

Cabinet

26 July 2010

Streatham Hub

Knights Hill, St Leonards, Streatham Hill, Streatham South, Streatham Wells and Coldharbour Wards

Cabinet Portfolio:

Cabinet Member for Regeneration,
Planning, Employment and Enterprise:
Councillor Sally Prentice

Cabinet Member for Culture, Sport and the
2012 Games: Councillor Florence
Nosegbe

Report authorised by:

Interim Executive Director for Housing,
Regeneration and Environment: Dorian
Leatham

Executive Director for Adults' and
Community Services: Jo Cleary

Executive Summary

The Council has clearly set out its vision for the development of the Streatham Hub for mixed use development including new sports and leisure facilities, continuity of ice provision, new housing and retail development. This has been pursued via a Development Agreement with Tesco. Negotiations with Tesco to agree the detailed scheme and its delivery are progressing extremely positively.

In March 2010 the Cabinet agreed to the proposals for a revised scheme for the development of the Hub including an enlarged supermarket with additional retail floorspace, the construction of the scheme in a single phase, and the provision of a temporary ice rink to be located off-site, subject to planning and other statutory approvals. It also considered the provision of temporary sports facilities. This report sets out the progress since March and in particular recommends that the temporary ice rink to be located on the former car park site at Pope's Road, Brixton.

The Council welcomes Tesco's continuing commitment and engagement to the Streatham Hub scheme and in particular to an imminent planning application for a temporary ice rink which will begin to unlock the development process. It is understood that the facility at Pope's Road is temporary and is enabling development to assist the development of a prestigious mixed use development. It is anticipated that this new temporary facility will be a further enhancement to the Brixton town centre and is a significant key milestone in achieving progress on this complex but valuable project.

Summary of Financial Implications

The development, operation and decommissioning of the temporary ice rink is to be fully funded by Tesco as part of the agreement to develop Streatham Hub.

The existing multi storey car park is to be demolished as agreed by delegated decision of 9 June 2010, pending approval of revenue budgets by Council on 28 July 2010.

However, it should be recognised that potential annual income of £284k relating to Parking Services will be foregone.

Recommendations

1. To note the progress to date with the Streatham Hub development
2. To agree to Pope's Road Car Park in Brixton as the recommended temporary ice rink site and note the proposals with regard to management, community safety and car parking associated with the temporary ice rink.
3. To authorise officers to seek any necessary permissions (excepting planning consent) to locate the temporary ice rink site at Pope's Road and to grant licence to Tesco to provide, operate and decommission the temporary ice rink on this site and ensure that the temporary ice rink is operational prior to the closure of the current Streatham ice rink.
4. To note that Tesco has expressed its intention to submit planning applications for the additional mezzanine floorspace in mid-July 2010 and that, subject to the decision of this Cabinet, intend to submit a planning application for the temporary ice rink in August 2010.
5. Note the progress on the temporary dry sports facility and swimming pool and request that Cabinet indicate if they wish to receive future report detailing the financial implications of the provision of these facilities.

Consultation

Name of consultee	Department or Organisation	Date sent	Date response received	Comments appear in report para:
Internal				
SLB		12.07.10		
Les Brown	Divisional Director, Planning	09.07.10	10.07.10	Sec 5
Zbig Blonski / Richard Saunders	Planning	09.07.10	09.07.10	Throughout
Uzo Nwanze	Head of Asset Management	09.07.10		
Peter Jones	Divisional Director, Cultural Services	09.07.10		
Derek Prentice	Cultural Services	09.07.10		
Julian Ellerby	Communications	09.07.10		
Mark Hynes	Director of Legal and Democratic Services	09.07.10		Sec 4
Mike Dickens / Andrew Pavlou	Legal Services	09.07.10	13.07.10	Sec 4
Jonathan Williams	Corporate Finance	09.07.10		
Frank Higgins/Tim Harlock	Corporate Finance	12.07.10	12.07.10	Sec 3
Cllr Sally Prentice	Cabinet Member for Regeneration, Planning, Employment and Enterprise	15.07.10	15.07.10	
Christina Thompson	HRE Finance	15.07.10	15.07.10	
Anthony Wilkinson	HRE Finance	09.07.10	09.07.10	
Philip Crow	HRE Finance	12.07.10	12.07.10	
Rob Heslop	Public Realm	09.07.10		
Chris Dale	Development Control	09.07.10		
External				

Report history

Decision type:		Key decision: reason	
<p>Key decision General Urgency Item The decision has not been included on the Forward plan due to uncertainty of the specific nature and timescale of the decision. The tight timescales meant that there was insufficient time to include the decision on the Forward Plan and, for the reasons outlined below; the decision needs to be taken now. The decision is considered to be a key decision because of the significant community impact resulting from its implementation.</p>		<p>EITHER a) expenditure or savings of £500,000 or more <input type="checkbox"/></p> <p>OR/AND: b) proposal affects significantly two or more wards <input checked="" type="checkbox"/></p>	
Authorised by Cabinet member:	Date report drafted:	Date report sent:	Report deadline
15.07.10	16.07.10	12.07.10	05.07.10
Report no.:	Report author and contact for queries:		
54/10-11	Alison Young, Head of Physical Regeneration, Regeneration and Enterprise 020 7926 9225 ayoung5@lambeth.gov.uk		

Background documents

Delivery of Leisure in Lambeth – Executive Committee – September 2004
PAC Committee Report – May 2006
Streatham Area Committee Report – June 2006
Streatham Ice and Leisure Centre Funding and Construction Cabinet July 2006
Section 106 agreement
Streatham Hub Cabinet March 2010

Appendices

List of sites for temporary ice rink

Streatham Hub

1. Context

- 1.1 The Council has a clear vision for the development of the Streatham Hub for high density, well-designed, mixed-use development. This is clearly set out in the Council's Unitary Development Plan, the draft Core Strategy for the Local Development Framework and the Streatham Masterplan. In pursuit of this vision the Council entered into a Development Agreement with Tesco for the mixed use development of the Streatham Hub.
- 1.2 In December 2007, planning consent was granted for the site and includes the provision of housing, a supermarket, new leisure centre including a new ice rink, public square, town centre parking, and TfL bus stand. The Development Agreement which was signed in December 2007 requires Tesco to develop the leisure centre – inclusive of swimming pool, sports hall, ice rink, gym and dance studio amongst other spaces.
- 1.3 The Streatham Town Centre Masterplan clearly sets out the vision for the regeneration of this part of Streatham. The vision is for a mixed use development that will redevelop the out-moded bus depot, run down business area and generally underused land. The regeneration would have a strong economic development impact bringing employment opportunities in the development and from the permanent investment on the site. There could also be expected to be wider benefits from the development including a more vibrant local economy, new employment opportunities and increased shopping in other parts of Streatham High Street
- 1.4 The Council has worked with Tesco to bring forward the development. This has been a protracted process, leading to robust negotiations between the Council and Tesco early in 2010. As a result, Tesco made a renewed commitment to the scheme which was ratified at their Board meeting on 17 March 2010 and by Cabinet at its meeting on 29 March 2010.
- 1.5 The package now proposed by Tesco is based on the approved scheme, i.e. includes housing, leisure centre and ice rink (as per the Council's specification) town centre car park and TfL bus stand, but also includes an increased retail floor area. Tesco has also agreed to a clear timetable to develop the scheme including a joint communication and consultation plan and the provision of a temporary ice rink off-site, which will allow the progression of the development to be accelerated.

2. Progress with Streatham Hub Development

- 2.1 Negotiations on the main hub scheme are progressing steadily. This is a very significant development with many issues to be reconciled. There has been very positive progress with the following issues:
 - 2.1.1 **Progress on planning application for larger store** - Tesco has developed proposals for an additional 20,000 sq ft of retail floorspace to be contained within the approved store in the form of a mezzanine floor. It is envisaged that this additional floorspace will provide space for non-food retail goods (such as

white goods, which are currently not on offer widely in Streatham town centre). It is anticipated that a planning application will be submitted later this month.

- 2.1.2 **Continuity of Ice** - The Council previously reaffirmed its commitment to the continuity of ice provision and agreed that this could be provided off site for a temporary period during the construction of the Streatham Hub. Details of the recommended temporary ice rink are set out below. The S106 agreement attached to the planning permission for the Hub site requires the existing ice rink to be kept open until the new leisure centre is constructed. Tesco will therefore have to apply for a deed of variation to the S106 to allow for off site ice provision during the construction process.
- 2.2 Outstanding issues include:
 - 2.2.1 **Design of sports facilities** – final detailed specifications to be agreed.
 - 2.2.2 **Housing** - The approved scheme includes 250 new homes of which 89 affordable units. Tesco has confirmed that it would develop the new homes in partnership with a housing association. The S106 agreement allows for 13 of the affordable units to be provided for Tesco staff. The Council is keen to discuss the content and quality of the housing provision with Tesco.
 - 2.2.3 **Transport and traffic issues** - The increased retail floor space will require a new traffic impact assessment.
 - 2.2.4 **Public realm** - The scheme, in accordance with the consented application, includes a new square and public realm investment which will enhance the Hub as a new focal point in Streatham Town Centre.
 - 2.2.5 **Local employment** - There will be a range of local employment benefits that will arise from the scheme. It is estimated that 600 jobs will be created during the construction of the scheme and future jobs at the new supermarket and in the Hub as a whole. This will be a welcome support to the local community where unemployment levels are high. Tesco propose to recruit local people providing a range of job types and working arrangements.
 - 2.2.6 **Economic impact** - The development of Streatham Hub will bring economic activity to this part of Streatham and would be expected to have wider benefits for the local economy.
 - 2.2.7 **Community partnership** - Tesco have indicated their commitment to work with the local community and key stakeholders in implementing this scheme.

Temporary Ice Rink

- 2.3 Part of scheme was a commitment to continuity of ice, in March Cabinet agreed to locate the temporary ice rink on Streatham Common, subject to further investigation.
- 2.4 For a variety of reasons, investigations found difficulty with delivering the temporary ice rink on Streatham Common. These included the process to achieve approvals under planning legislation and the Common Act, technical issues such as the power supply to the Common and stakeholders' concerns

at potential development on the open space. This indicated that there could be significant delay in delivering the temporary ice rink and so could slow the entire Streatham Hub scheme. Tesco indicated that they were increasingly concerned at the potential delay to overall scheme.

- 2.5 Work has continued in taking forward the Streatham Common site and also consideration of other sites has been simultaneously progressed. The original site search from January 2010 was updated, this considers a range of criteria including physical issues, proximity to Streatham, costs and deliverability.
- 2.6 Since March a number of other sites were suggested by the community and others interested in seeking a resolution to the temporary ice rink location. All suggestions have been duly considered by officers. These included sites in current sport use, sites beyond the borough boundary and sites which are adjacent to sites in the attached schedule. The requirement of these considerations was to identify a site that is genuinely available and deliverable within the budget available and to the indicative timetable.

Possible Temporary Ice Locations.

- 2.7 The site search reaffirmed three possible options and that none of the other sites considered met the criteria. The three possible sites are Streatham Common, 512 -522 Streatham High Road and Pope's Road Car Park in Brixton
- 2.8 **Streatham Common** - With regard to Streatham Common, further work has shown that the processes to agree the temporary ice rink could take up to eighteen months. This is a considerable period of time and would have a highly negative effect, slowing the Streatham Hub scheme and cancelling any benefits to the programme from securing off-site provision. The further project development indicated that there would be some difficulty getting power to the site which would increase the project costs considerably. Taking this all into account, along with the level of stakeholder concern, it is now recommended that the use of Streatham Common for the temporary ice rink is not pursued.
- 2.9 **512 -522 Streatham High Road** - The second possibility for the location of the temporary ice rink is 512-522 Streatham High Road. This is a privately owned site with planning approval for development of a storage facility. This site is only just large enough for an ice rink. It is particularly close to nearby houses, which could lead to some management issues around noise and disturbance. Nevertheless this site has been explored in more detail and is not recommended on the grounds of prohibitive costs of securing and leasing the site from the private sector owner. Recently the agent for the owner has indicated that these costs could be lower than first advised, however further analysis still places the costs considerably higher than the amount of money available to fund the temporary ice rink. Taking this all into account it is recommended that 512-522 Streatham High Road is not pursued for the location of the temporary ice rink.
- 2.10 **Pope's Road Brixton** - The third possibility for the location of the temporary ice rink is the former car park site at Pope's Road. Further detailed analysis really leads to the conclusion that Pope's Road is most suitable in terms of deliverability and timing. The initial appraisal of all sites weighted location in

Streatham higher; however, although the Pope's Road site is not in Streatham investigations now confirm that this site is highly deliverable in terms of access, physical capacity and its acceptability in planning terms.

- 2.11 After detailed investigations it is recommended that Pope's Road is the preferred site for the temporary ice rink taking into account process, technical assessment and stakeholder expectations. Importantly the scheme could be achieved within the finance available and the timescale that Tesco would wish to work towards.

Delivery of the Temporary Ice Facility at Pope's Road, Brixton.

- 2.12 In assessing the use of the old car park site in Pope's Road for the temporary ice rink a number of issues have been considered in more detail. These include community safety, car parking, stakeholder expectations and ice rink management.

- 2.13 **Community Safety** - Section 17 of the Crime and Disorder Act (1998) places a legal requirement on councils to evaluate decisions in terms of the potential for crime and disorder and places upon them a duty to mitigate any arising issues. Some concerns have been raised that the new development might cause an increase in anti-social behaviour and, in any case, should be a safe and secure venue for users. Tesco have been made aware of these issues and are working pro-actively with Council officers and wider stakeholders to ensure concerns are successfully addressed. These measures would then be likely to be made conditions of any planning approval. Measures to ensure the use and enjoyment of the ice rink, access and operations meet the community safety expectation are likely to include:

- A Management Plan will be prepared that will require good management practice and put in place actions which would mitigate against any potential negative behaviour. This may include hours of operation and use of the rink by the general public and for private skating practice, the ticketing and membership arrangements for the rink and the range of activities provided.
- Careful design of physical development to ensure all areas are safe and crime potential is designed out
- Enhanced levels of lighting
- Natural surveillance and additional CCTV where required
- Support towards safe, well signed and lit routes to nearby transport nodes.

It should also be noted that there were community safety concerns in this area whilst the car park was operating and also that its demolition will enhance the quality of the streetscape. Tesco have indicated that they will work with the Council and the potential operator of the ice rink to ensure the community safety concerns are met.

- 2.14 **Access and Parking** - Linked to the above would be the ability for users, particularly families to be able to access some dedicated parking, pick up and drop off points and to access taxis to ensure safe and convenient access for users, many of whom will be carrying expensive and heavy equipment.

- 2.15 In addition to the planning application for temporary ice, the provision of short stay parking to offset the spaces which could have been provided at surface level following demolition of Pope's Road car park will be sought in a few different locations in the town centre. As with the community safety issues, a town centre access and parking working party is being established to assist Tesco with addressing these issues and a number of locations for temporary parking have already been identified.
- 2.16 However, Pope's Road is highly accessible due to its very high Passenger Transport Accessibility Level (PTAL) rating (ie excellent transport connections) it is envisaged that the venue will be highly accessible by public transport and that a significant proportion of users will arrive by public transport. These issues will also be examined as part of the planning application process.
- 2.17 **Ice User Groups** - Through meetings and dialogue with the Streatham Hub Stakeholder Design User Group, it is understood by Council officers that in general there is support for:
- the Council's approach and strategy to maintain continuity of ice and for the Streatham Hub development
 - the temporary ice rink being located at the former Pope's Road car park site in Brixton
 - The temporary ice rink pad having a proposed 26m x 56m surface dimension.
- 2.18 The group has also commented on some preferred design requirements. The Council is brokering a dialogue with Tesco to the effect that wherever possible and where reasonable the needs of the Design Group be taken into account throughout the development of the design - alongside other stakeholders.
- 2.19 **Brixton Stakeholders including market traders** – Pope's Road Car Park is located in a busy commercial and leisure zone at the heart of the town centre. It is however bordered to the northeast/east by medium rise residential properties (The Canterbury Estate). It is important that engagement with key stakeholders is a constant feature of the development of proposals, particularly in seeking to minimise the inevitable disruption that will be experienced during the demolition of the car park and the development of the temporary ice rink.
- 2.20 The provision of the temporary ice rink, including all the support accommodation, and plant will need to utilise adjoining land currently occupied by Market traders' car parking and storage. The displacement of the market traders' car parking will need to be addressed. This car parking will be re-provided in the area currently occupied by the car park ramps. The Market Traders' Association currently lease their car park site from the Council and it is not envisaged that there will be any change in their ability to generate income for the association through the renting out of spaces to market traders nearby. The Brixton Town Centre Director meets with the Market Traders' Association, whose concerns have centred on potential loss of car parking and revenue, and is keeping them informed.

Temporary dry sports facilities and swimming provision

- 2.21 **Gym and dance studio** - As reported to the March Cabinet meeting a number of sites have been considered for this facility with two sites identified as suitable in terms of location and configuration. These sites are the Rookery Car park at the top of Streatham Common and the Stockport Road playing fields. A feasibility exercise undertaken on these sites for the provision of a temporary gym and dance studio concludes that there are no major difficulties and dependent upon the appropriate consultation and planning approval, a temporary leisure facility is feasible on these sites. However, and not withstanding objections to the use of Streatham Common that has been evidenced for the temporary ice rink issue, the Rookery site offers significant revenue savings to the Council that may well not be available at Stockport Road given its particular location. No further action has been taken pending a decision from Cabinet on if a further report detailing the financial implications is required and on whether and when public consultation should commence.
- 2.22 **Swimming** - The March Cabinet report gave details of the provision a 25m x 12m six lane temporary swimming pool and associated facilities. The report also highlighted the considerable footprint such a pool and its housing would require. The only available sites in the Streatham area for such a facility are identical to those identified for the temporary ice rink and present all of the same difficulties and issues. In addition there is no budget provision for the cost of purchase and or lease for such a facility and the net cost to the council would still require a subsidy of at least £14 per user. No further action has been taken pending a decision from Cabinet on if a further report detailing the financial implications is required and on whether and when public consultation should commence.

3. Comments from Executive Director of Finance and Resources

- 3.1 As part of the Streatham Hub Development agreement Tesco is responsible for continuity of ice and will fund the development, operation and decommissioning of the temporary ice rink.
- 3.2 The re-provision of market traders parking is considered to be included in the provision of a temporary ice rink at Pope's Road and will be paid for by Tesco.
- 3.3 Following the closure of Pope's Road car park on health and safety grounds in 2009/10, there is now significant pressure on the Parking income budget.
- 3.4 It is estimated that an alternative option of providing a surface level car park on the site would bring in an annual income of £284,000 which could help to offset this pressure. However, the cost of creating the car park would have to be considered as part of an Invest to Save bid. Alternative locations for town centre parking provision are now being considered and the associated income streams should go some way to mitigating income pressure.
- 3.5 The existing multi storey car park is to be demolished as agreed by delegated decision of 9 June 2010, pending approval of revenue budgets by Council on 28 July 2010.

4. Comments from Director of Legal and Democratic Services

- 4.1 There are potential legal implications arising in respect of the potential use of Popes Road Car Park as proposed in this report. Apart from planning-related matters other legal matters will need to be dealt with.
- 4.2 In respect of any rights of way concerning the land, if the rights only concern a footpath (and not a right of way for vehicles) then the council can close the right of way by making an Order under Section 257 Town and Country Planning Act 1990 once planning permission has been granted. If there are objections, the Order will need to be confirmed by the Secretary of State who can hold an inquiry. The Council can also make an order under Section 258 of the Act by closing the footpath in advance of planning permission if it appropriates the land for planning purposes. Again, if there are objections, the Order will need to be confirmed by the Secretary of State who can hold an inquiry. It should be noted that this is quite a common procedure.
- 4.3 If there is to be any excavation or building within certain meters of adjoining owners land there may be Party Wall considerations.
- 4.4 In respect of any affected parking bays, if these are in the control of the Council an amendment to the Road Traffic Order can be made. If any roads are affected then stopping up orders may need to be considered.
- 4.5 Should the Council need to acquire any land or property, it has powers to do so by agreement under the Local Government Act 1972. If such acquisition is not possible by agreement the Council could consider using its Compulsory Purchase Powers but this could add lengthy delays and perhaps make the scheme unviable.

5. Comments from Divisional Director of Planning

- 5.1 A planning application will be required for a temporary ice rink on the site of the Pope's Road car park. Lambeth's Unitary Development Plan designates the car park as part of MDO 5 East Brixton Regeneration Arc. This provides for the redevelopment of the site provided an appropriate level of short-stay shoppers/visitors car parking is provided on site and/or elsewhere to the satisfaction of the Council.
- 5.2 Although the temporary ice rink proposal would not include any town centre parking spaces it would be temporary for 3 years and would not prejudice the longer term aspirations of the MDO.
- 5.3 Any planning application would have to address issues of design, community safety, noise and the provision of alternative parking/storage for the market traders. Alternative sites to compensate for the town centre parking spaces that could have been provided on the site after demolition of the car park takes place should also be investigated. It may be necessary to require additional signage and CCTV via condition or a S106 agreement.

6. Consultation

- 6.1 A partnership approach has been agreed towards communications and consultation, both within the council itself and with the developer, Tesco. Engagement with local residents, user groups, key stakeholder groups and members is the primary focus of the communications plan and this is particularly relevant for the next phase of development. During this phase communications will consist of:
- Information giving – highlighting the aims of the development and the thinking behind the temporary ice rink location
 - Consulting – giving local people, particularly those living close to a development site, user groups and local businesses the opportunity to comment and feed back on the scheme.
- 6.2 Consultation and engagement activity will need to be mindful of the statutory Planning and licensing consultation and be proportionate to the scale and temporary nature of the temporary ice rink. The distribution of information leaflets and a local exhibitions recommended, along with the use of existing council communication channels, Future Lambeth mailing lists and the local media.
- 6.3 As noted above, the Council has continued to meet with key stakeholders since the last Cabinet report, notably attending Friends of Streatham Common meeting on 16 June, Streatham Hub User Design Group (ice skaters) on 17 June. The views expressed at these meetings and through ongoing dialogue have informed the development of this report.

7. Organisational implications

7.1 Risk management:

The assessment and management of risks associated with Streatham Hub have been approached in accordance with the Council's Corporate Risk Management Strategy and full details will be maintained on the Risk Register.

7.2 Equalities impact assessment:

Equality and diversity issues have been instrumental in the development of the Streatham Hub scheme. The new leisure centre's design promotes access for all groups and takes into account sensitivities of certain minority groups. In determining the location and provision of temporary leisure facilities (including the ice rink), equalities and diversity issues were also considered and are been designed into the final designs.

7.3 Community safety implications:

Community safety issues have assisted in determining a final design for the new Streatham Hub scheme. As noted in the body of the report, crime and safety reviews are to be finalised for the respective temporary facilities as the exact locations and designs have not been finalised. The Design of the Temporary Ice facilities would need to meet "Secure by Design" standards and that a Community Safety Management Plan will need to be developed to support the temporary Planning Application submission.

7.4 Environmental implications:

The new leisure centre will be in compliance with current building regulations and is envisaged to obtain a BREEAM rating of Good. The environmental implications for the temporary facilities are yet to be assessed.

7.5 Staffing and accommodation implications:

The majority of the council's leisure facilities are operated by Greenwich Leisure Ltd (GLL). It is understood that all GLL's permanent staff employed at the Streatham Leisure Centre have been transferred to other sites. Clearly, the new Streatham Hub development will create future opportunities within GLL's structures.

8. Timetable for implementation

8.1 An envisaged timetable for the delivery of the Streatham Hub scheme is outlined in the table below. This timetable is subject to change and is dependent on achieving statutory consents.

8.2 The Council is working closely with Tesco to refine the project's programme. There are many dependencies and it should be noted that development at Streatham cannot proceed until the demolition of the car park has taken place and the new ice facility is open and running.

Key Milestone	Estimated Period/Date
Submit planning application for temporary ice rink	Q2 2010
Submit planning application for retail	Q2 2010
Finalise tender specification for Streatham Hub	Q2 2010
Finalise Development Agreement and S106	Q4 2011
Demolition of Pope's Road Car Park	Q3 2010
Start on site for temporary ice rink	Q4 2011
Opening of temporary ice rink	Q4 2011
Start on site for new leisure centre	Q1 2012
Opening of new leisure centre and ice rink and Completion of entire scheme	Q3 2013

Appendix One

Appendix 1 – List of Sites Considered for Temporary Ice Rink

Options	Site	Advantages	Disadvantages
1	Brockwell Park, Brixton	<ul style="list-style-type: none"> • Good land mass • Limited visual impact • Good accessibility • Good public transport links 	<ul style="list-style-type: none"> • Possible local objection • Possible negative parking impacts • Planning application will require EIS • Legal issues re usage needs further investigation. • MOL, Conservation Area and Historic Park
2	Clapham Common, Clapham	<ul style="list-style-type: none"> • Relatively reduced impact on environment, local business and residents • Good accessibility • Good transport links • Flat landscape for construction • Relatively small loss of green space when compared to size 	<ul style="list-style-type: none"> • Possible local objection • Possible negative parking implications • Metropolitan Open Land • Conservation area • surrounding residents loss of view • Unknown environmental issues • Not to be located at events area as this will impact on future revenue streams. • Planning application would be referred to London Mayor. • Separate application to Planning Inspectorate
3	368-372 Coldharbour Lane (Opposite Barrier Site), Brixton	<ul style="list-style-type: none"> • May be acceptable in planning terms for temp use. • Good public transport links. • Highly accessible site. • Currently undeveloped. • Area is sufficiently large enough. • Viability of town centre would be enhanced. 	<ul style="list-style-type: none"> • Not in Council ownership and there may be a premium to acquire land. • Planning Permission granted to Places for People Group in March 2007 for 155 residential units. • Landowner/developer indicated that development is proceeding and land is not available. • Possible parking issues. • Possible community safety concerns.

Options	Site	Advantages	Disadvantages
4	Coldharbour Lane Barrier site, Brixton	<ul style="list-style-type: none"> • Good accessibility • Good public transport links 	<ul style="list-style-type: none"> • Loss of green space for local residents • Consulting CPZ at present • High density housing nearby • Possible security & safety issues
5	Crystal Palace Park, Bromley (Not in borough, desktop research only)	<ul style="list-style-type: none"> • LDA currently considering an ice rink in this area. • Significant available space (parking area). • Complements other recreation uses 	<ul style="list-style-type: none"> • Not in Council ownership • Long-term implications for viability of ice rink site in Streatham, i.e. may not get it back.
6	Former MI5 site on Streatham High Road, Streatham	<ul style="list-style-type: none"> • Close proximity to existing site • Could be acceptable in planning terms for employment use • Good public transport links • Good accessibility 	<ul style="list-style-type: none"> • Not in Council ownership and developer has planning permission for a commercial development. Council would need to lease land at a significant premium. • Traffic impact study would be required. • Limited on-street parking opportunities. • Site partially surrounded by residential units. • Noise impact on surrounding residential units.
7	Knights Hill; Former Lambeth College site, Norwood (Vacant site adjacent to Yellow Box Storage)	<ul style="list-style-type: none"> • Vacant site • Low noise impact on surrounding residents • May be suitable in terms of planning land use 	<ul style="list-style-type: none"> • Planning history may be problematic. • Site access may be problematic. • Traffic safety issues with Knights Hill. • Site may be too tight. • Site may require boundary treatment and a retaining wall. • Not in Council ownership and lease will need to be agreed.
8	Popes Road Car park, Brixton	<ul style="list-style-type: none"> • In Council ownership • Site to be demolished and will be in vacant possession shortly. • Site large enough 	<ul style="list-style-type: none"> • Could raise objections among market traders if temporary car park not provided. • Loss of car parking for market traders, but can be mitigated by relocating elsewhere on site.

Options	Site	Advantages	Disadvantages
		<ul style="list-style-type: none"> • Good accessibility • Good public transport links • Viability of town centre would be enhanced 	<ul style="list-style-type: none"> • Possible community safety concerns. • Opportunity cost to Council for delaying its redevelopment of the site.
9	Somerleyton Road Temp school site	<ul style="list-style-type: none"> • In Council ownership • Good public transport links • Could be acceptable in Planning terms • In town centre. • May increase footfall to facility. 	<ul style="list-style-type: none"> • Site area may be too small (too narrow) • Parking restrictions • Community safety concerns
10	St Julian's Farm Road Playing Fields, West Norwood	<ul style="list-style-type: none"> • Good land mass • Within Streatham catchment area • In Council ownership 	<ul style="list-style-type: none"> • Poor access to site. • Very narrow residential roads. • Impact on-street resident parking and displace them. • Limited public transport links. • Sport England may need to be consulted. • Possible flooding issues on site.
11	Stockport Playing Fields, Streatham	<ul style="list-style-type: none"> • In Council ownership • Under-utilised open space • In Streatham. • Could be acceptable in planning terms. • Good land mass able to accommodate on-site parking. • Appropriate siting on site could assist in reducing noise. 	<ul style="list-style-type: none"> • Narrow roads in the neighbourhood. • Poor public transport. • Parking restrictions would need to be imposed. • Access will require removal of playground • Noise impact on surrounding residents. • Inaccessible and hidden away. • Will significantly impact local residents.
12	Streatham Common, Streatham Siting would be in close proximity to Streatham High Road (corner with Streatham Common South)	<ul style="list-style-type: none"> • Within close proximity to existing Streatham ice rink • Good land mass • Reduced impact on noise level • Limited visual impact • Excellent public transport links • Within Council ownership • Easily accessible site 	<ul style="list-style-type: none"> • Sloping site with excavation issues. • Flooding issues (potential). • Vehicle access problems from Streatham High Road but access off Streatham Common South is possible. • Potential of strong local objection from residents along Streatham Common South and potential user groups. • Need to get buy-in from Friends of Streatham Common Society.

Options	Site	Advantages	Disadvantages
			<ul style="list-style-type: none"> • Could prevent fun fair from operating. • May impact on current recreation improvements being undertaken. Improvement Plans may need to be placed on hold to avoid any sunk costs. • Metropolitan Open Space • Conservation Area • Will require GLA approval. • Planning application would need to be accompanied by an Environmental Impact Statement (EIS). • Application to undertake works on common to be submitted to Planning Inspectorate. • May require dedicated sub-station.
13	Tooting Common, Wandsworth (Not in borough, desktop research only)	<ul style="list-style-type: none"> • Very close to existing site • Link with public Lido • Good accessibility • Parking provision 	<ul style="list-style-type: none"> • Not in Council ownership • Costly to lease site • Possible negative community issues • Unknown environmental issues such as mature trees • Referable to London Mayor • Separate application to Planning Inspectorate will need to be made
14	Valley Road, Streatham	<ul style="list-style-type: none"> • Within Streatham catchment area • Land mass appropriate 	<ul style="list-style-type: none"> • Possible noise impact on surrounding residential amenity • Limited public transport links • Conservation Area • Limited off-site parking • Area may not be large enough • Land slope.