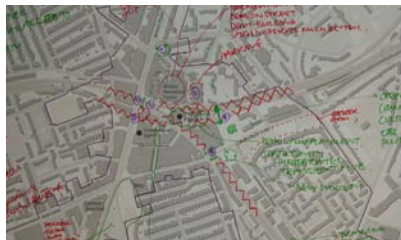
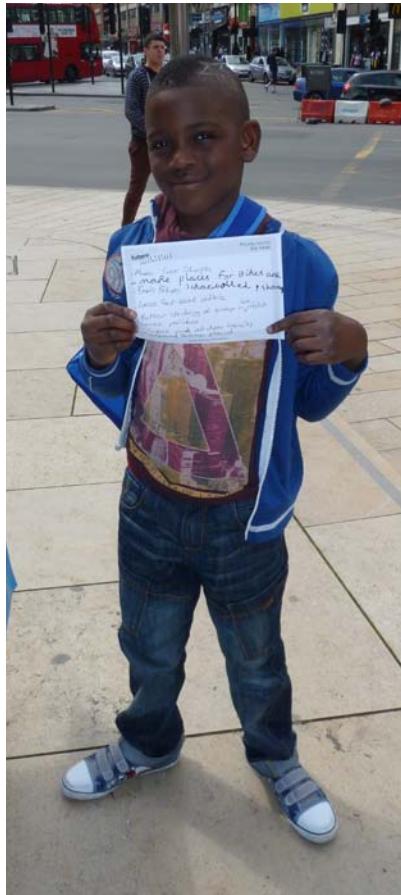


BRIXTON SPD

Adopted June 2013



Coproduction: a summary of the messages that emerged from workshops and market stall events during June, July and August 2012.



PEOPLE LOVE BRIXTON

- celebrate the very special things Brixton already has

SUPPORTING A DIVERSE ECONOMY

- support local employment through a range of business types and sizes, with specific support for start ups and independents

IMPORTANCE OF SOCIAL INFRASTRUCTURE

- improve local environments and open spaces, ensure quality leisure and cultural facilities, support local schools

PROVIDING HOMES FOR ALL

- provide for local housing need, balance of social housing and private units

IMPROVING ACCESS AND CONNECTIONS

- enhance existing connections, address barriers and improving parking and cycling

RESPECTING LOCAL CHARACTER

- creating a great place to live, protecting Brixton's built heritage, bringing upper floors back into use

KEEPING IT SAFE

- simple measures, comfortable environments, a range of activities for all ages

SUSTAINABLE BRIXTON

- promoting One Planet Living principles, supporting local initiatives and delivering economic, social and environmental sustainability

USE EVERY SPACE

- ensuring land and buildings are used efficiently, bringing under used upper floors back into active use

MAKING IT HAPPEN

- balancing the needs of existing and new residents and using Council-owned assets to support opportunities

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"The culture and heritage of Brixton is its emblem,
a single unique characteristic that is as identifiable
to Brixton's community as it is to those who visit it
from outside"

Future Brixton Masterplan 2009





1 INTRODUCTION AND CONTEXT

1.1 INTRODUCTION AND VISION

Brixton is a unique place with an exciting, vibrant and diverse town centre and a growing entertainment and visitor economy, which is now established as one of London's highest profile cultural destinations, and is of particular significance to the British African-Caribbean community

The Future Brixton Masterplan was completed in 2009 and provides a comprehensive development strategy for the town, as well as detailed guidance on a number of key potential developments across the centre. This Supplementary Planning Document (SPD) builds on the masterplan.

The masterplan was based on the following vision for Brixton:

VISION STATEMENT

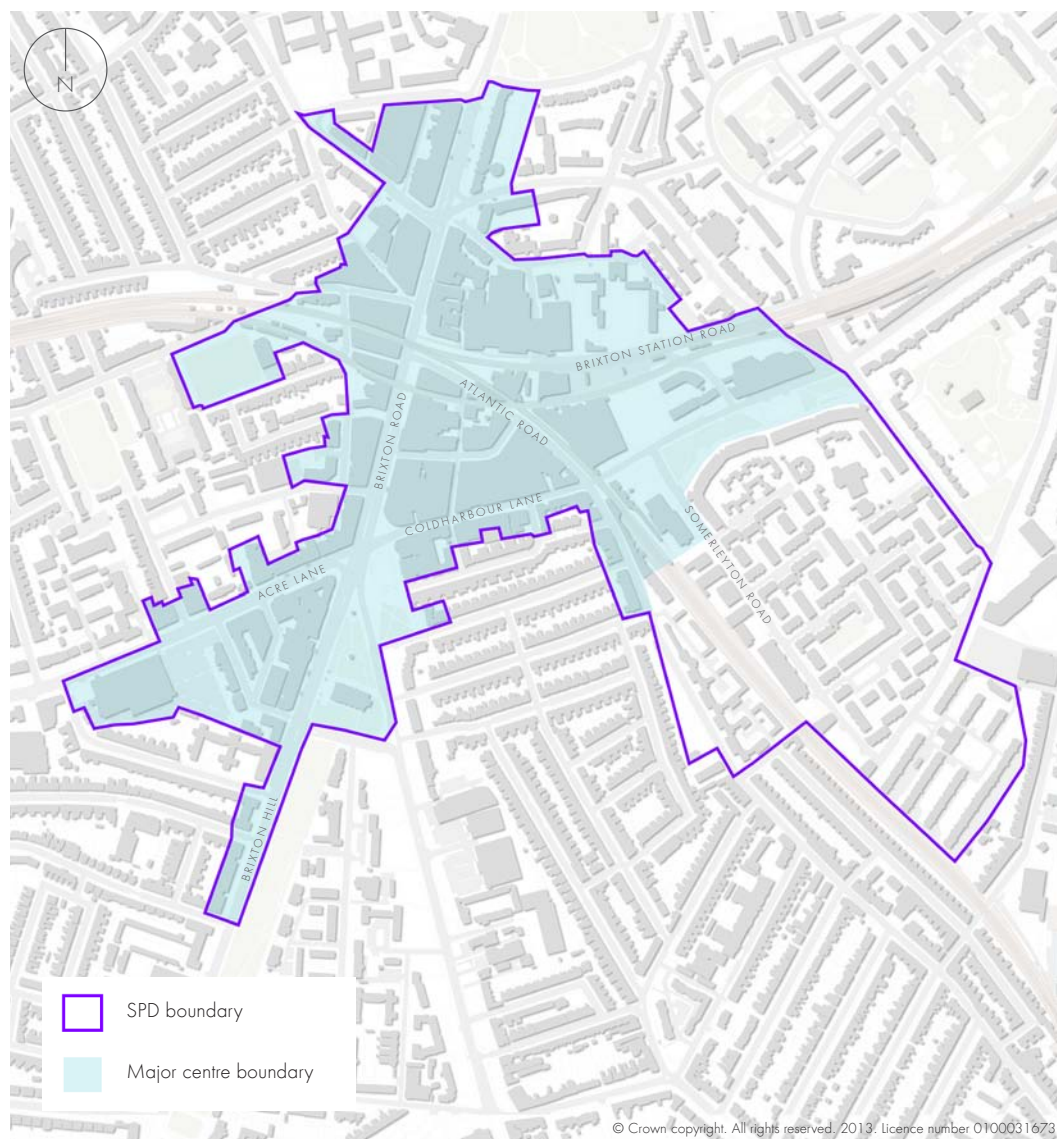
Brixton will be proud of its history, comfortable with its present and ambitious for its future. It will reject the ordinary, the lower quality and standard forms of new development.

Brixton will be a thriving town centre that meets the aspirations of all its inhabitants, providing a wide range of high quality and affordable housing, access to a mix of retail and leisure facilities, high quality public realm, and open space. Its rich cultural diversity and heritage will drive the expansion of the arts and creative industries. The re-energising of its cultural spaces, attractions, business space, and markets together will transform Brixton into an iconic destination that is welcoming and safe for all. Brixton will prosper economically for the benefit of its local community.

- Brixton will manage its own destiny – be proactive, not reactive.
- Brixton will use its built and cultural heritage to maintain its position as an iconic visitor destination within London.
- Brixton will have a vibrant, living heart, with first class spaces and places.
- Brixton will educate and train its people and enable them to deliver a unique and lasting legacy

The regeneration of the town centre will set the standard for sustainable development, while strengthening the local economy and providing equal opportunities for employment, education and training.

(From Visioning Framework 2008)



Brixton SPD area

1.2 PURPOSE OF THIS DOCUMENT

The main purpose of the Brixton SPD is to provide supplementary guidance to Lambeth Core Strategy Policy PN3 Brixton, as well as wider relevant national, regional and local employment, housing, design and sustainable construction policies. These include Core Strategy Policies S1, S2, S3, S4, S5, S6, S7, S8, S9 and S10, and Saved Policies 4, MDO 5 and MDO 10.

The Brixton SPD also provides the opportunity to reflect on and, where appropriate, review some of the guidance outlined in the Future Brixton Masterplan; and to inform the policy approach in the emerging Lambeth Local Plan.

The Brixton SPD provides a series of interrelated strategies for the town centre, including:

- Public realm and townscape;
- Transport and movement;
- Energy, water and waste;
- Land use;
- Economic; and
- Specific areas of investment.

The SPD area covers the whole of Brixton town centre and extends to include the Moorlands Estate, the Guinness Trust Loughborough Estate and Railton Road. This extension reflects the desire to enhance connections to these residential areas and reduce the isolation which local people have identified as an issue for these estates.

1.3 FUTURE BRIXTON PROGRAMME

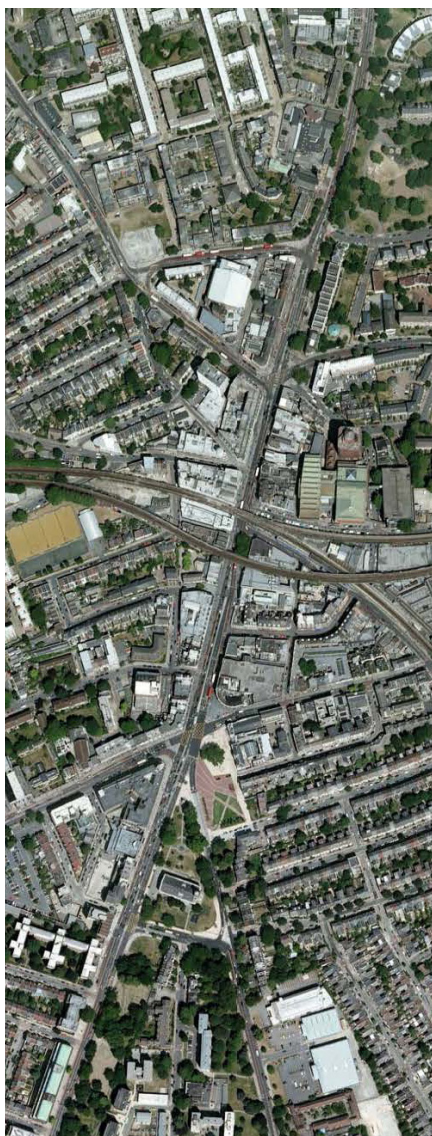
The Council's strategy is intended to achieve corporate and regenerative priorities through utilising its own assets. The Future Brixton programme is aligned to Council-led major land use change and intensification in the Pope's Road, Somerleyton Road and SW2 areas.

1.4 THE COOPERATIVE COUNCIL

In line with the Council's commitment to being a Cooperative Council, the SPD has been coproduced with local people and stakeholders. A review of the process of engagement is outlined in a separate Brixton SPD Consultation Report which accompanies this SPD document.



The Ritzy



Brixton town centre

1.5 PRINCIPLES

In March 2012 the Council agreed a series of principles for the future of Brixton. The principles have been reviewed as a result of the coproduction process and strengthened to balance change with the need to protect local character.

The principles have driven the SPD's production and, alongside the vision, shaped the resulting framework.

a Opportunities for investment

New housing, employment, retail, social, leisure and community uses will enhance the vitality and long-term viability of Brixton, strengthening neighbourhoods and supporting diversity.

b Promoting employment and business opportunities

Opportunities to increase the range and quality of employment in the town centre will be pursued and will directly benefit the existing community through a range of initiatives including training, apprenticeships and job brokerage.

c Supporting sustainable communities

Improvements in living conditions, quality of life and environmental standards will be delivered through refurbishing and redeveloping key sites, building new homes to meet local need, rebalancing the range and mix of housing types and tenures, increasing local school capacity and refreshing key streets and spaces.

d Enhancing Brixton's historic environment

The town's existing historic environment and landmark buildings will be enhanced through quality buildings and spaces, and through bringing empty properties back into use.

e Making Brixton more accessible

Brixton will be easier and safer to get around for both residents and visitors. There will be an emphasis on enhancing the walking and cycling environment and promoting the use of public transport.

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

Investment will improve the environmental quality of the town centre and make streets more friendly, busy and safe.

g Delivering improved community, leisure and cultural facilities

Opportunities will be explored to improve leisure and community facilities, which are beacons for culture and sport and where all ages can come together and access a range of opportunities. Increasing local school capacity is also important in meeting the infrastructure needs of a growing population.

h Making the most of cultural attractions and creative energy

Ongoing investment will protect and improve Brixton's high profile venues and cultural attractions, including the markets, and enhance its unique and world famous profile.

i Providing a wider variety of shops and stalls

The SPD will protect and enhance the street and covered markets and, by identifying key development sites, protect and improve the quality of key shopping streets in the town centre.



Scope exists to provide a wider variety of shops and stalls



Cooperative working enables development to proactively respond to local opinion



The One Planet Living framework provides a guiding set of principles for development



The Black Cultural Archives: an emerging cultural attraction and local employer

j Supporting and promoting One Planet Living (OPL) principles

The OPL principles, including energy efficiency, waste minimization and reducing the need to travel, will be promoted.

k Supporting a cooperative Brixton

The Future Brixton SPD has been prepared in the spirit of Lambeth's ambitions to be an exemplar cooperative Council. The regeneration of Brixton will enable local people to coproduce future solutions and encourage local investment in improving Brixton's environment

l Providing a framework with a focus on delivery

The SPD provides greater certainty and will encourage investment in a number of key development opportunity areas. Working in partnership with key stakeholders, the SPD provides a delivery focussed phased framework of investment and improvement for the town centre.

m Maximising local benefits

A fundamental principle underpinning the town-wide framework is to ensure the benefits of individual developments support wider town centre improvements, to ensure everyone benefits from investment. The intention is that this framework can robustly steer Brixton's regeneration so that it primarily benefits local residents and local enterprise.

"Whatever regeneration goes forward needs to keep the local character and local businesses – don't make it just another clean and tidy town centre"

Local resident



Brixton
commercial



"Diversity is what gives Brixton heart and identity. There isn't just a single culture in Brixton - we're all different"

Workshop attendee

2 BRIXTON TODAY

2.1 WHAT MAKES BRIXTON?

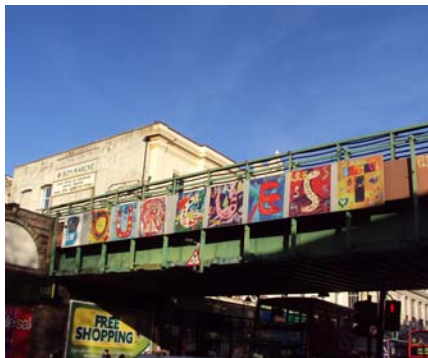
Brixton's residents and visitors alike recognise and value the town centre's diversity. This diversity is manifested in many different ways, most notably through its markets, its cultural attractions and creativity, its built heritage and its communities. These qualities are highly prized and provide the foundation for Brixton as a welcoming, liveable and sustainable town centre.

2.2 UNDERSTANDING BRIXTON

To help understand Brixton, a separate baseline report has been prepared to support this SPD. It provides analysis in relation to:

- Built heritage;
- Local economy;
- Census data;
- Open space;
- Movement and pedestrian routes;
- Urban structure;
- Supportive infrastructure; and
- Education provision.

The baseline report also provides an overview of Brixton's local, regional and national planning policy.



Brixton town centre's townscape features

2.3 HEADLINE FINDINGS

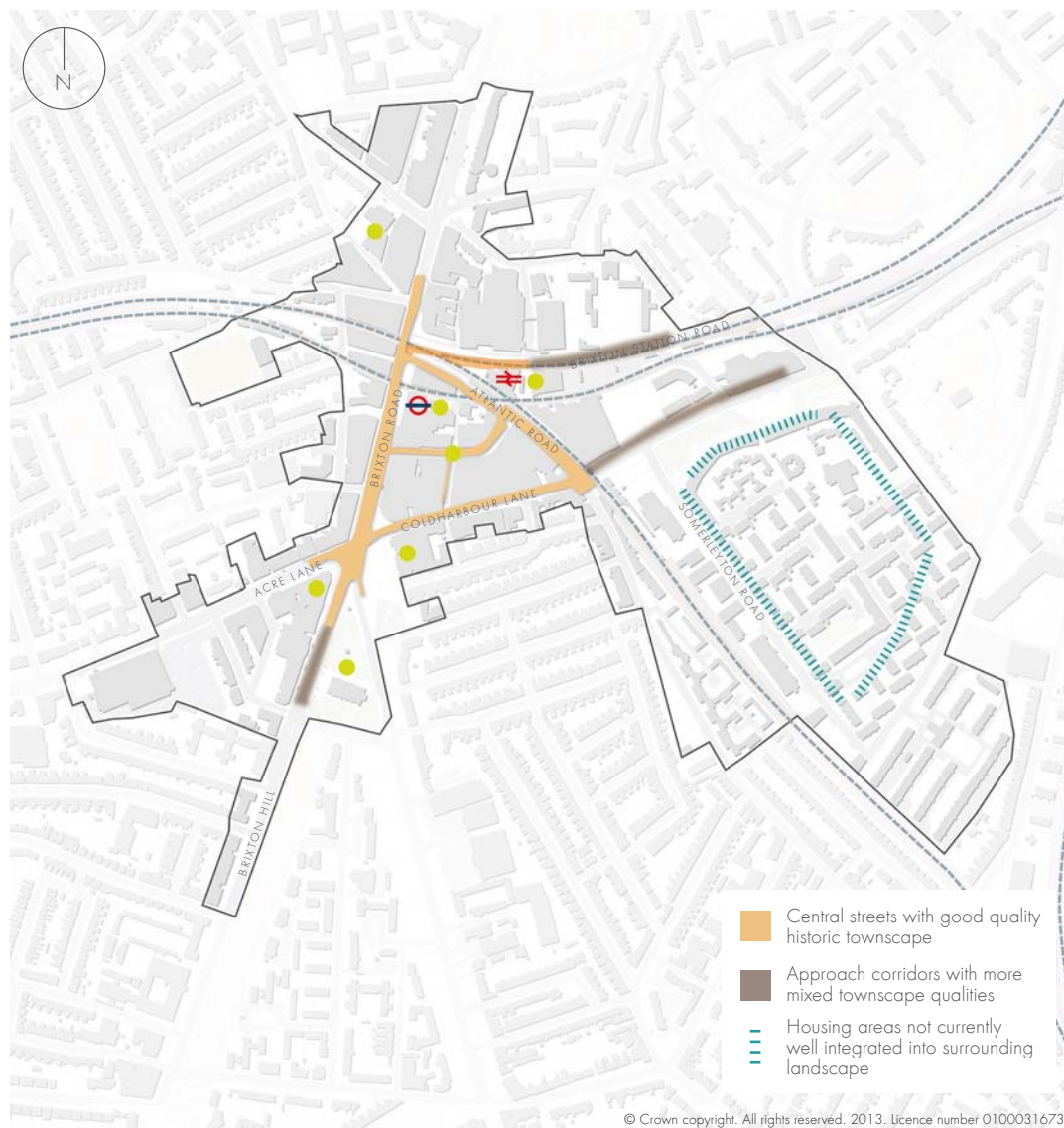
The analysis contained in the baseline report sets out key findings. In summary, it can be said that Brixton has a range of both positive and negative features.

Positives

- A range of historic and locally distinctive indoor and street markets;
- A strong base of independent traders;
- A range of supporting leisure and evening uses;
- A bustling night time economy;
- A creative and cultural offer that acts as a major visitor attraction;
- A rich history and diverse range of communities, including a large African-Caribbean population;
- A growing population, which boosts footfall and demand;
- An historic town centre environment with many historic buildings and other heritage assets; and
- Exceptionally good accessibility by public transport.

Challenges

- The need for local streets to be safe for all, including pedestrians and cyclists, to use throughout the day and night;
- Pressured education resources, in particular the need for additional primary school places;
- High private house prices and a predominance of socially rented housing;
- A shortage of public open and play space, and an under use of the spaces that are available locally;
- A lack of east-west connections, and poorly connected peripheral residential areas, with coarse grain blocks;
- Inadequate cycling facilities, including a lack of routes and parking spaces; and
- A relatively limited number of town centre car parking spaces.



Town centre urban analysis - headline issues

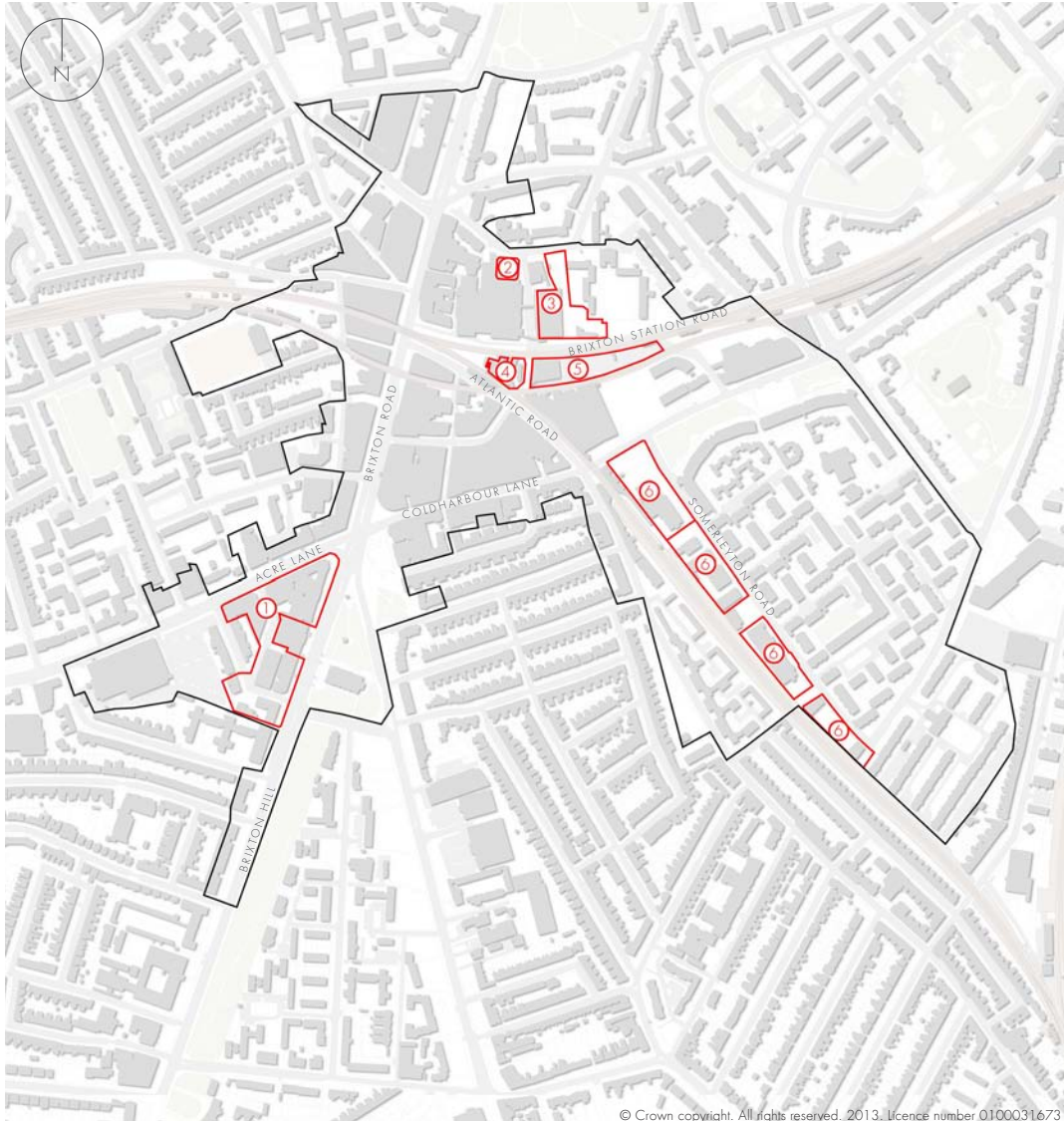
2.4 KEY TOWNSCAPE ISSUES

In terms of understanding how new developments in Brixton can help to bring wider environmental improvements to the town centre, it is important to understand the main townscape issues in more detail.

Overall, Brixton benefits from a high quality historic townscape including a number of key landmark and listed buildings in prominent positions that contribute significantly to the town's character. This townscape setting supports its thriving markets and a strong independent retail sector together with a strong cultural and visitor economy.

However, there are a number of issues that could potentially be addressed through the delivery of the proposals contained within this SPD, namely:

- Improving links between the different parts of the centre and reducing the impact of the railway viaducts;
- Improving the quality of key approach streets including Coldharbour Lane and Brixton Station Road;
- Making the Moorlands Estate more accessible and better connected to its surroundings, and improving connections within the estate itself;
- Improving the walking and cycling environment in the core town centre and in particular the connections between the Underground and railway stations; and
- Attracting more activity in, and use of, the Peace Gardens in St Matthew's Churchyard and strengthening the role played by this important historic space in the town.



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Opportunity sites

2.5 KEY SITES

Coordinated investment in key sites will be vitally important in helping to bring about change. It is envisaged that a number of sites will become available for new development in the foreseeable future, including:

- Temporary Ice Rink site (site 3) – owned by the Council and which will become available for development following the opening of the Streatham Leisure Centre;
- 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;
- Sites along the west side of Somerleyton Road (site 6) – mixed ownership including Council-owned land. This is considered under used;
- Land in the Town Hall area (site 1) – predominantly Council-owned and already identified as a location for mixed use development;
- International House (site 2) – owned by the Council and part of the SW2 Enterprise Centre initiative; and
- Brixton Railway Station site (site 4) – would benefit from a major redevelopment scheme.

The key sites are described in more detail in Section 4 Area Strategies.

One of the key opportunities in Brixton is the degree to which the Council itself can kick start regeneration of the town centre. Underpinning the Future Brixton programme, and its aspiration to deliver transformational change for Brixton, is the significant Council land ownership in the centre.

2.6 OTHER SITES

The Brixton Conservation Area Statement (2012) identifies a range of small scale opportunity sites within the conservation area which could come forward. These include:

- Tesco Supermarket, 13 Acre Lane - potential for mixed use retail / residential / employment;
- Car park to rear of 337/355 Brixton Road - potential for mews type development on redundant car park;
- 369-375 Brixton Road - redevelopment opportunity with potential for additional storeys;
- 383-391 Brixton Road - potential for a comprehensive redevelopment of 4 storeys;
- 395-397 Brixton Road - potential for a comprehensive redevelopment of 4 storeys;
- 407-409 Brixton Road - potential for a sympathetic roof addition;
- Rear of Marks & Spencer, 446-450 Brixton Road - potential for the replacement of existing single-storey building to the same height as the frontage building;
- 449 & 451 Brixton Road - these buildings would be able to accommodate an additional storey of accommodation;
- 9-15 Electric Avenue - potential for the redevelopment of the existing buildings;
- London Underground Vent Shaft, Electric Lane (eastern side) - potential for small scale employment / retail uses, alongside current operational use; and
- Bon Marché Yard, Ferndale Road / Nursery Road - potential for B1 class business uses, incorporating railway arches.

The Council will consider any such proposals on their merits.

2.7 CONSERVATION AND HERITAGE ASSETS

Large parts of Brixton town centre are protected by the Brixton conservation area, and part of the eastern end of the SPD area falls within the Loughborough Park conservation area. The SPD area also adjoins the Trinity Gardens and Brixton Road conservation areas.

The area is characterised by mostly 19th and early 20th Century commercial and public buildings, the covered and street markets, and the elevated railway line viaducts.

Of the area's 22 statutory listed buildings, 19 are Grade II listed and 3 (the O2 Academy and St Matthew's Church and its Budd Mausoleum) are Grade II*. A range of locally listed buildings were designated in March 2010 with some additional buildings added in 2012.

All development that takes place within the SPD area should consider any likely impact on the historic environment and enhance the setting and appearance of individual or groups of heritage assets, both within and adjoining the area.

2.7.1 Townscape Heritage Initiative

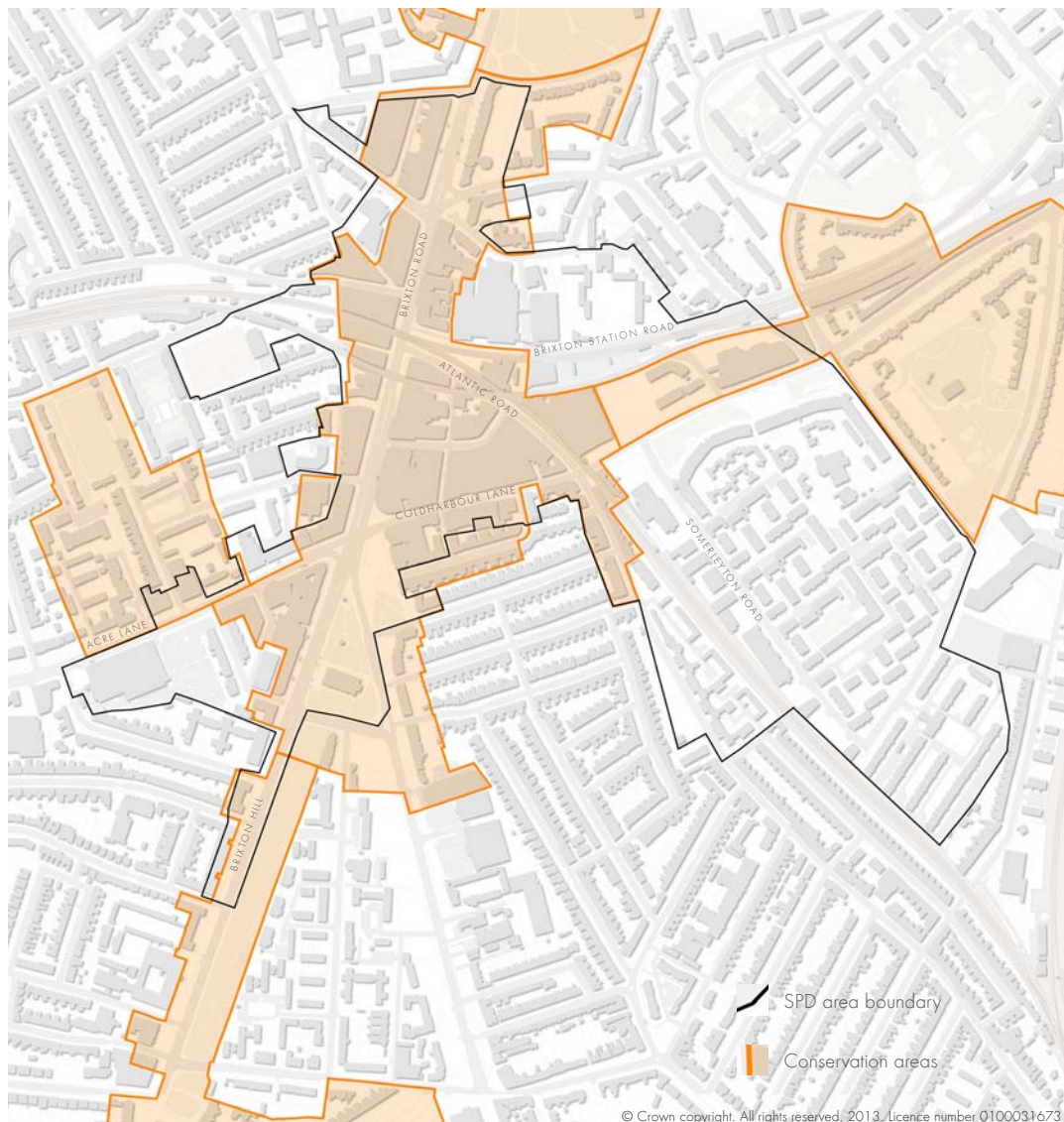
The Council is currently at an advanced stage of securing finance for a Townscape Heritage Initiative through the Heritage Lottery Fund.

The scheme would operate from 2015 and the main project objectives would be to:

- Bring back into use empty residential and commercial premises; and
- Reinststate lost architectural features such as shop fronts, signage, window and other historic detailing to improve the historic environment.

An important part of the scheme would be to involve the local community, by engaging residents and businesses in the historic and cultural environment.

Given the area's strong historic character and the number of historic assets, it will be important for hertiage-led improvements to be explored, especially in the context of the Townscape Heritage Initiative bid.



Brixton's conservation areas





3 BRIXTON-WIDE STRATEGIES

3.1 REALISING THE VISION

The overarching town-wide framework and strategies flow from the Brixton vision statement and the guiding principles, set out in the introduction.

The framework and strategies are aimed at coordinating Brixton's development and investment so that all members of the community benefit from change. In particular, the SPD promotes positive change through investment that encourages growth and leads to new opportunities and jobs for local people.

"Brixton does not need levelling and rebuilding from scratch...it does need targeted inward investment."

Brixton Society

"One of the emerging challenges for Brixton is how to manage the tension between gentrification like Brixton village and the social challenges in the area."

Workshop attendee

"The market makes Brixton."

Local shopper



The town-wide framework for Brixton

3.2 OVERARCHING TOWN-WIDE FRAMEWORK

This plan captures the key components of the strategy for the future of Brixton which is then further explored and articulated in sub-strategies below.

In supplementing the policy guidelines contained under Lambeth Core Strategy Policy PN3, the overarching town-wide framework for Brixton has the following key components:



Maintaining and strengthening the core high street retail environment along Brixton Road;



Maintaining and improving Brixton's historic markets;



Improving the environment along key supporting streets, particularly where they currently act as an important but poor quality gateway to the town. These areas include the eastern end of Coldharbour Lane and the eastern end of Brixton Station Road.



Improving the links across the town and reducing the severance impact of the train routes that traverse the town. Particular priorities in this regard include connections to the Pope's Road area either side of the railway station and Somerleyton Passage.



Attracting investment to the Brixton Central investment area which will be anchored by the redevelopment of the temporary ice rink site for a mix of higher density uses.



Attracting investment to the Somerleyton Road and Coldharbour Lane area where there is significant potential for new mixed use residential, employment and cultural development along Somerleyton Road.



Attracting investment to the SW2 Enterprise Centre and surrounding area, which will include the creation of new flexible business floorspace and an improved public realm with scope for additional residential development. Redevelopment in this area should take care to improve the environmental quality of the Porden Road area for the benefit of existing residents.

"It is still possible to get a watch repaired, get real bread, get original artwork from the maker, and try out the competition for the best, cheapest, and most authentic Italian pizza in London. It is that diversity which builds the commercial foot print. But it does need to be as complete as possible, and here Brixton is in sharp competition with neighbouring high streets."

Workshop attendee

"We need more facilities to support new business start-ups."

Local resident



New businesses create jobs in the local area

3.3 ECONOMIC STRATEGY

3.3.1 Economic vision

Brixton will consolidate its role as one of London's most distinctive town centres, realising the economic value of each of its unique selling points. A buoyant retail and cultural offer will generate employment for local people whilst new visitors will be attracted to the area's facilities. New business space will allow businesses to flourish, whilst new education facilities will reinforce Brixton's reputation as one of London's most dynamic locations; a new type of metropolitan centre for London.

3.3.2 Actions and interventions – cross cutting principles

As projects are delivered within Brixton, it will be important that this is done in line with the objectives of the SPD as a whole. Specifically, there are a number of principles which should be borne in mind as projects are developed:

- Brixton's unique image should be at the heart of its economic development – the aspiration should be to create a business and visitor location of genuine individuality;
- Population growth will be an important driver of economic value in Brixton – balancing the needs of existing and incoming residents will be critical to the area's future success;
- Brixton's continuing evolution as an enterprising location is critical – the town must become a place where businesses start, grow and stay; and
- As Brixton's economy grows, ensure that bespoke mechanisms are put in place to ensure that existing local people and businesses are given the opportunity to participate and benefit.

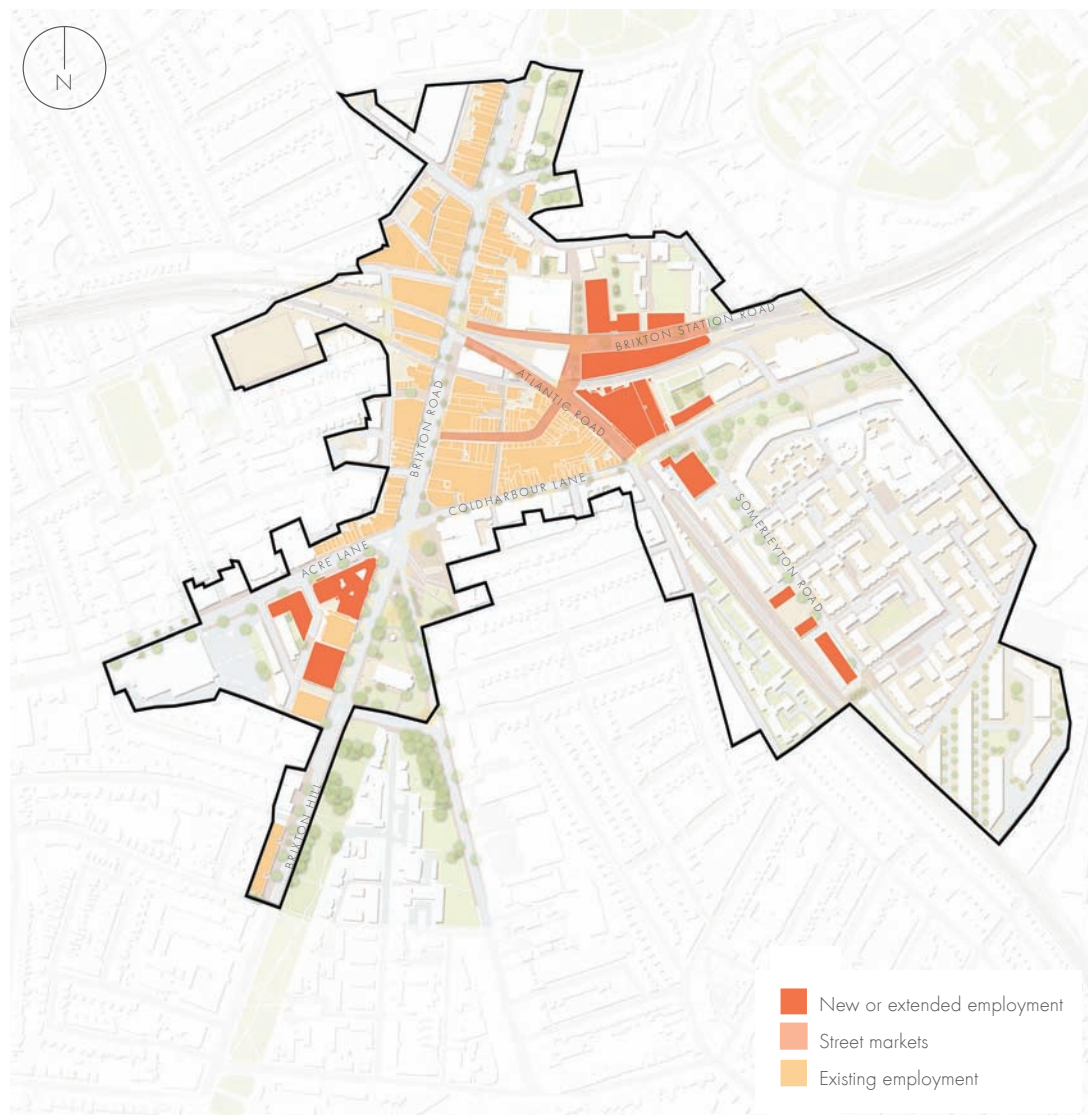
3.3.3 Interventions to support growth within Brixton

Lambeth Council has identified economic growth as one of its key priorities for the next decade, it is important that development supports a mix of projects (be they physical or otherwise) to help deliver sustainable and inclusive growth within the local economy.

Creation of a space to support new businesses
The development and delivery of relevant, flexible, contemporary business space will be a critical and important intervention to diversify and grow the Brixton economy. This needs to be delivered in the context of Brixton's changing role in the London economy and a changing market for offices and commercial space.

Recognising a changing office market
Increasingly, industry commentators recognise that work patterns are becoming more fluid and flexible. Home-working, hot-desking, remote/virtual working, automation, social networking and teleconferencing are all increasing. The result is a more efficiently used employment space (leading to higher employment densities) as well as new business types which utilise space in completely different ways.

These changing work patterns will alter the ways in which businesses use space and, therefore, will have implications on the type of work spaces that might be delivered in Brixton. The London Office Policy Review suggests that Brixton should be removed from further monitoring as "there was little to no prospect of it becoming a strategic office centre". This should not be a deterrent to pursuing the development of new



Employment activity - existing and proposed enhancements

workplaces, although it should be understood that this is unlikely to be in the form of the 'traditional' office.

Meeting the needs of new and growing businesses Brixton already provides flexible work spaces, which support a growing (more flexible) SME base. The Brix at St Matthews - Community Hub opened in February 2013 offers shared office space. The Piano House and Bon Marche Centre are reported to be operating successfully and Lambeth Council are currently developing plans for the SW2 Enterprise Centre at Lambeth Town Hall (providing opportunities for new start up and 'move on' space, as well as a range of flexible spaces for the community). If the further evolution of this offer is to ensure that Brixton becomes more competitive as a business location, it must continue to meet the ever changing needs of businesses (and develop a comparative advantage in relation other locations in London).

Cost is likely to be the most significant consideration for new start-ups and micro businesses. With this in mind, the provision of free or 'coffee-price' space, such as that which is provided at Campus London, should be given serious consideration. For more specialist companies who are looking to prototype and manufacture new products, the 'Fab-Lab' model has been successfully deployed in the USA (and more recently in Manchester) specifically to support designers to take goods to market.

In addition to existing and emerging provision, the SPD identifies land along Somerleyton Road as a potential location for new workspace development. Network Rail is also keen to explore the potential for



making better use of the many railway arches across the town centre. The land between the viaducts presents an opportunity for supporting new small and/or creative business opportunities.

Realise the potential of Brixton's visitor and night time economies

The emergence of Brixton's visitor and evening economy has been one of the centre's key successes in recent years. As the 'Lambeth After Dark' (draft) study into the local night time economy quite rightly identifies "The role of Brixton has changed and is no longer just a local centre. It is now a visitor destination too. If it can balance these two roles and retain its distinctiveness it can do well. A more positive external image and a greater inflow of external spend and investment can help to raise the value of local jobs".

Whilst Brixton's reputation as a high profile destination for live music is historic and well established, more recently Coldharbour Lane and Brixton Village have played an important role in enhancing the evening and night time economies. To develop this further it is important that development seeks to address some of the deficits in the existing offer, which could otherwise prevent future growth in visitor numbers and spend. As such, appropriate way-finding, public realm and appropriate restaurant/hotel development should be considered.

Major planned development at the northern end of Somerleyton Road will support further diversification of the cultural offer. The proposed relocation of the Oval House Theatre, will provide greater balance in the Brixton offer, as well as a new resource for the



Evening economy in Brixton



"Refurbishment and opening up of railway arch spaces could be done in conjunction with artists"

Workshop group

local community. Embedding this with good public realm, way finding and a good 'linked offer' will be critical to its future success in Brixton.

Supporting the markets as an contributor to the Brixton economy

Brixton's markets are quite rightly identified by stakeholders as a key component of the local economy and increasingly, the visitor offer. They do however also bring with them several operational challenges, as well as a myriad of opinions and ideas on their future. The Council supports the evolution of the markets and it is intended that the SPD should act as the starting point for a clearer vision of the future. Furthermore, it must encompass the provision of new goods and services and the delivery of a market offer which balances the needs of all town centre users.

The process of preparing the SPD has brought together some of the key market representatives and stakeholders. Given that in the last five years there has been little formal strategic planning of Brixton's markets offer, it is recommended that this dialogue should continue formally to develop a shared vision for the markets, and a plan of action to ensure they fulfil their potential. The key outcomes should include:

- Agreeing a vision for Brixton's markets to be inner London's most diverse and dynamic market;
- Recognising the different elements of Brixton's market offer, agreeing strategies for how these elements can be strengthened and improved;
- Providing the information to support existing traders to understand emerging trends and markets to ensure

they achieve maximum value from their pitch;

- Highlighting opportunities for new market traders and business start ups;
- Working with Lambeth Council and market owners to agree an appropriate management regime aimed at delivering improvements and safeguarding market functions which have social and community value;
- Collaborating on the improvement of the physical appearance of the markets – enabling better storage and management of waste, supporting easier customer flow – without losing the character and individuality that is one of their unique selling points; and
- Identifying complementary actions which can add value to the current market offer and further enhance their value as a visitor asset.

There are also some challenges and opportunities that need to be considered early on in the process. These include:

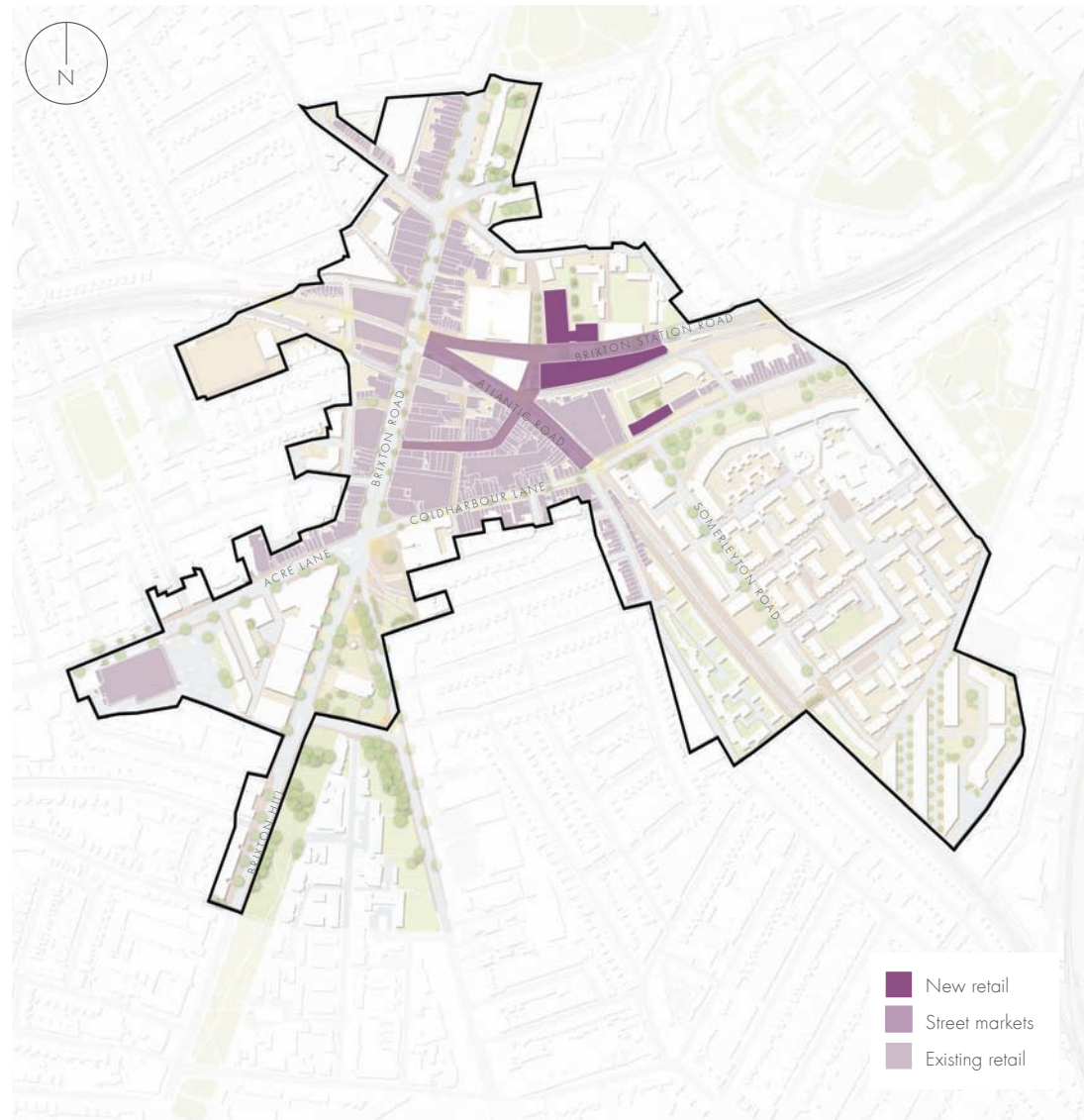
- The important role the markets play as an incubator for new businesses – opportunities to further emphasise this role and encourage business start-up and development through the markets should be explored;
- Concerns about the impact some activities have on local (residential) amenity need to be addressed – a balance needs to be found which encourages successful elements of the local economy whilst protecting local amenity;
- The full range of different market stall types needs to be appreciated and consideration given to how the spatial organisation of the markets could help support each of these types, potentially through zoning;

- The role of the markets in the evening economy needs to be fully explored with discussion around how these activities can support the dual aims of a vibrant, lively centre and one which is family-friendly; and
- Some traders do not feel confident about their long term role in the markets and this needs to be addressed to give great clarity and stability to these traders that are essential to the economic character of Brixton.

An assessment of the current make-up and patronage of the markets would provide a useful baseline and starting point. Some useful survey information already exists as part of the London Retail Street Markets report prepared in 2010, but this will require further updating given the evolution of the market offer in recent years.

Supporting Brixton's key shopping streets
Lambeth's recent (2013) Retail Needs Assessment concludes that the balance of convenience and independent retail is one of Brixton's key strengths. It identifies strong rental levels, but also highlights the town's position in London's retail hierarchy (350th), suggesting that lack of appropriate space may be driving up rent in the most attractive locations in the town centre. Based on this evidence, further development of retail space is recommended.

Brixton Road is the town's commercial high street and is the focus for larger national retailers. These retailers are important to the economic success of Brixton town centre and opportunities to provide additional more appropriate spaces to accommodate them will be important.



Retail activity - existing and proposed enhancements

"A huge number of people pass through Brixton in the morning and evening - they should be encouraged to stay and do their shopping - an unexploited resource"

Local resident

Some stakeholders have articulated concern in relation to additional comparison retail coming into the centre, highlighting concerns about multiple retailers diluting Brixton's individuality. With these concerns in mind, it is important that where large companies are supported to locate into Brixton, efforts are made to ensure they are integrated effectively. Recognising the value of Brixton as a retail location and existing levels of demand for space, Lambeth Council seek to ensure that retailers are encouraged to recruit Lambeth residents (through Lambeth Working) and become actively involved in the local community.

The growth in larger multiple retailers should be matched by growth in independent retail. Through improvements to existing streets, improved shop fronts, better visual marketing and more effective use of railway arches, smaller retailers should be encouraged to locate and grow in Brixton. To support this, the feasibility of rate relief proposals outlined within the 2013 Retail Needs Assessment should also be considered.

Communication and marketing of Brixton's offer
Unlike many places in London, Brixton is blessed with a strong identity and good 'brand' recognition. This will be crucial to the delivery of the Masterplan and, as such, partners should seek to implement a communications plan, which not only supports investment, but also increases civic pride and allows local people to take ownership over Brixton's evolution.

Communications should focus on ensuring that clear messages percolate into existing media and change perceptions of Brixton. This should be underpinned by clear messages, highlighting why Brixton is different from other locations. This could include:

- Articulation of the civic pride which underpins Brixton's identity;
- Focus on its existing unique selling points (history, vitality, quirkiness and edginess);
- Focus on dynamism and growing levels of enterprise; and
- Definition in relation to other locations within London.

In doing this, partners should consider exactly who their key markets are and what they are seeking to achieve through improved communication. Key audiences could include universities, hoteliers and workspace providers alongside developers and potential inward investors and, of course, existing Brixton residents.



Progress being made on bringing the former Footlocker site back into use

3.3.4 Targeted intervention to enable participation and wellbeing

Supporting economic growth and the participation of the local population should not be seen as a mutually exclusive activity. By encouraging locally derived economic activity and addressing some of the fundamental and on-going issues of deprivation and worklessness within Brixton's hinterland, development should deliver higher quality, more sustainable outcomes for local people and the economy as a whole.

In addition, given the likely impact of welfare reform and the well documented rise in living costs in London, providing targeted support for the local population is more important than ever. It is important that partners recognise that there is a sizeable cohort of the population in and around the town centre who will need support to participate in the opportunities Brixton clearly provides.

It is critical that from day-one, the delivery of SPD is accompanied by interventions which directly respond to local needs, these could include:

- **Lambeth working:** Ensure than the new Lambeth Working model for employment support and brokerage sits at the heart of delivery of the Brixton SPD. This should include embedding employment clauses into planning applications and well as encouraging local businesses to commit to the employment of local people. It is important to note, that the objective of this should not just be to support local people in work in Brixton – given

"Developers should be required to provide local apprenticeships and employ locally – hang on to inward investment"

Workshop group

connectivity with surrounding areas, local people should be supported to reconnect with the London labour market generally, wherever that may be.

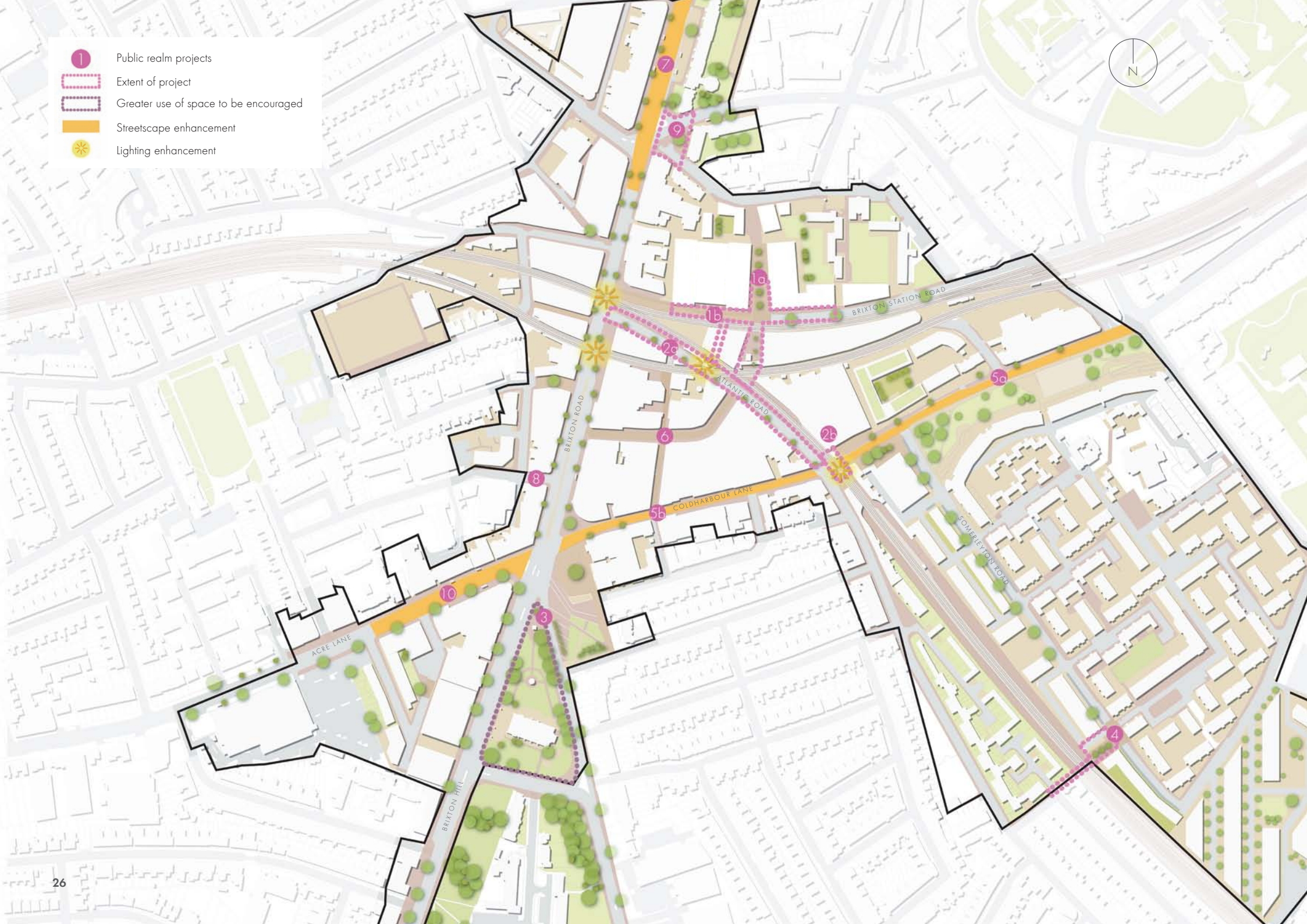
- **New partnerships for targeted delivery:** Work with RSLs and civic society partners to engage and re-engage with the local population in Brixton and Stockwell. Seek to deliver targeted one to one and whole family interventions to address persistent barriers to work and participation in training. Ultimately, this should link to the job brokerage models implemented through Lambeth Working.
- **Reinvest locally:** Where possible, use income generated from the economic growth in Brixton (S106, Business Rates, CIL, endowments etc) to support the physical improvement of local estates, providing infrastructure to bring about a step change in the quality of life of the local residents.
- **Involve schools:** This SPD and the activities that are encouraged, potentially provide a focal point for the engagement of Brixton's young people. Mechanisms should be developed to engage schools in the area's evolution, ultimately developing a sense of civic pride amongst the next generation of Brixton residents.
- **Community space:** Brixton (and Lambeth as a whole), has a significant amount of community space which is not currently efficiently used. The council has agreed a strategic vision for developing


a network of community hubs across the borough. Community hubs will provide flexible, economic space for community groups, the statutory sector, social enterprises and SME's from which they can operate and deliver services. The Brix Hub at St Matthews is the first in the community hub programme to open. Work is underway to develop more hubs.

- **Business involvement:** Whilst established business forums and partnerships already exist in Brixton, the SPD represents an opportunity to unite existing and future business partners to play a more active role in the town's evolution. Proposals for a Brixton Business Improvement District (BID) are already developed and it is recommended that these are developed further, with a clear focus upon delivering this plan as well as cementing links between business and the local community.

In developing and delivering all of the interventions above, it is important that new evidence and monitoring systems are put in place. This will be essential to ensuring that Brixton can make a clearer, more compelling case for further public investment to support new and existing projects. With new European programmes currently being developed and a government spending review scheduled within the next 12 months, it is now more important than ever that contemporary robust information is used to underpin investment in Brixton and its populations.

- Public realm projects
- Extent of project
- Greater use of space to be encouraged
- Streetscape enhancement
- Lighting enhancement





*"A well maintained environment
would support greater local pride"*

Local resident

*"The public realm all along
Coldharbour Lane needs
developer contributions to support
enhancements."*

Local resident

*"Better links and better
signage are needed.
People should be more
aware of what Brixton has
to offer"*

Local resident

3.4 PUBLIC REALM AND CYCLING STRATEGY

A coherent and coordinated public realm and cycling strategy will improve the environmental quality of the town centre. It will reduce street clutter, improve safety, enhance pedestrian and cyclist priority, and improve open space, including green space and links to existing green infrastructure across the wider area. This will help attract new investment, improve the visitor experience and facilitate movement.

In particular, it is noted that the planting of additional trees would bring a range of sustainability benefits and, where appropriate, the planting of new street trees will be supported. Public art could also improve the local environment.

A detailed public realm and cycling strategy will be prepared, in consultation with key stakeholders, on the basis of the high level strategy out lined in this SPD. Generally the public realm and cycling strategy will set out a clear network of routes for pedestrian and cycle access to and through the town centre, and a set of projects to achieve this network.

Wayfinding and signage strategy

However, there is an opportunity to strengthen how the public realm network is navigated and understood. A wayfinding strategy for the centre that would see the coordinated overhaul of existing signage is proposed. New signage would allow for the promotion of all Brixton's attractions, and encourage visitors to see and experience the full range of activities on offer. The new Legible London signage in the town centre presents an opportunity for the coordinated implementation of this scheme across the wider area.

Potential projects have been identified as follows:

1a 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 streetscene, and reorganise space to facilitate the potential extension of the market, as well as reorganise existing servicing arrangements.

1b Brixton Railway Station entrance, arcade and platforms

Improvements will include re-paving pedestrian surfaces, significant enhancements to the arcade including new lighting and better access to platforms, and modern train user facilities on the platforms.

2a Atlantic Road

Proposals include the refurbishment of shop units in the arches, re-paving the street surface, improving lighting and delivering greater priority to people walking and cycling through traffic management and measures for dealing with refuse and trade waste.

2b Using rail arches to improve walking and cycling linkages

Opening up arches to improve the walking and cycling environment and create links at the junction between Brixton Road and Atlantic Road, and between the Somerleyton Road and the town centre, subject to further feasibility assessments.

3 St. Matthew's Peace Gardens

Introducing new temporary or pop-up uses in the Gardens to attract new users and better integrate the space into the surrounding area. This is one of Brixton's key public open spaces and improvements to this space have the potential to deliver significant improvements for the town centre as a whole.

4 Somerleyton Passage

The creation of a public space approaching the passage on its eastern side, incorporating landscaping, planting and lighting, as well as enhancements to the passage itself through improved lighting and cosmetic changes.

5a Coldharbour Lane (east)

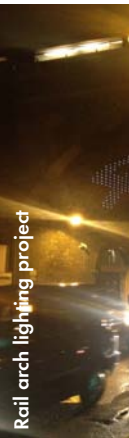
The renewal of landscaping, furniture, lighting and planting between Atlantic Road and Moorlands Road to give the area the feel of a local high street.

5b Coldharbour Lane (west)

There are fewer opportunities to improve Coldharbour Lane west of the railway line. But opportunities do exist for shop front improvements and potentially some new street tree planting at the far western end of the street.

6 Electric Avenue

Proposals include re-surfacing, a phased programme of sensitive refurbishment of shop units and buildings, re-using vacant accommodation on upper floors, a coordinated approach towards market and street furniture and measures for dealing with refuse and trade waste.





Crossing, Clapham Junction



St. Matthew's Peace Gardens, Brixton

- 7 Brixton Road (north)
Creative new lighting solutions and enhancements to shopfronts along this part of the high street, through cleaning, graffiti removal, repainting, pigeon proofing, and removing buddleia.
- 8 Brighton Terrace
Public realm improvements to enhance visual and physical connections between Brixton Road and the Piano House building.
- 9 Space outside Police Station
Improvements to walking and cycling surfaces and lighting, and the addition of seating to transform this important space.
- 10 Acre Lane east
Public realm improvements at the eastern end of Acre Lane in accordance with its status as the main corridor into Brixton from the Clapham area.



Southbank



Isabella Street, Southwark

Examples of precedent projects where similar interventions to those proposed in the SPD have been successfully delivered



Brixton Road

3.5 TRANSPORT AND MOVEMENT STRATEGY

Objectives

The transport and movement strategy aims to promote sustainable travel in Brixton through:

- Making walking and cycling to and through Brixton as safe and pleasant as possible by improving the network of streets and footpaths;
- Upgrading the mainline railway station and improving interchange between the various forms of public transport; and
- Providing short stay car parking to meet identified needs.

3.5.1 Walking and cycling

Lambeth will commission a public realm and cycling strategy for Brixton in 2013. In consultation with traders and residents, the strategy will develop a network of safe, direct routes to and through the town centre and a series of projects to provide public realm improvements and cycle priority measures.

There will be improvements to footway and carriageway surfaces, provision of raised table crossings on key pedestrian desire lines, enhancements to street lighting and removal of street clutter. Where relevant, the improvements would also enhance bus stop provision to accord with current Transport for London accessibility standards. Key locations for these improvements are as follows

- Pope's Road and its intersection with Brixton Station Road;
- Station Arcade and the station in general;
- Atlantic Road, from Brixton Road to Railton Road;
- Electric Avenue; and
- Brighton Terrace.

Where feasible, the public realm enhancements will improve the supply of cycle parking provision, including at the following locations:

- Outside the Tate Library on Windrush Square;
- Along Canterbury Crescent; and
- Close to the underground station, including a cycle hub – a covered, managed cycle parking facility.

In addition, space will be identified and safeguarded for docking stations for the future extension of the Central London Cycle Hire scheme to Brixton town centre.

3.5.2 Interchange improvements

In the short term, the priority is to improve interchange between Brixton Underground and the existing rail station by means of the following measures:

- Improving the mainline station entrance and facilities, including the provision of seating on the platforms;
- Provision of passenger lifts and staircases between the street and the existing rail platforms. These should be designed, in consultation with Network Rail and Southeastern (the station manager), as the first phase of a scheme which would eventually provide new platforms on the Overground lines;
- Improve the pedestrian link between the mainline railway station and the Underground station and
- Investigate potential locations for a taxi rank.

In the longer-term, Brixton would benefit from provision of new platforms to enable the Overground to stop at Brixton and create a strategic rail interchange.

"Very crowded bus stops - can they be moved?"

Local resident



Cycling parking, Brixton Road



Crossing outside Brixton underground station

The Overground passes over Brixton on the high level viaduct and a new station would enable interchange with the Victoria Line and local bus services. At the moment, there is no stop on a 2 mile stretch of the Overground line from Denmark Hill to Clapham High Street.

The Council will work closely with Transport for London and Network Rail to deliver transport interchange improvements and explore appropriate options for the location of a taxi rank in the town centre.

3.5.3 Buses

The bus stops on Brixton Road provide convenient interchange with the Underground and between bus services – but result in congestion on the pavements at the core of Brixton Town Centre, and congestion on Brixton Road itself. Lambeth will work with Transport for London, through the development of a detailed public realm and cycling strategy, to explore the scope to rationalise services and improve the positioning of stops for the mutual benefit of pedestrians and bus passengers.

3.5.4 Servicing and town centre parking

Brixton has a lower level of public off-street parking than comparable centres within Inner London. There is a need to carry out a detailed study of town centre car parking need and existing provision, as well as consider the benefits of additional provision against the impact of extra vehicular trips that would be generated.

Redevelopment opportunities within the Brixton Centre area provide opportunities for the provision of new public parking spaces in this part of the town centre.

It is recommended that the spaces in any such new car parks are managed for short-stay parking, particularly during the daytime.

Provision of parking spaces for the market traders is also important for the ongoing viability of the markets. The redevelopment of key sites within the Brixton Central area, including the existing railway arches, should ensure the requisite market traders' parking and storage space is provided in a convenient location.

Facilities that allow for innovative, green joint supply and delivery schemes will be supported in order to reduce the number of motor vehicles accessing the town centre. This may require provision of space for a central distribution point.



One Planet Living framework

3.6 ENERGY, WATER AND WASTE STRATEGY

In line with Lambeth's Sustainable Design and Construction SPD and in the spirit of the One Planet Living principles, the SPD aims to promote self-sufficiency in terms of the energy, water and waste. This will help to maintain the town as a thriving commercial centre. The SPD outlines a framework for the infrastructure required to underpin this aspiration.

Please note, useful guidance relating to developing sustainable proposals for existing buildings can be found through the English Heritage website at www.english-heritage.org.uk/saving-energy

3.6.1 Energy

The range of opportunities identified within this SPD provide the town and its communities scope to invest in, and introduce new, infrastructure to enable the utilisation of alternative energy supplies.

The redevelopment of Guinness Trust's Loughborough Park Estate includes provision for a Combined Heat and Power (CHP) plant, which could provide scope for the installation of additional distributed heating systems that may later form part of an integrated local energy network.

Other estates within the SPD area could, subject to further viability testing and cooperation, provide scope for an expansion of this local energy network.

Opportunities and key elements of the energy strategy might include:

- All new buildings should be designed to be adaptable to allow conversion over their lifetime, and to limit the energy required for space heating;

"New developments should put in infrastructure so that in future Brixton can use new technology to generate its own heat and power. Buildings should be future proofed."

Online comment

- Major redevelopments should incorporate the provision of heat and power energy centres and appropriate energy network distribution, as well as the ability for future developments to plug-in and extend the network. The lowest carbon fuel sources feasible should be used; and
- The roof spaces of existing and new buildings should be considered a valuable commodity to be exploited for energy generation and food growing.

3.6.2 Water

As a major inner-London town centre, open spaces are a scarce resource. The management of surface water can help to avoid flash flooding and minimise the impacts of droughts.

Major new developments should provide the opportunity for the introduction of green spaces that can both slow the passage of surface water and reduce the use of water in buildings.

Opportunities and key elements of the water strategy might include:

- Rainwater collection in all new build development and retrofitted where possible to existing buildings;
- Tree planting along key routes, the creation of green roofs and gardens and local food growing projects on under used land or new roof spaces; and
- Subject to a feasibility assessment, One Planet Living principles suggest the water strategy should be target driven and aim for target of 45-70% retention of annual rainfall and up to 100% peak run off reduction.

3.6.3 Waste

The town centre, and in particular its retailers and businesses, produce significant amounts of waste and there is an issue around a lack of bin capacity and the number of rubbish bags that are left on the street. The detailed public realm and cycling strategy will consider this issue further.

There will be opportunities to gain additional value from the waste produced by, for example, composting of food waste for use in local food growing projects.

Opportunities and key elements of the waste strategy might include:

- One Planet Living principles suggest it would be possible to meet a target of reclaiming 70% of waste generated by residents through composting or recycling;
- In addition, 95% of waste generated by construction and demolition of development in Brixton should be reclaimed or recycled; and
- A coordinated food waste strategy across the town centre could extract significant value for local food growing projects.

3.7 LAND USE STRATEGY

Available land in Brixton is a scarce resource. It is important to ensure the best use is made of development sites as they come forward. This land use strategy identifies a number of character areas within Brixton and puts forward the most appropriate land uses for these areas.

The evening economy plays a particularly important role in Brixton town centre and is an important source of local employment. Evening economy uses are located across the town, with activities focussed around key cultural facilities including The Ritzy and the O₂ Academy.

The key character areas are:

1

Brixton Road: retail and jobs

Brixton Road is the main commercial spine and the focus of high street retailing in the town. The larger floor plates in this location play an important economic role in the town and should be retained. Brixton Road is the most appropriate location for new larger format comparison retailing. Other appropriate uses would include convenience retail and employment, hotels and residential on upper floors.

2a

Brixton Station Road: homes, retail and parking

The temporary ice rink site will be the focus for intensification of town centre uses including retail (including large format retail spaces), community, higher density residential uses and town centre off-street parking. Other appropriate uses for this area include employment, hotels and education.



Brixton town-wide land use strategy



Electric Avenue, Pope's Road, Atlantic Road and Brixton's Markets: creativity, markets and independent traders

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.



SW2 Enterprise Centre and surrounding area: business space and jobs

This area will be the strengthened focus of office-based employment in the town centre, with redevelopment and refurbishment delivering consolidated Council accommodation and flexible workspaces for Council partners, community and other organisations. The area's role as a place for employment will be strengthened. There will be a significant increase in the total commercial floorspace in this location alongside new town centre residential uses. Other appropriate uses in this area include commercial, hotels and community.



Somerleyton Road: housing, culture and community

New development and land uses will ensure this area is better integrated into the wider area with housing-led redevelopment complemented by new cultural and community uses providing new local employment opportunities. Other appropriate uses include small scale commercial units and affordable workspace.

The Use Classes Order and widening of Permitted Development Rights

The Council will work with the management agents/landlords for the covered markets to ensure a managed approach to the provision of retail, food and entertainment which contributes to a balance of uses and the vibrant mix of activities in Brixton.

The Government has recently announced a relaxation of planning rules to allow for temporary use of various types of buildings/retail units to be used as shops, financial services and restaurants. In working to identify a viable strategy for the markets, these provisions will be taken into account. The Council will still retain long term control of the use of such buildings/units as the provisions are only temporary.

"The strategy needs to achieve a balance between traditional market uses and new uses"

Local resident



4 AREA STRATEGIES

4.1 INTRODUCTION

4.1.1 The Investment Areas

This section provides more detailed strategies for the town centre's four key investment areas:

- Brixton Central;
- Somerleyton Road;
- SW2 Enterprise Centre and surrounding area; and
- Brixton Road / 'High Street'.

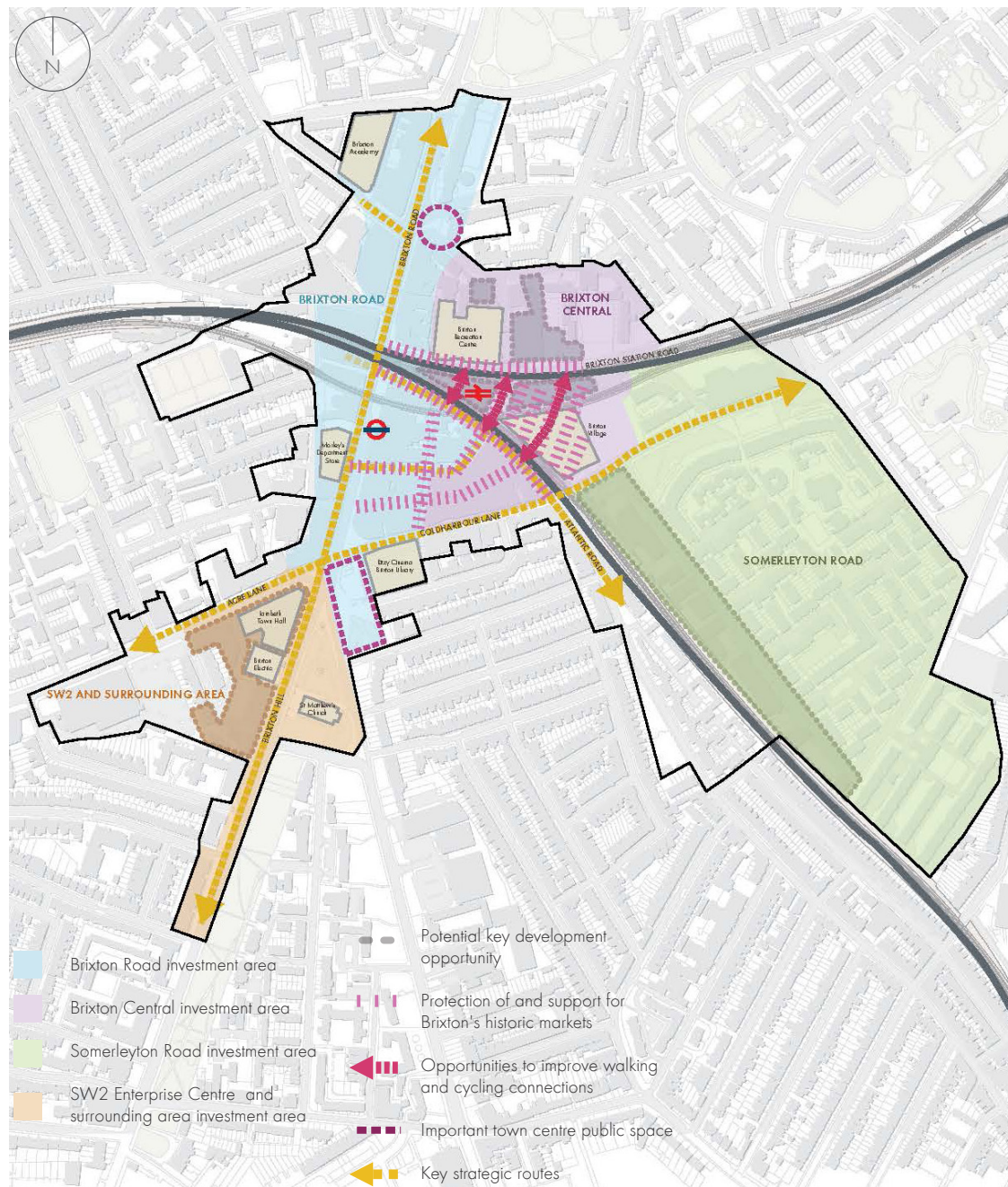
A headline review of the key issues associated with each investment area is outlined followed by an area framework, area-wide guidance and, if appropriate, site specific guidance. This includes a framework plan and associated written guidance which will be used to help assess and determine development proposals as they come forward. Guidance on tall buildings which may be relevant to all areas is also provided.

It should be noted that the Council encourages early engagement with the local Crime Prevention Design Advisor and reference should be made to the guidance available on the www.securedbydesign.com website.

4.1.2 Tall buildings

An assessment of the Brixton SPD area has been undertaken with a view to identifying sites suitable for new tall buildings. The assessment considered constraints such as the presence and setting of heritage assets and locally important views from within the conservation area and from Brockwell Park.

The study has identified two areas that are considered potentially suitable for new tall building development:



Strategic framework for investment

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Electric Avenue, c.1960 (Source: Landmark Lambeth)



Electric Avenue today

- **Brixton Central and Canterbury Estate**

This includes International House and the Pope's Road sites (currently occupied by a temporary ice rink). International House is 12 storeys + plant. The Canterbury Estate already has one tall building - Chartham Court (16 storeys + plant, not currently considered a redevelopment opportunity)

- **Southwyck House and Moorlands Estate (northern part only)**

The existing Southwyck House (9 storeys high) and the low rise housing to its immediate south. These are not currently considered redevelopment opportunities.

Tall building development on suitable sites, to a height of 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.

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).

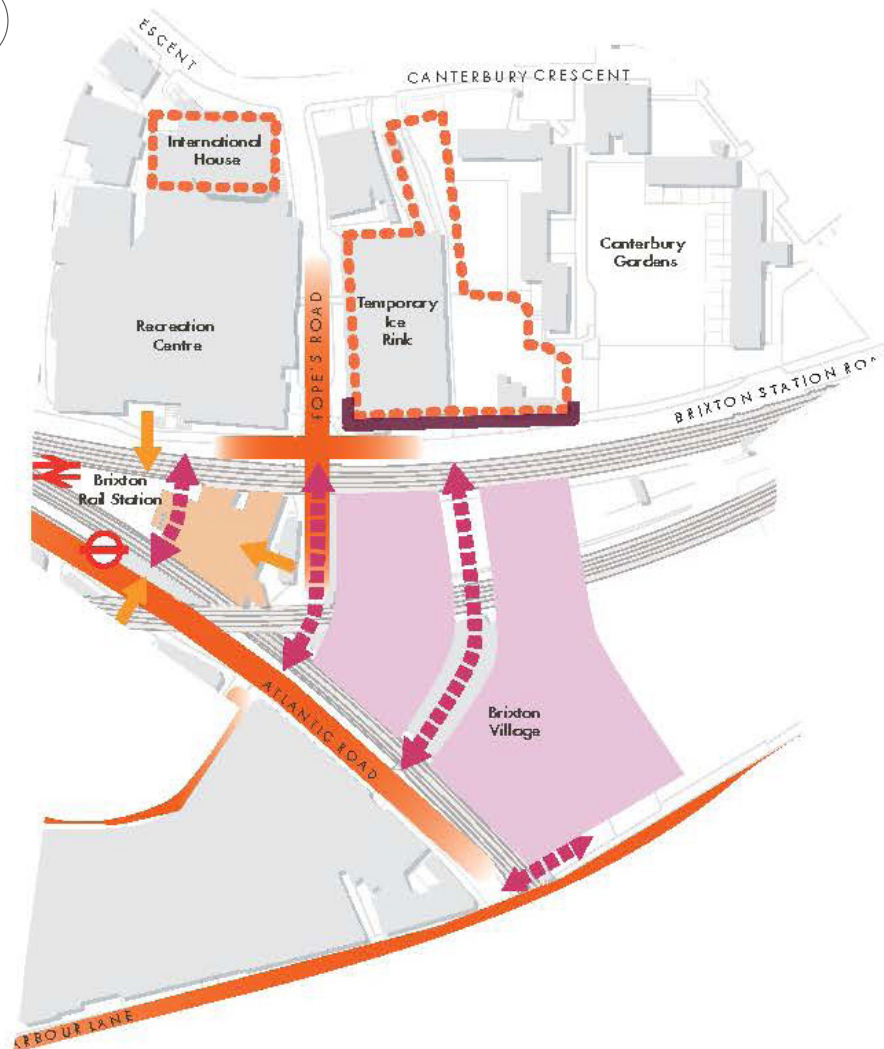
It is hoped that by following these design parameters the new structures will enhance Brixton's already rich roofscape of historic towers. Large, bulky, squat or alien looking structures are unlikely to be considered acceptable.

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.

4.2 BRIXTON CENTRAL AREA STRATEGY

The focus in this location is on improving the environment in and around the station and securing the redevelopment of key opportunity sites. The routes between Brixton Station Road and Atlantic Road can be improved and there are opportunities to introduce new mixed use commercial and residential developments, which may make better use of the railway arches which are such an important feature of the area. The Council owns approximately one hectare of land in this location including the Brixton Recreation Centre, International House and the temporary ice rink site. The Council also owns Canterbury Gardens housing estate.



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Brixton Central: area framework

- | | | | |
|--|---------------------------------------|--|---|
| | Opportunities to open up arches | | Opportunity to reinstate station entrance |
| | Extending commercial activity | | Key development sites |
| | Focus of new high density development | | |

4.2.1 Key issues

Key issues for the Brixton Central area include:

1. Poor quality public realm in key streets and spaces in the area including Brixton Station Road, Pope's Road and Brixton Railway Station;
2. Severance caused by the elevated railways and the lack of physical north-south connections that result;
3. The need to improve and enhance leisure and community facilities in the centre of Brixton including the need to improve access for all communities. The historical and cultural importance of the existing Brixton Recreation Centre to the community is recognised and it will be retained and refurbished;
4. The unique character and qualities of Brixton's markets and the critical role they play in meeting local shopping needs, attracting visitors to the town and providing important local employment opportunities;
5. The poor quality of Brixton's railway station environment and the harm this does to first impressions of the town; and
6. The underdeveloped nature of key sites in the area which have the potential to help attract new investment and create new jobs for local people.

4.2.2 The strategy for the Brixton Central area

The adjacent diagram outlines the main elements of the framework for the Brixton Central area. The key components are as follows:

1. Opening up the arches through to the land between the viaducts, providing stronger connections to the area and creating more commercial value through new mixed use development.



Pope's Road



Atlantic Road



Refurbished rail arches, Isabella Street, Southwark

2. Focusing new higher density mixed use development along Brixton Station Road with commercial activities at ground floor level.
3. Enhancing the access to the rail station and its setting, with a specific longer term opportunity to reinstate the station entrance along Pope's Road.
4. Ensuring leisure, cultural and community provision in the centre of Brixton is enhanced so that it continues to provide a high quality and wide ranging offer for all and meets the demands of a growing population.
5. Redeveloping the temporary ice rink site as a mixed use development with potential for commercial and/or community uses at ground floor level and residential uses above, potentially incorporating town centre parking. In addition to Brixton Road, this location is also considered appropriate for larger scale retail uses.
6. Redevelopment or conversion of International House for a residential-led scheme with town centre uses at lower levels.
7. Delivering a programme of environmental improvements to priority streets and spaces including Pope's Road, Electric Avenue and Atlantic Road.

4.2.3 Area wide guidance

- **Character:** New development should add activity and interest to the streets they face. Separate (residential) accesses to upper floors should also be gained from the main street frontage of new buildings. Any new development along Canterbury Crescent should take account of the character of the conservation area and the setting of the nearby listed buildings. In conjunction with Network Rail, more railway arches should be brought into active use and the appearance of existing commercial arches improved.
- **Density:** Building heights should generally be more restricted along Canterbury Crescent given its more sensitive conservation context. There are opportunities for new taller buildings along Brixton Station Road, subject to maintaining viewing corridors and guidance contained in any subsequent tall building study. The guidance at the start of Section 4 on tall buildings is relevant in this location.
- **Public realm:** New development will need to contribute towards the delivery of a major programme of public realm improvements along Brixton Station Road and Pope's Road, with scope for new street lighting, improved paving and more street trees. These improvements should encompass improvements to the existing environment in and around Brixton Railway Station. Streetscape improvements are also needed for Electric Avenue and Atlantic Road.
- **Rail connections:** While funding is not in place, the Council continues to support the principle of the long term objective of securing a stopping service on the London Overground Line at Brixton Railway Station. Such an investment could potentially deliver a radically improved station facility with a re-orientated passenger entrance directly on to Pope's Road. New development coming forward should not undermine this long term aspiration.
- **Parking:** The delivery of new town centre parking, market trader parking and storage is required within the Brixton Central area. Any mixed-use redevelopment of the temporary ice rink site

could incorporate some car parking to meet the particular needs of the town centre, and could give rise to a wider review of on-street parking and servicing arrangements in the Brixton Central area. There is also capacity for the land between the viaducts to contribute to this provision, including making better use of under used railway arches.

- **North-south connection:** A new connection should be made between Brixton Village and the land between the viaducts, potentially enabling the northern expansion of Brixton markets and opening this area up for a range of new commercial and community uses, with higher density residential uses above.

4.2.4 Key sites - development principles

Brixton Railway Station

Significant improvements to the station entrances and access arrangements are needed to support safer and more attractive use. Better signage and lighting are needed as a minimum. The station site itself presents a long term opportunity for a much improved environment both within the station arcade and at platform level, with new seating and the removal of graffiti. There is also the potential for the reinstatement of the historic entrance, including new retail floorspace that would take advantage of the high levels of footfall. The long-held local aspiration for a stop on the new East London Line extension linked to the Overground station will be pursued through partnership working with Transport for London.

Land between the viaducts

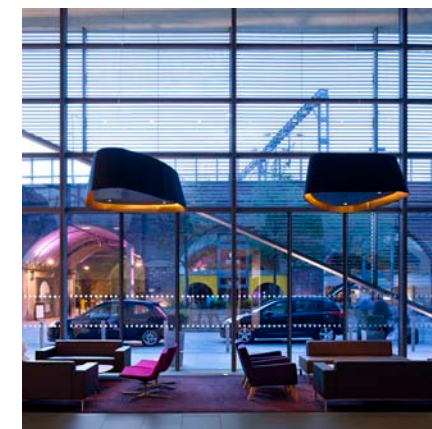
The land on the east side of Pope's Road between the railway viaducts is a major opportunity for development. In particular, the opening up of this site would allow for a new north-south connection to Brixton Station Road, improved access to the Brixton markets experience and creation of new opportunities for small and independent traders. Space for existing creative industries and artists should be an integral part of redevelopment proposals for this site.

Above this ground floor level activity, there is scope for a mix of commercial uses. The site could also potentially deliver some town centre car parking to help meet the needs of local businesses and customers and provide space for market trader parking and storage.

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. Subject to demand, this central location would also be appropriate for education uses.

International House

Employment uses within International House will be reprovided as part of the SW2 Enterprise Centre redevelopment thereby ensuring the associated jobs remain in Brixton town centre. This releases the site for conversion or redevelopment. In view of the site's location, the character of Canterbury Crescent and activities found along it, a residential-led scheme with town centre uses at lower levels are considered the most appropriate new uses for the site.



View from inside Mint Hotel, Leeds



Existing Brixton Village units



Aerial view of Somerleyton Road,
looking south east

Any redevelopment on the site should respect the guidance and opportunities outlined in the Brixton Conservation Area Statement.

Temporary Ice Rink site

Core Strategy Policy PN3 sub-paragraph (f) supports development on this site and surrounding land to provide mixed use residential, retail, food and drink, town centre car parking, cycle storage and community uses and public realm improvements. The site is suitable for commercial and community uses appropriate in this town centre location, potentially including larger format retail uses.

4.3 BRIXTON EAST / SOMERLEYTON ROAD AREA STRATEGY

The south eastern section of the SPD area is a focus for improving connections and local environments. Although important green infrastructure exists in and surrounding the area, its residential estates are not well connected to the town centre and surrounding amenities and there is a need to enhance physical linkages to support its greater integration.

Alongside new and improved connections, a major redevelopment opportunity exists in the Somerleyton Road area. The sites running between Somerleyton Road and the rail line are under used and represent an opportunity to transform this part of Brixton. Major investment here would deliver new housing, affordable workspace, community infrastructure including a new major cultural facility and provide new job opportunities. The Council owns a significant amount of land along Somerleyton Road.

Any development in the Somerleyton Road area should proceed in partnership with Transport for London, to ensure that adequate measures are taken to prevent any negative impact on the Underground's operational infrastructure.

4.3.1 Key issues

Key issues for the Somerleyton Road area include:

1. Lack of activities along this part of Coldharbour Lane which has resulted in local concerns about streets feeling unsafe;
2. The area is not well integrated with the wider-town;
3. Much of the land on the west side of Somerleyton Road is under-used and, if redeveloped, could contribute significantly to the regeneration of the town.



4.3.2 The strategy for the Somerleyton Road area

The adjacent diagram outlines the main elements of the framework for Somerleyton Road. The key components are as follows:

1. Introduce a major new cultural facility at the northern end of Somerleyton Road, addressing Coldharbour Lane and Brixton Village. This would generate new activity and create new opportunities for local employment.
2. Consider the potential, in the context of regeneration proposals for the Somerleyton Road area as a whole, of the opening up of new routes beneath the railway at the northern end of Somerleyton Road to improve walking and cycling connections with the town centre.
3. Recognise the history of the area, in particular the locally listed Carlton Mansions and Nuclear Dawn mural and consider how this building can be part of any new development.
4. Redevelop sites along Somerleyton Road to deliver a mix of new high quality affordable and market housing together with other viable complementary uses, which could include cultural, community and commercial uses, and affordable workspace.
5. Encourage active ground floor uses fronting on to Somerleyton Passage, and public realm enhancements to support greater use of this important link.
6. Promote redevelopment of the Council Depot along Somerleyton Road, only if an alternative site can be found in advance of any proposal.



Somerleyton Road, 1965



Somerleyton Road, 2012

4.3.3 Area-wide guidance

- **Street frontage:** New development should front onto existing streets. Active frontages along Coldharbour Lane are critical for its success. This will support a radical shift in the character of this important area and help bring new life and more activity to the streets. Ground floor commercial, community and cultural uses should be introduced to strengthen the retail function of the street and help ensure the retail needs of the existing and new resident communities are met.
- **Community infrastructure:** New community infrastructure to address increased demand in this area must be supported by new development, including expanding the capacity of Hill Mead Primary School.
- **Green infrastructure:** New development should retain and enhance existing green infrastructure. In particular, where mature trees exist between the rail line and Somerleyton Road, new development should seek to respond to this structure.
- **Density:** New residential development should include a mix of flats and houses with gardens to provide a good mix of housing types. New buildings should be up to 5 storeys along Somerleyton Road with scope for a slightly taller building at the northern end.



Lambeth Town Hall, c.1910



Lambeth Town Hall today



St. Matthew's Church

4.4 SW2 ENTERPRISE CENTRE AND SURROUNDING AREA STRATEGY

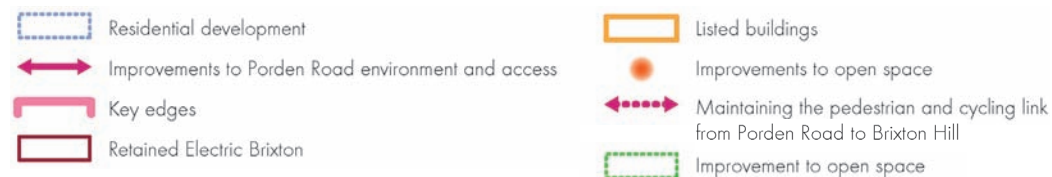
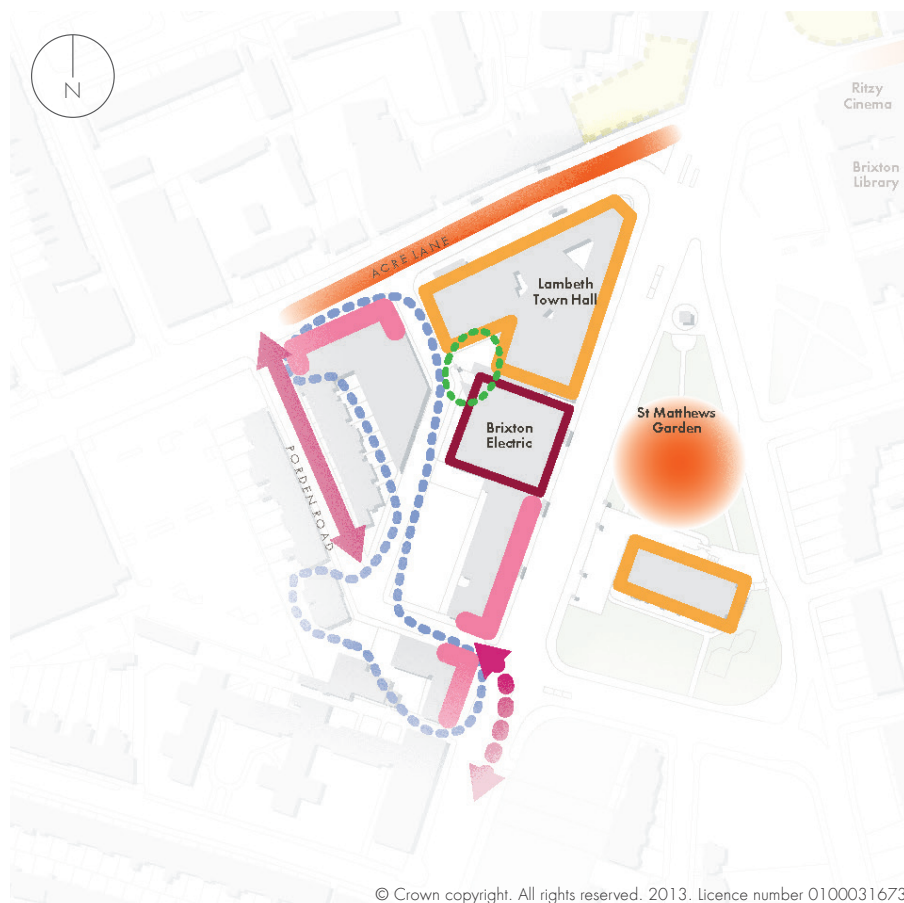
Mixed use redevelopment and refurbishment of the town hall and associated Council-owned buildings in this area will provide increased civic, community and public service uses, retail and employment uses, residential, entertainment and leisure uses. This strengthens the Council's administrative role and concentrates its functions in this key focal point for Brixton. In turn this enables the release of sites currently used as Council offices in the borough, including International House in the Brixton Central area.

Key landmark buildings will be refurbished and under-used sites brought into use. New active frontages, improved and safe walking and cycling routes and streetscape improvements will enhance the public open space. The important role played by St. Matthew's Church and the Peace Gardens are also key considerations. The Council is the principal land owner in this area, owning 7,500 sqm of land.

4.4.1 Key issues

Key issues for this area include:

1. The area is the administrative heart of Brixton and the Borough as a whole. The area around the town hall is therefore a key civic space.
2. The area benefits from some key heritage assets including historic buildings and public spaces. The relationship between the site and the Peace Gardens and the setting of St Matthew's Church is an important consideration.



SW2 Enterprise Centre and surrounding area framework

3. The area contains a range of activities including the ceremonial committee rooms of Lambeth Town Hall, the dance floors of Brixton Electric and the established residential community of Porden Road. Protecting their respective amenities will be a key consideration.
4. There is limited active ground floor uses along the pedestrian edges of Acre Lane and Brixton Hill.

4.4.2 The strategy for the SW2 Enterprise Centre and surrounding area

The adjacent diagram outlines the main elements of the framework for the SW2 Enterprise Centre and surrounding area. The key components are as follows:

1. Refurbish and redevelop buildings in this location to enable Council services to be more focussed in one location, acting as a catalyst to support mixed uses in the area.
2. Provide new flexible and affordable floorspace appropriate for use by Council partners, community organisations and small businesses.
3. Strengthen the contribution of the sites to the street they address with a mix of uses including offices, retail, community or leisure at ground level and improvements to the public realm in the area.
4. Protect the amenities of the established residential community along Porden Road.
5. Enhance heritage assets and improve the area's relationship with St. Matthew's Church, an important community hub offering voluntary community services and social enterprise accommodation, and its surrounding green open space.

4.4.3 Area-wide guidance

- **Density:** Development should be appropriately designed, make efficient use of land and respect the height, scale and massing of existing and adjacent buildings.
- **Character:** New development should add interest and activity and address the street directly at pavement level.



Aerial image looking north across area

- **Street frontage:** Sensitive redevelopment and infill should strengthen the street edge. New uses and enhanced public realm will be delivered to help strengthen activity throughout the day and evening, supporting safer streets.
- **Heritage:** Key landmark buildings should be refurbished. The impact on the setting of the Grade II listed Town Hall building is a key consideration. There are other heritage assets in the area, including conservation areas and statutory and locally listed buildings, which should be considered as development proposals come forward.
- **Public realm:** A clearer distinction between public and private spaces is to be established by revising the servicing and access arrangements. Improved and safe walking and cycling routes between Brixton Hill and Acre Lane are to be delivered with streetscape improvements to Buckner Road and Porden Road. A stronger connection between the areas of public realm – encompassing Windrush Square, St. Matthew's Peace Gardens and the Town Hall area is to be encouraged.
- **New housing:** The introduction of new residential development to ensure a sustainable mix of uses is delivered. This will help improve the relationship with the existing residential neighbourhood on Porden Road.
- **Community space:** Opportunities for office space to be provided for local community groups and small businesses to assist in the facilitation of Lambeth's Cooperative Council objectives.



Brixton Road, c. 1930 (Source: Landmark Lambeth)



Brixton Road today

4.5 BRIXTON ROAD/'HIGH STREET' AREA STRATEGY

Brixton Road is the busiest part of Brixton with thousands of pedestrians using it every day. Part of the Transport for London Road Network, Brixton Road is a major bus route and acts as Brixton's public transport interchange.

With no known major opportunity sites, the focus for investment in this area relates primarily to sensitive frontage enhancements, streetscape improvements and bringing vacant space back into use.

Brixton's high street is the most appropriate location for larger floor plate retail development - important to the economic success of Brixton to help complement the strong independent retail sector. There is a major opportunity to deliver improvements to the public space outside the Police Station to help complement the major investments that have been made at the southern end of Brixton Road at Windrush Square.

4.5.1 Key issues

Key issues for the Brixton Road area include:

1. Brixton Road benefits from a good quality street environment, with much of the historic frontage having been retained.
2. The townscape character of the northern part of the street has, over time, deteriorated in quality with many insensitive shopfronts. This northern end of the road is less pedestrian friendly.
3. Brixton Road plays an important role in providing opportunities for larger-format retail floorspace in the centre.



Brixton Road: area framework

4. Evening economy uses are an increasingly important source of local employment with concentrations of such uses at the northern and southern end of Brixton Road.
5. Significant areas of upper floor levels along the street are vacant and under used.

4.5.2 The strategy for the Brixton Road area

The adjacent diagram outlines the main elements of the framework for the Brixton Road area. The key components are as follows:

1. Establish a new public space outside the police station to serve the northern section of Brixton Road and complement the public space created at the southern end of the street at Windrush Square.
2. Further improve the street for pedestrians, cyclists and other users and improve the interchange between rail, tube and bus.
3. Promote the retention of existing and provision of new, medium to large retail units.
4. Work with landowners to bring forward vacant or under used space and sites for appropriate new uses and sensitive refurbishment or redevelopment.



5. Work with existing landowners and tenants to secure coordinated shopfront and signage improvements and encourage alternative security measures to roller shutters on key frontages, particularly in the northern section of the road. Creative approaches, potentially involving local artists, to brightening up existing shutters will also be encouraged.

4.5.3 Area-wide guidance

- **Character:** Historically sensitive enhancements to shop frontages and street environments are to be encouraged in line with the Conservation Area Statement 2012. Both Brixton Road and Electric Avenue should be priorities for historic refurbishment funding. A significant number of buildings which negatively contribute to the character of Brixton Road are specifically outlined in the Conservation Area Statement with suggested interventions.
- **Public realm:** Informed by ongoing dialogue with Transport for London, further public realm enhancements, in addition to the scheme recently completed to Brixton Road, should be explored with a view to achieving the best balance possible for the accommodation of bus stops, creating more breathing space for pedestrians and accommodating additional green infrastructure, such as street trees. In particular, local stakeholders would like to see whether pavements could be further widened, crossing facilities further improved and additional facilities for cyclists provided.

"Brixton needs action not words"
Local resident





5 WORKING TOGETHER TO DELIVER

PARTNERSHIP WORKING BETWEEN PUBLIC SECTOR AGENCIES, LOCAL COMMUNITIES, COMMUNITY REPRESENTATIVES AND KEY LANDOWNERS WILL BE CRITICAL TO THE DELIVERY OF THE BRIXTON SPD

The Brixton area has the potential for significant new mixed-use development. To accommodate this level of growth and ensure that development brings real benefits to the lives of local people the Council will continue to work cooperatively with local resident and business communities.

A coordinated approach, involving local communities and key public and private stakeholders, to deliver new development, will bring forward investment over the next 10-15 years to support the Future Brixton Programme and ensure that the high aspirations for the area are realised.

As with any major development and regeneration programme, land ownership is central to delivery. The Council owns many of the key sites identified in Brixton. These include critical elements of community and social infrastructure such as the Brixton Recreation Centre and the Town Hall area.

Progress is already being made in relation to the Town Hall/SW2 Enterprise Centre site with a development partner being sought. This procurement process also encompasses International House on Canterbury Crescent.

The Council is keen to continue to explore with its partners, other key stakeholders and the local community, the potential benefits of looking creatively at how other key locations could be brought together to help deliver the wide range of potential improvements outlined in this SPD.

The Council has established the principle of utilising its assets in the Brixton area and using them in a coordinated way to bring forward a major programme of investment, redevelopment and regeneration.

Such an approach would:

- Help deliver new homes and jobs;
- Improve the economic vitality of the town centre through the delivery of new retail floorspace and town centre parking;
- Improve the public realm and public open space for residents and visitors; and
- In the longer term, ensure that Brixton is economically, socially and physically sustainable.

5.1 A DEVELOPMENT OPPORTUNITY AND REGENERATION PROGRAMME

The programme is ambitious, long term and multifaceted. The potential benefits are considerable and include physical regeneration and environmental improvement of the town centre. Moreover, the benefits will also improve the life chances of local people.

A package of economic, environmental, social, community and supporting infrastructure initiatives have been identified to meet the needs of existing, and new, residents and businesses. These will improve the environment and support local access to opportunities for training, employment and enterprise. Support for existing and new small and medium sized businesses will be key.

5.1.1 The Development Opportunity

Initial high level land use capacity studies have been undertaken:

- Brixton Central area: In refurbishing existing space, bringing space back into use and creating new commercial floorspace, there is scope for retail and community uses together with significant capacity for the appropriate use of upper floors for redevelopment. Site capacity work suggests there would be scope for retail, commercial and community floorspace, in conjunction with significant capacity for new dwellings.
- Somerleyton Road area: There is considered to be capacity for dwellings together with space for a major cultural or community facility at the northern end of the site.
- SW2 Enterprise Centre and surrounding area: There is considered to be capacity for mixed use development across the SW2 Enterprise Centre and neighbouring sites. The area also has capacity for a significant number of new residential dwellings.

Table 1: Public Realm and Cycling Strategy - A Five to Ten Year Delivery Programme

Project Number	Project Title	Timescale / development links
1a	Pope's Road / Brixton Station Road	Linked to Brixton Central development, 3-5 years
1b	Station arcade	3-5 years
2	Somerleyton Road	Linked with initial phases of new mixed use development of Somerleyton Road, 3-5 years
3a	Atlantic Road	3-5 years
3b	Rail arch at corner Atlantic Road / Coldharbour Lane	Linked with initial phases of new mixed use development of Somerleyton Road, 3-5 years
6a	Coldharbour Lane east	Linked with initial phases of new mixed use development of Somerleyton Road, 3-5 years
11	Acre Lane from Porden Road to Brixton Road junction	Linked to development of SW2 Enterprise Centre, 3-5 years
7	Electric Avenue	5-7 years
8	Brixton Road north	5-7 years
4	St Matthew's Peace Gardens	5-10 years
5	Somerleyton Passage	Linked to Phase II Somerleyton Road, 5-10 years
6b	Coldharbour Lane west	5-10 years
9	Brighton Terrace	5-10 years
10	Space in front of Police Station	Potentially linked to Police Station site, 5-10 years

Note

Projects are not listed in any priority order

5.1.2 The Regeneration Programme

Tables 1-4 outline details of the associated public realm, movement and transport, and employment, skills and enterprise initiatives, which could be delivered as a result, and in support, of new development. Delivery of this programme will be enabled through partnership working and funded by a mix of developer contributions, capital receipts, Community Infrastructure Levy (CIL), and other public and private sources, including making bids to external sources.

5.1.3 Public realm and cycling strategy

It is important, to ensure a consistent and coherent approach, that an overarching public realm and cycling strategy for the whole area is designed as one complete programme. Individual projects will emerge at various stages as major developments are progressed and funding becomes available. The public realm and cycling strategy will be developed, designed and delivered with the involvement of local communities, ward Councillors and funding partners over the next 5-10 years.

The development of the public realm and cycling strategy will include undertaking feasibility studies, agreeing priorities, refining costs and timescales. It will involve undertaking some early projects to kick-start the programme. Potential partners include: Network Rail, Transport for London, the Greater London Authority, Southeastern Trains, the Metropolitan Police, English Heritage and the business community.

Table 2: Movement Strategy

Project Title	Proposals	Partners
Brixton Rail station	Lifts and improved staircases to existing station platforms, introduce new seating on platforms and better lighting throughout station environs.	NR TfL LBL
Taxi rank	Identify site and explore potential for new taxi rank.	LBL TfL
Cycle parking	Additional covered and managed cycle parking provision.	LBL TfL

Note

Projects are not listed in any priority order

Abbreviations

BL	London Borough of Lambeth
NR	Network Rail
TfL	Transport for London

5.1.4 Movement strategy

The Movement Strategy will depend on partnership working and negotiation with TfL, Southeastern Trains, Network Rail and others.

Potential projects are listed in Table 2.

5.1.5 Employment and education

Support for employment, skills and enterprise initiatives will be key to ensuring local people and businesses have access to any potential opportunities. Table 3 provides an indicative programme of the types of projects for which developer and other contributions will be sought.

The different elements of the programme are subject to identified development sites, within the investment areas, coming forward. These identified key sites will play a critical role in kick starting the delivery of the investment and improvements envisaged. They are therefore expected to contribute directly to the delivery of this programme, the regenerative benefits of which are, collectively, seen as a priority for Brixton in terms of delivering transformational change to the town, which will directly benefit local communities. A balanced view on other policy requirements will need to be taken into account in this context.

This requirement is being made in light of the Council committing its own land assets to act as a catalyst to the delivery of this programme of improvements and investments. This process is already underway with the Council progressing the establishment of a new SW2 Enterprise Centre in and around the existing Town Hall site.

Table 3: Employment, Skills and Enterprise

Project Title	Description
Access to vacancies / job brokerage	Developers should work with the relevant Council department or nominated partners to ensure that local people can access jobs during construction and in the end use of all new developments in the area. A range of support mechanisms exist in the borough to assist in this activity. Contributions to the existing borough-wide scheme will be sought.
Employment and Skills Plans	All developments should have a clearly defined employment and skills plan stating how local employment and skills commitments will be met.
Apprenticeships	The Council and its partners have a strong commitment to increasing the number of apprenticeships offered in the borough. We would encourage all developments in the area to consider apprenticeships as a viable route to supporting local residents into work.
Training and Skills	A skilled workforce is crucial to support a strong, vibrant and prosperous local economy. A commitment to ongoing workforce development utilising local training providers is welcomed.
Partnerships and engagement with Schools, Colleges and other learning providers	Businesses should actively form meaningful partnerships with learning providers in the borough. School visits, work experience opportunities are strongly encouraged.
Brixton Business Improvement District (BID)	Various associated work streams to support the development of a BID and business networks; support for demonstration projects.
Affordable and flexible workspace	The provision of affordable and flexible workspace for SMEs and start-ups.
Sector support	Professional support, guidance and mentoring to support and upskill in growing sectors i.e. food/creative/cultural industries.
Destination Brixton	Promotional activities.
Young Entrepreneurs	As with sector support targeting young entrepreneurs.

Table 4: Education

Project Title	Description
Additional school places	There is a need for two additional forms of entry, which could be provided at Hill Mead Primary School.

Notes

Costs are estimated annual costs

Further work will be required to continue to test and assess, in more detail, the viability and impact of redevelopment proposals for key sites and assets. This will enable the preparation of business cases, where appropriate, and the more detailed assessment of concepts outlined in this SPD, including the phasing of development, funding issues and timescales for implementation.

Other sites not specifically identified in this SPD will be subject to the Council's policy framework, as set out in the adopted development plan. The programme of improvements identified here will however be relevant to any major site coming forward and appropriate contributions to the delivery of this programme will be sought.

The SPD covers the whole of the designated town centre and extends east to Moorland Road to include the Moorlands Estate, Southwyck House and Somerleyton Road. In so doing, the SPD area covers land in many uses, interests and ownerships. It also covers significant areas of transport infrastructure, including road, railway and underground. It is therefore extremely important that the SPD is endorsed and supported by as wide a range of stakeholders as possible, including existing land owners and the wider local community.

5.2 KEY PRINCIPLES FOR PARTNERSHIP WORKING

Lambeth Council is a cooperative Council and is committed to working collaboratively and in partnership with Lambeth's local communities. The SPD will be used as the basis for partnership working between public agencies, landowners and local community stakeholders in Brixton, setting out a shared vision and direction for the area.

The investment and improvement programme included in this section is relevant to all major developments in the SPD area. The Council expects contributions, to the implementation and delivery of these improvements, to be made by all major developments coming forward within the Brixton SPD area.

In order to help coordinate the regeneration of, and investment in, the town the Council is committed to working with key partners. This may lead to the establishment of formal partnerships in the longer-term.

Key strategic partners:

- Local businesses from a wide cross-section of interests including the various markets, independent traders and representatives from more established high street names (work has been progressing to explore the potential of establishing a Business Improvement District Company (BID) led by businesses / business rate payers in the area);
- Network Rail and Transport for London, especially in relation to transport interchange improvements and railway land, such as the space under the arches.

- Local residents' and tenants' groups and associations;
- Community interest groups and societies which take an area-wide perspective and campaign for local improvements and investments;
- Local faith groups;
- Representatives from some of the key local cultural attractions and the wider local evening economy business community;
- Representatives from the authorities and administrative bodies that help keep Brixton running for example the local police force and Lambeth Council;
- Representatives of the interests of local children and young people; and
- Representation from some of the centre's key landowners such as Network Rail and Metropolitan Housing Trust.

The programme of improvements and investments outlined in this SPD forms the basis of an agenda and programme for partnership working. Relevant officers and stakeholders would report on the progress being made on individual projects.

Leisure and cultural facilities are key to Brixton's identity and unique character and its ongoing vitality and viability. The Brixton Recreation Centre is a very popular and well-used facility in the heart of the town. Lambeth will work with users, user groups, residents and other key stakeholders to ensure a quality and accessible leisure and community offer is maintained in the long term for existing and future generations.

5.3 BRIXTON'S TOWNSCAPE HERITAGE

Much of Brixton town centre lies within a conservation area. It is important that this area is protected and developed in ways which will enhance its unique historic character. Working with key community stakeholders and others, the Council will seek appropriate sources of funding and partner resources to improve the historic fabric and visual appearance of key commercial and other building frontages.

The aim will be to refurbish historic / architectural features and bring upper floors back into productive use. Potential resources include: Townscape Heritage Initiative Funding, English Heritage, local business and landowners. Some of these partner initiatives will have the potential to provide useful community learning, training and capacity building.

5.4 CONTRIBUTIONS FROM DEVELOPERS

Implementation of the Brixton SPD will coincide with the introduction of Lambeth's Community Infrastructure Levy (CIL). The CIL is a borough-wide levy on new development floorspace designed to ensure that the community infrastructure requirements of new development are met.

A study prepared to inform the introduction of CIL in Lambeth has identified an overall infrastructure funding gap. It is anticipated that the Regeneration Programme in Brixton would be funded by bringing together a number of funding sources which could include CIL and, for example, capital receipts, partners' resources, and external grants.

It should also be noted that, following the introduction of CIL, it will still be appropriate for new development to directly fund site-specific infrastructure through Section 106 agreements.

The Council will work with the community and its partners to prioritise projects identified in this SPD to ensure resources are directed where they can bring the greatest benefits.

In particular, it is noted that developer contributions should be used to improve the station, as well as mitigate any impact on its safe and efficient operation.

5.5 DELIVERY MECHANISMS

It is very important that appropriate delivery mechanisms are identified in order to ensure the comprehensive delivery of the Future Brixton programme.

The emphasis for delivery of the SPD and, in particular, the Future Brixton programme, will be on the basis of partnership and collaborative working. There may, however, be scope to use the public sector's compulsory purchase powers. These may be required to ensure comprehensive delivery of the SPD and programme proposals within an appropriate time scale. They may assist in the bringing forward of multiple property interests, where land assembly may prove to be challenging. The Council will also use its own assets.

It is important that development within the SPD area is carefully phased (whilst maintaining momentum). Efforts will need to be made to minimise local disruption so that new development can benefit from infrastructure improvements. Phasing will also be important in avoiding over-supply of specific land-uses. Regarding the Future Brixton Programme, the underlying principle is that the programme is delivered in a self-financing way.

The development viability and deliverability of the key development sites has been considered and assessed during the preparation of this SPD. While some, generally privately owned, sites will come forward independently, most of the Council-owned sites in the Brixton SPD area are linked in terms of delivery. They therefore all have a role to play in the delivery of the Future Brixton regeneration programme. Principal

among these are the SW2 Enterprise Centre, the sites north of the railway within Brixton Central and the majority of the identified sites within the Somerleyton Road area.

There are some key triggers associated with strategic pieces of land, which will affect the phased delivery of sites. The temporary ice rink site at Pope's Road is available for development from 2014, while the site at the northern end of Somerleyton Road is currently required for temporary education uses until 2015.

While the four investment areas are largely independent of each other, land within them is likely to become available as progress on other sites across the SPD area and beyond is made.

However, given the long term nature of the strategy, it remains important that the SPD has the flexibility to respond to changing market circumstances, particularly as initial phases of development are brought forward, and perceptions of (and values within) the Brixton area begin to change.



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