17 - SW2 Enterprise Centre

POLICY PN3

Brixton

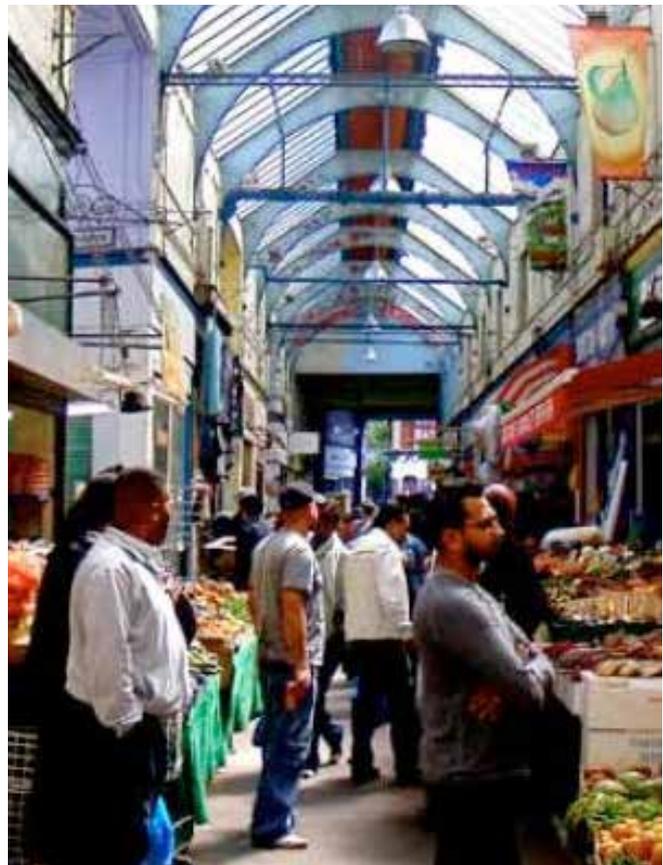
Brixton's role as a distinctive major multicultural and diverse town centre will be safeguarded and promoted through careful and sensitive regeneration, recognising its local heritage and historic built environment, with a specific focus on different character areas, and supporting economic, social and environmental sustainable development.

This will be achieved by:

- (a) Requiring in the primary shopping area that the proportion of retail (A1) units does not fall below 60 per cent and that the proportion of food and drink uses (A3/4/5) does not exceed 25 per cent, taking account of unimplemented planning permissions for change of use. In addition, no more than 2 in 5 consecutive ground floor units in the primary shopping area should be in food and drink use (A3/4/5) at one time. The exception to this will be in the indoor markets (as shown on the policies map), where no less than 50 per cent of original ground floor units should be in A1 use and no more than 50 per cent should be in A3 use within each indoor market (Brixton Village, Market Row, Reliance Arcade), with no restrictions on consecutive uses. This should be supported by a management plan to be agreed between the council and the managers of the indoor markets. Outside the primary shopping area, ground floor uses should be in A, D or B1 use class.
- (b) The use of council-owned sites and other development opportunity sites to support a wide range and mix of compatible and sustainable town-centre uses. This will include: active ground-floor frontages; safeguarding the primary shopping areas; extending the range and quality of shopping floorspace; supporting the role and contribution of Brixton's markets area (both indoor and outdoor) through physical and other improvements; safeguarding and promoting opportunities for business floorspace, including affordable and flexible workspace; the expansion of arts, creative and cultural industries; enhancing the town centre's popularity for leisure, entertainment and nightlife including support for provision of theatre and other entertainment venues and potential for hotel accommodation; making use of vacant and under-used floorspace above shops; supporting the inclusion of housing as part of mixed-use development while supporting employment uses and having acceptable levels of amenity and adding to the vitality of the area; making appropriate provision to meet the need for additional school places; and ensuring the town centre's role in delivering high-quality private service uses and public services. The appropriateness of development involving tall buildings will be considered in relation to policy Q26.
- (c) The creation of new high-quality animated public spaces; improvements to the public realm around the rail station; improvements in provision for pedestrian movement and cyclists; improved linkages within the town centre and connections with adjoining areas; and support for communal use of public spaces and public art.
- (d) Improving the quality of public transport provision and interchange; seeking further improvements in the quality and connectivity of public transport such as new platforms to enable the Overground to stop at Brixton and create a strategic rail interchange; and an appropriate replacement for the role and function of the former Cross River Tram.
- (e) Implementing town-centre energy and waste management strategies involving a wide range of sustainable elements and innovation in line with 'One Planet Living' principles, and supporting this delivery through planning obligations. This could include provision of energy and renewables centres to provide for neighbourhood waste disposal, sustainable waste management and recycling facilities; or CHP/CHHP plant heating networks.
- (f) Brixton Station Road – significant improvements to the public realm on Brixton Station Road to provide a shared space that gives priority to pedestrians;

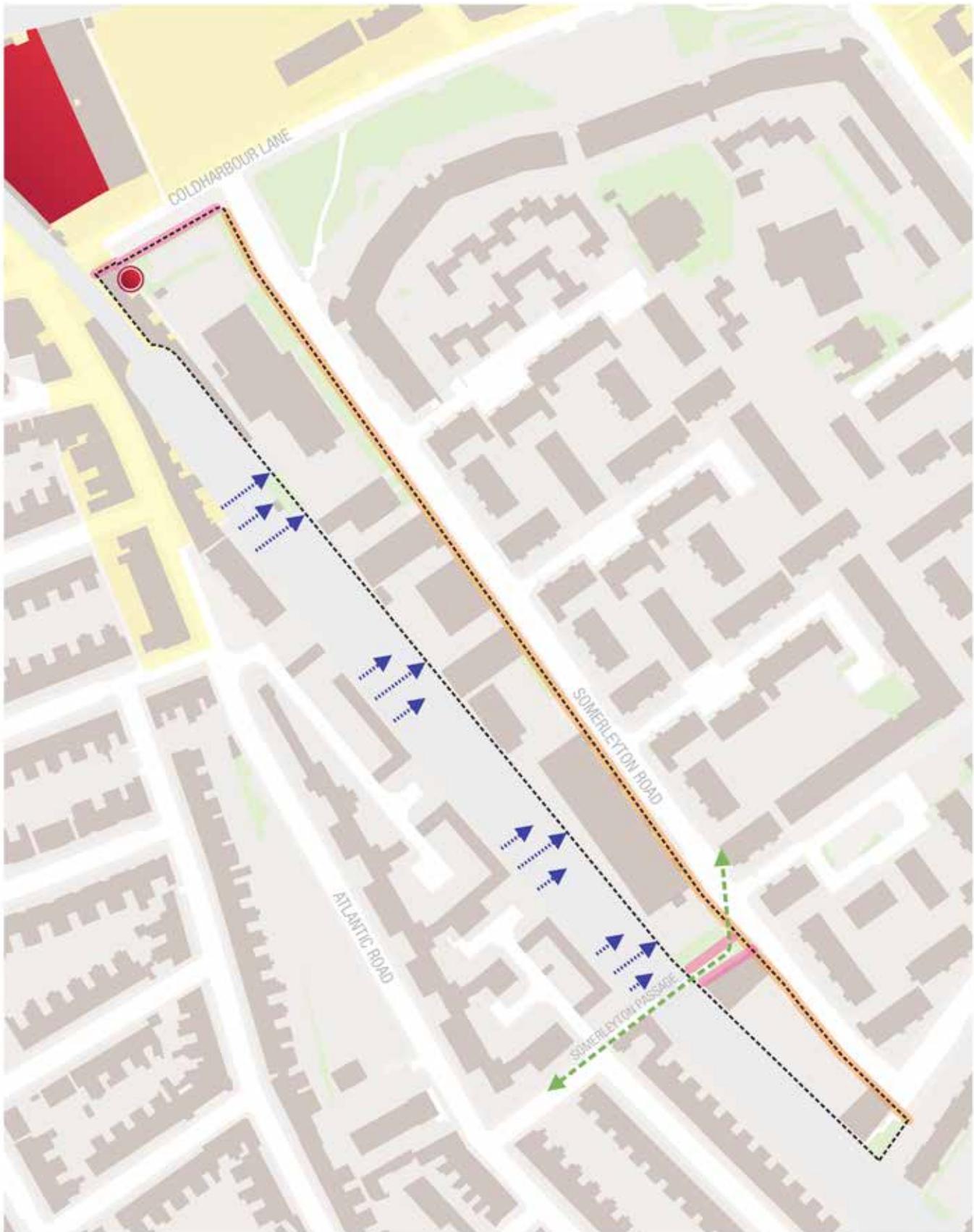
improvements to Brixton Recreation Centre to activate frontages, provide ground-level access and improve physical and visual amenity; supporting development of improvements to the Brixton Station Road edge of Canterbury Gardens estate for mixed-use residential / community / workspace with active frontages and public realm and open space improvements.

- (g) Brixton Station / Popes Road / between the viaducts – improvement of the environment around the station, station entrance (including lift access to the station) and Popes Road as a key spine, connecting the areas of the town centre either side of the railway tracks to create a much-improved interchange. Mixed-use development potential: residential; retail, food and drink; new workspace including creative and cultural industries; market support centre and associated facilities; revitalised railway arches; community, educational, leisure and recreation uses. Development of Popes Road site and neighbouring land for mixed-use residential, retail, food and drink, parking to meet identified needs, cycle storage/parking, community uses and public realm improvements.
- (h) Brixton Village and Markets – a revitalised Electric Avenue and indoor/outdoor markets area, improved access to the train station, linkages from Coldharbour Lane, and public realm improvements.
- (i) Coldharbour Lane – opportunities for mixed-use activities at street level and public realm improvements.
- (j) Brixton Road – Brixton’s ‘high street’ has seen significant highway improvements: further improvements include improved connections to surrounding areas; the creation of a strong visual marker at the junction of Brixton Road and Stockwell Road; preserving and enhancing the conservation area; improving the range and quality of shopping; promoting active uses on upper floors; public realm improvements; new pocket parks; and mixed-use development of key sites.
- (k) Somerleyton Road area – promoting options for mixed-use development: improving the residential mix and housing layouts and street patterns; providing employment space including affordable and flexible workspace, cultural and community industries, green industries, community facilities, educational facilities, theatre / arts facilities; improved green and play space; active / overlooking street frontages; and improved public realm and linkages with adjoining areas. The waste depot provision could be retained or reprovided elsewhere in the borough.
- (l) Town Hall Area – mixed-use development with residential, civic and public service uses, retail and employment uses, affordable and flexible workspace; entertainment and leisure uses, securing better linkages between Acre Lane and Brixton Hill and improvements to the public realm and active-frontage uses; improvements to Porden Road public realm.
- (m) Acre Lane – public realm improvements and the protection of employment opportunities.





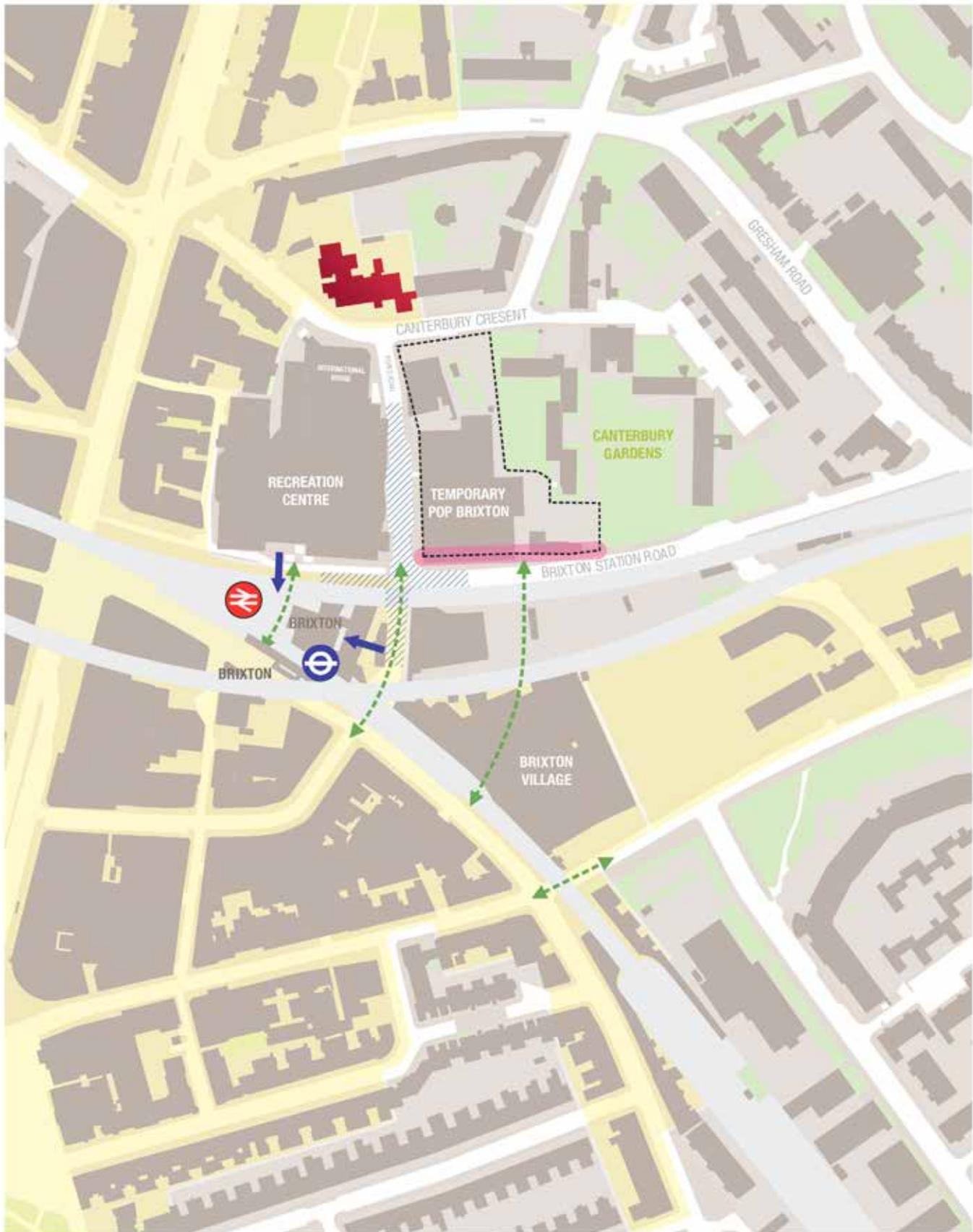
Site 14: Somerleyton Road SW9



- | | |
|--|---|
|  Site Boundary |  Pedestrian Linkage / Improvements |
|  Listed Building |  Active Frontage |
|  Nuclear Dawn Memorial |  Street Frontage and Protected Plane Trees |
|  Views Across Site (locations indicative) |  Conservation Area |

| SITE 14 - SOMERLEYTON ROAD SW9 | |
|---|--|
| Site area | 1.6ha |
| Ward | Coldharbour |
| Ownership | London Borough of Lambeth, Transport for London, Network Rail and private ownership |
| Current use | Residential, temporary education use, vehicle maintenance depot, employment uses, substation |
| Transport | Public transport accessibility level 3 (moderate) to 6a (exceptional) |
| Flood zone | Flood zone 1 - a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment |
| Heritage | Carlton Mansions (including 'Nuclear Dawn' mural) on Coldharbour Lane locally-listed North west corner of the site within the Brixton conservation area Grade II listed Granville Arcade (Brixton Village) and locally-listed Walton Lodge Laundry opposite the site on Coldharbour Lane |
| How the site was identified and relevant planning history | Part of the site included in the SHLAA 2009 as a potential housing site Included in the Brixton Masterplan June 2009 and Brixton area SPD June 2013 Partly within Brixton town centre 2 Somerleyton Road has a temporary planning permission for education use 08/00610/RG4. 10 Somerleyton Road has temporary permission as a minibus depot 11/03759/RG4. Angela Davis industrial estate has permission for the continued use as a council vehicle maintenance depot 11/03577/RG4. The Loughborough Park Estate adjoining the south east of the site has outline planning permission for the redevelopment of the estate 10/03653/OUT. |
| Preferred use | Mixed-use development of residential, employment, cultural and community facilities, social enterprise and business start up spaces, and provision of open space. Education site required until 2015, potential for housing decant on part of the site. Depot provision to be retained or reprovided elsewhere in the borough. |
| Design principles and key development considerations | Opportunity to provide a mixed-use development on this narrow site and create a street frontage onto Somerleyton Road. The council will support development that: <ul style="list-style-type: none"> (i) retains the heritage value of Carlton Mansions and allows continued public appreciation of the 'Nuclear Dawn' mural; (ii) retains the depot provision or reprovdes it elsewhere in the borough; (iii) retains and takes account of the London Underground infrastructure on the site; (iv) has an appearance from the railway line with significant gaps between buildings to give views across the site; (v) includes buildings with a variation in height that respond sympathetically to the character of the adjoining estate; (vi) avoids monotony along this long frontage, creating a varied but defensible building line onto Somerleyton Road; (vii) provides an active and animated use adjoining Somerleyton Passage and improves this east-west link under the railway embankment to provide overlooking and increased security; (viii) protects the amenity of existing residential developments; (ix) ensures new dwellings are dual-aspect and avoids single-aspect dwellings close to the railway line; (x) protects the line of plane trees along Somerleyton Road; (xi) includes living roofs where possible; (xii) allows for the potential to connect to a future district-wide combined heat and power network. |

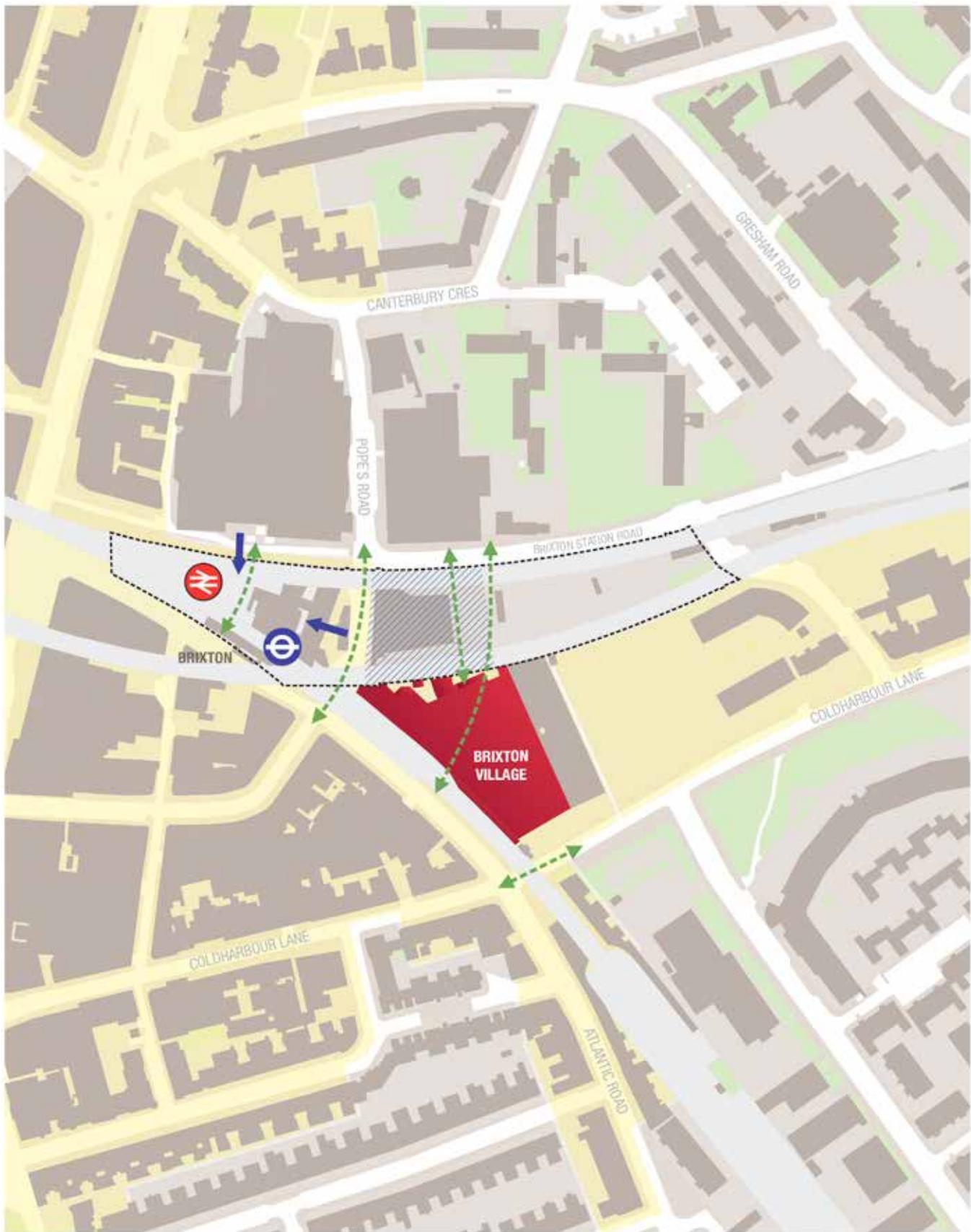
Site 15: Popes Road SW9



- | | |
|---|---|
|  Site Boundary |  Opportunity to Reinststate Station Entrance |
|  Listed Building |  London Underground Station |
|  Active / Improved Frontage |  Rail Station |
|  Opportunities to Open Up Arches |  Conservation Area |
|  Extending Commercial Activity | |

| SITE 15 - POPES ROAD SW9 | |
|---|--|
| Site area | 0.36 ha |
| Ward | Coldharbour |
| Ownership | London Borough of Lambeth and private ownership |
| Current use | Temporary use of the site for POP Brixton until 2019, with re-purposed shipping containers providing studios, live/work spaces, workspaces, retail units, workshops, bar/café, performance space and green spaces. |
| Transport | Public transport accessibility level 6b (exceptional) |
| Flood zone | Flood zone 1 - a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment |
| Heritage | Adjoins Brixton conservation area to the north and west Former Grade II listed St John's School to the north |
| How the site was identified and relevant planning history | Included in the SHLAA 2009 as a potential housing site Identified in the Brixton Masterplan June 2009 and Brixton area SPD June 2013 Planning permission granted on 4 March 2011 for use as a temporary ice rink for a period of three years from the date of implementation, with ancillary facilities and car parking. Planning permission was granted in September 2014 for the temporary use of the site for POP Brixton until 2019. |
| Preferred use | Mixed-use development with retail, commercial, community, leisure, residential and town-centre car and cycle parking. |
| Design principles and key development considerations | This site provides a major opportunity for a wider range of town centre uses, improving the frontage along Brixton Station Road, public realm improvements and integration with development on Site 16 - Brixton Central (between the viaducts). The council will support development that: <ul style="list-style-type: none"> (i) provides higher-density development with adequate public space, so long as this does not create an unacceptably cramped relationship with International House; (ii) locates any tall buildings on the Brixton Station Road frontage; (iii) re-provides adequate market facilities; (iv) provides town-centre car and cycle parking to meet identified needs; (v) includes ground-floor active frontages; (vi) provides dual-aspect residential units fronting onto Brixton Station Road; (vii) protects the residential amenity of the adjoining Canterbury Gardens estate; (viii) protects the character of the adjoining conservation area and setting of the listed former St John's School opposite; (ix) provides public realm improvements to the area around the site including Popes Road and Canterbury Crescent and in particular linkages from Brixton Station Road, integrating the adjoining Site 14 Brixton Central (between the viaducts). |

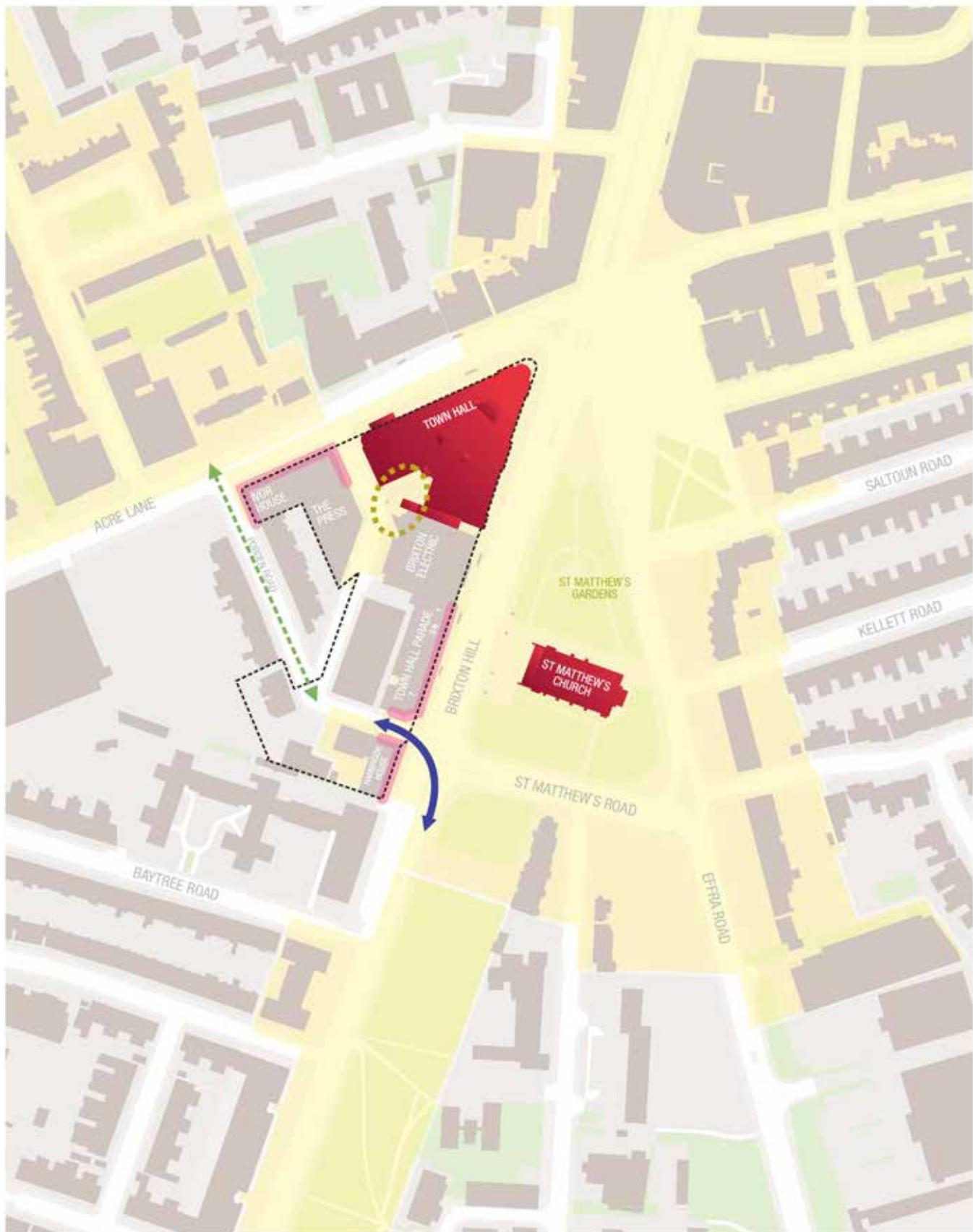
Site 16: Brixton Central (between the viaducts) SW9



- Site Boundary
- Listed Building
- ← Opportunities to Open Up Arches / Pedestrian Linkage Improvement
- Extending Commercial Activity
- ← Opportunity to Reinststate Station Entrance
- ⓔ London Underground Station
- Ⓜ Rail Station
- Conservation Area

| SITE 16 - BRIXTON CENTRAL (BETWEEN THE VIADUCTS) SW9 | |
|---|--|
| Site area | 1.13 ha |
| Ward | Coldharbour |
| Ownership | Network Rail and private |
| Current use | Bounded by two railway viaducts the site comprises Brixton overground station, railway track and arches (in use as retail, office and storage), retail, part of Brixton Market and disused car park. |
| Transport | Public transport accessibility level 6a (exceptional) |
| Flood zone | Flood zone 1 - a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment |
| Heritage | Brixton Station is within the Brixton conservation area. Grade II listed Brixton Village (Granville Arcade) and locally-listed Walton Lodge Laundry are to the south of the southern railway viaduct. |
| How the site was identified and relevant planning history | Included in the SHLAA 2009 as a potential housing site Identified in the Brixton Masterplan June 2009 and Brixton area SPD June 2013 |
| Preferred use | 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. |
| Design principles and key development considerations | <p>Large site bounded by railway viaducts with considerable development potential subject to improving access and permeability through the site.</p> <p>The council will support development on the site that:</p> <ul style="list-style-type: none"> (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 reprovision 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. |

Site 17: 'Your New Town Hall' SW2



- Site Boundary
- Listed Building
- Active frontage
- Improved Porden Road Environment and Access
- ← Maintaining the Pedestrian and Cycling Links from Porden Road to Brixton Hill
- Improvement to Open Space
- Conservation Area

| SITE 17 - 'YOUR NEW TOWN HALL', SW2 | |
|---|---|
| Site area | 0.85 ha |
| Ward | Brixton Hill |
| Ownership | London Borough of Lambeth and mixed private use |
| Current use | Civic and council administrative uses located in the Town Hall and four other buildings (Ivor House, Hambrook House, The Press and 2-7 Town Hall Parade). Vacant land to the rear of Town Hall Parade and site of the former Hambrook House West used for car parking. Music venue (Brixton Electric). Bar at 1 Town Hall Parade. |
| Transport | Public transport accessibility level 6b (exceptional) |
| Flood zone | Flood zone 1 – a site-specific flood risk assessment has been carried out as part of the strategic flood risk assessment |
| Heritage | Town Hall listed Grade II Ivor House and Electric Brixton locally-listed Within an archaeological priority area Most of the site is within the Brixton conservation area The site adjoins two other conservation areas and there are important listed buildings nearby, including Grade II* St Matthew's Church. |
| How the site was identified and relevant planning history | The site is included in the Future Brixton Masterplan June 2009 and the Brixton area SPD June 2013. The site was identified in the office accommodation strategy approved by Cabinet in March 2012. Informal planning guidance was prepared in June 2012. Part of the site was identified in the SHLAA 2009 as a potential housing site. There have been no major planning applications for the site in the recent past. |
| Preferred use | Civic, community and public service uses. Redevelopment of the under-used sites to provide additional community facilities, retail, residential and additional employment floorspace. New active frontages along Brixton Hill and Acre Lane. Improvements to the surrounding public realm. |
| Design principles and key development considerations | This site provides an opportunity to deliver the council's office accommodation requirements and to achieve town centre regeneration objectives. The council will support development for the whole site that takes into account the potential opportunities and design constraints set out below and includes the refurbishment of key landmark buildings and leisure uses. Town Hall – it is essential that this heritage asset is carefully considered and fully integrated into any proposal. Development proposals should preserve or preferably enhance the setting of the listed building. Brixton Electric (formerly the Fridge) – for historical reasons the building is considered to make a positive contribution to the Brixton conservation area. Its 1955 façade is not considered to be of interest. A new frontage to Brixton Hill could potentially reinvent the original dome in a contemporary manner. Servicing arrangements should be addressed from Buckner Road with integration into public realm improvements to Buckner Road. No. 1 Town Hall Parade (Fridge Bar) – there is an opportunity to open up the building at the rear. For example, the existing use could spill onto a new paved area adjoining a civic space to the rear of the Town Hall. |

SITE 17 - 'YOUR NEW TOWN HALL', SW2

Design principles and key development considerations

Nos. 2-6 Town Hall Parade – the façades are considered to make a positive contribution to the conservation area and this block should be treated as a heritage asset. Development proposals seeking substantial or complete demolition of these buildings would require conservation area consent. Supporting information would be required to provide a robust justification for demolition works in the context of the relevant statutory tests and guidance.

No. 7 Town Hall Parade – the external envelope of the building is considered to make a positive contribution to the conservation area and should be treated as a heritage asset.

Town Hall Parade has the potential to provide a significant new build element within the site. Vacant land at the rear of this block (2–7 Town Hall Parade) affords a substantial opportunity to extend and redevelop this site. Substantial increases in height are unlikely to be acceptable given the existing townscape and nearby heritage assets. The status and setting of the adjoining historic buildings and spaces should not be challenged by new development.

Hambrook House – redevelopment or remodelling of this prominent building is encouraged. Redevelopment should respect the amenity of adjoining residential occupants and the setting of St Matthew’s Church, as well as the impact on the townscape, street scene and conservation area. Any increase in building height would require careful consideration against these planning considerations.

Ivor House (Nos. 1-5 Acre Lane) – this building is locally listed and makes a positive contribution to the conservation area: it should be treated as a heritage asset. While refurbishment is appropriate, external alterations will need to be clearly justified. Any proposals would need to respect the setting of the Town Hall and immediate built context of Acre Lane and Porden Road.

‘The Press’ (Buckner Road) – adjoining Ivor House could be substantially redeveloped, possibly retaining the arched entrance as a feature in any replacement building. The massing of any new building must respect the amenity of adjoining properties.

Vacant site (previously Hambrook House West) – Redevelopment of this site is welcomed. Any new development should respect the amenity of adjoining residential occupants and the setting of adjoining heritage assets.

The objectives in the informal planning guidance include public realm improvements:

- (i) creation of a precinct of public sector facilities with the potential to improve the surrounding public realm;
- (ii) provision of improved and safe pedestrian and cycle routes between Brixton Hill and Acre Lane with streetscape improvements to Buckner Road and Porden Road;
- (iii) maintenance and improvement of existing servicing and vehicular access whilst prioritising pedestrians and cyclists.