Notes from West Hampstead NDF Growth Area Workshop (15 February 2014)

Initial discussion of our local area

- Late Victorian red brick terraces and mansion blocks.
- When they were built the mansion blocks would have seemed huge, but now they are an accepted part of the character of the area (i.e. history will repeat itself).
- But we may not want history to repeat itself!
- Question of density/mass not covered (for a later workshop?).
- Consider what is underground: drainage, flooding.
- Quote from Joseph Connolly in *The Ham & High*: '*West Hampstead is human scale and just about shabby enough (any shabbier and you would begin to wonder).'*
- Sustainability – many policies on this, but not an issue that has come up in consultation.
- Architectural inappropriateness of new buildings (e.g. student housing, but some people quite like it).
- poor air quality along W.E.L. and along railways (diesel trains).

Slides from Glass-House

- Places for people
- Places people can easily move through
- Opportunities to linger
- Creating pedestrian areas/street life
- ***Special details that reflect local character***
- Opportunities to be playful
- The value of trees and greening
- ***Is it easy to navigate?***
- Street level architecture
- Parking, cars and shared spaces

Walkabouts of Growth Area divided into two groups East of West End Lane (W.E.L.) and West of W.E.L.

West walk

- Make the wall opposite the tube more lively (use motif of Thameslink wall?)

- Widen path down West End Lane

- Barriers across the railway, i.e. new routes
    - From north of new Overground through industrial estate
    - Extend Thameslink bridge (or just allow Oyster passage)
    - Open up tunnel from Lowfield Road, (via Ballymore?) to Medley Road?
    - Possible new pathway along behind Iverson Tyres from Liddell Road?
    - Bridge from Broomsleigh to Peace Park?

Lingering spaces

Green corridors – enhance green spaces along embankments (e.g. Ballymore!)
Trees (mature trees) improve air quality

- New West Hampstead Square
- Thameslink forecourt (very popular)
- Medley Road Orchard
- Network rail land at corner of Maygrove and Iverson?
- Ascent up to Liddell Road (play – interactive; slides?)
- Maygrove embankment (productive space?)
- Extend Maygrove Peace Park?

East walk

- Improvement to Granny Dippen's steps. They are horrible – rubbish underneath.
- New trees – lingering space at junction with Priory Road? (Ask residents?)
- Make that section of Priory Road one way?

- Could you make this a disabled access to the tube station? It's close enough.
- Derelict network rail land on Blackburn Road. (Site for café?)
- Blackburn Road – lingering space? Watched by student housing so safe.
- Blackburn Road – needs trees! Very bleak.

Note feedback from Richard Loftus: '*I agree 100% Blackburn Road needs trees, street furniture and improved lighting. Also if comprehensively redeveloped it should have some retail use to create local interest.*'

- But good views of sky to West (impact of Ballymore?)
- New space beside student housing – bleak! Not a pocket park. Rubbish-strewn.
- Interim solution? Hedges? In shadow of building.
- Grim fences in this area.
- Who owns the attractive workshop building?

- Possible bridges cross the railways to Lymington Road. Cost? Either from student housing to Lymington MUGA or further along (might be easier). Of course if the building is being floated across tracks it could be incorporated.

- Bill Fury Way is bleak. Ivy grown up fence (like in O2 carpark?) on alternate squares to soften?
- Awaiting new steps off West End Lane dispute over metal or concrete. But why not block it off?

- Travis Perkins' site
- Path is uninviting. Could be opened up to new development (new thinking) or even through site?   Trees down path.
- Open space off West End Lane (lingering space).
- Building will need open space – some public open space too.
- New building to fit roofline of West End Lane.
- Link in with MUGA and Potteries Park – but improve also.

- Views from bridge across to Hampstead.
- Ditto views from bridges to West (especially by tube station).

What Next?

For items to be enforceable – must it be in the NDF as policy or can it be in the recommendations (or can we talk to Network Rail/the big developers directly)?

Some of today's items are clearly identified projects that could be included.

Some are smaller projects fitted in the CIL hierarchy. Needs testing of wider public.

What do we want from big sites – simple line drawings?

Add illustrations and diagrams to the NDP. Discussion with NDF committee.