

Key learnings from first EcoWorld workshop on 10.09.22

Please accept my apologies if you were there and can see I have gotten something wrong or forgotten something, however small – please let me know so I can correct - Kim

EcoWorld

EcoWorld are committed to going for Planning Permission in December/January

GLA grant works must commence in the second half of 2023

EcoWorld are in discussion with GLA and Lambeth on these very tight timetables

Stats

400-500 homes – promised to provide numbers of actual residents

35% affordable with 50/50 split social/affordable

1500sqm light industry

No parking for residents vehicles

Access

Existing

Road under rail bridge does not have sufficient clearance for fire engines to domestic properties. Asked if that meant absolutely no housing could be provided (eg even a few bungalows) if this was the only access. Answer was 'no'. *This needs to be fact checked.*

Road under bridge cannot be dropped as its already a very steep angle and this would take it beyond an acceptable gradient. Only option would be to raise the railway bridge – which was considered unfeasible.

This route would remain for pedestrian, cycle and mobility access.

New road bridge

Two options were considered – off Leigham Vale or off Knollys Road. Leigham Vale option would have most of bridge/ramp on National Rail land - land is partly designated nature conservancy (see attached doc), and has to rise up over railway – so considered unviable. Knollys Road option has advantage that already at height so can go straight off road and curve down into site with long sloping ramp running parallel to railway lines along back of Harpenden Road. Advantage also that ramp would be on developers site, not National Rail (developer could better maintain it – eg the beautification and greening they are planning etc). Impact on Knollys Road – possible parking opposite bridge entrance would need to be 're-sited'.

Use of bridge when construction works finished: deliveries, mobility vehicles, pedestrians, cycles, emergency vehicles, vehicles associated with the light industry units. Promised to provide modelling numbers.

A transport management plan for the period of the construction work would be a necessary part of the approvals process.

Pedestrian bridge

From Leigham Vale – with stairs and lift access for pedestrians/bikes/mobility vehicles at both ends. No agreement with Lambeth on who would maintain lifts. (example of lift in similar situation Hungerford Bridge between Southbank and Charing Cross station).

The existing entrance would be maintained, but only for the same access as the pedestrian bridge.

Site

Sloping. Knollys Road end is 11m higher than at the end of Leigham Vale.

Proposal to build a 'podium' at first floor level. Ground floor would be below this and would house utilities, services and the light industrial units, which would open up to a ground floor level wide walk way running along railway line parallel to Harpenden Road.

Development

They have gone for a perimeter band of housing to enable a green space in the centre – with potential for a community space (or whatever the 'community' thought was appropriate).

Architects looked at impact on residents on surrounding streets, and on such things as loss of light.

Distance from nearby residential properties to boundary of site (not new buildings)

Harpenden Road properties are 30m away from boundary line of site

Knollys Road properties are 50m away

Leigham Vale properties are 90m away

They propose

5 storeys along Harpenden Road – this is one storey below the podium, 4 storeys above
Between 8-12 along Knollys Road and Leigham Vale – taller along Leigham Vale as properties are further away. All with one storey below the podium, the rest above.

24 storey tower on corner of (loosely speaking) junction between Knollys Road and Leigham Vale. Sited here as main shadow from the tower would either fall on the 'no mans land green belt' either side and between the railway lines outside of the site, or on the site itself. Again one storey below the podium, 23 storeys above.

EcoWorld confirmed they needed this density for the development to be financially viable.

Options to increase height of tower to lower other heights, make all blocks the same height, build more, lower blocks etc etc – apparently all considered, but have gone for current options taking into account all the issues (they could think of).

Architects

They are Squire and Partners, based in Brixton: <https://squireandpartners.com/>

Timeline

It will be a phased development with the last people moving in, in 2028.

Other points

EcoWorld will collate all comments from workshop and these will be added to their webpage blog. Promised to email everyone with this info who attended walk-about.

Discussion on the inevitable CPZ to surrounding roads. The recent Auckland Hill developer offered to pay CPZ fee for residents for two years.

EcoWorld talked about promoting Car Club ownership to new residents.

Local resident drew attention to locality as being officially designated a subsidence area – and the impact that has on residents insurance. Will there be before/after surveys carried out of individual properties – and compensation paid?

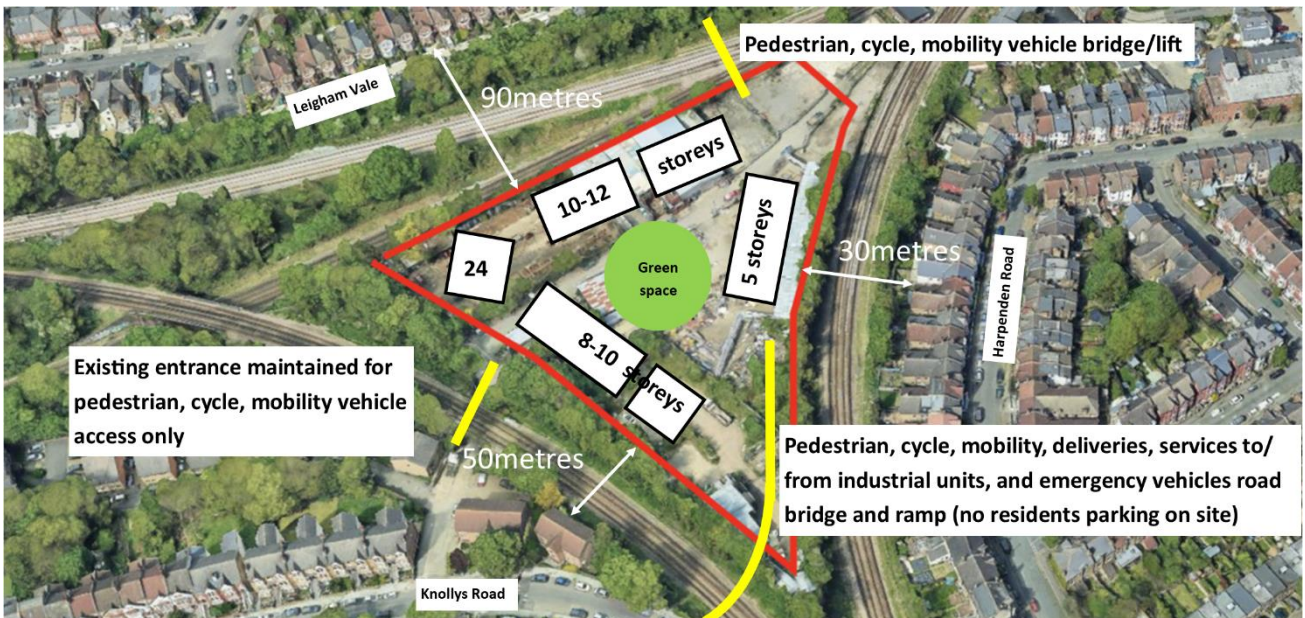
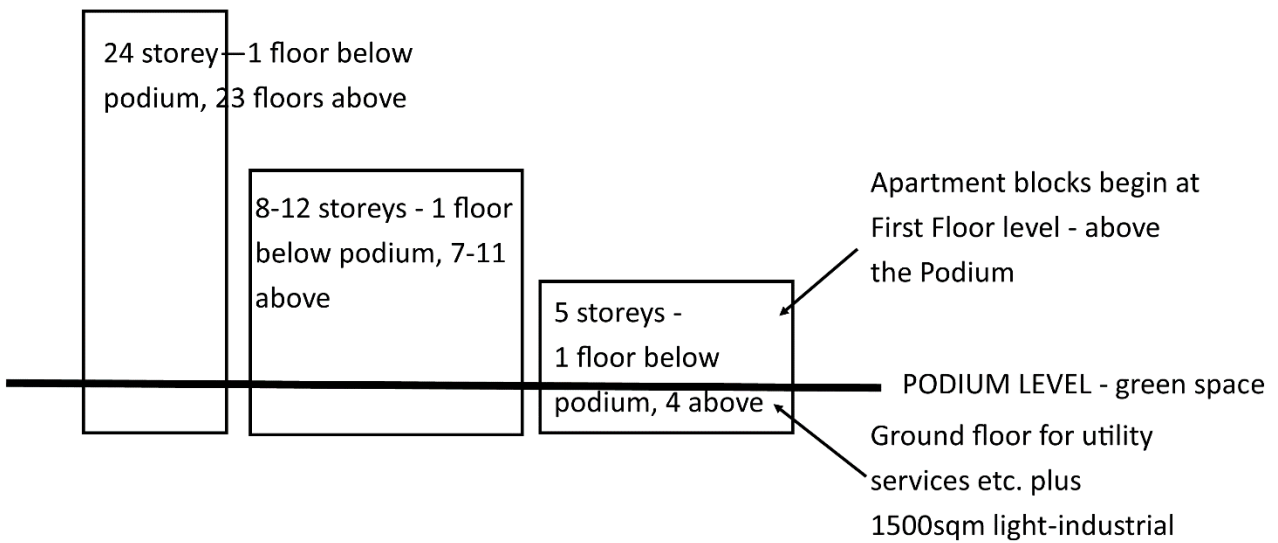
Strength and suitability of York Hill bridge to take weight of construction traffic?

Architect slides showing design inspiration from adjacent three roads: Harpenden, Leigham Vale and Knollys Rd – the Knollys Rd photos majored on the modern developments with only two images showing the Victorian homes (and one of those was a tiny detail).

EcoWorld talked about a recent Passive House review they did. Concluded there was currently no precedent for that level of environmental build so the new blocks would not be built to this standard.

The attendees made very strong comments against the proposals at every stage of the workshop, most strongly on the height of the tower and the bridge viability.

Below are my rough diagrams – please take my apologies if I have got anything wrong – they are schematic only from my rough notes, and intended to hopefully help people understand a bit more about the above. I have asked EcoWorld for the slides they showed at the workshop.



Red line – perimeter of EcoWorld site
 Yellow lines – rough indication of access points
 White arrows – show distance from existing homes to perimeter of EcoWorld site (their figures)