

Draft Lambeth Site Allocations DPD

SA22 1 & 3-11 Wellfit Street, 7 – 9 Hinton Road & Units 1-4 Hardess Street, SE24

Evidence



January 2022

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1. INTRODUCTION

- 1.1 This evidence demonstrates the approach taken to understanding the design-led optimisation of the site to inform the content of the draft site allocation policy for this site.
- 1.2 This evidence is in several parts. Part 2 contains an assessment of the site and its context and analysis of the opportunities and constraints these present. That assessment has informed the key design principles for approaching development on the site as set out in Part 3. The detailed analysis has allowed an indicative approach to massing and height to be developed which is set out in Part 4. The indicative approach has been tested to ensure it meets the key design principles and this testing is explained in Part 5. Part 6 concludes the evidence with the identification of key design considerations to be included within the SADPD Policy itself.
- 1.3 The indicative approach included in this evidence is one way to achieve design-led optimisation of the site, assuming it is comprehensively redeveloped. The indicative approach is for testing purposes only and does not have the status of planning policy or guidance. It is not intended to be prescriptive. Applicants and their architects are expected to develop their own approaches to optimisation of capacity within the context of the parameters, constraints and opportunities set out in the site allocation policy.
- 1.4 The indicative approach massing, in combination with land use analysis, has informed the approximate land use quantum included within the draft site allocation policy. As the indicative approach does not include detailed floor plan designs, a number of standard assumptions have been used to approximate the potential number of residential units, including London Plan space internal standards, London Plan and Local Plan external amenity space standards, Local Plan requirements for dual aspect residential units, Local Plan policy for dwelling size mix, and best practice separation distances for that context. For this reason, the indicative quantum included in the draft allocation is approximate and should not be read as absolute minima or maxima. Applicants and their architects may be able to demonstrate a different figure based on alternative design solutions to the site. Detailed planning assessment of design proposals at pre-application and planning application stage may also result in a variation on the indicative figures included in the draft site allocation policy.
- 1.5 References to building heights should be read in the context of the definitions in Local Plan Policy Q26 . As storey heights vary according to the building use, they are not an accurate means to gauge height. For that reason, building heights are expressed in metres rather than storeys. Additionally, above Ordnance Datum (AOD) height is used to aid understanding of site and context topography in those circumstances where the topography is varied.
- 1.6 The maps in this document are reproduced by permission of Geographers' A-Z Map Co. Ltd. Licence No. C0466.

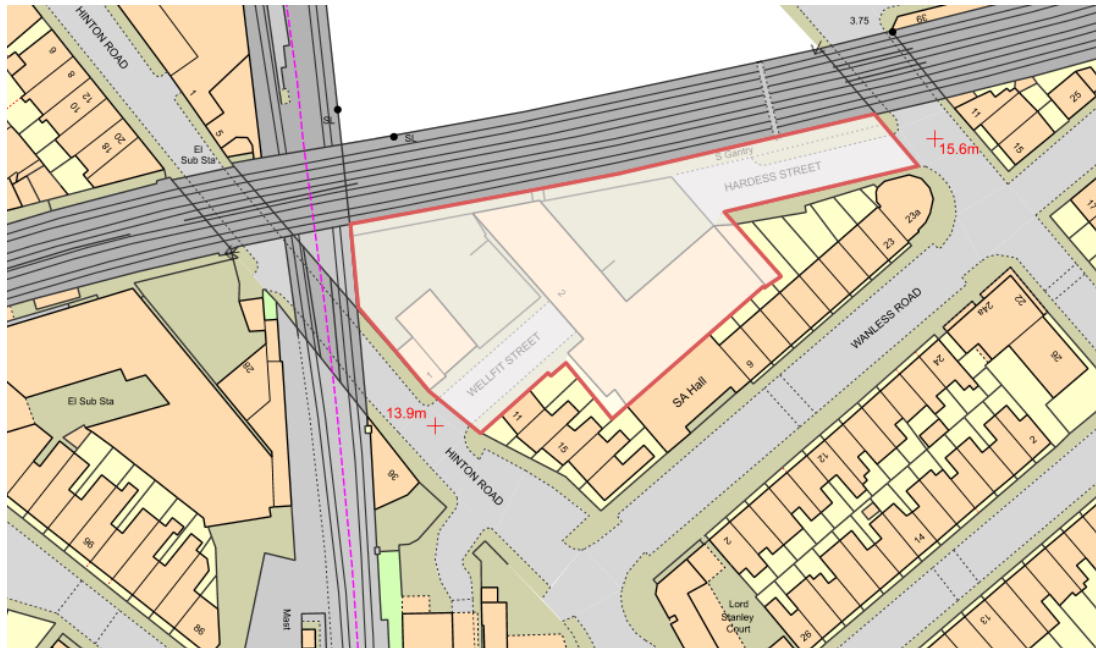
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2. SITE APPRAISAL / ANALYSIS

Site Overview

2.1 Site Address: 1 & 3-11 Wellfit Street, 7 – 9 Hinton Road & Units 1-4 Hardess Street, SE24



Site Context Photographs

2.2 The photographs in this section show site and its context.



Figure 2 - Looking northeast from Hinton Road towards Wellfit Street. Note low-rise foreground housing at 11 and 13 Hinton Road on the right.



Figure 3 - Looking north from corner of Wellfit Street and Hinton Road with no. 1 Wellfit Street on the right.



Figure 4- Wellfit Street



Figure 5 – The Hinton Road railway bridge where it abuts the site.



Figure 6- Corner of Hardess Street from Herne Hill Road.



Figure 7- Looking along Hardess Street from Herne Hill Road.

Site Character and brief History

- 2.3 The name 'Loughborough Junction' comes from the name of the local railway station that serves the tangle of railway viaducts that come to together around the junction of Coldharbour Lane, Hinton Road and Herne Hill Road. Whilst Coldharbour Lane is a historic route, the wider area developed as a residential district from the 19th Century and around the railway this generally comprised terraced houses.
- 2.4 The site comprises several components:
1. No 1. Wellfit Street is in two parts. The first is a small, single storey unit on the corner with Hinton Road which is occupied by the Degrille Snack Bar. Adjoining it, and also under the same address is the GMR scrap metal yard which comprises a yard and a commercial shed. The yard extends northwards from Wellfit Street frontage to the railway viaduct to the north and wraps around the rear of the snack bar to meet Hinton Road and the Hinton Road railway bridge. Both units front onto and are services from Wellfit Street.
 2. No 2 Wellfit Street is an L Shaped, single storey industrial unit with a rear yard adjoining the railway viaduct and accessed from Hardess Street. The principal entrance to the premises is from Hardess Street

Historical Maps

- 2.5 The maps below show the historical development

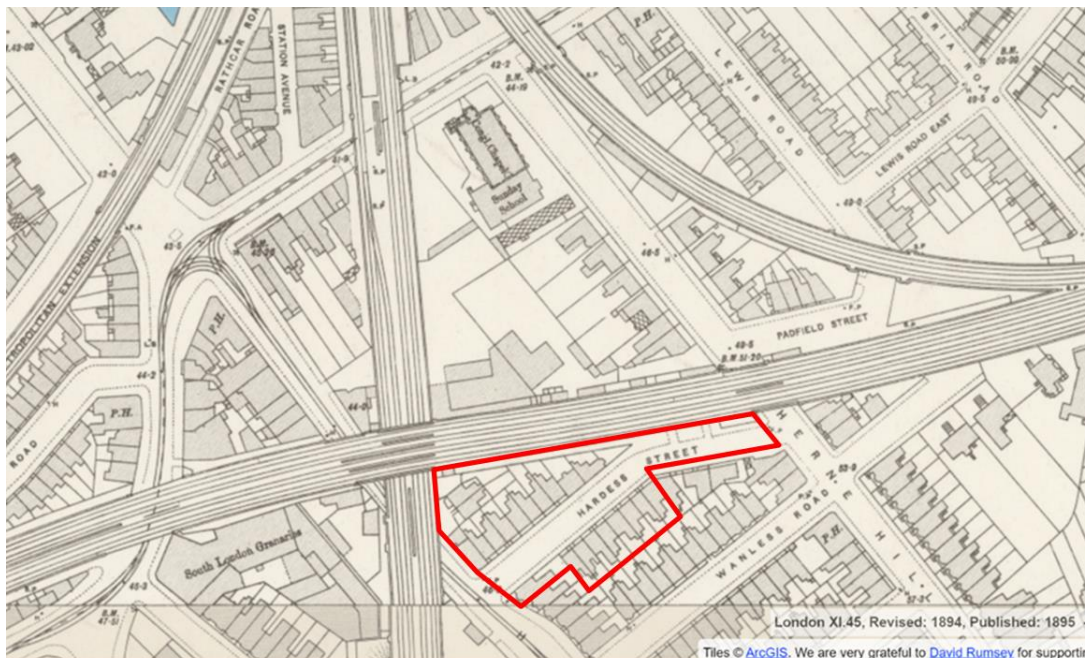


Figure 8 - 1890s OS map - houses on Hardess Street can be seen occupying the site.

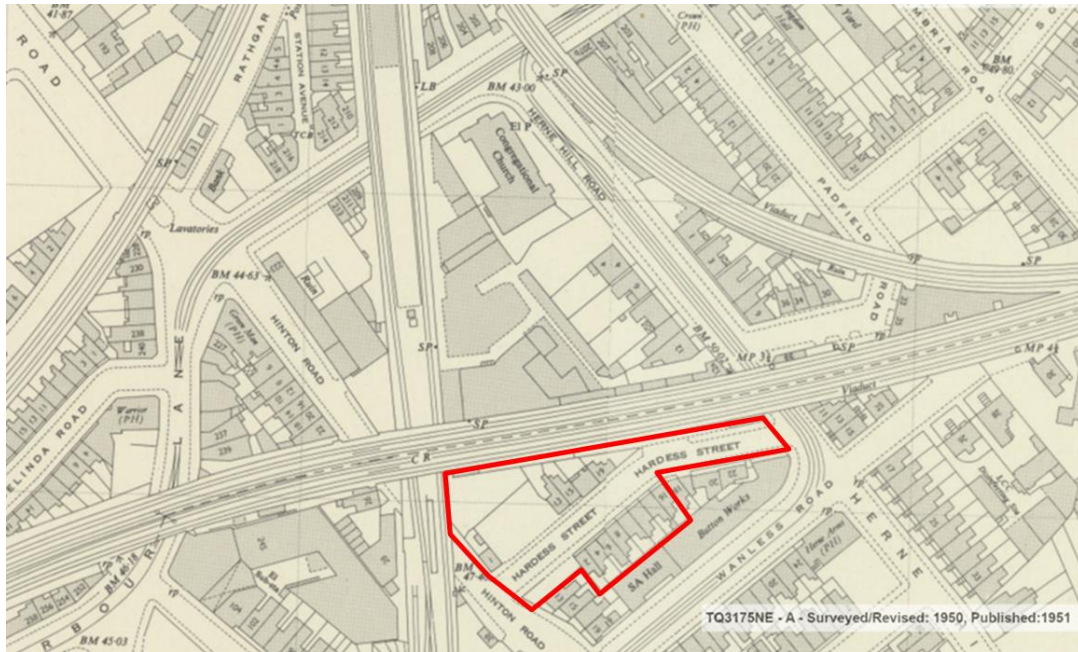


Figure 9 - 1950s OS map – Enemy action as destroyed some of the housing on Hardess Street.

Site Context

- 2.6 Loughborough Junction station is situated a short distance to the north (beyond the viaduct) at Coldharbour Lane and the local centre is clustered around it. The W – E viaduct that bounds the northern side of the site is accessed by a narrow pedestrian passage from Hardess Street which has existed since the 19th Century. The viaduct acts as a barrier between the low-rise residential hinterland to its south and the character area to its north towards the Railway Station.
- 2.7 To the south, west, and east the site is bounded by low-rise Victorian terraced of housing Hinton Road, Wanless Road and Herne Hill Road. The built character of the wider area on this side of the viaduct is generally two or three storeys tall.
- 2.8 Up until the Second World War the site was occupied by a single street (Hardess Street) which was lined on both sides by terraced houses. The north side of Hardess Street was lost to enemy action during the Second World War and the current road arrangement (Wellfit Street to west and Hardess Street to east) dates only from the early 1980s when the existing commercial sheds at nos. 1 and 2 Wellfit Street were constructed. This reflects a post-war move to situate industrial uses around the viaducts and was replicated to the north of the viaduct with the erection of the Higgs Industrial Estate.

Local Character

- 2.9 The terraces and subsequent infill buildings are generally in London stock arranged in linear groups with a positive relationship to the street and a clear definition between public and private spaces. The small number of light industrial buildings in the locality are clustered in the immediate vicinity of the railway viaducts and are not themselves representative of the character of the wider residential district.

Building Heights

- 2.10 The wider area to the south has a generally consistent height profile defined by 2 storey and 3 storey terraced housing. Some isolated 4 storey blocks of flats have been built on gap sites nearby.
- 2.11 The adjoining part of the Higgs Industrial Estate has planning permission for a mixed-use development with residential blocks rising to a highest point of 16 storeys (70m) (case reference 18/05425/FUL).



Figure 10 - The consented Higgs yard scheme as viewed from the north. The site is located immediately beyond the viaduct behind the Higgs Yard scheme.

land uses

- 2.12 The site comprises a hot food bar, a commercial yard, and a light industrial building. The railway arches in the adjoining viaduct are in a variety of commercial, creative light industrial uses, and leisure uses accessed from Hardess Street. To the south of the Wanless Road to the south of the site has a residential terrace and a small place of worship.

Heritage Assets

- 2.13 The site contains no heritage assets. The building on the site is not considered to be a non-designated heritage asset.

Designated Heritage Assets

- 2.14 Loughborough Park Conservation Area (LPCA) is located to the west. The main part of the LPCA is triangular and formed by Loughborough Park (road), Coldharbour Lane and Moorland Road. These roads are generally lined by smart mid-19th Century villas – detached and demi-detached houses for the middle classes. In the centre, once a private garden for residents, is Loughborough Park open space. The three and half storey housing was saved from dereliction in the 1970s by Lambeth Council which comprehensively rehabilitated the housing stock and designated the conservation area. The conservation area character is generally residential, leafy, and well maintained. It contains many statutory listed buildings. The LPCA has a draft Conservation Area Character Appraisal (2020) which is up to date.
- 2.15 Ruskin Park - Ruskin Park an early 20th Century public park which is a designated landscape. It is designated because of its designed landscape features which include walks, a listed shelter, pergola, bandstand, seating, and shelters. It has different character areas ranging from tree lined walks to open recreation grounds.

Non-Designated heritage Assets (NDHA)

- 2.16 Lambeth maintains a Local Heritage List. No buildings in close proximity to the site are on that list. The nearest are:
- The former Green Man Public House at 225 Coldharbour Lane
 - Shakespeare Business Centre, 245 Coldharbour Lane

Designated Views

Strategic Views

- 2.17 The site is in the Wider Setting Consultation Area of London Plan panorama View 2 from Parliament Hill to Palace of Westminster. The Guidance in the London View Management Framework (2011) states:

“All three towers of the Palace of Westminster are set against the distant hills. The scale and simple outline of existing tall buildings in the view frame the Palace of Westminster and contrast with its more delicate and intricate silhouette of towers.” and, “The backdrop of the Victoria Tower has significant influence over the viewer’s ability to recognise the Palace of Westminster in the panorama. Change may occur in this backdrop if it is incremental,

carefully designed, and of a small scale. No development in the background should dominate the Victoria Tower or Central Lobby Lantern”

- 2.18 Given the site’s position in relation to the elevated view location on Parliament Hill the designated view presents a constraint on development height and makes the site unsuitable for very tall building development.

Local Views

- 2.19 Policy Q25 (c) of the Lambeth Local Plan, 2021 identifies a number of the Lambeth panorama views that cover the entire north of Lambeth / Southwark. Those that are relevant are:

- (i) Views NNW from Brockwell Park to... .. (c) N and NNE to the city; and
- (ii) View NNE from Norwood Park (across LB Southwark) to the City

Routes, Access, Servicing and Public Realm

- 2.20 No. 1 Wellfit Street is serviced from Wellfit Street / Hinton Road. No. 2 Wellfit street has one doorway to Wellfit Street but is serviced primarily from Wellfit Street / Herne Hill Road. A narrow alley to the north of the site provides the principal service access for the railway arches 255 – 261 Hardess Street which is far from ideal. Currently, the site is not a pedestrian friendly environment and the public realm is poor.

Trees

- 2.21 There are no trees on the site.

Planning and Emerging Context

- 2.22 Planning permission was granted in 2019 for a 134 home scheme / 4.150 m2 commercial / employment redevelopment of the adjoining Higgs Industrial Estate which stands on the north side of the railway viaduct. This development is known as ‘Higgs Yard’ and the site has been cleared to facilitate construction. Policy PN10 of the Lambeth Local Plan contains the policies for this locality.

Site Constraints and Opportunities

- 2.23 The following constraints and opportunities have been identified.

Constraints

Noise / Air quality

The very close proximity of the railway line presents significant challenges in terms of amenity for any future residential occupiers.

	The very close proximity of the site to arches 256 – 261 Hardess Street presents significant challenges in terms of amenity for any future residential occupiers.
Servicing / access	Access must be maintained to the arches 253 – 261 Hardess Street.
Neighbours	Nos 11 – 15 Hinton Road and no's 9 – 15 Wanless Road have very small rear gardens / yards that are in very close proximity to the existing buildings at no. 2 Wellfit Street.
Viaduct maintenance	Network Rail normally seeks the retention of at least 3m gap between buildings and viaducts to facilitate maintenance access.

Opportunities

Legibility / access	Redevelopment presents the opportunity to improve access to the adjoining arches at nos. 255 – 261 Hardess Street
Enhancement	The current buildings are unattractive and the environment very hard. Redevelopment presents opportunities for enhancement and urban greening.
Connectivity	Redevelopment should not preclude the opportunity to open of a safe and managed pedestrian route north through the viaduct into the Higg's Yard development should such a route be desirable in future.
Neighbour Amenity	Redevelopment presents the opportunity to improve upon the current neighbour relationship with the properties adjoining at Wanless Road and Hinton Road.
Placemaking	Redevelopment presents the opportunity for buildings on this site to complement the adjoining Higgs yard scheme and provide a coherent approach to architecture and townscape.

3. Design Approach

Key Principles

3.1 In seeking to achieve a design-led optimisation of the site, site -specific design drivers include:

- A** **Respect Heritage Assets**
Cause no harm to the significance or setting of designated or non-designated assets:
1. The setting of Ruskin Park Registered Landscape
 2. The setting of Loughborough Park Conservation Area
 3. The setting of nos. 35 – 45 Loughborough Park (Grade II listed)
 4. The setting of the Palace of Westminster from Parliament Hill

 5. The setting of the former Green Man Pub, 225 Coldharbour Lane
 6. The setting of the Shakespeare Business Centre, 245 Coldharbour Lane
- B** **Placemaking**
Make a positive contribution to place making by:
- Complementing the form and mass of the Higgs Yard scheme mediating between its greater 16 storey height and the low-rise residential neighbourhood to the south
- C** **Community Safety and legibility**
- Have a positive presence to Hinton Road, the railway viaduct and Hardess Street allowing natural surveillance and good legibility
 - Clearly define public and private spaces.
- D** **Transport**
- Allow for vehicle servicing from Herne Hill Road or Hardess Street
- E** **Neighbour and future occupier amenity**
- Causing no unacceptable impact on neighbour amenity and, where possible improving on existing unacceptable relationships.

4. Indicative Approach

Indicative Approach - Overview

- 4.1 The indicative approach is a mixed use building aligned with the railway viaduct. It takes in the whole of the site and connects the roadways at either end to form a new single route 'Hardess Yard'.

Indicative Approach – Layout and Access

- 4.2 The new route is likely to be one-way and will provide improved access / servicing for arches 255 – 261 Hardess Street.

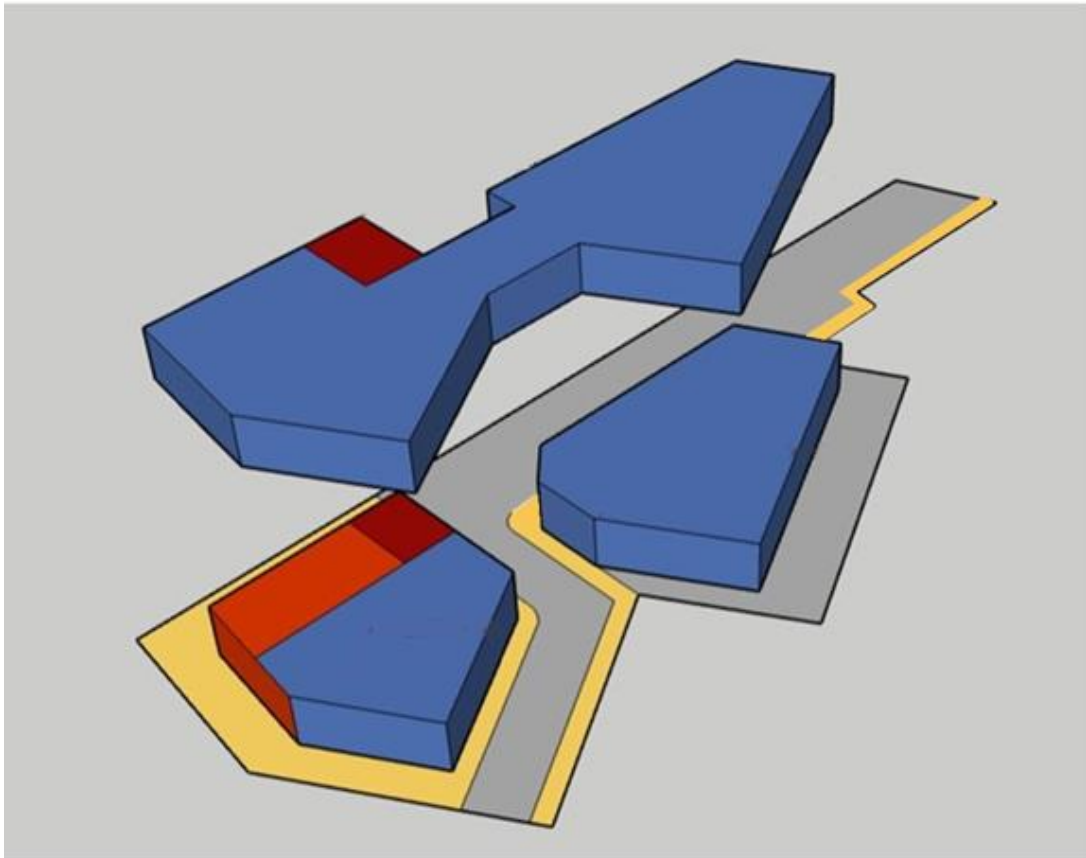


Figure 11 – Exploded view from Southeast showing the road layout and ground and first floor accommodation. Yellow area is pedestrian footway, the blue accommodation at ground and first floor is light industrial and the red accommodation is the residential access and core.

- 4.3 At the NW corner of the site (adjacent to the residential core shown in Figure 11) there is the potential to punch through railway arch no. 261 to create a new pedestrian / cycle connection into the approved Higgs Yard scheme.

Indicative Approach – Massing and General Height

- 4.4 The greatest mass of the building runs parallel to the railway viaduct and steps up from 36m high at Hinton Road to 47m within the site. This is subordinate to the 16 storeys (53m) consented on the adjacent Higgs Yard site which is nearer the railway station.
- 4.5 Pushing the greatest height away from Hinton Road lessens the effect of the greatest height on the Loughborough Park Conservation Area and reduces impact in views along Hinton Road from the south. The massing is arranged and concentrated in the northwest corner of the site to avoid intruding into 45-degree direct views from nearby residential windows.
- 4.5 The lowest massing is adjacent to adjoining rear gardens to ensure a neighbourly relationship.



Figure 12 – 3D model of the indicative approach. The blue tower to the rear is the approved Higgs Yard scheme. The blue shading on the Indicative Approach denotes employment space, the red potential residential cores and the pink residential accommodation.

Uses

- 4.6 The ground and first floor podium contain light industrial space / workspace broadly equivalent to the 1,401 (GIA) sq m existing light industrial space. A c6m floor to ceiling height within the podium enables mezzanines to be inserted if required and allows for an undercroft vehicle route.
- 4.7 A notional 80 homes are included on the upper floors. The stepped block has space for two separate roof gardens amongst rooftop plant. A communal roof garden with required play space could be provided on the podium roof. The residential use would be car free.

Indicative Approach - Daylight and Sunlight

- 4.8 In planning the Indicative Approach the objective has been to ensure that it is generally consistent with the established parameters for daylight and sunlight best practice for inner urban / urban locations, having regard in particular to sensitive residential neighbours (the locations of which are identified in the draft site allocation policy), and to the quality of new residential accommodation on the site. That said, any scheme that comes forward would be required to demonstrate an acceptable response to daylight and sunlight constraints and overshadowing and will be independently tested at planning application stage in accordance with the BRE's publication: 'Site layout planning for daylight and sunlight: a guide to good practice (BR209)' and relevant Mayoral policy and guidance.

5. Appraisal of the Indicative Approach

Townscape and Visual Impact Assessment (TVIA) Summary

- 5.1 A townscape and visual impact assessment has been undertaken with three principal objectives:
- firstly, to ensure that the impact on Strategic and Local views is acceptable in relation to view composition and appreciation.
 - secondly, to ensure that the townscape effects of the development are acceptable; in this regard the starting point has been that a degree of noticeable townscape change is inevitable but it should not be discordant or unduly dominant in its context; and
 - thirdly, to ensure no harm to the significance (including setting) of heritage assets.
- 5.2 In accordance with best practice there has been no presumption that change within the setting of heritage assets is automatically harmful. Instead, the contribution of setting to the significance of the asset has been at the forefront of assessments and thus how that significance might be influenced by changes to the context.
- 5.3 This height and massing exercise has informed conclusions about whether the site is an appropriate location for a tall building(s) as defined by Policy Q26 of the Lambeth Local Plan. The indicative approach is considered to constitute the optimum level of development capacity for the site. This does not preclude other possible approaches to optimisation coming forward, in different forms, through the planning process.
- 5.4 Nine views were tested to understand the impact of the Indicative Approach on its context. The detailed analysis on each view is contained in Appendix 1 and the findings are summarised below:

View	Summary
TVIA view 1 Loughborough Road and Coldharbour lane looking SE	<p>The Higgs Estate approval is in blue. Yellow is the approval for no. 219 – 223 Coldharbour Lane. Green Man PH (local list) just visible on right.</p> <p>The Indicative Approach massing is in pink. The massing steps down to Hinton Road reducing impact on the view. The taller element, along with the Higgs Yard approval, is set back within the site creating a small group of recessed taller buildings. The approvals collectively appear as an urban block of contemporary development.</p> <p>There are no negative townscape impacts. No harm to the setting of the former Green Man PH.</p>
TVIA view 2 Coldharbour Lane near junction with Eastlake Road	<p>The blue massing is the Higgs Yard approval.</p> <p>The Indicative Approach massing on Hardess Yard can be glimpsed above roof, although the massing is low enough in height to be only nominally visible. No townscape harm.</p>

TVIA view 3 Coldharbour Lane near junction with Luxor Road	The blue massing of the Higgs Yard approval terminates the vista and announces the centre of Loughborough Junction.
	The indicative massing on Hardess Yard can be seen to the left. It is rightly subordinate to the massing of the Higgs Yard and they read a contemporary grouping focused at the centre of Loughborough Junction. No townscape harm.
TVIA view 4 at 201 Coldharbour Lane	The indicative massing on Hardess Road are slightly visible to the left and will read as having subordinate height to the tallest element of the Higg's approval. The two read together as distant, contemporary development over the rooftops. There is no harm to townscape.
TVIA view 5 Coldharbour Lane at no. 261	The Higgs approval (blue) can be seen as a distant form beyond no. 245 Coldharbour Lane – it announces the centre of Loughborough Junction in the distance. The model massing in pink presents a subordinate massing to the Indicative Approach. Collectively they will read as a coherent group of distant, contemporary buildings beyond the boundary of this very distinctive conservation area
	In reality, the presence of mature trees will provide a significant degree of screening and the Indicative Approach is much less likely to be appreciable than the model suggests. townscape. No harm to heritage. No harm to townscape.
TVIA view 6 Outside 73 Loughborough Park	NB the tree foliage has been switched off for clarity.
	The viewer is at the southmost part of Loughborough park within the CA. The Higgs approval (in blue) is visible rising over the distant rooftops. The upper most parts of the Indicative Approach can be glimpsed amongst the chimney stacks to the right. They are subordinate and recessive. In reality, the significant tree screening (see photo) is likely to limit any appreciation of the Indicative Approach.
	No adverse effect on the Loughborough Park CA. No harm to townscape.
TVIA view 7 Loughborough Park at no. 53	The viewer is partway along Loughborough park within the CA and looking North. The Higgs approval is just visible rising over the distant rooftops. The model forms of the Hardess Yard site are not visible. The effect of the model on this view is negligible. No adverse effect on the Loughborough Park CA. No harm to townscape.

TVIA view 8
Loughborough Park at
Heritage Close

The Higgs approval is visible peeking over the rooftops here. The Indicative Approach is not visible. No adverse effect on the Loughborough Park CA. No harm to townscape.

TVIA view 8 Ruskin Park,
West of Bandstand

NB the tree foliage has been removed from the model, and the model view has been zoomed in for clarity. The Higgs Yard approval is coloured blue. The Indicative Approach is visible to its left and they read as a coherent group.

In reality, given the distance and the generous expanse of parkland in the foreground, the buildings will have a negligible impact on Ruskin Park.

Effect on Heritage Assets

- 5.5 The Indicative Approach has been assessed for its effect on the significance (including setting) of heritage assets. The has required an understanding of the significance of each asset and especially the contribution that the setting makes to that significance. The objective has been to ensure no adverse effect on significance. The conclusions are set out in the below.

Asset and significance	Effect
<u>Loughborough Park Conservation Area</u> – situated to the west of the site on the other side of the railway line this conservation area comprises mid 19 th century housing on tree lined roads.	<p>Visibility from this conservation area is limited to two areas (i) the southern end of Loughborough Park road itself where the upper parts of the highest part of the Indicative Approach can be seen at their most visible, along with the Higgs approve, rising above the rooftops. The effect is not unduly dominant nor discordant. No harm to the setting. See views 6 and 7. (ii) View along Coldharbour Lane where the Higgs approval and the indicative Approach read as contemporary development terminating the vista. The effect is not unduly dominant nor discordant. See view 4.</p> <p>The effect on the setting of the LPCA is neutral. There will be change but it is not adverse.</p>
<u>Ruskin Park, (Grade II listed Registered Landscape)</u> - This is an early 20 th	The landscape is extensive. The Higgs Yard approval and the indicative approach will be visible, through the trees, as a distant grouping

century public park with a variety of character areas.

Green Man 'Skills Zone', 225 Coldharbour Lane (local list) - The former pub holds its own on the corner and is not reliant on its wider context for its significance.

Business Centre, 245 Coldharbour Lane (local list) - This building is prominently located on the edge of the Loughborough park Conservation Area and is proposed for inclusion in that conservation area.

of contemporary buildings. They are neither discordant nor distracting. No harm to the setting of the landscape. See View 8



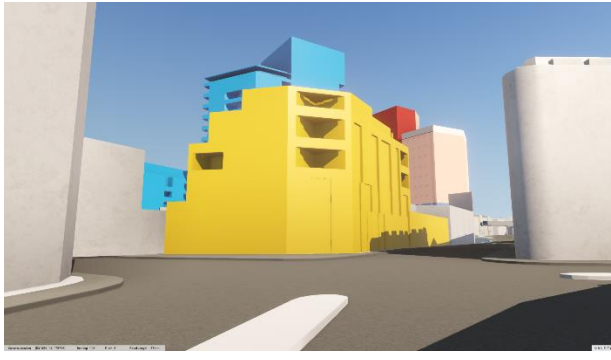
The Indicative approach reads as part of a group of contemporary buildings beyond the former Green Man PH. See view 1.

The Higgs Yard approval and the indicative approach are seen together rising up as distant, contemporary forms behind the building in the view along Coldharbour Lane (see view 4). They are separate and clearly different in age and form. No. 245 has an attractive form and rich detailing meaning that it retains its corner presence in spite of the larger, modern buildings beyond. No harm to setting.

6. Conclusion

- 6.1 The indicative approach has been informed by site constraint analysis and has been tested at the level of general massing and height to ensure acceptable impacts in relation to daylight and sunlight, views, townscape, and heritage. This analysis has found the approach to successfully address the various opportunities and constraints identified. In light of this work, it is recommended that the site allocation policy includes the design points outlined in the table below.

Topic	Recommendation
Heritage	Cause no harm to the setting of heritage assets. In particular Loughborough Park CA.
Neighbour Amenity	Locate the greatest mass away from the residential neighbours to the south of the site.
Height	Be subordinate to the Higgs Yard approval so that it retains townscape primacy.
Access	Improve, if possible, access to the arches at 257 – 261 Hardess Street. Ensure pedestrian friendly environment is provided on site with dedicated footways.

<p>TVIA view 1 Loughborough Road and Coldharbour lane looking SE</p>	
<p>View location map</p> 	<p>View location description</p> <p>View location is at the junction of Loughborough Road and Coldharbour Lane looking SE. It is not within a conservation area.</p>
<p>Existing view photo</p> 	<p>Digital twin (VuCity) image</p> 
<p>Narrative on Existing View</p> <p>The existing situation is low-rise and commercial in character. The foreground corner building at no. 219 in dark brick fails to positively respond to the corner location. The former Green Man PH on the rhs is locally listed and has a curved corner which has a positive townscape role in addressing the corner.</p> <p>No. 209 – 217 (Sureway Church) is beyond the railway beidge on the left and not visible.</p>	<p>Effect of Option on View</p> <p>The Higgs Estate approval is in blue. Yellow is the approval for no. 219 – 223 Coldharbour Lane. Green Man PH (local list) just visible on right.</p> <p>The Indicative Approach massing is in pink. The massing steps down to Hinton Road reducing impact on the view. The taller element, along with the Higgs Yard approval, is set back within the site creating a small group of recessed taller buildings. The approvals collectively appear as an urban block of contemporary development.</p> <p>There is no negative townscape impact. No harm to the setting of the former Green Man PH.</p>

TVIA view 2 Coldharbour Lane near junction with Eastlake Road

View location map



View location description

The viewer is looking SW along Coldharbour Lane towards the railway station.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

Coldharbour Lane has a straight and unified Victorian character here. At present, in the distance, there is nothing to announce the presence of the railway station.

Effect of Option on View

The blue massing is the Higgs Yard approval. The Indicative Approach massing on Hardess Yard can be glimpsed above roof, although the massing is low enough in height to be only nominally visible. No townscape harm.

TVIA view 3 Coldharbour Road near junction with Luxor Street

View location map



View location description

Viewer is looking SW along Coldharbour Lane.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

The junction with Cambria Road is ahead. No. 189 on the extreme left is part of a locally listed terrace (nos. 175 – 189). The character is Victorian, urban, and residential.

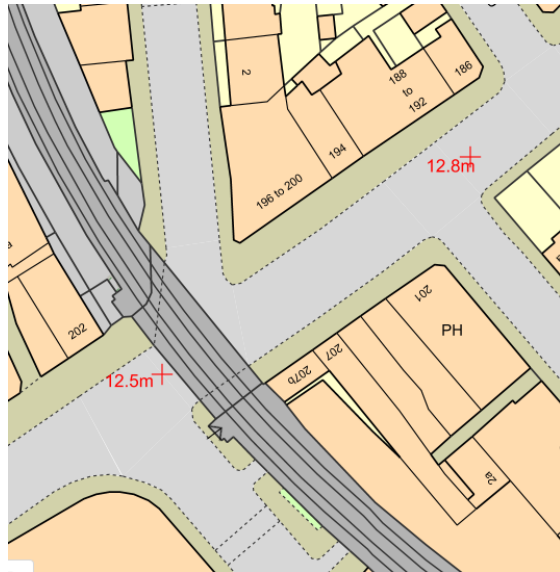
Effect of Option on View

The blue massing of the Higgs Yard approval terminates the vista and announces the centre of Loughborough Junction.

The indicative massing on Hardess Yard can be seen to the left. It is rightly subordinate to the massing of the Higgs Yard and they read a contemporary grouping focused at the centre of Loughborough Junction. No townscape harm.

TVIA view 4 – at 201 Coldharbour Lane

View location map



View location description

View location is near the junction of Padfield Road.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

This is on Coldharbour lane close to the railway bridge at Loughborough Junction Station. The viewer is looking left towards the site.

Effect of Option on View

The indicative massing on Hardess Road are slightly visible to the left and will read as having subordinate height to the tallest element of the Higg's approval. The two read together as distant, contemporary development over the rooftops. There is no harm to townscape.

TVIA view 5 Coldharbour Lane at no. 261

View location map



View location description

This view location is within the Loughborough park Conservation Area which is characterised by mid Victorian villas lining broad roads.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

The mansion blocks on the left provide a very strong sense of enclosure and the building line perspective naturally draws the eye to the distance. The middle ground building terminating the view is no. 245 Coldharbour Lane which is on the local heritage list and proposed for inclusion within the conservation area.

Effect of Option on View

The Higgs approval (blue) can be seen as a distant form beyond no. 245 Coldharbour Lane – it announces the centre of Loughborough Junction in the distance. The model massing in pink presents a subordinate massing to the Indicative Approach. Collectively they will read as a coherent group of distant, contemporary buildings beyond the boundary of this very distinctive conservation area

In reality, the presence of mature trees will provide a significant degree of screening and the Indicative Approach is much less likely to be appreciable than the model suggests. townscape. No harm to heritage. No harm to townscape.

TVIA view 6 Outside 73 Loughborough Park

View location map



View location description

This view location is within the Loughborough Park Conservation Area which is characterised by mid Victorian villas lining broad roads. Mature trees are a key characteristic.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

Loughborough Park is a broad and leafy street of mid 19th Century villas. It has a sedate and mature character. It has high townscape value.

Effect of Option on View

NB the tree foliage has been switched off for clarity.

The viewer is at the southmost part of Loughborough park within the CA. The Higgs approval (in blue) is visible rising over the distant rooftops. The upper most parts of the Indicative Approach can be glimpsed amongst the chimney stacks to the right. They are subordinate and recessive. In reality, the significant tree screening (see photo) is likely to limit any appreciation of the Indicative Approach.

No adverse effect on the Loughborough Park CA.
No harm to townscape.

TVIA view 7 Loughborough Park outside no. 53

View location map



View location description

This view location is within the Loughborough Park Conservation Area which is characterised by mid Victorian villas lining broad roads. Mature trees are a key characteristic.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

The mature trees are a noteworthy characteristic of this part of the conservation area. The foreground buildings on this eastern side of Loughborough park are grade II listed.

Effect of Option on View

The viewer is partway along Loughborough park within the CA and looking North. The Higgs approval is just visible rising over the distant rooftops. The model forms of the Hardess Yard site are not visible. The effect of the model on this view is negligible. No adverse effect on the Loughborough Park CA. No harm to townscape.

TVIA view 8 Loughborough Park at Heritage Close

View location map



View location description

Heritage close is a small cul-de-sac on the west side of Loughborough Road. This view location is within the Loughborough Park Conservation Area which is characterised by mid Victorian villas lining broad roads. Mature trees are a key characteristic.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

The viewer is looking NNE with the foreground buildings being the odd numbers of Loughborough Park (unlisted buildings in a CA)

Effect of Option on View

The Higgs approval is visible peeking over the rooftops here. The Indicative Approach is not visible. No adverse effect on the Loughborough Park CA. No harm to townscape.

TVIA view 9 Ruskin Park, West of Bandstand

View location map



View location description

Ruskin Park is a Registered Landscape with a variety of character areas. Its western and southern boundaries are enclosed by low-rise housing. To the north is the Kings College Hospital complex and to the East is Denmark Hill / Herne Hill. The bandstand is a locally listed focal point within the design landscape.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

The viewer has their back to the bandstand and is looking westward across the open lawn of the park. This winter view shows the trees bare and beyond the perimeter of the park lined with low-rise housing.

Effect of Option on View

NB the tree foliage has been removed from the model, and the model view has been zoomed in for clarity. The Higgs Yard approval is coloured blue. The Indicative Approach is visible to its left and they read as a coherent group.

In reality, given the distance and the generous expanse of parkland in the foreground, the buildings will have a negligible impact on Ruskin Park.