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1.0 Background

The existing South Lambeth Estate is typical of a postwar estate design. By today’s standards it is inefficiently planned, turning its back on the surrounding urban fabric and deliberately disconnected from the neighbourhood. An outcome of this is the lack of clarity of ownership of open spaces, poor public realm and community safety concerns.

Lambeth’s Vision is to transform the estate into a connected neighbourhood, to challenge the perception of the estate and of its residents as different from their surrounding neighbours. The design team has been working with the existing South Lambeth residents and neighbours for over three years, information gathering, sharing ideas, developing the scheme.

The South Lambeth Estate development will deliver these much needed new homes within a development that is integrated, contextual and sustainable. The proposals will ‘visibly mend’ the frayed edges of the pre-existing street pattern so that the new scheme will blend into and connect with its surroundings. The design recognises that the spaces between buildings are as important as the buildings themselves, providing a positive network of streets, squares and open spaces, with clear differentiation between public, private and shared use. The development will create a legible neighbourhood, a new piece of Lambeth which will encourage pedestrian movement within and to the surrounding areas.

Through the design process to the planning approval of the masterplan it has been demonstrated that the most successful and sustainable urban design solution relies upon the inclusion of some adjoining sites in other ownership.

This document summarises how these sites affect the delivery of the masterplan and sets out the need for the inclusion of the sites into the CPO process to deliver the land required for the scheme delivery, in accordance with the planning decision. These adjoining sites are:

Area 1
The Notting Hill Genesis HA land

Area 2
124 Clapham Road privately owned site

Area 3
Transport for London land
Area 1: Notting Hill Genesis HA

The Notting Hill Genesis HA’s Bolney Meadow Estate sits to the north west of the South Lambeth Estate. The specific area within the Masterplan site boundary is underused garden area to the rear of Melcombe House, and includes the single storey caretakers building and yard. This part of the Bolney Meadow Estate sits adjacent to the South Lambeth Estate’s Swanage House and is on the other side of Kibworth Street (Lambeth Council owned road and footways) adjacent to the South Lambeth Estate.

**Existing site conditions**

- The Melcombe House green space cannot be directly accessed from Melcombe House homes.
- The only access is via the Kibworth Street access road to the existing South Lambeth Estate. The green space can be accessed from this road by residents of both estates, but there is no easy access to the space from Melcombe House and no definition of site boundary between the two estates.
- The caretaker’s building and yard extend the residents’ route round to the green space and do not provide active street frontages.
- Swanage House in the South Lambeth Estate overlaps with the green space creating an abrupt relationship between the two estates.
- Apart from some resident growing containers the area is not well used or maintained.

**Opportunities**

- As part of this South Lambeth Estate development there is the opportunity to successfully stitch this area together, creating a safer and more attractive place for the residents of both estates.
- Removing the caretaker’s building and yard and introducing a new residential building creates additional homes and forms a secure and active edge to a communal resident garden.
- New pedestrian entrances can be provided for residents from the south and the north into the landscaped garden.
Design Development
This area has been reviewed throughout the design process and is summarised in the developing design principles diagrams below.
Delivery Impacts
To exclude this part of the site would reduce the delivery of new homes by 18 no, predominantly family homes. The dual aspect block is a continuation of the perimeter block with part of the block on NHHA land providing essential plant space for the wider development. This would have to be relocated creating a further loss of units elsewhere

Without the site there would be an unresolved perimeter boundary, whereas including this part of the site creates a landscaped courtyard space for the benefit of residents of both estates and improved natural surveillance of both the landscape and Kibworth Street.
Area 2: 124 Clapham Road site

124 Clapham Road site is on the corner of Clapham Road and Dorset Road and sits within the St. Marks Conservation Area, adjacent to the South Lambeth Estate. The building was formerly known as Kelly’s pub, the Mar Azul, The Village and more recently The Blue Sea.

Existing site conditions
— The main three storey building dates back to 1870s although has been subject to some adaptations. whereas the front extension does not have an attractive or positive presence on Clapham Road. The front extension has been unsympathetically extended forwards towards Clapham Road over the years, with an over large single storey extension, .
— The extension does not add value to the local context and creates a pinch point on the corner of the Clapham Road pavement.
— There were some rear out-buildings which were demolished two years ago.
— 124 Clapham Road has a planning consent, 11/00943/FUL: Change of use of property to provide 9 self contained flats on upper floors and retention of public house (Use class A4) floorspace at basement and ground floor levels involving demolition of existing outbuildings and the erection of a part four storey rear extension to create an additional level (third floor) fenestration alterations and the provision of cycle and refuse storage.
— In 2015 Lambeth held discussions with the owner of 124 Clapham Road as the existing consent assumes building on part of Lambeth’s land, access onto Lambeth land and balconies overhanging the site boundary - as such the consented scheme is not deliverable.
— The owner advised that a variant to this application had been discussed with planning (not submitted) within their ownership however still indicating a vertical extract flue and proposed balconies overhanging the boundary and a rear ground floor door accessing onto Lambeth land.
— It is over 3 years since the consent and it is understood that the owner is still in discussion with Lambeth planning on potential revised applications.
Opportunities
— The acquisition of 124 Clapham Road is very important to the overall masterplanning of the South Lambeth Estate regeneration - not just in terms of numbers of units but also for the architectural placemaking and ‘mending’ of the immediate context.
— The South Lambeth Estate masterplan planning application, and resolution to approve, includes this 124 Clapham Road site as it needs to be a considered an integrated part of the overall development.

Design Development
Through the planning process it was recognised that the main body of the building is of local interest and should be retained. The masterplan has developed a considered relationship with 124 Clapham Road and the detailed part of the application (Phase 1) addresses how the building can be sympathetically extended and in turn influence the successful transition between the Conservation Area and Block A of the South Lambeth Estate redevelopment.

The future rear extension to 124 Clapham Road is referred to as the ‘transition building’, and this will set back from the historic part of 124 Clapham Road. Block A will follow this building line, ensuring that 124 Clapham Road is maintained as the dominant element.

The ground floor of the existing building and new front extension will be an essential Community Hub for the local residents, with the vision that it will integrate the wider neighbourhood as a meeting space, café and delivery collection point.

The upper levels of the existing building, plus a mansard roof will be residential as will a new rear extension which will sensitively transition to South Lambeth Estate Phase 1 Block A.

The relationship of this proposed frontage and the improvements to the Transport for London area of ownership is addressed in Area 3.

Delivery Impacts
To exclude 124 Clapham Road from the masterplan would not only reduce the reduce the delivery of new homes by 7 no. but it would also leave an unresolved corner to the development and the loss of the Community Hub facility.

The inclusion of this site allows for the creation of an improved and integrated corner on Clapham Road, signposting the regeneration from the public face on the road. It creates a considered transition from the conservation area along Dorset Road and improves the pedestrian circulation along the Clapham Road footway.
ILLUSTRATIVE VIEW TOWARDS 124 CLAPHAM ROAD - WITH A COMPLETED PHASE 1, WITHOUT THE 124 CLAPHAM ROAD SITE

ILLUSTRATIVE VIEW TOWARDS 124 CLAPHAM ROAD WITH A COMPLETED PHASE 1, AND INCLUDING THE 124 CLAPHAM ROAD SITE
Area 3: Transport for London

The Clapham Road and the pedestrian footways alongside are under the ownership of Transport for London. Historically the footways extended to the front garden walls of the terraced houses and gardens as shown in the historic map of 1875 below, but when the South Lambeth Estate was constructed in the 1960s the boundary wall of the estate was set back from this line.

Existing site conditions
— The existing footway is more than twice as wide as it is typically along Clapham Road.
— Street trees have been planted but the zone has no specific use or great amenity benefit to the neighbourhood.
— There is a bus stop at the north end, close to The Blue Sea/124 Clapham Road which is the most congested part of the footway condition.
— This is in part because of the overextended frontage to 124 Clapham Road – refer to Area 2 for detail.
Opportunities
— Through the design development process this area was considered to establish how it could be better used to create more amenity value to the wider neighbourhood.
— Discussions were had with Transport for London on how this area could be integrated into the landscaped proposals alongside the South Lambeth Estate development.
— To ignore this unresolved and unnecessary hard landscaped strip running parallel to the Estate site boundary would be a missed urban design opportunity.

Design Development
It was recognised in the design process that if this strip of land was included within the estate development it would be properly landscaped and would increase the amenity value of the area.
Discussions with TfL noted that the area adjacent to the bus stop should not be narrowed but there was the opportunity to address the change in pavement widths more sensitively than currently exists.
Studies were carried out on pedestrian movement to ensure that any changes would not create pedestrian congestion, and it was agreed that the width should be retained by the bus stop.
The proposed changes to the frontage of 124 Clapham Road were welcomed by TfL as this creates an improved relationship with the public footway.

The masterplan creates a landscaped solution which addresses the front garden boundaries to the terraced houses to the south, the bus stop, the pedestrian movement and the proposed remodelled extension to 124 Clapham Road, the new Community Hub (refer to Area 2).
The design has considered the pedestrian wayfinding for residents and the wider neighbourhood, and how this strip of land can deliver so much more to the local community than the current situation.

Delivery Impacts
To exclude this section of TfL land from the Road from the masterplan would be a missed opportunity for the wider neighbourhood.
It is not creating more homes but it does have an amenity value and benefit along Clapham Road and as such is integral to the overall South Lambeth Estate development.
Conclusion

In summary, failure to incorporate these three sites into the proposed CPO will negatively impact upon the urban design intentions, phasing, and delivery of the masterplan which has been granted a planning resolution under planning application 17/05993/OUT.

We strongly recommend that the CPO process for the sites identified in this analysis should be progressed to allow the parcels on which they sit to be developed in a manner consistent with the agreed masterplan and vision for Lambeth, in a way which does not impinge upon the overall programme of delivery.