

# Lambeth Site Allocations DPD – Proposed Submission Version

## Design Evidence

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



September 2023



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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 Ordinance Datum (AOD) height is used to aid understanding of site and context topography in those circumstances where the topography is varied.
- 1.6 Following the Regulation 18 Consultation, the following changes have been made:
  - Indicative servicing location amended to be within the site on the servicing route (rather than on Hardess Street).
  - Proposed pedestrian link with Higgs through railway arch removed.

- Reduction in the number of residential units proposed. Decreased from 70-90 units to 50-70 units.
- Policy wording added related to the development implications for trees.
- No significant change to other development principles.

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## 2. Appraisal / analysis

### Site Overview

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

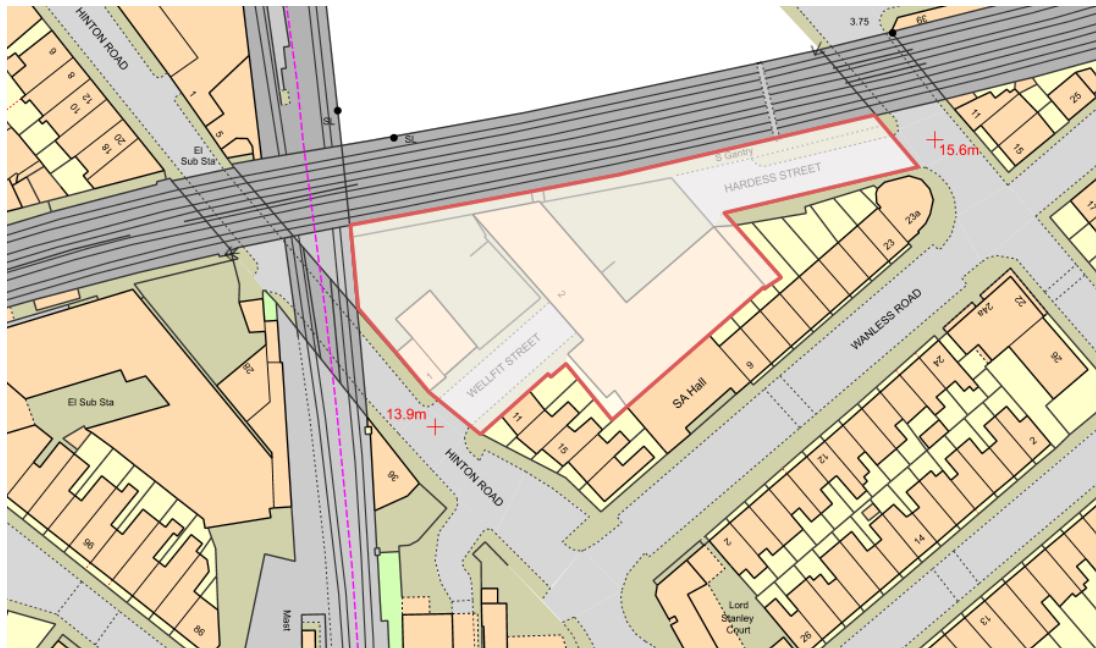


Figure 1 – Site plan with site outlined in red.

## 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 left.



Figure 4- Wellfit Street dead end



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



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 19<sup>th</sup> 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 a 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.

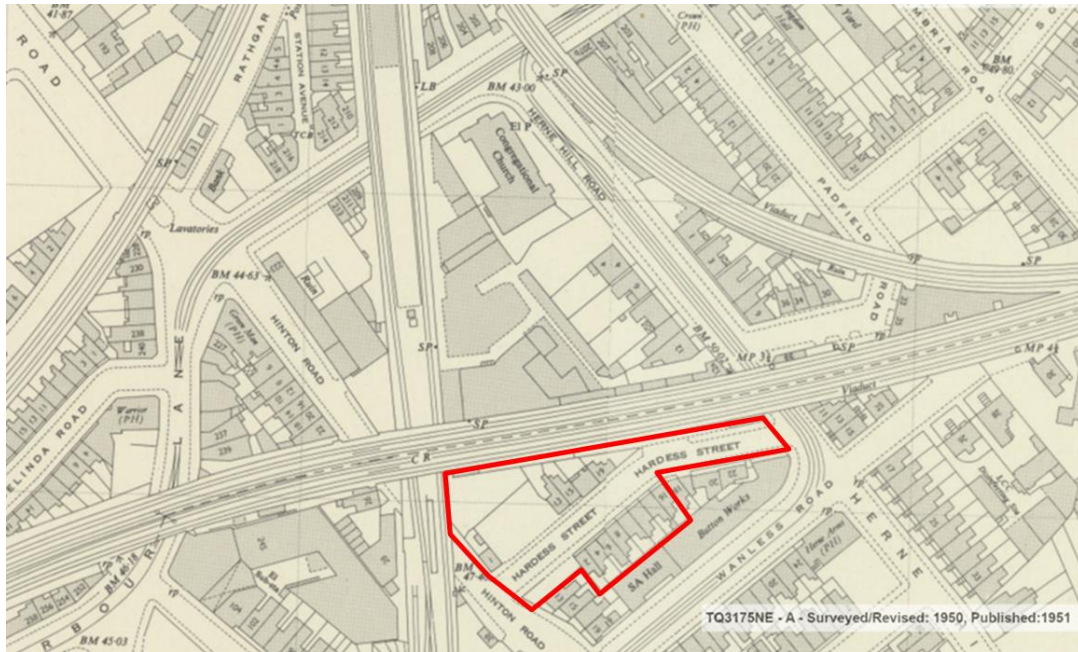


Figure 9 - 1950s OS map – Enemy action as destroyed some of the housing on Hardess Street.

### 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 19<sup>th</sup> 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 is a mixed-use development with residential blocks rising to a highest point of 16 storeys (70m). It was at an advanced stage of construction at the time of writing this evidence. The planning approval case reference is 18/05425/FUL.



Figure 10 - The Higgs yard scheme as viewed from the north. In this view the site allocation 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. 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 (DHA)

- 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-19<sup>th</sup> Century villas – detached and semi-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 20<sup>th</sup> 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 LVMF 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
- (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 Hardess 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 The nearby Higgs Yard development adjoining the viaduct is nearing completion. 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**

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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 nos. 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**

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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 Higgs 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:
- The setting of Ruskin Park Registered Landscape
  - The setting of Loughborough Park Conservation Area
  - The setting of nos. 35 – 45 Loughborough Park (Grade II listed)
  - The setting of the Palace of Westminster from Parliament Hill
  - The setting of the former Green Man Pub, 225 Coldharbour Lane
  - 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.

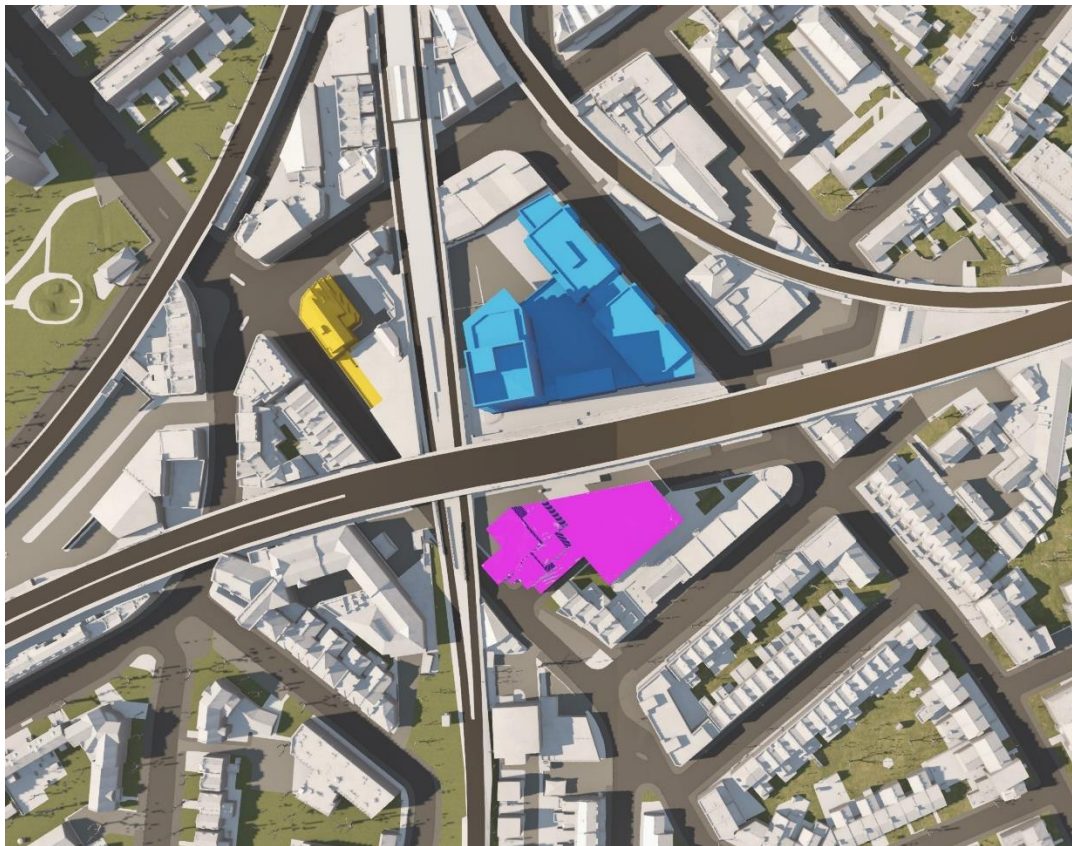


Figure 11 – Aerial plan view in context.



### **Indicative Approach – Massing and General Height**

- 4.3 The greatest mass of the building runs parallel to the railway viaduct and steps up from 26m high at Hinton Road to 40m within the site. This is subordinate to the 16 storeys (53m) consented on the adjacent Higgs Yard site which is nearer the railway station.
- 4.4 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.

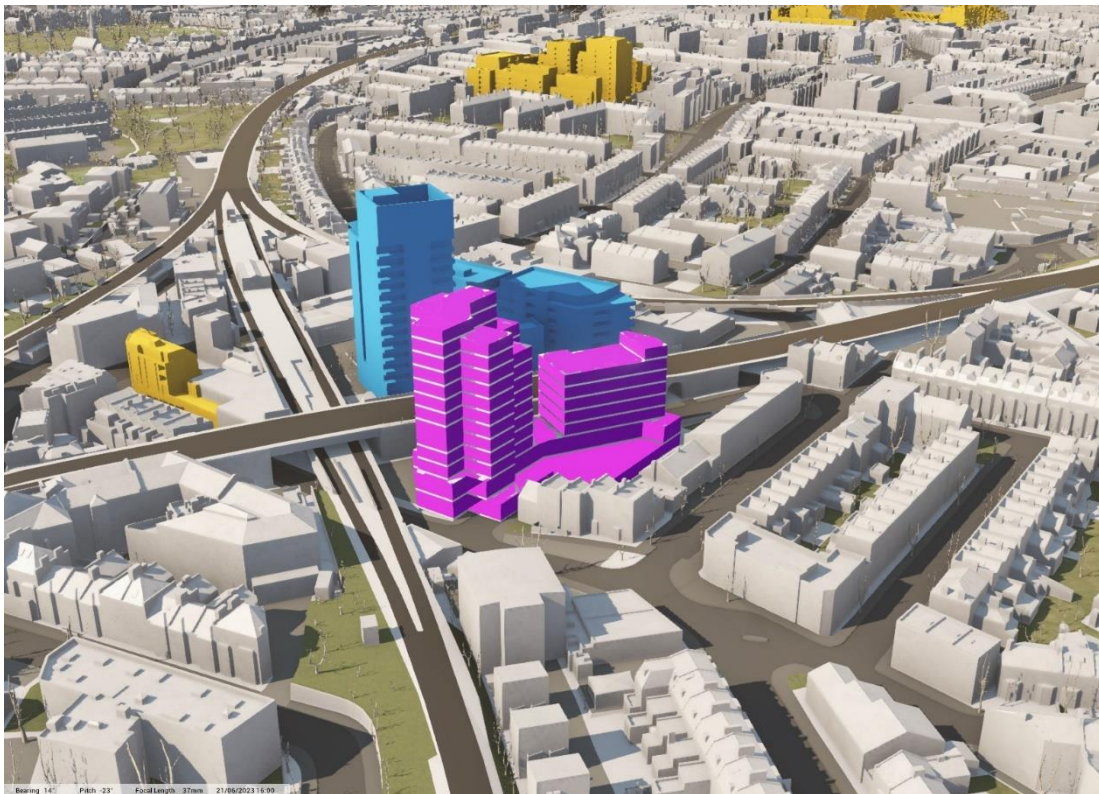


Figure 12 – Oblique aerial view of the indicative Approach looking north. The blue tower to the rear is the approved Higgs Yard scheme.

### **Use and quantum**

- 4.6 The ground and first floor podium contain light industrial space / workspace broadly equivalent to the 1,400 (GIA) sqm existing light industrial space. A 6m 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 70 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.

4.9 A detailed assessment of the daylight and sunlight implications of this Indicative Approach, undertaken by the Council's specialist advisers, is provided separately.

**Indicative Approach – Quanta**

4.10

<b>Use</b>	<b>Amount</b>
Residential units	65
Light industrial	1990 sqm GIA

## 5. Appraisal of the Indicative Approach

### Townscape and Visual Impact Assessment (TVIA) Summary

- 5.1 The appraisal of the visual effects of the Indicative Approach has been informed in large part by use of the VU CITY 3D digital model of London. The model is a very accurate representation of London today as a series of simple, grey built forms. Approved schemes can be added to the model for assessment purposes; these are generally coloured yellow.
- 5.2 A simple scaled model of the Indicative Approach in the form of a basic extrusion of the Indicative Approach footprint, is dropped into the model and its visual impact captured from a range of vantage points. For ease of identification, it is coloured. The resulting impact is assessed and model refined until an acceptable impact is achieved in all tested views.
- 5.3 The 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 Thirteen 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:

<b>View</b>	<b>Summary</b>
TVIA view 1 Loughborough Road and Coldharbour lane looking SE	The massing is compact with a vertical emphasis which sits comfortably in townscape terms. The approvals collectively appear as an urban block of contemporary development. There is no negative townscape impact. No harm to the setting of the former Green Man PH.

TVIA view 2 Coldharbour Lane near junction with Eastlake Road	The Indicative Approach is not visible from this view location. No townscape harm.
TVIA view 3 Coldharbour Lane near junction with Luxor Road	The blue massing of the Higgs Yard scheme announces the centre of Loughborough Junction. The Indicative Approach is just visible to the left. Due to the road alignment here, it is secondary 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 Approach is not visible. There is no harm to townscape.
TVIA view 5 Coldharbour Lane at no. 261	The Higgs scheme can be seen in blue. The model massing in pink presents a subordinate massing off to the right and no taller than foreground roofscape. Collectively they will read as a coherent group of distant, contemporary buildings beyond the boundary of this distinctive conservation area. 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 even when the trees are not in leaf. No harm to heritage. No harm to townscape.
TVIA view 6 Outside 73 Loughborough Park	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 scheme is visible rising over the distant rooftops. The indicative approach in pink is just visible over the rooftops. 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 9 Ruskin Park, West of Bandstand	The Indicative Approach is visible and they (with the Higgs scheme) 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.
TVIA 10 view Milkwood Road at no. 16	The Indicative approach largely screens the Higgs scheme from view. The two indicative blocks are clearly discernible with a sky gap between them. Together with Higgs they announce the centre of Loughborough Junction. No townscape harm.
TVIA view 11 – Hinton Road at no. 61	The indicative approach block occupies the middle ground with the Higgs scheme behind. The two modern blocks will read as a coherent group with the secondary part of the indicative approach just glimpsed. No townscape harm.
TVIA view 12 – Herne Hill Road near junction with Oakbank Grove	The two blocks of the indicative approach join the Higgs scheme as a coherent grouping of modern buildings announcing the centre of Loughborough Junction. The indicative approach is slightly lower in this view allowing Higgs to retain primacy. No townscape harm.
TVIA view 13 – Corner of Wanless Road and Herne Hill Road	The Higgs schemes is highly visible and it forms much of the background of this view. The Indicative Approach is visible rising up behind the existing low-rise apartment block in the foreground. The indicative approach is slightly lower in this view allowing Higgs to retain primacy. No townscape harm.

### **Effect on Heritage Assets**

5.7 The Indicative Approach has been assessed for its effect on the significance (including setting) of heritage assets. This 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.

5.8 The setting of a heritage asset is defined as:  
*‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral (NPPF, Annex 2: Glossary).’*

5.9 Historic England’s guidance ‘The Setting of Heritage Assets’ states:

*‘9 Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated (see below Designed settings). Its importance lies in what it contributes to the significance of the heritage.*

*Views and setting*

*10 The contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or*

*dynamic, long, short or of lateral spread, and include a variety of views of, from, across, or including that asset.*

*11 Views which contribute more to understanding the significance of a heritage asset include:*

- 1. those where the composition within the view was a fundamental aspect of the design or function of the heritage asset.*
- 2. those where town- or village-scape reveals views with unplanned or unintended beauty.*
- 3. those with historical associations, including viewing points and the topography of battlefields.*

*those with cultural associations, including landscapes known historically for their picturesque and landscape beauty, those which became subjects for paintings of the English landscape tradition, and those views which have otherwise become historically cherished and protected those where relationships between the asset and other heritage assets or natural features or phenomena such as solar or lunar events are particularly relevant’.*

5.10 The HE guidance suggests the steps are as follows:

**Step 1:** *Identify which heritage assets and their settings are affected.*

**Step 2:** *Assess the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated.*

**Step 3:** *Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it.*

**Step 4:** *Explore ways to maximise enhancement and avoid or minimise harm.*

**Step 5:** *Make and document the decision and monitor outcomes.*

5.5 The Indicative Approach has been assessed for its effect on the significance (including setting) of heritage assets. This 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 below.

#### **Asset and significance**

Loughborough Park Conservation Area  
– situated to the west of the site on the other side of the railway line this conservation area comprises mid-19<sup>th</sup> century housing on tree lined roads.

#### **Effect**

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 scheme, 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 scheme and the Indicative Approach read as contemporary development

terminating the vista. The effect is not unduly dominant nor discordant. See view 5.

The effect on the setting of the LPCA is neutral. There will be change but it is not adverse.

Ruskin Park, (Grade II listed Registered Landscape) - This is an early 20<sup>th</sup> century public park with a variety of character areas.

The landscape is extensive. The Higgs scheme and the indicative approach will be visible, through the trees, as a distant grouping of contemporary buildings. They are neither discordant nor distracting. No harm to the setting of the landscape. See View 9.

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.

The Indicative Approach reads as part of a group of contemporary buildings beyond the former Green Man PH. The approvals collectively appear as an urban block of contemporary development. There is no negative townscape impact. No harm to the setting of the former Green Man PH. See view 1.

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.

The Higgs scheme and the Indicative Approach are seen together rising up as distant, contemporary forms behind the building in the view along Coldharbour Lane (see view 5). 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.

<b>Topic</b>	<b>Recommendation</b>
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	<p>Proposals should be subordinate to the Higgs scheme so that it retains townscape primacy.</p> <p>The site is appropriate for a maximum building height of 40m (location to the west of the site) to provide a noticeable step-down in height from the approved scheme at Higgs Yard.</p> <p>Lower buildings elsewhere on the site should respond to their immediate context, particularly adjacent to the rear gardens on Wanless Road.</p>
Access	<p>Improve, if possible, access to the arches at 257 – 261 Hardess Street.</p> <p>Ensure pedestrian friendly environment is provided on site with dedicated footways.</p>



## APPENDIX 1 Townscape and Visual Impact Assessment

### Reference map



**TVIA view 1 Loughborough Road and Coldharbour Lane looking SE**

**View Location Map**



**View Location Description**

View location is at the junction of Loughborough Road and Coldharbour Lane looking SE. It is not within a conservation area.

**Narrative on Existing View**

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 to the right is locally listed and has a curved corner which has a positive townscape role in addressing the corner.

No. 209 – 217 (Sureway Church) is beyond the railway bridge on the left and not visible.

**Existing View Photo**



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

The Higgs scheme is in blue. Yellow is the approval for no. 219 – 223 Coldharbour Lane. The Green Man PH (local list) is visible on the right.

The Indicative Approach massing is in pink. The massing is compact with a vertical emphasis which sits comfortably in townscape terms. The approvals collectively appear as an urban block of contemporary development.

There is no negative townscape impact. No harm to the setting of the former Green Man PH.

**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.

**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.

**Existing View Photo**



**VU CITY Image**



**Narrative on Effect of Indicative Approach**

The blue massing is the Higgs scheme. The Indicative Approach is not visible from this view location. 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.

**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.

**Existing View Photo**



VU CITY Image



Focal Length 24mm 21/06/2023 16:00

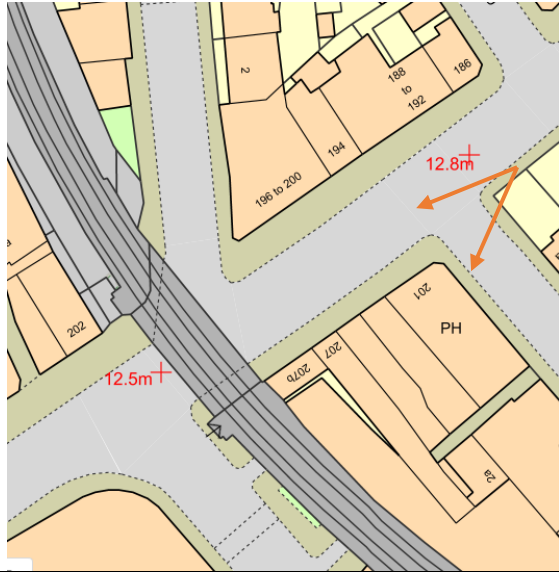
#### **Narrative on Effect of Indicative Approach**

The blue massing of the Higgs Yard scheme announces the centre of Loughborough Junction.

The Indicative Approach is just visible to the left. Due to the road alignment here, it is secondary 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 outside 199 Coldharbour Lane**

**View Location Map**



**View Location Description**

View location is near the junction of Padfield Road.

**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.

**Existing View Photo**





## VU CITY Image



### **Narrative on Effect of Indicative Approach**

The Indicative Approach is not visible. 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.

**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 Loughborough Park Conservation Area. The Higgs scheme stands some distance behind.

**Existing View Photo**



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

The Higgs scheme can be seen in blue. The model massing in pink presents a subordinate massing off to the right and no taller than foreground roofscape. Collectively they will read as a coherent group of distant, contemporary buildings beyond the boundary of this distinctive conservation area.

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 even when the trees are not in leaf. No harm to heritage. No harm to townscape.

**TVIA view 6 opposite 63 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.

**Narrative on Existing View**

Loughborough Park is a broad and leafy street of mid 19<sup>th</sup> Century villas. It has a sedate and mature character. It has high townscape value. The Higgs scheme can be glimpsed behind a mature tree in this view.

**Existing View Photo**



## VU CITY Image

### Narrative on Effect of Indicative Approach



For clarity all tree foliage has been removed from the model. 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. 39**

**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.

**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. The Higgs scheme is seen as a distant form.

**Existing View Photo**



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

The viewer is partway along Loughborough Park within the CA and looking North. The Higgs scheme is visible rising over the distant rooftops. The indicative approach in pink is just visible over the rooftops. 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.

**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). The Higgs scheme is concealed by trees.

**Existing View Photo**





**VU CITY Image**

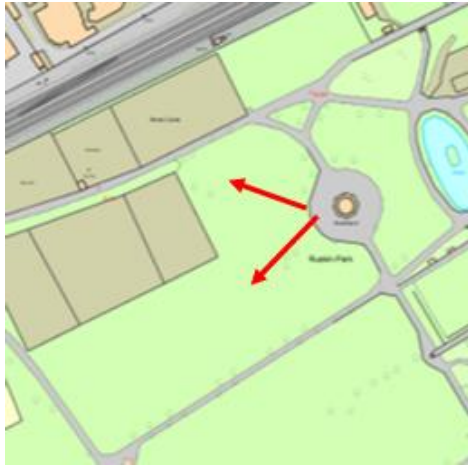


**Narrative on Effect of Indicative Approach**

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.

**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.

**Existing View Photo**



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

All tree foliage has been removed from the model, and the model view has been zoomed in for clarity. The Higgs scheme is coloured blue. The Indicative Approach is visible to its left (pink) 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.

**TVIA 10 view Milkwood Road at no. 16**

**View Location Map**



**View Location Description**

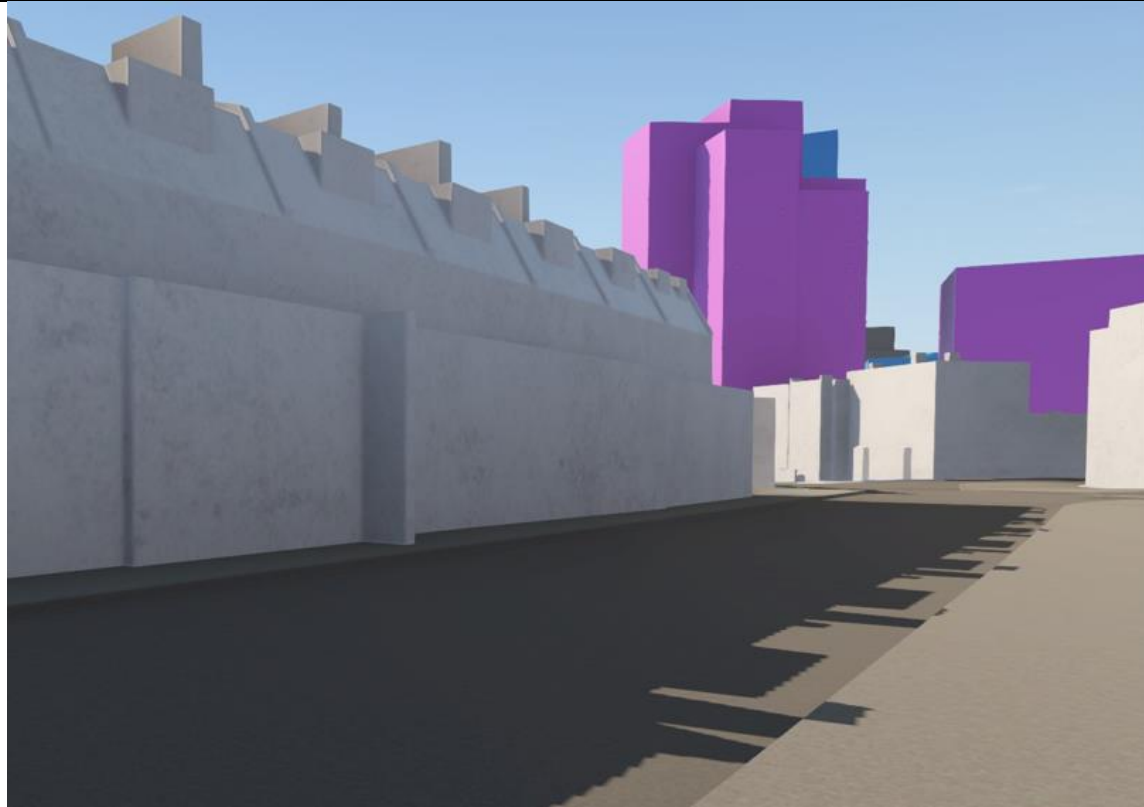
On Milkwood Road approaching the site from the south

**Narrative on Existing View**

Low rise Victorian and modern housing in brick. The Higgs approval terminates the vista announcing the centre of Loughborough Junction.



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

Indicative approach largely screens the Higgs scheme from view. The two pink blocks are clearly discernible with a sky gap between them. Together with Higgs they announce the centre of Loughborough Junction. No townscape harm.

**TVIA view 11 – Hinton Road at no. 61**

**View Location Map**



**View Location Description**

Side street location looking north

**Narrative on Existing View**

The kink in the alignment of Hinton Road makes for interesting townscape. Low rise Victorian townscape with the Higgs scheme terminating the vista northwards.



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

The indicative approach block occupies the middle ground with the Higgs scheme behind. The two modern blocks will read as a coherent group with the secondary part of the indicative approach just glimpsed. No townscape harm.

**TVIA view 12 – Herne Hill Road near junction with Oakbank Grove**

**View Location Map**



**View Location Description**

Elevated position looking north.

**Narrative on Existing View**

Herne Hill Road's elevated position allows glimpsed distant views north due to its winding alignment. The Higgs scheme is visible off to the left.





## VU CITY Image

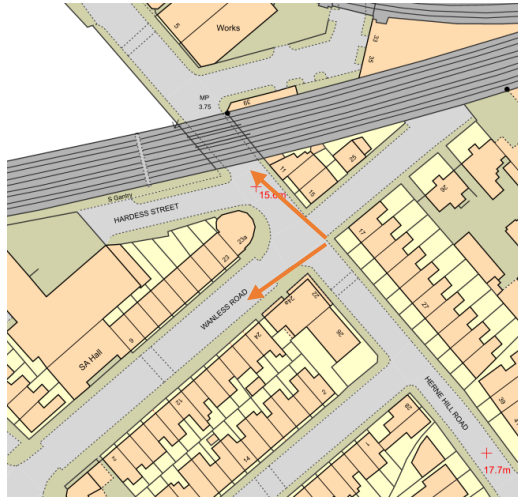


### **Narrative on Effect of Indicative Approach**

The two blocks of the indicative approach join the Higgs scheme as a coherent grouping of modern buildings announcing the centre of Loughborough Junction. The indicative approach is slightly lower in this view allowing Higgs to retain primacy. No townscape harm.

## TVIA view 13 – Corner of Wanless Road and Herne Hill Road

### View Location Map



### View Location Description

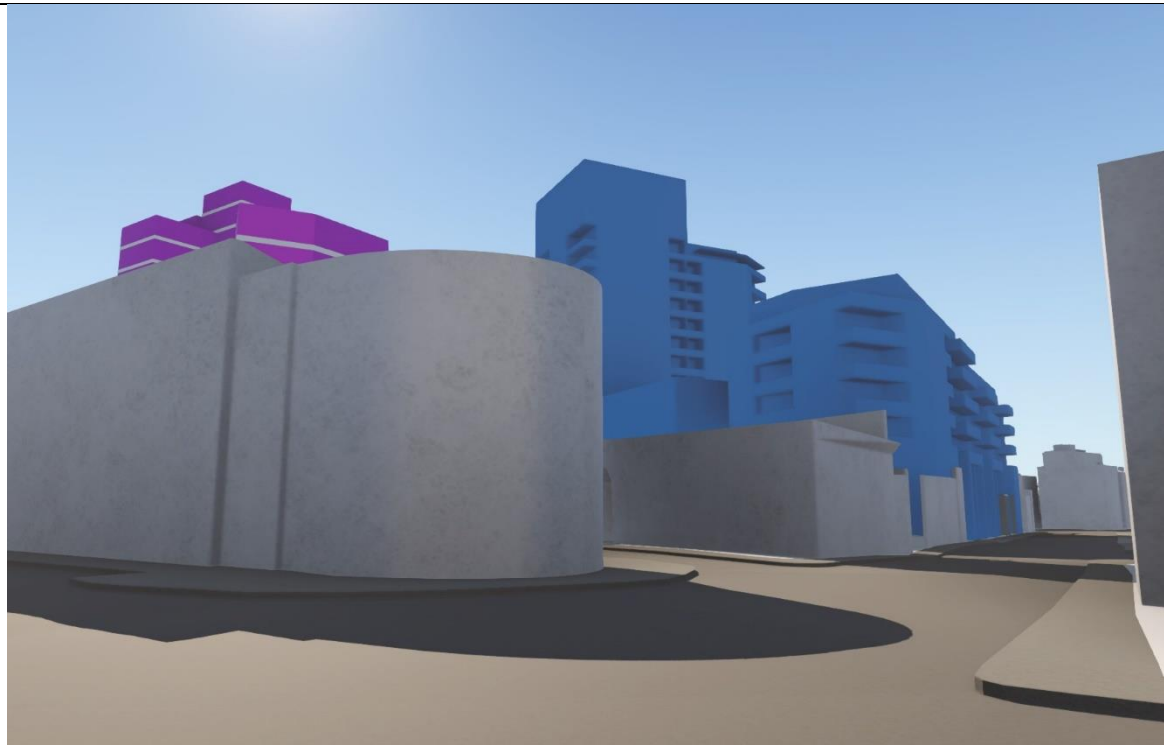
The viewer is standing at the junction of Wanless road and Herne Hill Road looking west towards the site.

### Narrative on Existing View

The viewer is looking directly at the curved corner of the 'Francesca' Apartment building (Nos. 9-23 Wanless Road). The Higgs scheme rises up behind it to the right. The viaduct runs along the right-hand side of the view.



## VU CITY Image



### **Narrative on Effect of Indicative Approach**

The Higgs schemes is highly visible and it forms much of the background of this view. The Indicative Approach is visible rising up behind the existing low-rise apartment block in the foreground. The indicative approach is slightly lower in this view allowing Higgs to retain primacy. No townscape harm.