

SA18: 286-362 Norwood Road, SE27

Proposed Site Allocation: This key town centre site provides significant opportunity for mixed-use redevelopment to include new housing and affordable housing, flexible workspace and shops and food and drink uses that contribute to the renewal of the shopping frontage on Norwood Road. Space behind the Norwood Road frontage can be fully flexible within Class E and could include some space within Classes F1 or F2 if appropriate to the town centre location.

The site has potential for comprehensive, mixed-use development, but given the multiple land ownerships it is likely to come forward in phases. Each phase of development should contribute to and help deliver the overall vision for the site as a whole. Proposals for any part of the site should not compromise or restrict delivery of the overall vision.

Sustainability Appraisal (SustA) Objectives	Score/ Likely effects
1. Crime and safety. Ensuring safe communities with reduced crime and disorder.	+ / ++
2. Promote a healthy community, including reducing health inequalities and the causes of ill health.	+ / ++
3. Create an environment that is accessible to and fully inclusive for all people including the elderly and disabled and improve accessibility to key services and facilities.	+ / ++
4. To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	+ / ?
5. To tackle poverty and social exclusion and ensure equitable outcomes for all communities, particularly protected equality groups.	+ / ++
6. Ensuring everyone has the opportunity for an affordable decent home, quiet enjoyment of that home and the protection of local amenity.	++
7. To design and sustain liveable, mixed-use physical and social environments that promotes long-term social cohesion, sustainable lifestyles, safety and security, and a sense of place.	+ / ++
8. Improve the quality, attractiveness, character and sustainability of the built environment through high quality design and protection of open space, valued views and designated and non-designated historic assets.	+ / ++
9. Integrate planning and transport decisions, to reduce the need to travel, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	++
10. To protect, enhance and promote existing habitats and biodiversity, and to bring nature closer to people where possible.	0 / ?
11. To create, manage and enhance green infrastructure.	+ / ++
12. Minimise energy consumption and increase energy efficiency and the use of renewable energy. Reduce greenhouse gases and prepare for the unavoidable effects of climate change throughout the life of the development.	+ / ?
13. To protect and manage water resources (including groundwater) and to minimise flood risk.	+ / ?
14. Ensure that Lambeth manages its waste in a sustainable manner, minimising the production of waste and increasing re-use, recycling, remanufacturing and recovery rates.	0 / ?
15. To improve air quality and limit exposure to poor air quality.	+ / ?
16. To encourage and accommodate sustainable and resilient economic growth, and employment opportunity.	+ / ++
17. To ensure new development makes efficient use of land through the re-use of previously developed land, existing buildings and infrastructure, taking into account constraints such as contaminated land.	+ / ++
18. Increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	+ / ++
<p>Summary appraisal of proposed site allocation</p> <p>The site allocation facilitates delivery of a mixed-use development incorporating residential, workspace and commercial/community floorspace. It provides for new additional self-contained residential housing to the site (positive effects on SustA objective 6). The affordable housing threshold will range from 35% to 50% as the</p>	

site is in a mix of public and private ownership and the site allocation policy makes provision on how affordable housing will be calculated as each phase of development comes forward. To meet fast track requirements 70% must be low-cost social rent and 30% intermediate housing. This will help address unmet need in Lambeth in particular for affordable housing. Local Plan policy H4 requires the proposed site allocation to deliver a balanced mix of unit sizes, including family-sized accommodation.

Provision of flexible workspace for creative businesses and commercial space provides employment and business opportunity for local people and contributes to the local economy. It also reduces the need for local people to travel for employment and training opportunities. The site allocation policy encourages particular opportunity to provide jobs and training opportunities for local people within the creative and digital industries or other town centres sectors such as retail, hospitality and leisure. Focusing activities mainly on those most marginalised from the workforce, including those that lack the skills required by employers, will help to reduce deprivation and inequalities and improve social inclusion.

Community floorspace is expected to be reprovided through provision of flexible Class E space appropriate to the town centre location (so existing church will have opportunity to remain on the site). Local Plan policy S2 provides that new and improved social infrastructure buildings and facilities should be designed to be flexible, adaptable, promote social inclusion and sited to maximise shared community use of premises where practical. The site allocation proposes fully flexible Class E space and can also include Class F1 and F2 space behind Norwood Road frontage. This provides opportunity to deliver facilities that appeal to a wider range of people and types of business and facilities that can be used for longer hours and weekdays as well as weekends.

The site is in an excellent location with easy access to key services and facilities in West Norwood including for example shopping areas, health and leisure centre, cultural activities in the area (picturehouse / theatre), local green spaces, public transport, employment areas (eg West Norwood Key Industrial Business Area (KIBA)) and healthcare. The site allocation would enable more people to benefit from its location with very good public transport accessibility (PTAL 5) where West Norwood (has step-free access) and Tule Hill train stations and several bus services on the high street can be accessed, together with easy access to the amenities of West Norwood/Tule Hill district centre. Development will be car-free, and together with the loss of the petrol station is likely to have significant health and wellbeing impacts particularly for people with long-term health conditions, older people, younger people as well as improving local air quality and helping to mitigate climate change (positive impacts on SustA objectives 2, 5, 7, 12 and 15).

The site allocation policy also has good potential to promote accessible and inclusive environments and encourage walking, cycling and use of public transport, particularly through new and reconfigured existing streets to increase permeability through the site, new serviced road to link York Hill and Lansdowne Hill designed safely to accommodate pedestrians and cyclists, improved east-west pedestrians and cyclist connections between York Hill Estate and Norwood Road. The site allocation policy also expects improved public realm at the southern end of Norwood Road with highway improvements to walking and cycling as part of the Health Route Network. High quality public realm within the site serving the whole community should be provided, as should a new public space as a focal point for the town centre. This has potential to offer significant positive effects on local placeshaping and several Sust Objectives such as 7, 8, 9, 2, 3, and 5 (improved accessibility for those with mobility difficulties, some people with disabilities, older people and families with very young children).

Consideration of community safety early in the design process of the development will result in enhanced feelings of community safety of the site itself and the immediate local area but also contribute to improved sense of safety in the wider West Norwood area. Improved feelings of community safety results in wide ranging benefits for everybody including many equality groups for example, older people, younger people, those of certain faiths, LGBTQ+, people of different ethnicities and those with disabilities (positive impacts on SustA objectives 1, 2, 3, 4, 5, 7, 8, 9).

The Local Plan has housing targets to meet, and the Infrastructure Delivery Plan sets out the plan for infrastructure to meet this planned growth. This is addressed in part through the CIL contributions secured from new development. New housing and affordable housing help to reduce overcrowding and meet unmet need. New housing proposed under the draft SA DPD is helping to meet the borough's housing target in a planned way, and development on these sites will be subject to CIL contributions in the normal way. Redevelopment of this site could put more pressure on existing infrastructure in the local vicinity of the site, including green infrastructure, transport infrastructure and key services/facilities. There is scope in certain circumstances for this sort of site-specific pressure also to be mitigated through planning obligations (s106 contributions). This is allowed for in Local Plan policies, e.g. S2 on social infrastructure, EN1 on green infrastructure and the policies in transport section. All Local Plan policies apply to the sites that are subject to proposed new site allocations in the draft SAPDP, whether or not they are specifically mentioned in the site allocation policy. As a result of sustainability appraisal, the allocation policy now makes clear that Local Plan Policy S2 will apply and an assessment of anticipated impacts on existing social infrastructure should be addressed.

Extensive new green infrastructure will improve health and well-being for those living, working and visiting in the area and the allocation policy states that new streets should be street-lined and significant levels of greening should be provided through new areas of public realm, including the new public space. This will also contribute positively to air quality and climate change mitigation and adaptation (positive effects on SustA objectives 2, 7, 11, 12, 15).

Any new development is likely to result in carbon dioxide emissions, increased water consumption and more waste generation during development construction and occupation. There are London Plan and Local Plan policies to mitigate these effects. New housing will have significantly higher energy performance than existing housing stock, which will reduce carbon emissions and fuel bills (positive effects on SustA 12, 5, 6, 2). This will be a particular benefit to those on lower incomes occupying the new affordable housing. Major development has potential to aid the delivery of sustainable energy schemes such as energy performance standard, on-site renewable energy generation and climate change mitigation and adaptation measures such as zero-carbon development. Net zero carbon across the whole development will have wider societal impacts on climate change mitigation and adaptation, which will help address the unequal impacts of climate change on lower income groups, many of whom have protected characteristics around race, age and disability for example. Flood risk mitigation on the site will reduce risk of flood damage to homes and businesses (positive effects on SustA objective 13). The impact of the site allocation on the environmental SustA Objectives will depend on the detailed design measures proposed and implemented. However, the Lambeth Local Plan has policies to achieve highest standards of sustainability and climate change response, manage impacts of potential effects and it is considered that Site 18 Norwood Road site allocation policy responds positively on these matters.

The site allocation policy provides good guidance to positively influence townscape through a series of site-specific design principles and this will contribute towards ensuring high quality, attractiveness, character and sustainability of the built environment and therefore positive effects on the achievement of SustA Objective 8. The site is considered suitable for a tall building, however design principles related to height and massing are included in the policy to minimise amenity impacts Heritage assets are appropriately acknowledged and protected by the allocation policy.

The site is a brownfield site that is not currently achieving its full potential. The site allocation would likely contribute to sustainable economic growth and employment opportunity through the redevelopment and re-provision of community floorspace, commercial floorspace, flexible workspace and additional households to the site which will support local economy. The site allocation policy seeks to restrict land uses through use of conditions to ensure at least 50% of units are in shop use within the primary shopping area, alongside other town centre and community uses that diversify and activate the high street. Positive effects on the economy (ie SustA Objectives 16-18) are likely in the short-medium term with regards to planning, design and construction, while positive long-term effects on the economy will be likely from occupation of the site.

The site allocation appropriately acknowledges neighbour relationships and states particular regard should be paid to the relationship with sensitive residential neighbours on Lansdowne Hill, Norwood Road, York Hill and the York Hill Estate. This will help ensure achievement of SustA objectives 6 and 7 for both existing residents and consideration of on-site residential amenity for future residents of the site.

Overall, the site allocation policy comprehensively addresses all components of sustainable place-making and it is considered that all SustA objectives have been addressed positively in the site allocation policy, taking into account the context of the site and surrounding area. Provided local plan policies are considered and implemented early in the design process, then it is considered positive effects on the environment are possible through the proposed redevelopment. The Agent of Change principle will apply to mitigate adverse impacts of noise and other impacts air and light pollution.

Timescale and probability

Occupation of the redevelopment on site is likely to be long-term and therefore the positive effects on the various SustA objectives as described above and in the table are also only likely to be realised in the long-term. Short-term adverse effects relating to demolition and construction will inevitably be experienced by owners and occupiers of the site and neighbouring sites. There are local plan policies that seek to mitigate or avoid such adverse effects.

As the site is in multiple land ownership, there is a risk that redevelopment is not undertaken in a comprehensive way, however the wording of the draft SA policy seeks to mitigate this risk by requiring phased development to address the vision for the wider site

Permanent or temporary

Positive effects on future owners and occupiers of the site in relation to SustA objectives such as access to services, health and wellbeing, liveability, housing and the local economy are likely to be permanent, although this will be dependent on the ability for all forms of infrastructure (ie social (eg health, education), physical (eg transport, water, wastewater, heating) and environmental (eg open spaces and green infrastructure) to keep

pace with population growth and development proposals in the area. Adverse effects related to demolition and construction are considered to be temporary.