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05/01/16	Lambeth	/	ASu	CN	
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Introduction

The consultation activities in Stage Two of Loughborough Junction Masterplan carried out during April-May 2015 gave local people the opportunity to work with the masterplan design team to develop the principles that would underpin the plans moving forward. A key consultation activity in Stage 2 was the Community Reference Group Meeting where a number of local issues were explored including:

- Proposed new routes and connections
- The area people consider the town centre
- Improvements to public spaces
- Identified opportunity sites in the area
- Workspace opportunities
- Suitable locations for housing
- Community facilities
- Location of community facilities
- Suitable location for low/medium/high buildings

From the feedback received and through further research, the design team assessed the viability and deliverability of the opportunity sites. After careful consideration seven sites were selected to bring forward as part of the masterplan. Stage Three of the consultation process carried out in July 2015 presented different options for these key sites. The options outlined a broad approach to building scale, configuration and potential use.

To include as many people as possible in this process a number of pop ups exhibitions were held in areas of high footfall across Loughborough Junction. These presented the masterplan principles and options for each site and invited people's comments via a feedback form with specific questions. The results are outlined in this document alongside comments received at the second Community Reference Group on the 16th July 2015.

These findings have helped the design team develop a preferred option for each site that will be presented for comment in Stage 4 of this process.

Stage Three

Aims and objectives

- Show how options have been informed by Stage 2
- Show how options have been informed by policy / design / viability considerations
- Test the options for development in terms of:
 - » Meeting community principles / priorities
 - » Being inclusive and relevant
 - » Impact versus benefit
- Provide a transparent means of showing how the options have been developed and for people to input into their consideration for further development
- Establish critical issues and response tracking system
- Continue trust building through ownership – ideas from Stage 1 and 2 can be seen in the 'options'
- Empowerment through involvement and influence

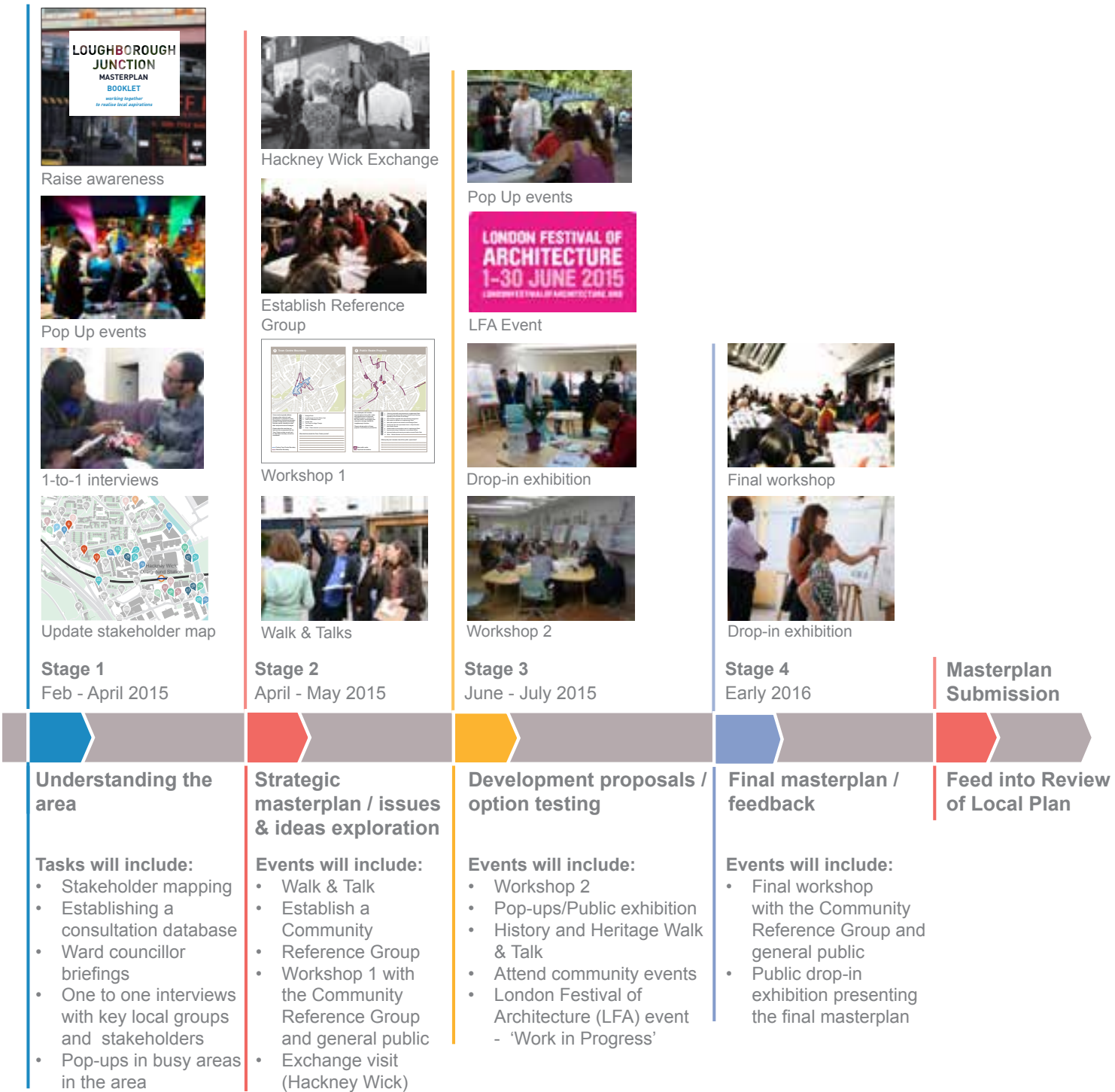
Activities

- Interactive Workshop
- Pop-up events
- History and heritage Walk & Talk
- London Festival of Architecture event
- Discussion on 'working' Loughborough Junction

Tools

- Worksheets
- Exhibition materials
- Walking tours
- Website updates including report from stage 2

Co-production Timeline



Executive Summary

The third stage of the consultation on the Loughborough Junction Masterplan presented the overarching masterplan principles that were tested and discussed with the community at Stage 2 and explained the selection of seven development sites that have been taken forward for further option testing and design development and the reasoning behind the omission of eight previously identified sites following testing and viability assessments.

The workshop held on 16th July 2015 gave participants the opportunity to explore a series of design options for the seven identified sites in conversation with the design team. Prior to this on the 14th and 15th July, pop-ups were held in four locations across Loughborough Junction to present the options that would form the basis of the workshop discussion. The events were very successful in increasing participation and engagement with the project. As a result of this the workshop attracted the widest cross section of the community seen to date. The pop-ups also led to a number of feedback forms being completed and valuable conversations with stakeholders. The information gathered at these events has also been included in this report.

The overarching masterplan principles were broadly supported as were the sites for development. The most popular site for discussion at both the pop-ups and workshop was the Marcus Lipton Youth Centre and Grove Adventure Playground. Whilst varying opinions were shared one constant was the retention, enhancement and better management of the existing youth facilities, notably Marcus Lipton Youth Centre. The potential for a co-location of community facilities at this location providing intergenerational opportunities was also considered.

Station Yard and Wickwood Yard, including the current interim use farm project were also keenly discussed.

The principles of extending the town centre into Station Yard and providing improved public space and connections as well as a potential cultural use was broadly supported, with some caveats around new retail provision being reflective of the existing community. The Farm is very much loved and retaining it in some form in the Wickwood area was strongly recommended, even though providing more active frontage on Loughborough Road was appreciated.

The following pages of this report outline the topics and sites discussed alongside feedback received from the community.

Those wishing to learn more about the Loughborough Junction masterplan can refer to the Lambeth Council website:

<http://www.lambeth.gov.uk/ljmasterplan>

If you wish to be informed of future events please email: ljmasterplan@fluidoffice.com or call: 020 7729 0770 and ask for a member of the Loughborough Junction Masterplan Team.



Pop Up Exhibitions

In order to promote the masterplan workshop and to give local people the opportunity to review and familiarise themselves with the material before the event, four pop up exhibitions were held around Loughborough Junction on the 14th and 15th July. 114 people were spoken to over the two days.

Content and Individual Feedback

The exhibition consisted of seven boards, 1 on the masterplan principles and 6 on the opportunity sites. People were invited to provide feedback on the information presented via Feedback Forms that were available on the day, with a digital version on line.

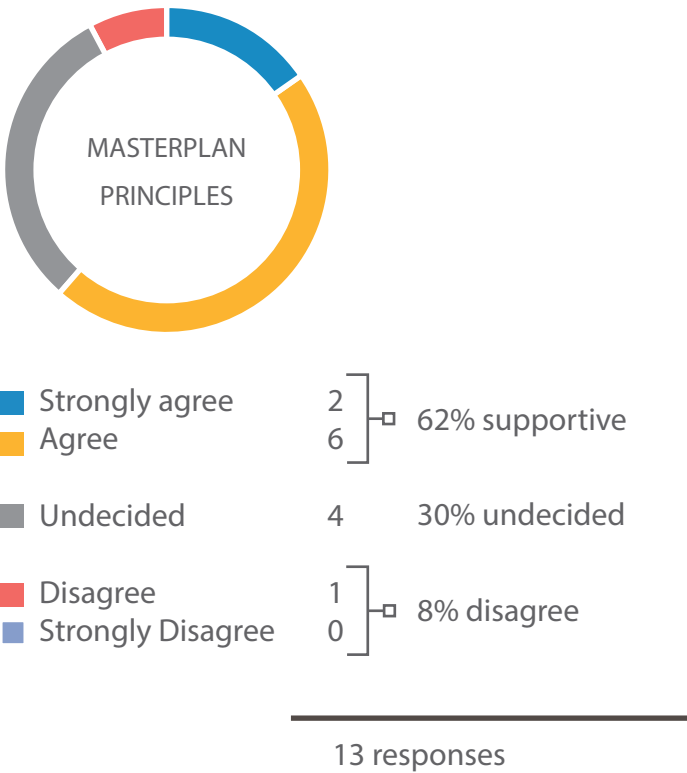
Masterplan Principles

The first exhibition board presented the Masterplan Principles and the rationale behind the site selections in the form of an ‘Opportunity Sites Assessment Matrix’. This assessed the community benefits, deliverability and the long and medium term objectives.

The Masterplan Principles are as follows:

- Reinforce LJ’s identity by uncovering railway arches wherever possible
- Create safer streets and routes through active frontages
- Improve town centre experience by increasing active ground floor uses
- Improve existing open spaces through additional activity
- Create new public realm associated with new uses that generate activity
- Create new connections between streets and walking routes that avoid dead-ends
- Provide areas for light industrial uses that generate noise or pollution away from residential areas
- Provide variety of workspaces that cater for different types of businesses
- Support existing businesses and assets of community value

DO YOU AGREE WITH THE PRINCIPLES THAT HAVE BEEN IDENTIFIED?



Comments

Two people were concerned about the effect changes would have on current local businesses. It was noted that they were an important part of the character of the area. “Car mechanics are just as important as artist’s studios.

There was a query over how the plans were going to be funded. There was support for bringing life into the area at night and support that the area needs attention.

COMMUNITY REFERENCE GROUP (CRG) WORKSHOP

51 people attended the second CRG on 16th July, 2015 at the Marcus Lipton Youth Centre. The workshop was attended by a cross section of the community, from representatives of local community groups, individual residents and local businesses alongside resident and business association members.

Before the workshop started attendees were invited to view the exhibition boards which were on display in the same room to familiarise themselves with the information that would be presented and discussed during the workshop.

The workshop commenced with a welcome address and some background information for those who had not been involved with the project prior to this event.

Five tables were set up with worksheets and writing material at each table. Each table was facilitated by either a member of the masterplan or council team. As time was limited tables were asked to identify the sites that were of greatest interest to them as a group.

The summaries over the following pages give an overview of the information discussed in relation to the sites and options at the workshop and also at the pop-up events.

Also included is a table incorporating all comments alongside a response from the design team on how they have been incorporated within the plans.



BOARD TWO : SITE 1

— New connections
 ■ Residential
 ■ Community use

Probability of delivery Low ★ Medium ★★ High ★★★

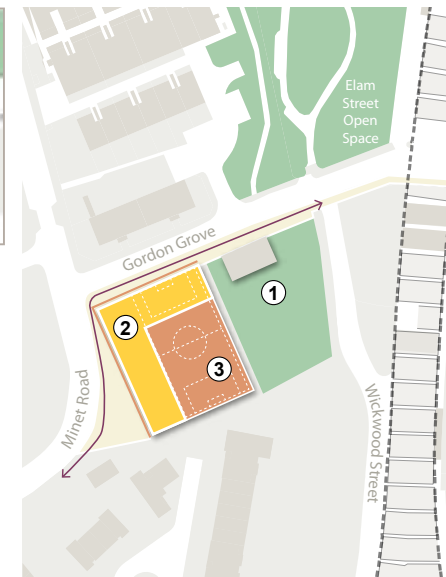
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- Residential-led scheme therefore very viable and generates good land value
- 100% of site within Lambeth ownership therefore no land assembly issues.



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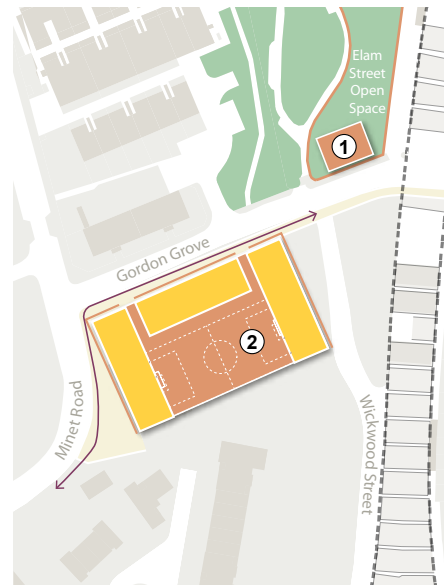
- Comparable strengths to option one
- Delivers the lower quantum of residential than options 3 and 4
- Proximity of an indoor football pitch to residential units could be difficult. Potential noise issues which would need to be managed.



Deliverability ★★ ★

-

- Comparable strengths to option one
- Delivers the highest quantum of residential floorspace and value
- Requires the possible relocation of the adventure playground
- To deal with this issue and make more attractive to future residents would require relocation of the pitch to another location nearby



Deliverability ★★

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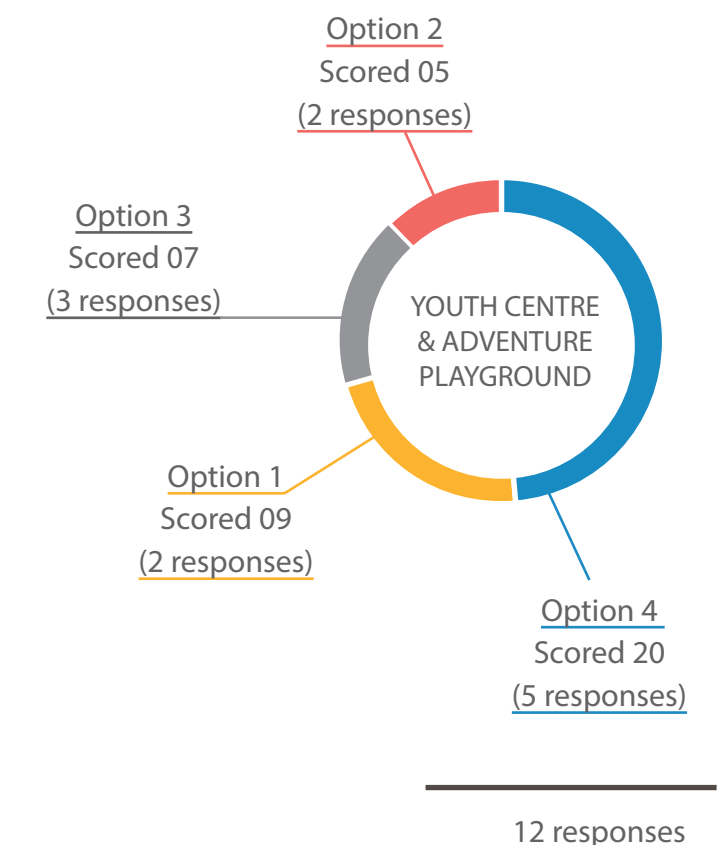
- Comparable strengths to option one
- Delivers the second highest quantum of residential floorspace thus generating positive land value
- Requires the possible relocation of the adventure playground



Deliverability ★★☆☆

Deliverability ★★ ★

0 5



Quite a few people were unfamiliar with the site but felt it was very important to maintain youth amenities. One person noted the need to improve access to the playground.

Marcus Lipton Youth Centre and Adventure Playground - CRG Workshop Findings

Site 1

Marcus Lipton Youth Centre
and Adventure Playground
(selected by 4 tables)

Principles for the Youth Centre and Adventure Playground based upon previous consultation

- Enhancement of Elam Open Space
- Increased activity in Elam Open Space, possibly by relocating the adventure playground or providing an enhanced publicly accessible play facility
- Improved route between Elam and Wyck Gardens, possibly by 'greening' the public realm
- Improved community facilities in the Marcus Lipton Youth Centre

FEEDBACK RECEIVED

- Three of the four tables felt that the Marcus Lipton Youth Centre should be re-provided as a standalone facility with any new residential development sitting as a separate block as per Option 4.
- The other table selected options 1 & 2 as more preferable with the youth centre provided on the ground floor with residential above in one stand-alone block and the Adventure Playground retained. Whilst they noted that the adjacency between residential and youth centre may cause issues they felt that the Adventure Playground should not be located in Elam Street Open Space as it would result in an overall loss of community space.
- Whilst a new youth centre was seen as very important by all tables, there were mixed views on the Adventure Playground. The majority

agreed it is a problem, poorly used and poorly managed with one table questioning its relevance altogether. It was suggested a more in-depth study be completed into the viability and potential management structure of a new facility before deciding if it should be re-provided.

- A walking route from Major Close to Elam Street open space was well supported by all tables.
- It was mentioned by three tables that more in depth consultation is needed with the youth centre team and users.
- One individual suggested putting Loughborough Farm on the site of the housing in Option 4 in order to provide housing on the Farm Site and consolidate community uses.
- Another individual suggested co-locating the Loughborough Estate community centre here and re-develop the existing ground floor space as residential.

INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP

- Adventure Playground would be easier to manage if relocated within Elam Street Open Space but should be distinct space rather than token play furniture
- Retaining and enhancing existing Youth Centre with better use of resources
- Indoor sports hall would be more successful next to stand alone residential block
- Access to the open space should be maintained via Gordon Grove and Minet Road



Masterplan Team's Response

Site 1 – Marcus Lipton Youth Centre and Adventure Playground (selected by 4 tables at workshop)			
Community comments	Community suggestions	Other consultees/considerations	Masterplan team response
Retention and enhancement of existing Youth Centre with better use of resources			The masterplan shows the potential for a new youth centre as a standalone facility, which could include a football pitch on the roof.
Three of the four tables felt that the Marcus Lipton Youth Centre should be re-provided as a standalone facility with any new residential development sitting as a separate block.			
The other table preferred options 1 or 2 and noted that whilst the adjacency between residential and youth centre may cause issues they felt that the Adventure Playground should not be located in Elam Street Open Space as it would result in an overall loss of community space. Several people requested more details on the nature of the play facilities that could be included in Elam Open Spaces.			The masterplan shows the potential for a new Youth Centre as a stand-alone facility. The site suggested building is large enough to include provision for younger children (to mitigate the loss of Grove Adventure Playground), subject to an assessment of need and the identification of revenue funding. The masterplan also highlights the potential for improvements to Elam Street Open Space as part of a wider scheme. While these improvements could include adventure play facilities, they would not be fenced off, so there would be no loss of community space.
A walking route from Major Close to Elam Street open space was well supported.			The potential for this route has been incorporated into the masterplan.
Access to the open space should be maintained via Gordon Grove and Minet Road			The masterplan does not propose changes to the access to Elam Street Open Space.
Indoor sports hall would be more successful next to stand alone residential block			The indoor sports hall can be reprovided within the stand-alone Youth Centre block.

Masterplan Team's Response

Site 1 – Marcus Lipton Youth Centre and Adventure Playground continued (selected by 4 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
Adventure Playground would be easier to manage if relocated with Elam Street Open Space but should be distinct space rather than token play furniture	Whilst a new youth centre was seen as very important, there were mixed views on the Adventure Playground. The majority agreed it is a problem, poorly used and poorly managed with one table questioning its relevance altogether. It was suggested a more in-depth study be completed into the viability and potential management of a new facility before deciding if it should be re-provided.		Grove Adventure Playground closed by their own volition earlier this year. The council are currently reviewing the requirement for facilities in the area that cater for the age group affected. The masterplan therefore provides for potential re-provision of facilities for this group as part of an expanded youth centre. However, this will be subject to the assessment of need and the identification of revenue funding.
	It was mentioned by three tables that more in depth consultation is needed with the youth centres users.		Engagement with the youth centre is ongoing as part of the production of the masterplan. In order to progress development of this site, the council will work in close partnership with the youth centre and its users.
	One suggestion was to put Loughborough Farm on the site of the housing in Option 4 in order to provide housing on the Farm Site and consolidate community uses.		The Farm site cannot be developed for housing in the short to medium term as it is designated as a KIBA which restricts development to employment uses only. The future of the farm is being secured as part of the redevelopment of the farm site for employment uses through the GLA's London regeneration Fund. A principle aim of the project is that there will be no net loss of growing space.

Wickwood Street KIBA - Pop-up Findings

BOARD THREE : SITE 2

2

Wickwood Street KIBA

New houses non compliant with current policy due to KIBA designation *
Subject to road closures decision **

New connections

Retail at ground floor

Residential

Community use - Farm / greenspace

Employment

Probability of delivery

Low

Medium

High

1. Extension of the arches for larger industrial units

2. Workshops above light industrial units

3. Lunch yard

4. New connection to Styles Garden and Rathgar Road

5. Loughborough Farm

6. New houses with gardens*

7. Wider pavements and reduced traffic on Loughborough Road**

1

2

3

4

5

6

7

1

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5

6

7

1. New workspace for creative industries

2. New housing

3. New route from Elam Street Open Space to Rathgar Road and Styles Garden

4. Improved public realm

5. New housing and frontage along Loughborough Road

6. Retains long-term future of Loughborough Farm

Deliverability:

Delivers a reasonable amount of employment space and jobs

Delivers industrial / commercial space configuration not commonly found in the market

Industrial/commercial space on Plot 1 that connects into/abuts railway arches is on Network Rail land and will require NR consents

Residential houses would generate positive land value*

Some land is owned by LB Lambeth. Other areas are in the ownership of NR and third parties thus agreement is needed to deliver

The farm is not compliant with policy & the Council would need to make case for loss of land value

Option One

Deliverability

1. Industrial units

2. Lunch yard

3. New connection to Styles Garden and Rathgar Road

4. New houses with gardens*

5. Loughborough Farm retained

6. Wyck Gardens and Loughborough Farm joined**

1

2

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4

5

6

1

2

3

4

5

6

1. New light industrial workspace

2. New housing and improved public realm

3. New route from Elam Street Open Space to Rathgar Road and Styles Garden

4. New retail and housing along Loughborough Road

5. Retains long-term future of Loughborough Farm

Deliverability:

Delivers a good amount of employment space and jobs

Delivers the most conventional commercial space, likely to be attractive to occupiers and therefore most viable

Residential houses generate positive land value*

The farm is not compliant with policy & the Council would need to make case for loss on land value

Requires NR and third party agreement

Option Two

Deliverability

1. Light industrial units

2. Workshops above light industrial units

3. Lunch yard

4. New connection to Styles Garden and Rathgar Road

5. Loughborough Farm re-located to Wyck Gardens

1

2

3

4

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1

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3

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5

1. New workspace

2. New route from Elam Street Open Space to Rathgar Road and Styles Garden

3. Improved public realm

4. More activity in Wyck Gardens

5. Only option that is policy compliant

Deliverability:

Delivers a high amount of employment space and jobs

Delivers conventional commercial space that is likely to be more attractive to occupiers

The smaller commercial units (no. 2) are not commonly found therefore may take longer to rent and as such represent a risk

Requires NR and third party agreement

Access to industrial unit on Loughborough Road is poor which could affect value

Option Three

Deliverability

1. Extension of the arches for larger industrial units

2. Light industrial units

3. Lunch yard

4. New connection to Styles Garden and Rathgar Road

5. Loughborough Farm

6. New houses with gardens*

7. Retail on ground floor to activate closed road** with residential above*

8. New pedestrian square**

1

2

3

4

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7

8

1

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8

1. Delivers industrial / commercial space integrated into the arches which may or may not appeal to industrial/workshop occupiers

2. The remainder of the development delivers more conventional commercial space likely to be more attractive to occupiers

3. Requires NR and third party agreement

Delivers a high amount of employment space and jobs

Residential houses generate positive land value*

Retail on ground floor activates frontage onto Loughborough Road

The farm is not compliant with policy & the Council would need to make case for loss of land value

Option Four

Deliverability

WHAT SCORE WOULD YOU GIVE EACH OPTION?

0 5

Option	Score	Responses
Option 2	03	1
Option 4	12	3
Option 3	09	2
Option 1	11	3

9 responses

Comments
One person suggested this site as a good location for a GP surgery.

JANUARY 2016

Wickwood Street KIBA - CRG Workshop Findings

Site 2

Wickwood Street KIBA
(selected by 3 tables)

Key principles for Wickwood Street KIBA based upon previous consultation

- Provide improved connections. Particularly between Rathgar Road and Elam Open Space via Wickwood Yard
- Improve the public realm, particularly at the northern end of Wyck Gardens as it meets Loughborough Road
- Ensure the future of Loughborough Farm is secured
- Ensure light industrial workspaces are provided

FEEDBACK RECEIVED

- Two tables supported a route to both Wickwood Street and Styles Gardens although the third table raised concerns over the safety of this route at night.
- All conversations focused largely on the frontage to Loughborough Road.
- All tables stressed the importance of the farm and its success was put down to its visibility from the road.
- One table felt Loughborough Road should be fronted by the farm whilst the other two were split. One table in particular felt that retail frontage with residential above were more appropriate for this key site and that an alternative (but equally visible) location for the farm that wasn't behind buildings or away from passive surveillance needed to be found.

- The farms relocation to Wyck Gardens wasn't favoured by any table due to the loss of community space.
- One table was concerned about noise from transport infrastructure and industrial units alongside residential.
- One table in particular was strongly opposed to the road closures and would not consider this as essential to any of the options. It was agreed that 'greening' and an improved pedestrian space could be achieved without closing the road.

INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP

- Support the Farm but not at expense of employment workspace and would have no objection to sitting it within Wyck Gardens
- Residential development should be resisted
- Feeling that there would not be the demand for retail frontages to extend to this site
- With buses continuing to use the space there is limited scope for additional green spaces



Masterplan Team's Response

Site 2 – Wickwood Street KIBA (selected by 3 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
Two tables supported a route to both Wickwood Street and Styles Gardens although the third table raised concerns over the safety of this route at night.			It is proposed that the route to Styles Gardens will be overlooked by employment uses, well lit and designed in consultation with the Community Safety Team and Metropolitan Police. The safety of the route through Wickwood street will depend on the kind of businesses and activity that locates there but this is suggested as a secondary route only, with the main route being through Styles Gardens and Major Close.
All conversations focused largely on the frontage to Loughborough Road. All tables stressed the importance of the farm and its success was put down to its visibility from the road.			Agreed. In the long term the masterplan proposals ensure that the Farm will be visible from the new route leading from Rathgar road to Styles gardens. This could allow development with active frontage along Loughborough road which will improve safety, particularly at night when the Farm is not used.
One table felt Loughborough Road should be fronted by the farm whilst the other two were split. One table in particular felt that retail frontage with residential above were more appropriate for this key site and that an alternative (but equally visible) location for the farm that wasn't behind buildings or away from passive surveillance needed to be found.			The KIBA designation (confirmed in the recently adopted local plan) means that the site can only be developed for employment uses. However, it is proposed that this will include an active frontage (with windows, entrances and surveillance) to Loughborough Road. Visibility of the farm from routes through the area will be retained.
The farms relocation to Wyck Gardens wasn't favoured due to the overall loss of community space.			Noted, this is not proposed
There was concern about noise from transport infrastructure and industrial units alongside residential.			Noted, this will need to be addressed through high quality design of the buildings
One table in particular was strongly opposed to the road closures and would not consider this as essential to any of the options. It was agreed that 'greening' and an improved pedestrian space could be achieved without closing the road.			The details of improvements to the street in front of the Loughborough Farm site are being worked up as a separate project. The principle of road closure in this location is not currently being pursued.
The Brixton Society would support the Farm but not at expense of employment workspace			The proposals for the site are currently being worked up and will be subject to further consultation. However, maximising the amount of workspace within the budget available is a key priority of both the council and the GLA, who are funding the project as part of the London Regeneration Fund.

Masterplan Team’s Response

Site 2 – Wickwood Street KIBA continued (selected by 3 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
Residential development should be resisted			This is a general statement that cannot be supported in view of the acute housing shortage in London.
Feeling that there would not be the demand for retail frontages to extend to this site			Noted, this is no longer proposed as it conflicts with policy designations and is outside the town centre boundary.
With buses continuing to use the space there is limited scope for additional green spaces			While buses continue to need to be accommodated, there is significant potential for street greening in the area. This will be investigated as part of any future project.

Rathgar Road and Station Avenue - Pop-up Findings

BOARD FOUR : SITE 3

3

Rathgar Road & Station Avenue

New connections

Town centre uses / retail

Employment / workspace

Residential

Leisure and culture

Probability of delivery

Low

Medium

High

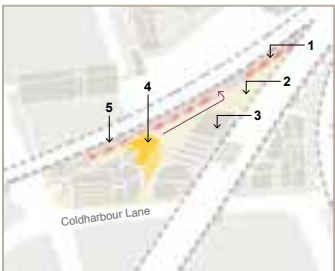
1. Cafes, bars and restaurant units in railway arches around new square

2. New public space with connection to Wickwood Street

3. Existing building retained with church

4. New residential building

5. Retail units between the new square and Loughborough Road



Benefits:

New connection to Wickwood Street

New public realm and market square

Improved frontage on Station Road

New evening uses

New housing

Increased railway arch frontage

Deliverability:

Redevelopment requires less land assembly and would be quicker to deliver

Arches in NR ownership would require agreement

Need to consider relocation/decant of existing tenants/business owners

Area is outside town centre boundary - impact of retail, bars & shops would need to be assessed

Option One

Deliverability

☆☆☆

1. New culture / leisure venue or other active town centre use with evening activity

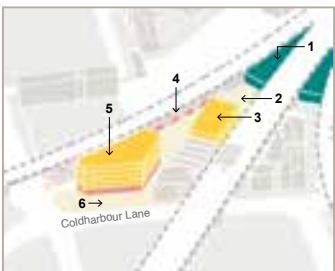
2. New public space

3. New residential building with lower floors for church or commercial use

4. Shops, cafes, restaurants and retail units in railway arches

5. Demolish existing buildings for new residential block with retail and workspace on ground floor

6. Additional set-back and larger pavement



Benefits:

Opportunity for landmark development in central location

New connection to Wickwood Street

New leisure/culture venue

New public realm and event space

Improved frontage on Station, Rathgar Road and Coldharbour Lane

Wider pavements

New housing

Deliverability:

Delivers highest quantum of residential floor space generating good land value

Redevelopment of whole blocks will require complex land assembly

Slower to deliver but increased physical regeneration benefits

Arches in NR ownership would require agreement

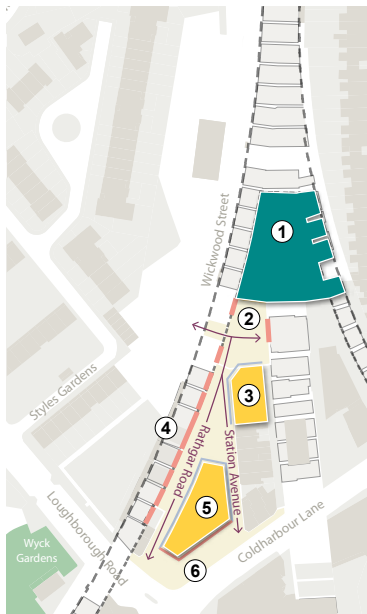
Need to consider relocation/decant of existing tenants/business owners

Area is outside town centre boundary - impact of retail, bars & shops would need to be assessed

Option Two

Deliverability

☆☆☆



WHAT SCORE WOULD YOU GIVE EACH OPTION?

0 5

Option 1

Scored 12

(3 responses)

RATHGAR ROAD & STATION AVENUE

Option 2

Scored 27

(6 responses)

9 responses

Comments

One person commented that any opportunity to widen the pavement should be taken advantage of. Another noted that more should be done to support the small businesses here.

JANUARY 2016

Rathgar Road and Station Avenue - CRG Workshop Findings

Site 3

Rathgar Road and Station Avenue
(selected by 3 tables)

Key principles for Rathgar Road and Station Avenue based upon previous consultation

- A new route connection Station Avenue and Rathgar Road with Wickwood Yard and Elam Open Space
- Improved frontage on neighbouring streets
- Extension of the town centre boundary into Rathgar Road to encourage more active town centre uses
- A new public space at the northern end of Rathgar Road
- Possible provision of a cultural or leisure facility

FEEDBACK RECEIVED

- Two tables expressed concern that the number of business units aimed at retailers and food or beverage uses would be non-viable and fail to cater for the immediate community. It was suggested a more bespoke model of renting the spaces were needed with a range of fit outs and / or rent options to cater to a broad range of businesses and therefore limit the risk vacancy.
- There was agreement across all tables that this area needs something of interest to add identity and attract people to LJ.

- A larger venue between the rail arches was well received by all tables as it could help to provide evening use, increase footfall and generate passing trade.
- One table supported the clustering of industrial uses on Wickwood and retail on Rathgar
- Another table noted that a link to Styles Garden was important
- One table agreed that increasing public space at the front of the billboard site would be a huge benefit.
- One individual had the ambition to take on Shoreditch by intensifying the area's nightlife. The arches were seen to offer the opportunity for multi-use spaces that could hold such activity.

INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP

- Restaurants and cafés, takeaways and bars / pubs (A3/A4/A5 uses) would only be attracted to Rathgar Road or Station Avenue if there was a substantial destination venue at the far end
- Preference for the retention of the central block with piecemeal redevelopment
- Large public space only worth pursuing if seen as an alternative to the Loughborough Road closure



Masterplan Team's Response

Site 3 – Rathgar Road and Station Avenue (selected by 3 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
There was agreement across all tables that this area needs something of interest to add identity and attract people to LJ.			Noted, the potential introduction of retail and food & beverage will tie this area more strongly into the town centre and highlight the character of the railway arches to contribute to the identity of LJ.
A larger venue between the rail arches was well received as it could help to provide evening use, increase footfall and generate passing trade.			This has been incorporated into the masterplan.
Support for the clustering of industrial uses on Wickwood and retail on Rathgar – 1 table			This has been incorporated into the masterplan.
A link to Styles Garden was noted as important – 1 table			This has been incorporated into the masterplan.
Increasing public space at the front of the billboard site would be a huge benefit – 1 table			This has been incorporated into the masterplan.
A3/A4/A5 uses would only be attracted along Rathgar Road or Station Avenue if there was a substantial destination venue at the far end			This has been incorporated into the masterplan as well as the potential for a new route connecting Rathgar Road and Styles Gardens, which will create a short cut to the station and increase footfall.
Preference for the retention of the central block with piecemeal redevelopment			This may restrict developer interest and result in compromised residential accommodation. However, it is noted that construction is underway on the site and therefore future development may need to focus on consolidating the remaining land.
Large public space only worth pursuing if seen as an alternative to the Loughborough Road closure			The closure of Loughborough Road is not currently being considered. The masterplan shows the potential for Rathgar Road to be a pedestrian priority space, with access for cars, but on a shared surface with pedestrians and cyclists. With the introduction of retail and food and beverage uses, this will create and extension of the town centre away from the busy traffic areas.

Masterplan Team's Response

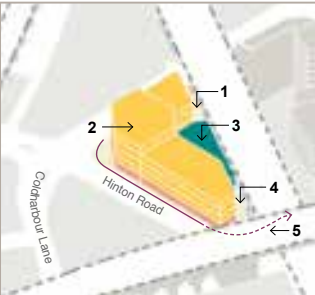
Site 3 – Rathgar Road and Station Avenue continued (selected by 3 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
	Two tables expressed concern that the number of business units aimed at retailers and food and beverage uses would be non-viable and fail to cater for the immediate community. It was suggested a more bespoke model of renting the spaces were needed with a range of fit outs and / or rent options to both cater for the widest number and limit vacancy.		The council will work with the land owner (Network Rail) in order to encourage them to provide spaces that appeal to a range of businesses including local entrepreneurs. However, any redevelopment would need to be commercially viable in order to make it attractive.
	One participant had the ambition to take on Shoreditch by intensifying the areas nightlife. The arches were seen to offer the opportunity for multi-use spaces that could hold such activity.		Some evening activities could be accommodated in the arches if the town centre is extended as part of the review of the local plan. However, this is a sensitive issue and any detailed proposals would be subject to further consideration by the council's planning department.

Central Yard - Pop-up Findings

BOARD FIVE: SITE 4

4 Central Yard

- 1. Improved forecourt to Sunshine International Arts Cafe
- 2. New residential development above retail
- 3. Increased space for Sunshine Arts Cafe with windows facing Higgs Yard
- 4. New access to arches and potential garden for Sunshine Arts Cafe
- 5. New pedestrian route to Higgs and Hardess Yards



- Benefits:**
- Improved frontage on Coldharbour Lane and Hinton Road
 - New housing
 - New retail
 - New pedestrian connection to Higgs Yard and Hardess Yard

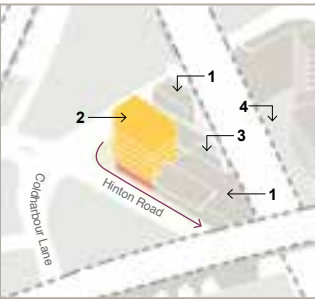
- Deliverability:**
- Good location for high density residential
 - Residential scheme with retail or commercial space is very viable
 - Redevelopment of whole site requires complex land assembly thus may take longer with a risk to delivering whole scheme
 - Integration of arch space increases risks to delivery, will depend on the agreement and consent of NR
 - Need to consider relocation/decant of existing tenants/business owners



Option One

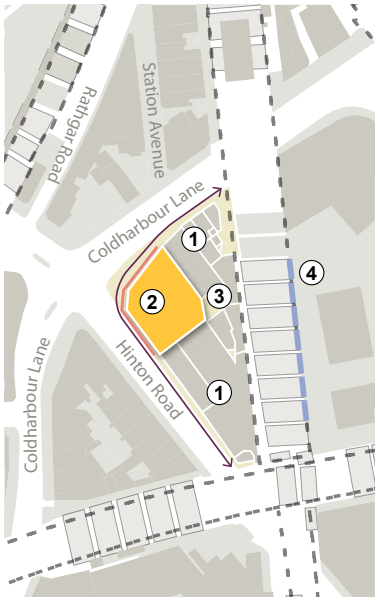
Deliverability ★★☆☆

- 1. Existing buildings retained and refurbished
- 2. New development on corner with retail on ground floor and residential above
- 3. Sunshine International Arts Cafe retained
- 4. Railway arches facing towards Higgs Yard



- Benefits:**
- Improved frontage on corner of Coldharbour Lane and Hinton Road
 - New housing
 - New retail

- Deliverability:**
- As above the use mix is very viable
 - Redevelopment of part of site requires less land assembly
 - Fewer plots to acquire should improve scheme deliverability
 - Close proximity of railway line may require consents from NR
 - Need to consider relocation/decant of existing tenants/business owners



Option Two

Deliverability ★★☆☆

WHAT SCORE WOULD YOU GIVE EACH OPTION?

0 5

Option 2
Scored 16
(4 responses)



Option 1
Scored 21
(5 responses)

9 responses

Comments
No comments were received



Central Yard - CRG Workshop Findings

Site 4
Central Yard
(selected by 2 tables)

Key principles for Central Yard based upon previous consultation

- Connection between Sunshine International Arts and Hardess Street
- Improvements along Coldharbour Lane through town centre
- Extension of town centre boundary and into Central Yard and encourage more active town centre uses
- Identified as a site for potential residential development

FEEDBACK RECEIVED

- Safeguarding Sunshine International Arts Café and improving its access where seen as important on both tables. One particularly liked the frontage onto the Higgs development.
- One table had a preference for option two due to its softer touch and the fact it retains existing buildings that offer a certain identity.

INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP

- Support Sunshine International Arts Cafe continuing in the same location and expanding if the opportunity arises



Masterplan Team's Response

Site 4 – Central Yard (selected by 2 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
Safeguarding Sunshine International Arts Café and improving its access was seen as important on both tables. One particularly liked the frontage onto the Higgs development.			The masterplan shows the potential to re-provide space for the Sunshine International Arts Café, although the exact location will be determined when development proposals come forward. The café could either be accommodated in the railway arches with glazing onto Higgs yard or it could be in the ground floor of the new development fronting directly onto Coldharbour Lane. Each option has financial implications which will need to be agreed between the business owner and future developer.
One table had a preference for option two due to its softer touch and the fact it retains existing buildings that offer a certain identity			Partial redevelopment of this site is very difficult due to the number of ownerships and the intricate shape of the individual parcels. A comprehensive redevelopment is more likely to attract developer interest and provide new homes and commercial space. Due to its prominent position, this site is also an opportunity to positively change the face of the town centre.
Support Sunshine International Arts Cafe continuing in the same location and expanding if the opportunity arises			The current location of the café is very closely related to the surrounding existing buildings. It would not be possible to retain the existing space if the site was redeveloped. However, the masterplan provides two possible options for re-providing the café in the same location (please see above).

Higgs Yard - Pop-up Findings

BOARD FIVE: SITE 5

5

Higgs Yard

New connections

Residential

Town centre uses / retail

Leisure and culture

Employment

Church

Probability of delivery

Low

Medium

High

1. Partial re-development of Church with retail along Coldharbour Lane and residential above

or

Church retained and frontage improved with new residential above but no retail as per the recent planning application

2. Higgs Yard planning permission

3. New connection to Hardess Yard

4. Arches facing towards Higgs yard

Benefits:

Improved frontage on Coldharbour lane

New housing

New retail

Deliverability:

Viable although residential units above a church is less conventional

Subject to reaching agreements with the church

Currently just outside town centre boundary, so retail use would require impact assessment

1

2

3

4

Hinton Road

Coldharbour Lane

Station Avenue

Herne Hill Road

Hardess St

Wellington St

190115 559108M

Option One

Deliverability

1. Improved public realm with wider pavements and traffic calming table linking to Station Square

2. Church re-located, new development with retail on the ground floor and residential above

3. Higgs Yard planning permission

4. Arches facing towards Higgs Yard

5. New connection to Hardess Yard

Benefits:

Improved frontage on Coldharbour Lane

New housing

New retail

Wider pavements

Improved public realm and traffic calming

Deliverability:

Requires the purchase / relocation of the existing church and is subject to reaching agreements with the church

Currently just outside town centre boundary, so retail use would require impact assessment

1

2

3

4

5

Station Avenue

Coldharbour Lane

Hinton Road

Herne Hill Road

Hardess St

Wellington St

190115 559108M

Option Two

Deliverability

WHAT SCORE WOULD YOU GIVE EACH OPTION?

0 5

Option 1

Scored 13

(4 responses)

HIGGS YARD

Option 2

Scored 30

(7 responses)

11 responses

Comments

One person felt this was the most important site in Loughborough Junction as it was what visitors saw on arrival from the station.

Another person commented on the issues with parking caused by people parking on single yellow lines to attend the church.

JANUARY 2016

Higgs Yard - CRG Workshop Findings

Site 5
Higgs Yard
(selected by 2 tables)

Key principles for Higgs Yard based upon previous consultation

- Improvements to journey and frontage along Coldharbour Lane
- Extension of town centre boundary at northern end of the site to encourage more active town centre uses
- Improvements to public realm in front of and arrival from Loughborough Junction Stations

FEEDBACK RECEIVED

- Both tables agreed that retail on the ground floor was important on this site with one noting that the town centre boundary should be extended to include this area as a matter of urgency.
- One table felt option one was working too hard with too much activity in one place. It was felt that the church would be better located elsewhere.
- One person suggested that the site could become a new and more appropriate train station freeing up the existing site for alternative development tied into Rathgar Road
- Both tables raised a query as to why Higgs Yard was being looked at as it already has received planning permission and the likelihood of this being deliverable.

INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP

- No objection is seen to the church use continuing
- Concern about narrow footpath and isolation from other retail by busy road. Effect of road closure on traffic on Coldharbour Lane



Masterplan Team's Response

Site 5 – Higgs Yard (selected by 2 tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
Both tables agreed that retail on the ground floor was important on this site with one noting that the town centre boundary should be extended to include this area as a matter of urgency.			The extension of the town centre boundary will need to be investigated through the Local Plan Review process which lies outside the scope of this masterplan. However, the masterplan provides the design guidance for extending the town centre boundary in this location and can serve as evidence base to revise the policy provisions
One table felt option one was working too hard with too much activity in one place. It was felt that the church would be better located elsewhere.			The masterplan has taken this on board and shows the potential for a commercial ground floor with workspace or retail (subject to extension of town centre boundary) and residential on upper floors. A suitable location will need to be found to re-locate the Church.
Both tables raised query as to why Higgs Yard was being looked at as it already has received planning permission and the likelihood of this being deliverable.			The massing for Higgs Yard is outlined for reference only, to illustrate the future context of any new development on the Church site. The planning permission for Higgs Yard relates to the sites to the south only, not to the northern part occupied and owned by the Church
Concern about narrow footpath and isolation from other retail by busy road. Effect of road closure on traffic on Coldharbour Lane			The masterplan shows the potential to widen the footpath on the south side of Coldharbour Lane from approximately 2.5m to 3.5m to make a better pedestrian environment along this busy road. The location opposite existing shops and the station entrance is very attractive to retailers and could be further improved through a new pedestrian crossing with a raised tabled across Coldharbour lane.
No objection to the church use continuing			Noted
	One person suggested that the site could become a new and more appropriate train station freeing up the existing site for alternative development tied into Rathgar Road		This is an interesting suggestion, however the cost of moving a station is prohibitive and would require significant investment from Network Rail. This is unlikely to happen and the masterplan cannot speculate on such a big infrastructure project without any commitment from the relevant stakeholders.

Hardess Yard - Pop-up Findings

BOARD SEVEN: SITE 6

6

Hardess Yard

1. New pedestrian connection

2. Existing uses retained facing Hardess Street

3. New public space

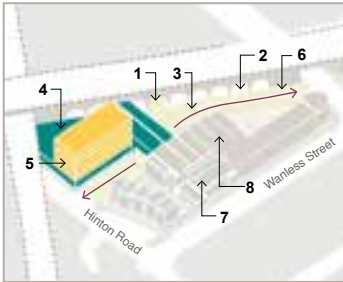
4. Ground floor cultural use

5. Residential above

6. New public access

7. Existing residential block and church retained

8. Existing warehouse retained as workspace

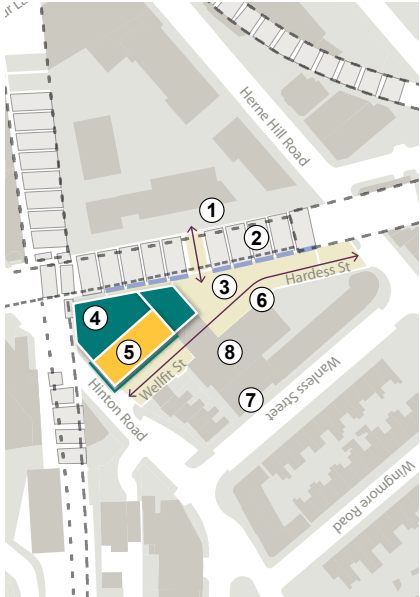


Benefits:

- New housing
- Active frontage on Hinton Road
- Potential for cultural facility subject to operator and business case
- New route through Hardess Yard and public space

Deliverability:

- Cultural use only likely to be viable if subsidised by residential
- Complex land ownership
- Need to consider relocation/decant of existing tenants/business owners
- Proximity of railway line and arches will require consents from NR



↑ Option One

Deliverability ★★☆☆

1. New pedestrian connection

2. Existing uses retained facing Hardess Street

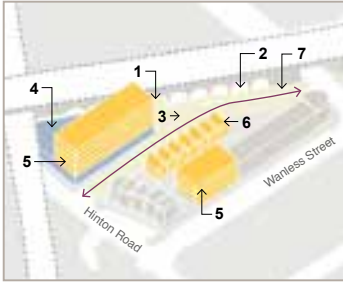
3. New public space

4. Ground floor reprovision of employment space

5. New residential block

6. New residential houses

7. New public access

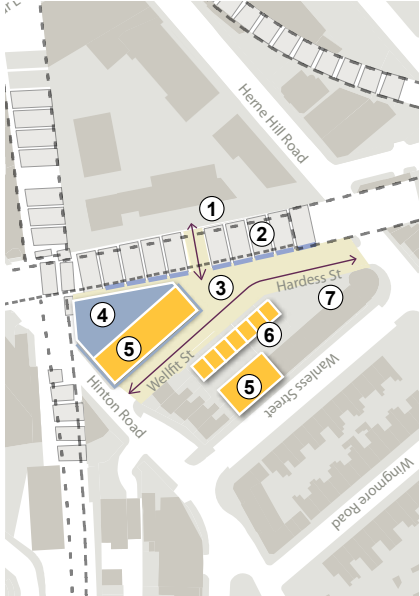


Benefits:

- New housing
- Active frontage on Hinton road
- Improved frontage on Wanless Street
- Potential to provide affordable workspace, cross subsidised from residential value
- New route through Hardess Yard and public space

Deliverability:

- New build residential houses are very viable
- Loss of commercial will need to be replaced, most likely on the site
- Need to consider relocation/decant of existing tenants/business owners
- Complex land ownership land assembly may take some time.
- Proximity of railway line and arches will require consents from NR

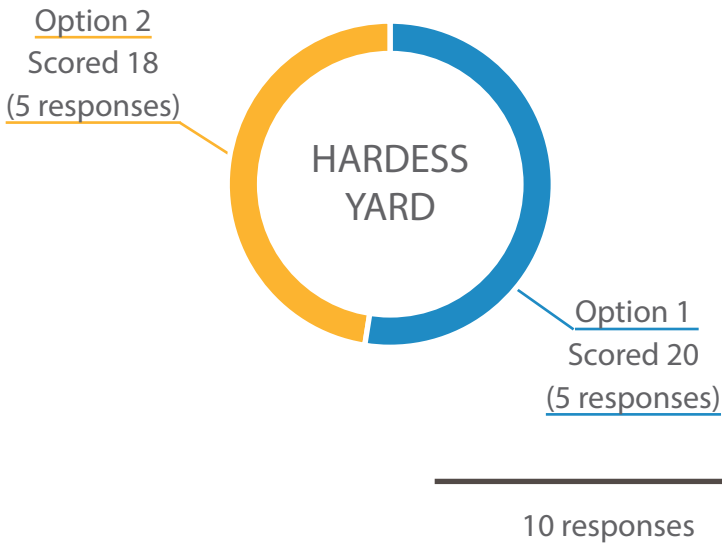


↑ Option Two

Deliverability ★★☆☆

WHAT SCORE WOULD YOU GIVE EACH OPTION?

0 5



Comments

One person felt that the with loss of industrial space with the Higgs Development there was a need to maintain it here as that is part of Loughborough Junction's identity. A connection between Herne Hill Road and Hinton Road was welcomed but it was noted that there was an opportunity to create a route alongside the arches in what is Wellfit Street currently.



Hardess Yard - CRG Workshop Findings

Site 6
Hardess Yard
(not selected by any tables)

Key principles for Hardess Yard based upon previous consultation

- Improved public access to existing uses such as the Boxing Gym and Whirled Cinema
- New connection between Hardess Yard and Central Yard / Sunshine International Arts Café
- Improved frontage on Hinton Road to improve journey towards Ruskin Park
- Identified as a site for potential residential development

- INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP
- Neither route to Ruskin Park logical - natural route would be via Cambria Road, if approaching from east of Loughborough Junction Station, or otherwise via Herne Hill Road
 - Most light industrial sites should be retained in employment use
 - Would support variations within Class B uses if they increase employment density



Masterplan Team’s Response

Site 6 – Hardess Yard (not selected by any tables at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
Neither route to Ruskin Park logical – natural route would be via Cambria Road, if approaching from east of Loughborough Junction Station, or otherwise via Herne Hill Road			Noted. However, the potential for a route through the site is still shown as this opens up access to the community facilities currently located in the arches, as well as increasing visibility and activity, and therefore safety, in the yard.
Most light industrial sites should be retained in employment use			The masterplan shows the potential to re-provide employment space which could include light industrial space.
Would support variations within Class B uses if they increase employment density			The provision of internal employment space is likely to increase the number of jobs and employment density within the site

Hinton Road - Pop-up Findings

BOARD SEVEN: SITE 7

7

Hinton Road
Petrol Station

New connections

Residential

Employment

Leisure and culture

Probability of delivery

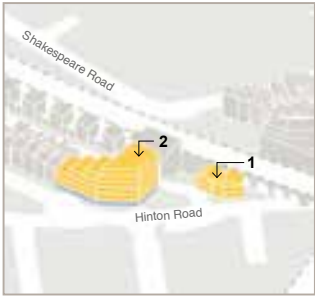
Low

Medium

High

1. New residential block

2. Ground floor employment - office space with residential above



Benefits:

- New housing
- Active frontage on Hinton Road
- Employment space on ground floor

Deliverability:


- Viability of employment use on ground floor of new block alone is likely to be marginal and may require some subsidisation from residential value
- Freehold owned by Lambeth but delivery of scheme is subject to negotiation with tenant to terminate a 20 year lease earlier.
- Land remediation may be required

Option One

Deliverability

1. New residential block

2. Petrol station retained



Benefits:

- New housing
- Active frontage on Hinton Road
- Petrol station retained

Deliverability:

- Residential development is a good value generator
- Freehold owned by Lambeth but delivery of scheme is subject to negotiation with tenant to terminate a 20 year lease earlier

WHAT SCORE WOULD YOU GIVE EACH OPTION?

0 5

Option 1
Scored 12
(3 responses)



Option 2
Scored 18
(4 responses)

7 responses

Comments

One person thought this seemed the most appropriate site for housing, whilst another noted that it was the only petrol station in the area.



Hinton Road - CRG Workshop Findings

Site 7

Hinton Road Petrol Station
(selected by 1 tables)

Key principles for Hinton Road Petrol Station based upon previous consultation

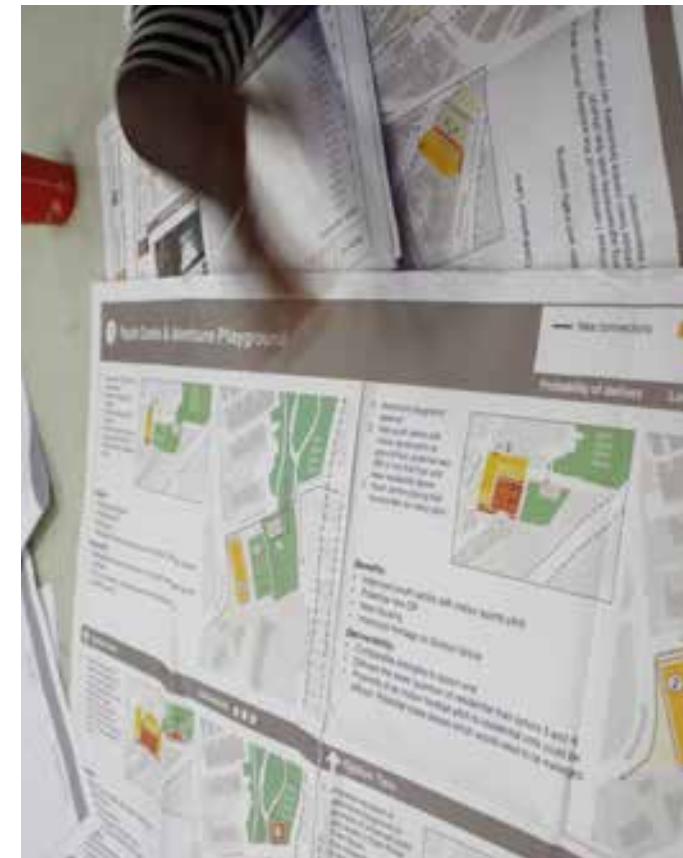
- Identified as a site for potential residential development
- Improved frontage on Hinton Road to improve journey towards Ruskin Park

FEEDBACK RECEIVED

- Two individuals on the table noted that the petrol station was well used and should not be redeveloped – preference for option 2.

INDIVIDUAL WRITTEN RESPONSES RECEIVED FOLLOWING WORKSHOP

- Concern about the rapid decline of petrol stations across Greater London, their disappearance should be resisted



Masterplan Team’s Response

Site 7 – Hinton Road Petrol Station (selected by 1 table at workshop)			
Community comments	Community suggestions	Other consultees/ considerations	Masterplan team response
It was noted that the petrol station was well used and should not be redeveloped – preference for option 2			Noted. The reason why the masterplan continues to propose development on this site is that there is also a chronic shortage of housing in London. The return on investment from this site can also be used to support social infrastructure, affordable workspace and housing. Lambeth can play a key role here in setting a good example for how development should come forward and can unlock funding streams for community infrastructure. However, further consideration will be given before pursuing the project further.
Concerned about the rapid decline of petrol stations across Greater London, their disappearance should be resisted			Noted, although this needs to be considered at a wide scale across south London.

General feedback on workshop and format

There were many engaging conversations and debates at the pop ups and around the tables at the Community Reference Group workshop.

Participants at the workshop were invited to give feedback on the event through feedback forms or by suggesting changes to a facilitator. The points below summarises comments that have been received.

- One table noted that it has been very beneficial to bring people together to discuss changes in the area, and it should happen more on other projects. The opportunity to input is appreciated.
- One table noted that the event had helped to provide a better understanding of issues and opportunities.
- One individual suggested a model would be helpful to fully understand the wider implications of each site and how they relate.
- A number of people commented on the poor sound/PA quality during the presentation at the start of the workshop
- There were varying opinions on the pacing of the workshop and the volume of information that there was to consider. In general people were pleased that a consensus could be reached around the table regarding which sites should be discussed but people were conscious that some may have been overlooked in the time available.
- A number of individuals asked for evidence on how comments will influence plans.

RESPONSE

In response to this feedback, the information presented at the workshop and pop ups was made available on-line and a period of time was allocated for individuals to make further comments for inclusion in the final report.

NEXT STEPS

The feedback received through the pop-up and workshops events as well as on-line responses will be used by the masterplan team to finalise the options for the selected sites and arrive at an overarching masterplan response.

In March 2016 there will be an opportunity to review the consultation outcomes and final masterplan. A public exhibition will be held to present this information whilst a Community Reference Group meeting will allow the plan to be discussed in more detail with members of the design team to understand community views and check that the proposed plans are in line with aspirations and to address any significant errors or omissions. The key will be to ensure maximum publicity for the events.

Further details on the information presented in this report and other activities pertaining to the masterplan can be found on the Lambeth Council website:

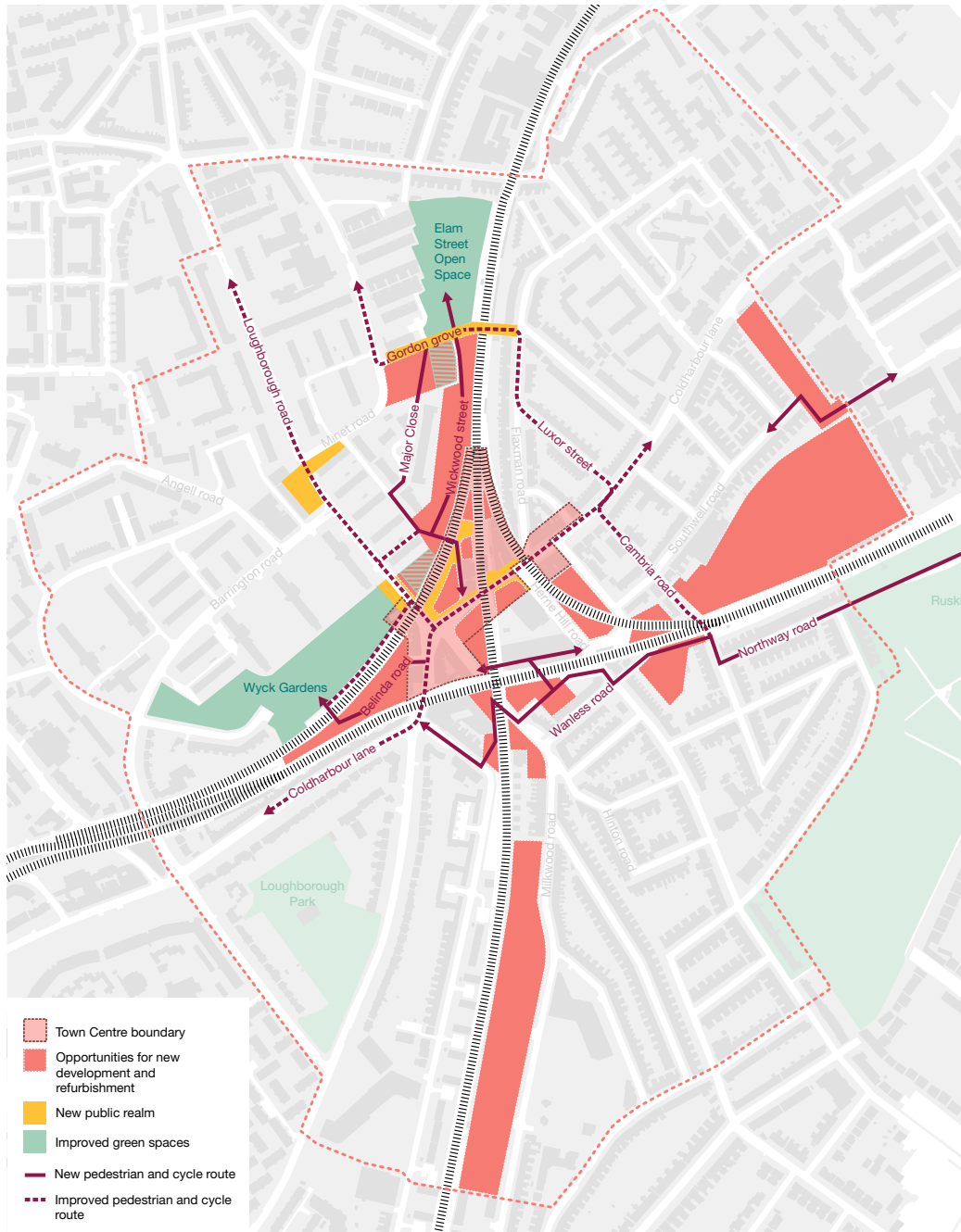
www.lambeth.gov.uk/ljmasterplan

Appendix

The following pages show the boards and worksheet questions that were used in the second round of pop-ups and the Community Reference Group / Public Workshop on 16th July, 2015 to obtain the information detailed in this report.

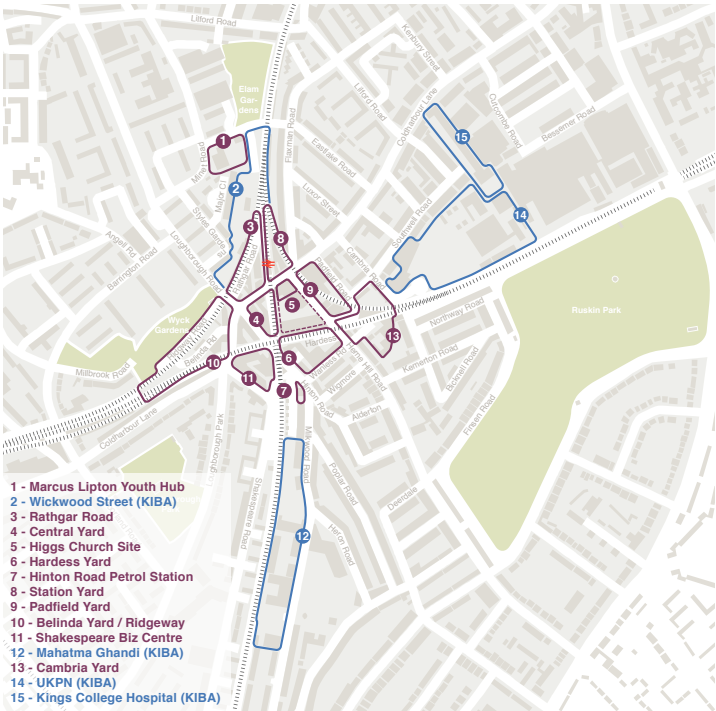
Masterplan Principles

SUMMARY OF OVERARCHING MASTERPLAN PRINCIPLES

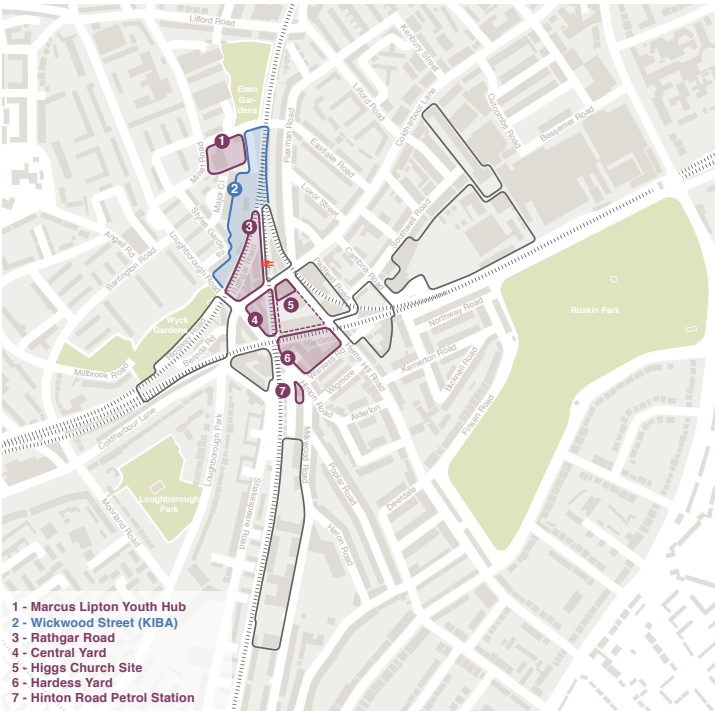


- REINFORCE LJ'S IDENTITY BY UNCOVERING RAILWAY ARCHES WHEREVER POSSIBLE
 - CREATE SAFER STREETS AND ROUTES THROUGH ACTIVE FRONTAGES
 - IMPROVE TOWN CENTER EXPERIENCE BY INCREASING ACTIVE GROUND FLOOR USES
 - IMPROVE EXISTING OPEN SPACES THROUGH ADDITIONAL ACTIVITY
 - CREATE NEW PUBLIC REALM ASSOCIATED WITH NEW USES THAT GENERATE ACTIVITY
- CREATE NEW CONNECTIONS BETWEEN STREETS AND WALKING ROUTES THAT AVOID DEAD-ENDS
 - PROVIDE AREAS FOR LIGHT INDUSTRIAL USES THAT GENERATE NOISE OR POLLUTION AWAY FROM RESIDENTIAL AREAS
 - PROVIDE VARIETY OF WORKSPACES THAT CATER FOR DIFFERENT TYPES OF BUSINESSES
 - SUPPORT EXISTING BUSINESSES AND ASSETS OF COMMUNITY VALUE

OPPORTUNITY SITES IDENTIFIED AT PREVIOUS WORKSHOP



OPPORTUNITY SITES SELECTED FOR DEVELOPMENT

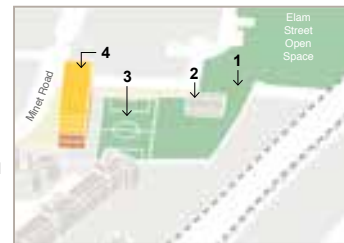


OPPORTUNITY SITES ASSESSMENT MATRIX

OPPORTUNITY SITES	COMMUNITY BENEFITS / DESIGN	DELIVERABILITY	MEDIUM TERM OBJECTIVE	LONG TERM OBJECTIVE
STATION YARD	<ul style="list-style-type: none">• Public space in front of station• Access to railway arches behind existing buildings• Connection to Rathgar road• Potential for second station entrance including lifts to platform	<ul style="list-style-type: none">• Requires the acquisition of many land interests which will take considerable time• Purchasing necessary land will be expensive	<ul style="list-style-type: none">• Open pedestrian routes along railway arches on both sides so that they can be used for cafes and shops• Open one arch to connect through to Rathgar road at the northern end	<ul style="list-style-type: none">• Create additional public realm around the centre of the Station• Study potential for a second station entrance with lifts to platform.
PADFIELD YARD	<ul style="list-style-type: none">• Potential for new and improved GP facilities• New housing and workspace• New retail units, possibly a supermarket (dependent on Town Centre extension in the long term)• Improved frontage to enhance town centre experience	<ul style="list-style-type: none">• Site divided by railway line.• Concerns over the viability of retail use in this location• Concerns over the viability and market demand for ground floor employment space that would require significant subsidisation from residential development	<ul style="list-style-type: none">• Likely to be delivered as part of a comprehensive re-development of the whole site in the medium to long term.	
BELINDA YARD / RIDGEWAY	<ul style="list-style-type: none">• New housing or workspace• New connection to Wyck Gardens	<ul style="list-style-type: none">• Site requires acquisition from Network Rail• Light industrial units extending from the arches are not considered feasible in lease and operational terms• Existing parking and vehicle circulation needs must be respected	<ul style="list-style-type: none">• Consolidate Powerday sites and improve boundary conditions• Support existing businesses in Belinda Yard by providing improved access, lighting and visibility.	<ul style="list-style-type: none">• Re-locate Powerday Waste facility and re-develop site for workspace or residential• Implement pedestrian connection to Wyck Gardens
SHAKESPEARE BIZ CENTRE	<ul style="list-style-type: none">• New café to animate Hinton road• Opening up of arches for small businesses• New route from Shakespeare Road to Hinton Road• New workspace to extend Shakespeare Biz space• Potential for skills and training facilities to be included as part of new development	<ul style="list-style-type: none">• A café at this location is not considered viable as the cost of delivery is higher than the value generated by use.• Query whether this is the optimum location for a café as it is a low footfall area	<ul style="list-style-type: none">• Café and pedestrian route to be delivered as part of the new development in the medium to long term.	
MAHATMA GHANDI (KIBA)	<ul style="list-style-type: none">• Intensification of site to allow more business space• Office or studio space on top of industrial units• New skills and training facilities	<ul style="list-style-type: none">• Scope to intensify the site is limited• Land in private ownership	<ul style="list-style-type: none">• Dependent on owner's initiative	
CAMBRIA YARD	<ul style="list-style-type: none">• New housing• New pedestrian route from Herne Hill Road to Cambria Road and Ruskin Park	<ul style="list-style-type: none">• Relocating the waste use designation requires identifying an alternative site in Lambeth which is very challenging• Remaining plots are in either NR or private ownership which would require acquisition in order to deliver	<ul style="list-style-type: none">• Re-development of industrial unit to create pedestrian route to Ruskin Park.	<ul style="list-style-type: none">• If an alternative location for the Wanless Road waste facility can be found, this site can be re-developed for housing.
UKPN (KIBA)	<ul style="list-style-type: none">• Aspiration to locate Powerday Waste and the Wanless road waste facility here• Potential for larger industrial units away from residential areas and close to the railway	<ul style="list-style-type: none">• UKPN own the site and state that they need all of it for operational requirements and will not consider selling• Site serves the electricity infrastructure for the whole of South East London	<ul style="list-style-type: none">• Dependent on UKPN's initiative	
KINGS COLLEGE HOSPITAL (KIBA)	<ul style="list-style-type: none">• Additional employment uses linked to the Hospital• New walking route through KCH campus to Denmark Hill as an alternative to route through Ruskin Park	<ul style="list-style-type: none">• Hospital have their own masterplan proposals for the site that will deliver key clinical, research and administrative space• KCH will lead any proposals and will not sell any of their land for alternative development	<ul style="list-style-type: none">• Dependent on KCH's initiative	

1 Youth Centre & Adventure Playground

1. Extension of Elam Street Open Space
2. Adventure playground retained
3. Youth centre playing field retained
4. New youth centre on ground floor, potential new GP on first floor and new residential above



Benefits:

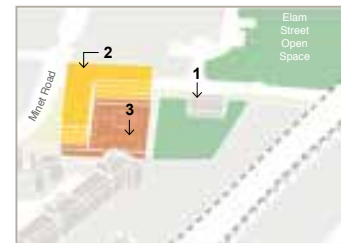
- Improved youth centre
- Potential new GP
- New housing
- Link between adventure playground and Elam Street Open Space

Deliverability:

- Residential-led scheme therefore very viable and generates good land value
- 100% of site within Lambeth ownership therefore no land assembly issues.



1. Adventure playground retained
2. New youth centre with indoor sports pitch on ground floor, potential new GP on the first floor and new residential above
3. Youth centre playing field re-provided as indoor pitch

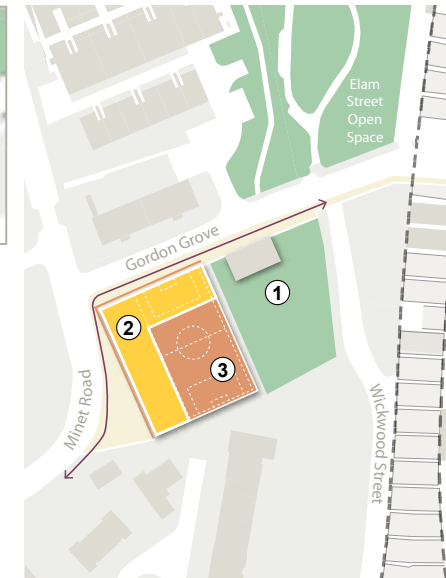


Benefits:

- Improved youth centre with indoor sports pitch
- Potential new GP
- New housing
- Improved frontage on Gordon Grove

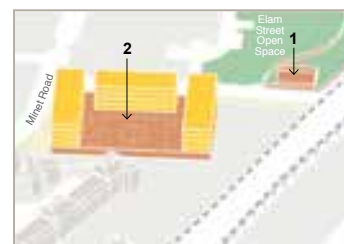
Deliverability:

- Comparable strengths to option one
- Delivers the lower quantum of residential than options 3 and 4
- Proximity of an indoor football pitch to residential units could be difficult. Potential noise issues which would need to be managed.



↑ **Option One** Deliverability ★★

1. Possible relocation of adventure playground or provision of enhanced public play facility in Elam Street Open Space
2. New youth centre with indoor sports pitch and potential new GP on ground floor with new residential above



Benefits:

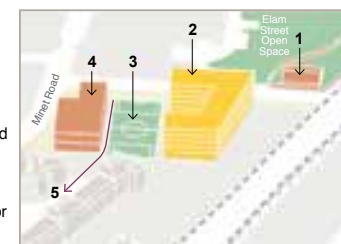
- Improved youth centre with indoor sports pitch
- Potential new GP
- Maximum new housing
- Improved frontage on Gordon Grove
- More activity in Elam Street Open Space

Deliverability:

- Comparable strengths to option one
- Delivers the highest quantum of residential floorspace and value
- Requires the possible relocation of the adventure playground
- To deal with this issue and make more attractive to future residents would require relocation of the pitch to another location nearby



1. Possible relocation of adventure playground or provision of enhanced public play facility in Elam Street Open Space
2. New residential development
3. Existing playing fields retained
4. New youth centre and potential new GP as stand-alone facility
5. New pedestrian route to Major Close



Benefits:

- Stand-alone youth centre and potential GP
- Stand-alone new housing
- New route from Major Close to Elam Street Open Space
- Improved frontage on Gordon Grove
- More activity in Elam Street Open Space

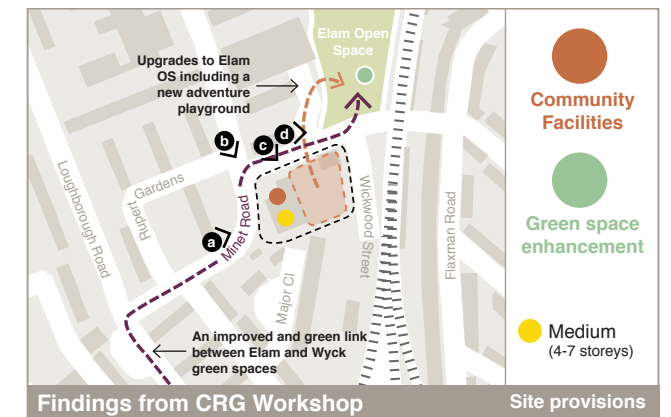
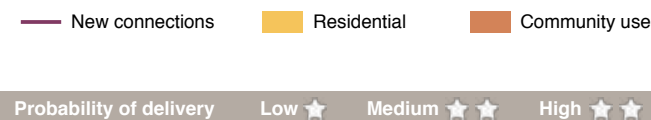
Deliverability:

- Comparable strengths to option one
- Delivers the second highest quantum of residential floorspace thus generating positive land value
- Requires the possible relocation of the adventure playground



Option Three Deliverability ★★☆☆

Option Four Deliverability ★★



Key principles for the Youth Centre and Adventure Playground

- Enhancement of Elam Open Space
- Increased activity in Elam Open Space, possibly by relocating the adventure playground or providing an enhanced publicly accessible play facility
- Improved route between Elam and Wyck Gardens, possibly by 'greening' the public realm
- Improved community facilities in the Marcus Lipton Youth Hub

The above principles have been informed by consultation findings. Do you agree with the principles described? ☐ **Yes** ☐ **No**

Key Questions:

Should the Adventure Playground:

1. be retained in its current location? ☐ Yes ☐ No
2. be re-located to Elam street open space? ☐ Yes ☐ No
3. Be reprovided as an enhanced public play facility in Elam street open space? ☐ Yes ☐ No

Should the Marcus Lipton Youth Centre:

1. be retained in its current location? ☐ Yes ☐ No
2. be re-provided with residential above? ☐ Yes ☐ No
3. be re-provided as a stand-alone facility? ☐ Yes ☐ No

Should the Marcus Lipton playing field:

1. be retained in its current location? ☐ Yes ☐ No
2. be re-provided as an indoor facility? ☐ Yes ☐ No

Should the new residential be:

1. above the new youth centre ☐ Yes ☐ No
2. a separate block ☐ Yes ☐ No

Should there be a walking route from Major Close to Elam street open space? ☐ Yes ☐ No

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

2 Wickwood Street KIBA

1. Extension of the arches for larger industrial units

2. Workshops above light industrial units

3. Lunch yard

4. New connection to Styles Garden and Rathgar Road

5. Loughborough Farm

6. New houses with gardens*

7. Wider pavements and reduced traffic on Loughborough Road**

1

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Benefits:

• New workspace for creative industries

• New housing

• New route from Elam Street Open Space to Rathgar Road and Styles Garden

• Improved public realm

• New housing and frontage along Loughborough Road

• Retains long-term future of Loughborough Farm

Deliverability:

• Delivers a reasonable amount of employment space and jobs

• Delivers industrial / commercial space configuration not commonly found in the market

• Industrial/commercial space on Plot 1 that connects into/abuts railway arches is on Network Rail land and will require NR consents

• Residential houses would generate positive land value*

• Some land is owned by LB Lambeth. Other areas are in the ownership of NR and third parties thus agreement is needed to deliver

• The farm is not compliant with policy & the Council would need to make case for loss of land value

1. Light industrial units

2. Workshops above light industrial units

3. Lunch yard

4. New connection to Styles Garden and Rathgar Road

5. Loughborough Farm re-located to Wyck Gardens

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Benefits:

• New workspace

• New route from Elam Street Open Space to Rathgar Road and Styles Garden

• Improved public realm

• More activity in Wyck Gardens

• Only option that is policy compliant

Deliverability:

• Delivers a high amount of employment space and jobs

• Delivers conventional commercial space that is likely to be more attractive to occupiers

• The smaller commercial units (no. 2) are not commonly found therefore may take longer to rent and as such represent a risk

• Requires NR and third party agreement

• Access to industrial unit on Loughborough Road is poor which could affect value

1. Industrial units

2. Lunch yard

3. New connection to Styles Garden and Rathgar Road

4. New houses with gardens*

5. Loughborough Farm retained

6. Wyck Gardens and Loughborough Farm joined**

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6

Benefits:

• New light industrial workspace

• New housing

• New route from Elam Street Open Space to Rathgar Road and Styles Garden

• Improved public realm

• More activity in Wyck Garden due to retained farm and green space extension

• Retains long-term future of Loughborough Farm

Deliverability:

• Delivers a good amount of employment space and jobs

• Delivers the most conventional commercial space, likely to be attractive to occupiers and therefore most viable

• Residential houses generate positive land value*

• The farm is not compliant with policy & the Council would need to make case for loss on land value

• Requires NR and third party agreement

1. Extension of the arches for larger industrial units

2. Light industrial units

3. Lunch yard

4. New connection to Styles Garden and Rathgar Road

5. Loughborough Farm

6. New houses with gardens*

7. Retail on ground floor to activate closed road** with residential above*

8. New pedestrian square**

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Benefits:

• New light industrial workspace

• New housing and improved public realm

• New route from Elam Street Open Space to Rathgar Road and Styles Garden

• New retail and housing along Loughborough Road

• Retains long-term future of Loughborough Farm

Deliverability:

• Delivers a high amount of employment space and jobs

• Residential houses generate positive land value*

• Retail on ground floor activates frontage onto Loughborough Road

• The farm is not compliant with policy & the Council would need to make case for loss of land value

• Delivers industrial / commercial space integrated into the arches which may or may not appeal to industrial/workshop occupiers

• The remainder of the development delivers more conventional commercial space likely to be more attractive to occupiers

• Requires NR and third party agreement

Probability of delivery

Low ★

Medium ★★

High ★★★

— New connections

— Retail at ground floor

Residential

Community use - Farm / greenspace

Employment

Findings from CRG Workshop

Site provisions

Key principles for Wickwood Street KIBA

• Provide improved connections. Particularly between Rathgar Road and Elam Open Space via Wickwood Yard

• Improve the public realm, particularly at the northern end of Wyck Gardens as it meets Loughborough Road

• Ensure the future of Loughborough Farm is secured

• Ensure light industrial workspaces are provided

The above principles have been informed by consultation findings. Do you agree with the principles described?

Yes

No

Key Questions:

Should the bottom of Loughborough Road be fronted by:

1. the Loughborough Farm?

Yes

No

2. light industrial workspace?

Yes

No

3. residential?*

Yes

No

4. retail with residential above?*

Yes

No

If Loughborough road is closed should it be:

1. a green space extension of Wyck Gardens?

Yes

No

2. hard landscaped community square?

Yes

No

3. remain a street with bollards?

Yes

No

Loughborough Junction Farm should:

1. be retained in its current location

Yes

No

2. be re-located to Wyck Gardens

Yes

No

3. be re-located closer to the new connection between Styles Gardens and Rathgar road

Yes

No

The new walking route from Rathgar road should lead to:

1. Wickwood Street

Yes

No

2. Styles Gardens

Yes

No

3. Both

Yes

No

* NOTE: Residential development on Wickwood KIBA is non-compliant with current policy

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

Key principles for Wickwood Street KIBA

- Provide improved connections. Particularly between Rathgar Road and Elam Open Space via Wickwood Yard
- Improve the public realm, particularly at the northern end of Wyck Gardens as it meets Loughborough Road
- Ensure the future of Loughborough Farm is secured
- Ensure light industrial workspaces are provided

The above principles have been informed by consultation findings. Do you agree with the principles described?

☐ Yes ☐ No

Key Questions:

Should the bottom of Loughborough Road be fronted by:

1. the Loughborough Farm? ☐ Yes ☐ No
2. light industrial workspace? ☐ Yes ☐ No
3. residential?* ☐ Yes ☐ No
4. retail with residential above?* ☐ Yes ☐ No

If Loughborough road is closed should it be:

1. a green space extension of Wyck Gardens? ☐ Yes ☐ No
2. hard landscaped community square? ☐ Yes ☐ No
3. remain a street with bollards? ☐ Yes ☐ No

Loughborough Junction Farm should:

1. be retained in its current location ☐ Yes ☐ No
2. be re-located to Wyck Gardens ☐ Yes ☐ No
3. be re-located closer to the new connection between Styles Gardens and Rathgar road ☐ Yes ☐ No

The new walking route from Rathgar road should lead to:

1. Wickwood Street ☐ Yes ☐ No
2. Styles Gardens ☐ Yes ☐ No
3. Both ☐ Yes ☐ No

* NOTE: Residential development on Wickwood KIBA is non-compliant with current policy

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

JANUARY 2016

3

Rathgar Road & Station Avenue

New connections

Town centre uses / retail

Employment / workspace

Residential

Leisure and culture

Probability of delivery

Low

Medium

High

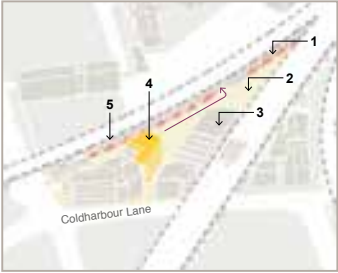
1. Cafes, bars and restaurant units in railway arches around new square

2. New public space with connection to Wickwood Street

3. Existing building retained with church

4. New residential building

5. Retail units between the new square and Loughborough Road



Benefits:

New connection to Wickwood Street

New public realm and market square

Improved frontage on Station Road

New evening uses

New housing

Increased railway arch frontage

Deliverability:

Redevelopment requires less land assembly and would be quicker to deliver

Arches in NR ownership would require agreement

Need to consider relocation/decant of existing tenants/business owners

Area is outside town centre boundary - impact of retail, bars & shops would need to be assessed

Option One

Deliverability

1. New culture / leisure venue or other active town centre use with evening activity

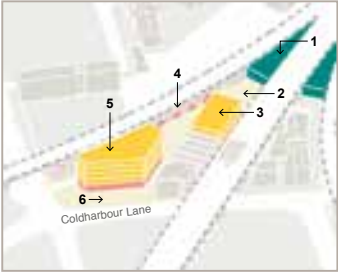
2. New public space

3. New residential building with lower floors for church or commercial use

4. Shops, cafes, restaurants and retail units in railway arches

5. Demolish existing buildings for new residential block with retail and workspace on ground floor

6. Additional set-back and larger pavement



Benefits:

Opportunity for landmark development in central location

New connection to Wickwood Street

New leisure/culture venue

New public realm and event space

Improved frontage on Station, Rathgar Road and Coldharbour Lane

Wider pavements

New housing

Deliverability:

Delivers highest quantum of residential floor space generating good land value

Redevelopment of whole blocks will require complex land assembly

Slower to deliver but increased physical regeneration benefits

Arches in NR ownership would require agreement

Need to consider relocation/decant of existing tenants/business owners

Area is outside town centre boundary - impact of retail, bars & shops would need to be assessed

Option Two

Deliverability

Key principles for Rathgar Road and Station Avenue

- A new route connection Station Avenue and Rathgar Road with Wickwood Yard and Elam Open Space
- Improved frontage on neighbouring streets
- Extension of the town centre boundary into Rathgar Road to encourage more active town centre uses
- A new public space at the northern end of Rathgar Road
- Possible provision of a cultural or leisure facility

The above principles have been informed by the findings from consultation. Do you agree with the principles described?

☐ Yes

☐ No

Key Questions:

Evening uses should be provided as:

1. a series of smaller bars and restaurants within the railway arches (option one) ☐ Yes ☐ No

2. a larger venue between the railway arches (option two) ☐ Yes ☐ No

The block framed by Coldharbour lane, Loughborough road, Rathgar road and Station road should:

1. be retained and partially re-built ☐ Yes ☐ No

2. be completely demolished and re-built with a larger pavement along Coldharbour lane ☐ Yes ☐ No

The public space should be:

1. a square associated with the evening uses ☐ Yes ☐ No

2. a square associated with the shops and markets in the railway arches ☐ Yes ☐ No

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

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4

Central Yard

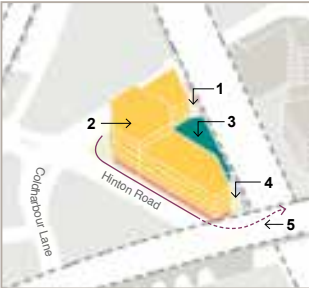
1. Improved forecourt to Sunshine International Arts Cafe

2. New residential development above retail

3. Increased space for Sunshine Arts Cafe with windows facing Higgs Yard

4. New access to arches and potential garden for Sunshine Arts Cafe

5. New pedestrian route to Higgs and Hardest Yards




Benefits:

- Improved frontage on Coldharbour Lane and Hinton Road
- New housing
- New retail
- New pedestrian connection to Higgs Yard and Hardest Yard

Deliverability:

- Good location for high density residential
- Residential scheme with retail or commercial space is very viable
- Redevelopment of whole site requires complex land assembly thus may take longer with a risk to delivering whole scheme
- Integration of arch space increases risks to delivery, will depend on the agreement and consent of NR
- Need to consider relocation/decant of existing tenants/business owners



Option One

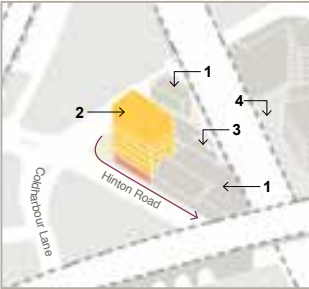
Deliverability ★★☆☆

1. Existing buildings retained and refurbished

2. New development on corner with retail on ground floor and residential above

3. Sunshine International Arts Cafe retained

4. Railway arches facing towards Higgs Yard




Benefits:

- Improved frontage on corner of Coldharbour Lane and Hinton Road
- New housing
- New retail

Deliverability:

- As above the use mix is very viable
- Redevelopment of part of site requires less land assembly
- Fewer plots to acquire should improve scheme deliverability
- Close proximity of railway line may require consents from NR
- Need to consider relocation/decant of existing tenants/business owners



Option Two

Deliverability ★★☆☆

Key principles for Central Yard

- Connection between Sunshine International Arts and Hardest Street
- Improvements along Coldharbour Lane through town centre
- Extension of town centre boundary and into Central Yard and encourage more active town centre uses
- Identified as a site for potential residential development

The above principles have been informed by the findings from consultation. Do you agree with the principles described?

☐ Yes

☐ No

Key Questions:

If it was possible, should Sunshine International Arts cafe be:

1. be retained as it stands in its current location?

☐ Yes

☐ No

2. be retained and expanded in the same location?

☐ Yes

☐ No

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

JANUARY 2016

5

Higgs Yard

New connections

Residential

Town centre uses / retail

Leisure and culture

Employment

Church

Probability of delivery

Low

Medium

High

1. Partial re-development of Church with retail along Coldharbour Lane and residential above or
Church retained and frontage improved with new residential above but no retail as per the recent planning application

2. Higgs Yard planning permission

3. New connection to Hardess Yard

4. Arches facing towards Higgs yard

3

4

2

1

Hinton Road

Coldharbour Lane

Station Avenue

Coldharbour Lane

Herne Hill Road

Hardess St

Wellitt St

10005 square ft

Benefits:

Improved frontage on Coldharbour lane

New housing

New retail

Deliverability:

Viable although residential units above a church is less conventional

Subject to reaching agreements with the church

Currently just outside town centre boundary, so retail use would require impact assessment

Option One

Deliverability

1. Improved public realm with wider pavements and traffic calming table linking to Station Square

2. Church re-located, new development with retail on the ground floor and residential above

3. Higgs Yard planning permission

4. Arches facing towards Higgs Yard

5. New connection to Hardess Yard

5

4

3

2

1

Hinton Road

Coldharbour Lane

Station Avenue

Coldharbour Lane

Herne Hill Road

Hardess St

Wellitt St

10005 square ft

Benefits:

Improved frontage on Coldharbour Lane

New housing

New retail

Wider pavements

Improved public realm and traffic calming

Deliverability:

Requires the purchase / relocation of the existing church and is subject to reaching agreements with the church

Currently just outside town centre boundary, so retail use would require impact assessment

Option Two

Deliverability

Findings from CRG Workshop

Site provisions

Key principles for Higgs Yard

- Improvements to journey and frontage along Coldharbour Lane
- Extension of town centre boundary at northern end of the site to encourage more active town centre uses
- Improvements to public realm in front of and arrival from Loughborough Junction Station

The above principles have been informed by the findings from consultation. Do you agree with the principles described?

☐ Yes

☐ No

Key Questions:

If it was possible, should the Church on Higgs Yard:

1. be retained in its current location?

☐ Yes

☐ No

2. be partially re-developed to create retail frontage?

☐ Yes

☐ No

3. be re-located elsewhere?

☐ Yes

☐ No

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

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Hardess Yard

1. New pedestrian connection

2. Existing uses retained facing Hardess Street

3. New public space

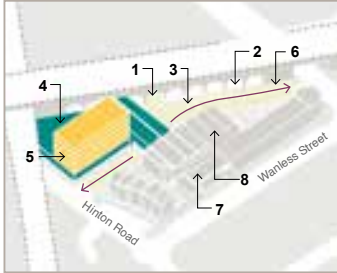
4. Ground floor cultural use

5. Residential above

6. New public access

7. Existing residential block and church retained

8. Existing warehouse retained as workspace

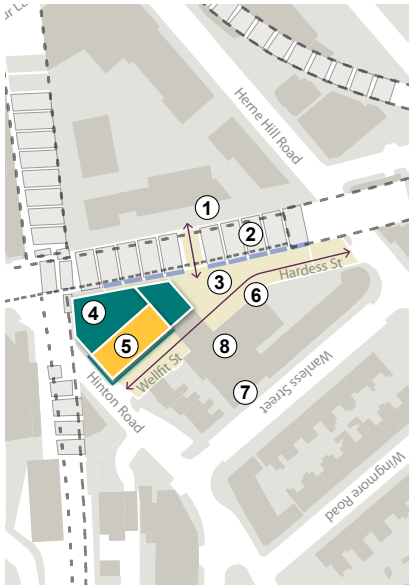


Benefits:

- New housing
- Active frontage on Hinton Road
- Potential for cultural facility subject to operator and business case
- New route through Hardess Yard and public space

Deliverability:

- Cultural use only likely to be viable if subsidised by residential
- Complex land ownership
- Need to consider relocation/decant of existing tenants/business owners
- Proximity of railway line and arches will require consents from NR



Option One

Deliverability ★☆☆

1. New pedestrian connection

2. Existing uses retained facing Hardess Street

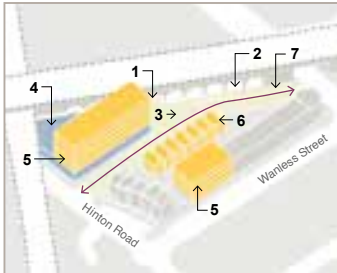
3. New public space

4. Ground floor reprovion of employment space

5. New residential block

6. New residential houses

7. New public access




Benefits:

- New housing
- Active frontage on Hinton road
- Improved frontage on Wanless Street
- Potential to provide affordable workspace, cross subsidised from residential value
- New route through Hardess Yard and public space

Deliverability:

- New build residential houses are very viable
- Loss of commercial will need to be replaced, most likely on the site
- Need to consider relocation/decant of existing tenants/business owners
- Complex land ownership land assembly may take some time.
- Proximity of railway line and arches will require consents from NR



Option Two

Deliverability ★☆☆

Key principles for Hardess Yard

- Improved public access to existing uses such as the Boxing Gym and Whirled Cinema
- New connection between Hardess Yard and Central Yard / Sunshine Arts Café
- Improved frontage on Hinton Road to improve journey towards Ruskin Park
- Identified as a site for potential residential development

The above principles have been informed by the findings from consultation. Do you agree with the principles described?

☐ Yes

☐ No

Key Questions:

The route to Ruskin Park should go through:

1. Hardess Yard? ☐ Yes ☐ No

2. Wanless Road? ☐ Yes ☐ No

Should existing light industrial buildings be:

1. retained as light industrial? ☐ Yes ☐ No

2. refurbished for meanwhile uses? ☐ Yes ☐ No

3. re-developed for housing and workspace? ☐ Yes ☐ No

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

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Hinton Road Petrol Station

New connections

Residential

Employment

Leisure and culture

Probability of delivery

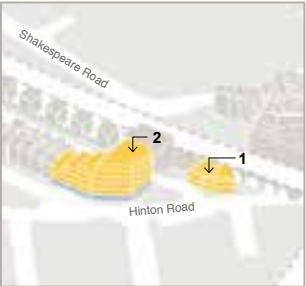
Low

Medium

High

1. New residential block

2. Ground floor employment - office space with residential above



Benefits:

New housing

Active frontage on Hinton Road

Employment space on ground floor

Deliverability:

Viability of employment use on ground floor of new block alone is likely to be marginal and may require some subsidisation from residential value

Freehold owned by Lambeth but delivery of scheme is subject to negotiation with tenant to terminate a 20 year lease earlier.

Land remediation may be required


Option One

Deliverability

★★★

1. New residential block

2. Petrol station retained



Benefits:

New housing

Active frontage on Hinton Road

Petrol station retained

Deliverability:

Residential development is a good value generator

Freehold owned by Lambeth but delivery of scheme is subject to negotiation with tenant to terminate a 20 year lease earlier

Option Two

Deliverability

★★★

Key principles for Hinton Road Petrol Station

- Identified as a site for potential residential development
- Improved frontage on Hinton Road to improve journey towards Ruskin Park

The above principles have been informed by the findings from consultation. Do you agree with the principles described?

☐ Yes

☐ No

Key Questions:

Should the Petrol station be:

1. retained?

☐ Yes

☐ No

2. re-developed for housing?

☐ Yes

☐ No

Should the new development have:

1. have small shops on the ground floor?

☐ Yes

☐ No

2. have workspace on the ground floor?

☐ Yes

☐ No

3. be all residential?

☐ Yes

☐ No

The worksheets also allowed the opportunity for stakeholders to score each of the options and provide written likes, dislikes and other comments.

JANUARY 2016



Hawkins\
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