

The Brixton Society

Understanding the Past, Looking to the Future

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Website: www.brixtonsociety.org.uk

Lambeth Planning,
(Development Management)
PO Box 734,
Winchester,
SO23 5DG

For attention of:
Lauren Shallcross,
lshallcross@lambeth.gov.uk

Please reply to:
Alan Piper, RIBA,



APiperBrix@aol.com

20th February 2023

Your ref:
22/04570/FUL
Our ref: ufm188(1)rtf

Land at rear of 47-49 Acre Lane, SW2 – Housing Development:

Dear Miss Shallcross,

In response to your recent letter about the above application, we must object to the following aspects:

1. Over-development:

We note that the applicants illustrate an earlier scheme, approved on appeal back in 2010. They fail to explain why they have not simply revived this design, but have instead tried to squeeze in nearly twice as much accommodation, with no mitigating factors.

This results in over-dense development with reduced quality of daylight and undue sense of enclosure for the central shared open space.

In particular, a relatively high proportion of the dwellings provided will be only single-aspect.

This conflicts with Lambeth Local Plan Policy H6A(i), which promotes dual-aspect dwellings to provide more effective cross-ventilation in response to summer overheating.

2. Poor Site Access:

The proposals are unrealistic in depending on future access being through a restricted dog-leg lane opening off Sudbourne Road.

This is unsafe for pedestrians due to the blind corners, and very tight for fire engines, ambulances and refuse collection vehicles to negotiate.

Sudbourne Road is currently included in plans for a Low Traffic Neighbourhood with the intention of reducing traffic levels on such residential streets. This development will have the contrary effect of increasing local traffic.

It would have been more realistic to await the opportunity to develop the larger site in conjunction with the Acre Lane frontage. This would have provided residents with more direct access to local amenities and public transport on Acre Lane itself.

3. The Myth of Car-free development:

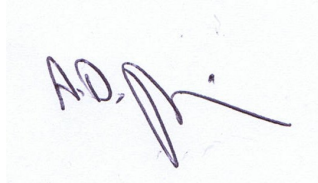
While it is possible to develop residential schemes in Central Brixton with minimal on-site parking, no development can be truly free of vehicles. We have all come to rely on more-frequent home deliveries than a few years ago. Once routine access for refuse collection and emergency services is taken into account, there will be significant vehicle movements in and out of the site.

4. Public Transport Accessibility

The applicants claim a high PTAL score of 6, but this cannot be correct if the development will only have access from Sudbourne Road, requiring longer walking times to bus stops, for example.

In summary, the proposed development fails to achieve standards of residential amenity appropriate to the 21st century.

Yours sincerely,

A handwritten signature in purple ink, appearing to read 'A.D.' followed by a stylized flourish.

Hon. Secretary