

The Brixton Society

Understanding the Past, Looking to the Future

Reg'd. Charity No.1058103, Registered with the London Forum of Amenity Societies

Website: www.brixtonsociety.org.uk

Lambeth Planning,
(Development Management)
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London,
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Please reply to:

Alan Piper, Dip.Arch.,



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1st July 2025

For attention of:
Luke Farmer,

Your ref:
25/01393/VOC

SHAKESPEARE ROAD, SE24 0PT – Revised Residential Development on East side:

Dear Mr Farmer,

Thank you for your recent letter advising us of revisions to the earlier application 20/01822/EIAFUL.

These have been examined, but I must report that our **objections** made in 2021 are substantially unchanged.

We pointed out then that the proposals were a gross over-development of the site and unsuitable for this context. Our comments on the recent changes are set out below:

1. Additional Dwellings

The main change is an increase of 60 additional dwellings. However, this is not offset by a substantial increase in the proportion of affordable dwellings, which remains only at the 35% minimum expected by the Mayor's London Plan. The real local need is for affordable family dwellings, rather than small high-rise apartments.

The increase in height and density contrasts with very little open space left undeveloped between the proposed blocks.

2. Building Heights and Massing

The effect of the additional units is to increase the adverse impacts of the proposed residential blocks. The effects on daylight and sunlight to surrounding homes have been worsened rather than mitigated.

In particular we draw attention to poor conditions anticipated for:

- Derek Walcott Close, to the north;
- Kerin House, to the east;

- 83-109 Shakespeare Road, to the north-west.

Even the 6-storey Block A fronting Shakespeare Road is at least one storey too high to be acceptable in this context. The use of dark cladding materials on the “mansard” storeys only reinforces the impression of bulk.

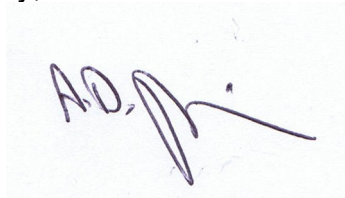
3. Travel & Transport

We pointed out before that the accessibility of the site would be inadequate for the proposed number of residents, after taking into account the actual carrying capacity of the public transport network at peak hours.

An increase of 60 dwellings can only make matters worse.

In addition, the introduction of the Railton Low Traffic Neighbourhood since designs were first considered means that van deliveries and private car access are only possible from the Loughborough Junction end of Shakespeare Road.

Yours sincerely,

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

Hon. Secretary