

Draft Lambeth Site Allocations DPD, 2021

SA23 Land at the corner of Coldharbour Lane / Herne Hill Road, 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 are 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.
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2. SITE APPRAISAL / ANALYSIS

Site Overview

2.1 Site address: Land at corner of Coldharbour Lane and Herne Hill Road, SE24

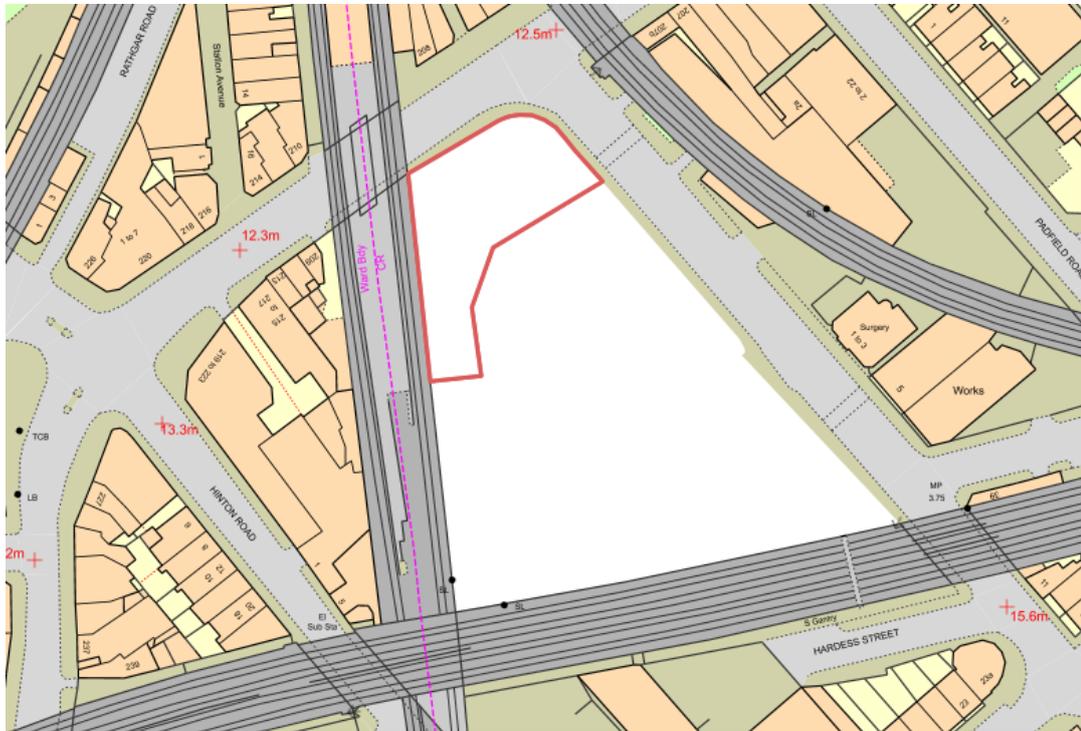


Figure 1 – Site plan with site outlined in red.

Site Context Photographs

2.2 Photographs of the site and its immediate context are provided below.



Figure 2 - The Sureway Church premises for the site.



Figure 3 – View south along Coldharbour Lane with the site on the left.



Figure 4 - View north along Coldharbour Lane with the site on the right.



Figure 5 – View south along Herne Hill Road from Coldharbour Lane showing the flank of the Church prior to the clearance of the Higgs yard site to the south.

Site Character and Brief History

- 2.3 The church occupies a two storey post-war commercial building on the corner of Coldharbour Lane and Herne Hill Road. Until lately it formed part of the wider Higgs Industrial Estate which extended to the south along Herne Hill Road until its recent demolition for housing. The building is in brick, rises directly off the back of the pavement and has a curved frontage following the road alignment. The entrance is off Herne Hill Road. The building physically abuts the railway viaduct to its west (Arches 465 and 466 Coldharbour Lane) which are accessed from the west.
- 2.4 Previously on the site stood the Loughborough Park Congregational Chapel which was erected in the 1860s but was rendered unfit by enemy action during the Second World War and subsequently demolished. The church was set back from the pavement behind landscaping and a perimeter wall and was a local landmark on Coldharbour Road. The surrounding area was otherwise defined by continuous terraces with retail and pubs on the ground floors.

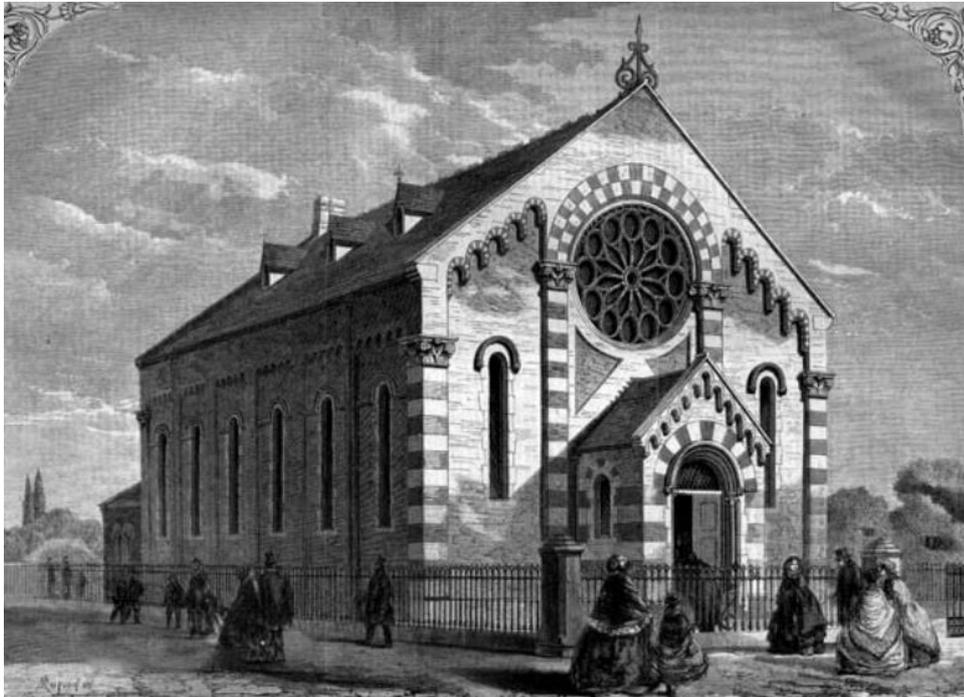


Figure 6 - Loughborough Park Congregational Chapel as drawn by its architect W.G.Habershon. A tower was subsequently added.

- 2.5 Loughborough Junction takes its name from Loughborough House, the home of Henry Hastings, 1st Baron Loughborough. In 1660 Lord Loughborough acquired the old manor house of Lambeth Wick, which had extensive grounds occupying the area then known as Cold Harbour.
- 2.6 Early 19th Century development was largely middle-class residential character. The Loughborough Park Estate was developed at this time. However, with the coming of the railways a large part of the area was radically altered when it became an intersection for a

number of high level railway lines. The convergence of these viaducts, their seven bridges spanning local roads, and the erection of a railway station 'Loughborough Junction' came to define the place. Commercial and industrial uses were attracted to the railway arches and the land immediately adjoining them.

- 2.7 Wartime bombing show mostly repairable damage to the site and surrounding buildings although post-war redevelopment had a greater impact on the wider area with the construction of the Loughborough Estate by the L.C.C. in the 1950s .
- 2.8 However, the immediate area on Coldharbour Lane is still defined by fine-grained, mostly 19th Century terraced housing. Coldharbour Lane is spanned by two railway bridges – one on either side of the site. The narrow pavement outside the site gives little space to pedestrians. The railway station stands opposite and a recessed building line opposite the site to the north gives some space at the station entrance.

Historical Maps

- 2.9 The historic development of the locality is illustrated below



Figure 7 - 1890s OS map - the impact of the railway viaducts is clear. Terraced housing fills the gaps. The character is fragmented. The site is occupied by the Congregational Church and Sunday School.



Figure 8 - 1970s OS map - the immediate area is little changed but the church has been demolished and the Higgs Industrial Estate established.

Building Heights

- 2.10 The area has a consistent height profile defined by 3 storey buildings along Coldharbour Lane and the commercial centre, and 2 storey terraced housing on side streets. Most streets are faced on both sides by buildings of equal height.
- 2.11 Some isolated 4 storey blocks of flats have been built on gap sites nearby. The Loughborough Estate on Loughborough Road is an exception to the low-rise character – it is characterised by Corbusian style slab blocks in a landscaped setting. These are typically 10 storeys in height.
- 2.12 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 (case reference 18/05425/FUL). That scheme anticipates the redevelopment of the Sureway Church site.

Building uses

- 2.13 The building is used as a place of worship. Associated community uses also occupy the building. A car park at the rear of the site is used by the congregation.
- 2.14 The railway arches beneath the two viaducts are in a variety of commercial, creative, and light industrial uses, and this represents the dominant land use at the centre of Loughborough Junction. Entrances inconsistently face towards either Junction Yard, Higgs Yard or Hardess Yard.

Heritage Assets

- 2.15 The site contains no heritage assets above ground. The building on the site is not considered to be a non-designated heritage asset. Any remaining church foundations may have archaeological interest.

Designated Heritage Assets

- 2.16 The following designated heritage assets are nearby:
- 2.17 Loughborough Park Conservation Area (LPCA) is located to the west. The main part of the LPCA is triangular in shape 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 is sedate in character, 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.
- 2.18 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)

- 2.19 No. 245 Coldharbour Lane and former green Man PH at

Designated Views

Strategic Views

- 2.20 No strategic views.

Local Views

- 2.21 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

- 2.22 Pedestrian access to the site is available from its Coldharbour Lane and Herne Hill Road frontages; at present the building entrance is on Herne Hill Road. Vehicular access to the rear car park is through the Higgs Yard off Herne Hill Road. The redevelopment of Higgs Yard creates a new vehicular service road along the perimeter railway viaducts to the back of the church premises where a car park is situated.

Trees

- 2.23 There are no trees on the site

Planning and Emerging Context

- 2.24 Planning permission was granted for the adjoining Higgs yard in 2019 for a 134 home scheme / 4.150 m² commercial / employment (case ref. 18/05425/FUL). That site has been cleared to facilitate construction. Policy PN10 of the Lambeth Local Plan contains the policies for this neighbourhood.

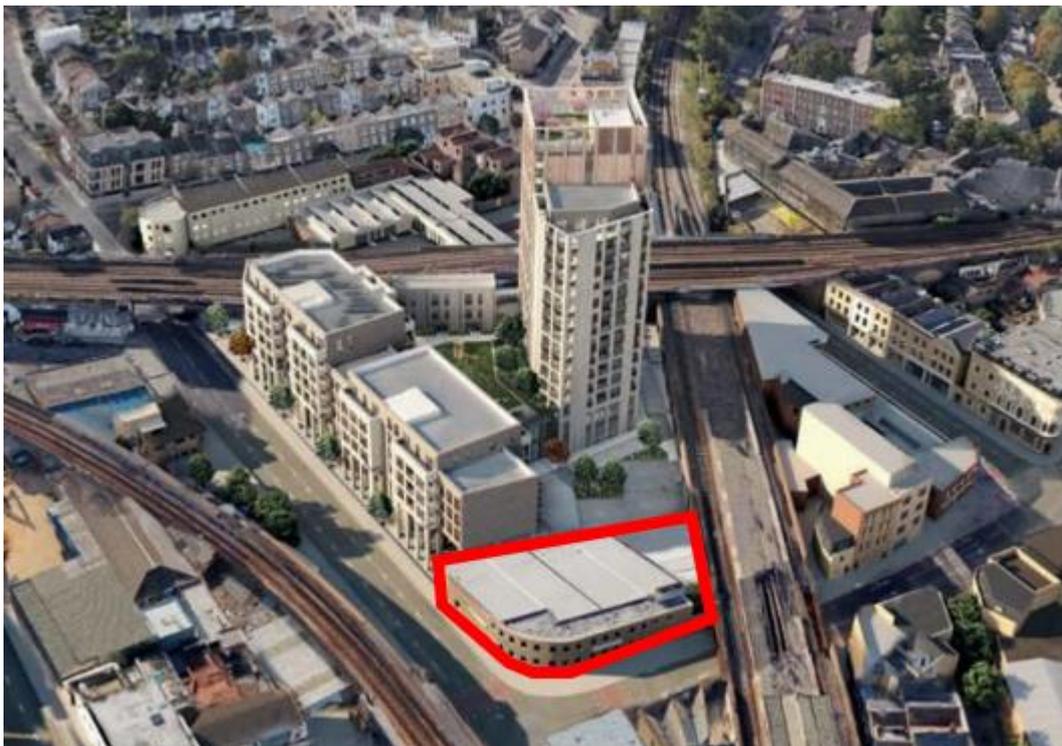


Figure 9 - The Higgs Yard approval as viewed from the north. The site is outlined in red.

Site Constraints and Opportunities

2.25 The following constraints and opportunities exist:

Constraints

Townscape	The narrowness of Coldharbour Lane combined with the strong sense of enclosure brought by the railway bridge on either side of the site creates a very constrained townscape experience.
Public realm	Narrow footway outside the site is inappropriate for such a location; especially given the Higgs Yard consent. The road is busy and air quality is a constraint
Railway viaducts	The existing building currently abuts the railway viaduct to the west preventing the completion of a N-S route to the west of the site. The viaducts are a source of noise and poor air quality

Opportunities

Public realm	Redevelopment presents the opportunity to widen the narrow pavement around the site by setting back the building line further into the site. This will have the benefit of giving extra public realm at pinch point which will become busier when nearby developments are complete.
Railway viaduct	Pulling the western side of any redevelopment away from the railway viaduct will open up access down the viaduct and into Higgs Yard - improving permeability and pulling residential accommodation away from the viaduct. Pulling the western side of any redevelopment away from the railway viaduct will open up access into arches 465 and 466 allowing them active frontages onto the new pedestrian route into Higgs Yard
Good quality design	There is an opportunity for development on site to improve on the current poor character on site by reinforcing and enhancing the material and architectural character of Loughborough Junction.
Legibility	Development at a greater scale and height in close proximity to the Loughborough Junction railway Station will announce this transport node in medium views.
Safety and security	New residential and other uses provide eyes on street, leading to a safer, more secure neighbourhood.

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 heritage assets.

- B** **Bulk scale and mass**
A height that will announce the presence of the station and provide adequate enclosure to Coldharbour Lane without being unduly dominant in the constrained townscape context.

- C** **Public Realm**
Set the ground floor building line back from its current one to provide a more generous public realm.

- D** **Activity**
 - Provide active street frontage

- E** **Transport / Legibility**
 - Maintain the street frontages as vehicle-free and continue vehicle servicing from the rear off Higgs Yard
 - Open up a clear route into Higgs Yard along the viaduct to the west

- F** **Future occupier amenity**
 - Respond positively to the constraints presented by the railway viaduct and traffic noise.

4. Indicative Approach

Indicative Approach – Layout and Access

- 4.1 The Indicative Approach pulls the building footprint away from the viaduct to create a pedestrian connection 'Junction Yard' through to Higgs Yard. The ground floor frontage is pulled from Herne Hill Road and Coldharbour Lane in order to improve the pavement width. Upper level flats are accessed from a core facing Coldharbour Lane and the church is accessed from a dedicated entrance on Herne Hill Road.



Figure 10 - Indicative Approach – Ground floor footprint. Blue is cores serving the upper floors. Red is retail, and yellow is workspace.

- 4.3 The church accommodation has been re-provided across the full first and second floors, accessed by stair and lift from an entrance lobby on Herne Hill Road.



Figure 11 - Indicative Approach – First and second floor layout showing re-provided church

- 4.4 The upper floors are residential with flat on the third and fourth floors. Above the fourth floor the mass is concentrated a compact 'tower' pulled away from the railway viaduct to the west. The majority of units are dual aspect. Residential amenity is provided by private balconies and two communal roof terraces.



Figure 12 - Indicative approach – third floor level

Indicative Approach – Massing and General Height

- 4.5 A 10 storey (40m) building which announces the presence of the Railway Station opposite in medium range views but does not overwhelm its constrained, intimate townscape context between the railway viaducts, and which defers to greater height (16 storeys) of the Higgs Yard approval to the immediate south.



Figure 13 – 3D view showing the general massing and arrangement of uses.

Indicative Approach - Daylight and Sunlight

- 4.6 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 Eight 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	The yellow building is the approval for nos. 219-223 Coldharbour Lane. The blue model is the Higgs Yard approval. The Indicative approach is the pink mass on the left of the view. It sits comfortably within the townscape, brings welcome sense of enclosure and is subordinate in height to the Higgs Yard scheme. Townscape effect is beneficial.
TVIA view 2 Coldharbour Lane near junction with Eastlake Road	The Higgs approval (blue) is prominent at the end of the vista. The Indicative Approach is seen to its right (pink). Together, both developments terminate the vista. As two contemporary forms with space between they announce the centre of Loughborough Junction and the presence of the railway station. Townscape effect is beneficial to placemaking.

TVIA view 3 Coldharbour Road near junction with Luxor Street	The Higgs approval (blue) is prominent at the end of the vista. The Indicative Approach (pink) is straight ahead. Together, both developments terminate the vista. As two contemporary forms with space between they announce the centre of Loughborough Junction and the presence of the railway station. Townscape effect is beneficial to placemaking.
TVIA view 4 Herne Hill Road at Hardess Street railway bridge looking North	NB an error with the VU-City base map means that the railway viaduct and bridge have not loaded. The viaduct and bridge have been over-drawn. The Higgs Yard (blue) dominates the streetscape beyond the viaduct. The Indicative Approach massing can be glimpsed in the distance. The collective townscape effect will be beneficial – activating the street and announcing the presence of Loughborough Junction centre/ railway station beyond.
TVIA view 5 Coldharbour Lane at no. 261	NB the trees have been turned off for clarity. The Higgs Yard approval (blue) is visible; the Hardess Yard site allocation is modelled in pink and red. The indicative approach is not visible.
TVIA view 6 Loughborough Park outside no. 53	The viewer is partway along Loughborough park within the CA and looking North. The Higgs Yard approval (blue) is just visible beyond, amongst the chimney post, is the Indicative Approach for this site. The effect is negligible. No adverse effect on the Loughborough Park CA. No harm to townscape.
TVIA view 7 Loughborough park at Heritage Close	The Indicative Approach is not visible.
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 (blue) is to the centre. To its left is the Indicative Approach for the hardess Yard site allocation. To its right pink with gret top) is the Indicative Approach for this site. Together these buildings form a clhernat cluster of contemporayr buildings some distance from Ruskin Park. They announce the presence of Loughborough Junction centre. Given the distance and the tree screening the effect on the landscape significance and setting of the park will be negligible.

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> – mid 19 th Century residential conservation area of villas fronting broad, tree-lined roads	The indicative approach will be glimpsed over the rooftops from Loughborough Park road. It will be clearly subordinate in massing to the taller Higgs yard approval and its effect on the setting of the conservation area will be negligible. No harm to the LPCA. See views 5, 6 and 7.
<u>Ruskin Park (registered landscape)</u> early 20 th Century public park, extensive area with a number of different character areas within.	The indicative approach will be glimpsed in the distance in relation to the larger Higgs Yard approval and, along with the Indicative approach for Hardess Yard, they will provide a coherent grouping of contemporary buildings. Given the distance and the tree screening the effect on the landscape significance and setting of the park will be negligible. See view 8.
<u>225 Coldharbour Lane</u> - former green man PH – a Victorian pub with ornate corner frontage. The best view of the pub is from the north where both its ornate elevations can be appreciated.	The site is a little way off to the northeast and will not be visible in the best views of this locally listed building. No harm to setting. See view 1
<u>245 Coldharbour Lane</u> – Victorian commercial premises terminating the view north along Coldharbour Lane.	The indicative approach will not be visible in the setting. No effect.

6.0 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
Public realm	Widen footway around perimeter of the site. Allow for the creation of a new route along the side of the viaduct.
Footprint	Pull the building away from the railway viaduct. Building line to Herne Hill Road should align with that of the Higgs yard approval.
Heritage	Case no harm to the settings of heritage assets.

<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 bridge on the left and not visible.</p>	<p>Effect of Option on View</p> <p>The yellow building is the approval for nos. 219-223 Coldharbour Lane. The blue model is the Higgs Yard approval.</p> <p>The Indicative approach is the pink mass on the left of the view. It sits comfortably within the townscape, brings welcome sense of enclosure and is subordinate in height to the Higgs Yard scheme. Townscape effect is beneficial.</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 Higgs approval (blue) is prominent at the end of the vista. The Indicative Approach is seen to its right (pink) and partially screened. Together, both developments terminate the vista. As two contemporary forms with space between they announce the centre of Loughborough Junction and the presence of the railway station. Townscape effect is beneficial to placemaking.

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 Higgs approval (blue) is prominent at the end of the vista. The Indicative Approach (pink) is straight ahead. Together, both developments terminate the vista. As two contemporary forms with space between they announce the centre of Loughborough Junction and the presence of the railway station. Townscape effect is beneficial to placemaking.

TVIA view 4 Herne Hill Road at Hardess Street railway bridge looking North

View location map



View location description

View location is near the junction of Padfield Street.

Existing view photo



Digital twin (VuCity) image



Narrative on Existing View

The railway viaduct and bridge dominate the foreground and at present, since the clearance of the buildings on the Higgs Site, nothing is visible beyond.

Effect of Option on View

NB an error with the VU-City base map means that the railway viaduct and bridge have not loaded. The viaduct and bridge have been over-drawn.

The Higgs Yard (blue) dominates the streetscape beyond the viaduct. The Indicative Approach massing can be glimpsed in the distance.

The collective townscape effect will be beneficial – activating the street and announcing the presence of Loughborough Junction centre/ railway station beyond.

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, tree lined 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 list and proposed for inclusion within the Loughborough Park Conservation Area.

Effect of Option on View

NB the trees have been turned off for clarity. The Higgs Yard (blue) approval is visible ahead; the Hardess Yard site allocation is modelled in pink and red. The indicative approach is not visible as it is off to the left and screened by foreground buildings.

TVIA view 6 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 Yard approval (blue) is just visible beyond, amongst the chimney post, is the Indicative Approach for this site.

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

TVIA view 7 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 Indicative Approach is not visible

TVIA view 8 Ruskin Park, West of Bandstand

View location map



View location description

Ruskin Park is a Registered Landscape. 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 (blue) is to the centre. To its left is the Indicative Approach for the hardest Yard site allocation. To its right pink with gret top) is the Indicative Approach for this site.

Together these buildings form a clhernat cluster of contemporayr buildings some distance from Ruskin Park. They announce the presence of Loughborough Junction centre. Given the distance and the tree screening the effect on the landscape significance and setting of the park will be negilible.