Guidance for:

**Hither Green**

*Urban Design and Development Framework*

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On behalf of:  London Borough of Lewisham

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Introduction
1.0 INTRODUCTION

Hither Green is a residential neighbourhood in the south east London Borough of Lewisham. It lies three miles south of Canary Wharf and the River Thames and a 15-minute train journey from London Bridge station. It is a 20-minute walk to Lewisham Town Centre.

Hither Green’s origins lie along the medieval trade route of Hither Green Lane and its later growth as a Victorian suburb following the construction of the South Eastern Railway in the 1860’s. The neighbourhood is home to a robust Victorian, Edwardian and inter-war housing stock and Meridian South, a contemporary housing and retail development on the site of the former Hither Green Hospital.

Today, Hither Green is a mature London community. It is a diverse community of commuters and others who work more locally. The neighbourhood does not face the intense pressure for change or the high levels of deprivation found elsewhere in the borough. However residents have raised a number of concerns about the quality of place and quality of life offered by Hither Green today. Local groups have raised concerns about:

- The quality of the public realm
- Poor linkages through the area
- The Hither Green Station district
- The quality of local retail parades

In response, the London Borough of Lewisham secured resources through a Section 106 planning agreement with the developers of Meridian South at the former Hither Green Hospital site to: prepare an urban design framework; identify potential development opportunities in the area surrounding Hither Green Station; and to identify regeneration opportunities for the local area. The purpose set for the Urban Design and Development Framework is to provide the Council and local stakeholders with a tool that can:

- Promote change
- Establish a shared agenda for residents and the borough
- Improve the quality of Hither Green’s environment
- Improve the quality of life for residents
- Create a positive image of the area
- Stimulate private investment by highlighting development opportunities
- Serve as informal planning guidance for the area
- Provide a base document for future funding bids by both the community and the Borough
- Provide a base document that can guide the use of future Section 106 resources

View from Hither Green Station looking west

View from Nightingale Grove
This strategy is the result. It was prepared in the summer and autumn of 2005 in consultation with local residents, businesses, council officers and members. A series of steering committee meetings, walking tours, exhibits at local schools, libraries and church halls and presentations and public meetings were used to gather community opinion on local issues and feedback on proposals.

The framework represents a coherent series of actions and initiatives that will improve the quality of place and quality of life offered by Hither Green. It is presented as a consultant’s report to the London Borough of Lewisham.

Implementation will require concerted effort on the part of local residents, their organisations, the business community, landowners as well as by local government and other parts of the public sector. It will serve as a guide for all those involved in achieving this goal and securing Hither Green’s place as a high quality neighbourhood to live, play, shop and work for the next generation.
The Study Area
Hither Green Lane runs north-west to south-east through the Hither Green area, the South Circular (A205) runs east to west through at the south. The railway provides the eastern boundary and Mountsfield Park the western boundary, the Station district at Staplehurst Road is also included.
Hither Green Today: Profile
2. HITHER GREEN TODAY- PROFILE

2.1 Origins

The South Eastern railway line opened up Hither Green to residential development. By 1875 the first signs of suburban housing development were beginning to appear. Ennersdale Road, with its route under the railway was in place, Knowles Hill Crescent has been partially constructed as had Maythorne and Maybank Cottages by the railway line.

In 1896 Archibald Cameron Corbett an MP and prolific builder bought the 278 acres of North Park Farm and built almost 3,000 houses in Catford and Hither Green, on what is now called the Corbett estate. The present road layout was largely complete by the time that Hither Green station opened in 1895, and by 1914 the area was fully developed. A few of the large country houses remained and the Park Fever Hospital (later known as Hither Green Hospital) had been constructed. During the twentieth century there were few changes to fabric of the area. Industrial and commercial uses were added alongside the railway line in Nightingale Grove and Springbank Road on land that had been in residential use, had suffered bomb damage during the Second World war or had been previously undeveloped.

2.2 Urban Profile of Hither Green

Hither Green is organised by a number of key features:

- The railway line and embankment to the east
- Hither Green Station
- Hither Green Lane
- A master planned “orthogonal” grid of streets to the South
- A more “organic” pattern of residential streets to the North
- The new Meridian South housing and retail development on the former Hither Green hospital site
- Mountsfield Park
- Lewisham Park
- Shopping Parades at:
  - Hither Green Lane
  - Brownhill Road
  - Springbank Road
  - Staplehurst Road
Urban Character
The Corbett Estate to the south of the study area was a key driver for development in the Hither Green area. This is marked by its planned geometric layout of streets and terraces. The main building programme in the area commenced in the 1870’s and continued until the early 1900’s with the completion of the estate. Many local community facilities, such as libraries and schools were built at the same time. Shorter blocks, curvilinear streets and more organic form of development characterise Hither Green to the north.

Areas around the Woodlands Estate to the east of Mountsfield Park were redeveloped in the 1930’s. Aside from minor redevelopments, the area’s building stock and highly planned layout remained largely static for much of the 20th century until the Second World War.

Bomb damage affected several sites in the Hither Green area. The large footprint, generally industrial sites, to the west of Hither Green Station were constructed following this bomb damage. Hither Grove Estate on Thornford Road and Hither Green Lane was constructed immediately following the war. The Retreat Estate on the northern end of Hither Green Lane was also cleared and local authority, public sector, housing was also constructed in the post war period.

In 1994, a large area of land was developed on the site of the former Brownhill Road Schools in the south west corner of the study area. The site now accommodates a petrol station and residential units in Britton Close and Mountfield Gardens.

New, larger footprint buildings have replaced the former Hither Green Hospital in the centre of Hither Green. Following the Hospital closure, redevelopment began with the first phase in 1997. This includes a range of houses and contemporary flats. The second phase known as Meridian South is nearly completed, and retains former waiting room buildings and the Clock tower.

“Village” Centres in Hither Green
Hither Green is a predominantly residential neighbourhood. However, the neighbourhood is in many ways a series of smaller villages, with its own small high street. Shopping parades can be found on:

- Hither Green Lane
- Brownhill Road
- Springbank Road
- Staplehurst Road
Industry in Hither Green
There are also smaller industrial concentrations in Hither Green. These cluster either side of Hither Green Station and include construction companies, builders supply operations, skip yards, plant hire, cutlery, meat processing and plastics manufacturing. These businesses are all smaller operations in relatively small facilities.

Local Landmarks
Significant landmark buildings within the study area include the clock tower and remaining buildings from the Park Fever Hospital and St Swithun’s church on Hither Green Lane.

Other significant buildings include Hither Green School on Beacon Road which was constructed in 1885, Ennersdale Road School constructed in 1897 and the Hither Green Library from 1905. St Swithun’s Church is also a local landmark within the study area. There are four churches within the study area which provide local identity: Hither Green Baptist Church on Theodore Road, Brownhill Road Baptist Church, the Parish Church of St Andrew’s on Sandhurst Road and Hither Green Methodist Church, Torridon Road.

Open Space and Landscape
Mountsfield Park is a popular and well used historic park for the local community. The park is designated as a site of importance for nature conservation within the Boroughs’ UDP and provides residents with many recreational opportunities. The park offers fine panoramic views in the north, west and south directions. Plans are currently being prepared to provide much needed restoration work on the Park, which will improve its appearance and function for the community. Apart from the south-east corner of Mountsfield Park, which is used as a playing field, there are currently no major open spaces within the study area.

Other major open spaces close to Hither Green include Lewisham Park to the northwest and Manor House Gardens in Lee Green to the east. There are few smaller open spaces in Hither Green, and the eastern part of the neighbourhood is defined as an ‘Area of Public Open Space Deficiency’. The embankments and corridor surrounding either side of the railway line are designated as a green corridor in the UDP whilst the railway depot area is designated as a site of nature conservation importance (Policy Ref OS 13). The area contains wild flowers and herbs that provide habitat for many species including nesting covers for birds.

Many of Hither Green’s roads have some tree planting. Beacon Road and Lewisham Park have strong collections of mature trees.
A new larger plaza type public space is proposed as a central part of the Meridian South development with the old clock and water tower as a central focus. The space will be flanked by retail, commercial and leisure uses. This space has the potential to create a meeting space for local residents, which the area is currently lacking.

**Movement and Connections**
Hither Green railway station is a major resource for the area, with frequent, direct connections to London Charing Cross, Victoria and Cannon Street in the north and Sevenoaks, Dartford, Gravesend and Gillingham in the south.

Brownhill Road in the south and Lewisham High Street just to the north of the study area, are designated as strategic routes in the UDP whilst Hither Green Lane is designated as a local distributor. Hither Green Lane is a key vehicular and pedestrian route through the central part of the study area in the Northwest to Southeast direction.

Bus connections are offered to Lewisham Town centre, Pett’s Wood, Catford, Sidcup, Greenwich, Lee Station and Crystal Palace. There are two designated London cycle network routes through Hither Green area along Wellmeadow Road and Springbank Road and along Mount Pleasant Road and Ennersdale Road.

### 2.3 Social Profile of Hither Green

**Study Area Profile**
The 2001 Census reported that 9,100 people lived in the study area. This population is made up by 4000 households with a typical household size of 2.3 people. The age structure is similar to that of the borough as a whole, though there are slightly fewer young people and elderly people and slightly more working age adults. The proportion of residents from ethnic minorities is slightly higher than the borough average. Unemployment levels are similar to the borough average.

53% households are owner occupiers, a level slightly higher than for the borough as a whole. There are higher than average (18%) levels of privately rented homes and much lower than average (13%) levels of local authority rented homes.

In 2004 the government updated its local area statistics on deprivation. These address issues such as income, employment, health and disability and crime and disorder. Hither Green scores reasonably (amongst the second worst 20%) on three indices, income, employment, and health and disability. It scores better on crime and disorder and skills and training indices. The study area scores badly (amongst the worst 20%) on the living environment. In general conditions are worse in the northern part of the study area.
Lewisham Central Ward
A profile of the wider Lewisham Central ward also provides a profile that offers important pointers to the potential investment context of Hither Green. Key comparisons with the profile of the London Borough of Lewisham indicate that the Lewisham Central Ward is characterised by:

- A lower proportion of families with children
- High proportion of working age people
- Low proportion of people over retirement age
- A diverse ethnic make-up
- High rates of full-time employment
- Stronger representation of skilled professional, managerial and top technical jobs
- High proportion of residents with higher level educational qualifications (34%)
- Higher than average rates of unemployment and claiming of Job Seekers allowance
- Lower levels of outright home ownership
- Typical levels of mortgage holding
- High levels of renting from either a social or private landlord

The Lee Green Ward
Lee Green Ward lies to the east of the railway tracks. Although only a small portion of the Study Area is in Lee Green it also offers an important context for potential future development around the Station District in particular. Key characteristics include:

- Marginally higher rates of economic activity
- Higher proportion employed as managers and senior officials
- Fewer residents employed in lower skilled professions
- Higher rates of home ownership
- Higher property prices

Catford South Ward
A small portion of the study area, south of the South Circular falls into Catford South Ward. Key comparisons with the profile of the London Borough of Lewisham indicate that the Catford South Ward is characterised by:

- Lower proportion of people aged 20-44
- Higher proportion of people aged 45-64
- Lower proportion of people aged 16 and above who are single
- Marginally higher proportion of people who are economically inactive and retired
- Marginally higher proportion of people who are economically active and in full time employment
- Lower rate of people who have no qualifications
- Higher than average property prices
- Lower percentage of single person dwellings
- Higher percentage of people who are owner occupiers or own property with a mortgage
- Significantly lower percentage of property rented from local authorities
2.4 Market Profile of Hither Green

The Residential Stock
Hither Green is a predominantly residential area. The majority of its properties are period terraced or semi-detached houses. This stock has been diversified by recent developments that have introduced more one and two bedroom contemporary flats into the local mix.

Average Home Prices
Average home prices in Hither Green have broadly followed national trends in terms of value growth, almost doubling from £110,000 in 2000 to a peak of £200,000 at the end of 2004. A slight decline at the beginning of 2005 may be related to the introduction of new one and two bedroom apartments at the Meridian South development – introducing a new dwelling type with a lower base price into the local market. Hither Green has in the past and continues to offer significantly lower average prices than London as a whole.

Residential Property Sales
The number of sales in Hither Green has reflected market cycles. However, some peaks reflect the opening and pre-sales of new units the Meridian South development. Rates of sale are typically between 40 and 60 homes per quarter.
Typical Hither Green Housing Prices
Average home prices for properties currently on the market, excluding the Meridian South development are:

1 bed flats Flats/Maisonettes: £120,000 – £140,000
2 bedrooms Flats/Maisonettes: £150,000 - £170,000
Terraced Houses: £210,000 - £250,000
Semi-Detached: £220,000 - £300,000

New Development: Meridian South
The Bellway Homes redevelopment of the former hospital site in Hither Green as Meridian South provides the best comparable evidence for the value of new build residential development in the Hither Green area. Meridian South is the only significant new development of residential units in the area. Two bedroom properties in the development are priced in the order of £180,000, which is slightly higher than for other flats in the area.

New development at Meridian South
Retail Market
The retail offer consists of a number of small local shopping parades with basic amenities and services. Vacancy rates have significantly decreased over the last seven years from 30% to around 12%. However, around 25% of this is attributable to a change of use to residential and, therefore, the loss of retail units.

The base of services available has remained relatively consistent in recent years with the exception of strong growth in professional services and fast food takeaways.

Retail vacancies in the area have been reduced from 40 to 16 units. A number of these vacant units have been re-used as sui generis uses, such as shops selling or displaying motor vehicles, laundrettes, taxi hire. A number of retail units have converted to residential use over this period. Twelve units have been lost to residential use. Seven of these had previously been vacant. This may indicate there was an over-supply of retail in Hither Green, and reflects the relative strength of the residential market.
Hither Green Lane
There are a series of parades on Hither Green Lane. The largest collection of shops is to the north and includes a neighbourhood Co-op supermarket, a number of takeaways and smaller convenience shops and service providers. A commercial day care centre for children is also an important draw to this parade. Further to the south is a parade that is dominated by used car sales, off-licences and take-aways. A number of shops are vacant and housing above is in poor condition.

Staplehurst Road
Staplehurst Road offers hairdressers, video rental, grocers, florists, a smaller supermarket and a pub. There are also takeaways and cafes. It benefits from being next to the railway station and commuter foot-traffic. Staplehurst Road is often identified by residents as offering an attractive public realm and recent local efforts have led to landscape and streetscape improvements.

Springbank Road
Springbank Road has seen a significant reduction in retail vacancies in recent years. A number of units have been converted to residential or professional service uses. Along with a range of local services and smaller restaurants, there is also a concentration of construction and building renovation services located on Springbank Road.

Commercial Office Activities
Hither Green has a small office market based on small local businesses and professional service operations. The wider Lewisham market draws a maximum rent of £10 - £16 per sq ft, assuming accommodation in good condition. 76 Springbank Road, which is within the study area, comprises three offices totalling 554 sq. ft of office space is currently on the market for £125,000.

While values are relatively modest, analysis of the retail parades indicate that the amount of space for professional services, such as solicitors, accountants, business consultants, has almost trebled in the last eight years indicating demand for this type of office space.

Industrial Activities
Industrial activities are concentrated around Hither Green Station and include plant and machinery hire, polythene manufacturers, butchers, cutlery manufacturers, joinery workshops and builders yards. Industrial rents in Lewisham have been in the £5 - £6 per square foot range.

Springbank Road

Staplehurst Road
Hither Green: Assets and Issues
3. **HITHER GREEN: ASSETS AND ISSUES**

3.1 Hither Green’s Assets

Hither Green has a number of assets that have made it a popular place to live for more than a century and make it a popular place to live today.

**Strong Public Transport Connections**

Strong rail connections offer residents rapid and convenient access to jobs in Central London via London Bridge Station and on to the Tube network. Connections at Lewisham Station link Hither Green’s residents to the Docklands Light Railway and Canary Wharf. Residents can also walk or take buses into Lewisham town centre, Lewisham High Street and other local employment centres in south-east London.

**A Great Park**

Mountsfie l d Park offers a large neighbourhood open space with walks, a mature and diverse tree stock, active playing fields, children’s playgrounds, a hill, and vistas across South London.

**A Robust Housing Stock**

Hither Green’s housing has offered homes to four and five generations of residents since it was built. A variety of semi-detached houses, terraces and housing above shops have proved durable and flexible as they have been modernised and extended to meet the needs of successive residents. Overall the stock is in good condition and retains many of its original exterior architectural features.

**Local Community Facilities**

Hither Green offers residents a range of local nurseries, schools, health centres and a local library. Local churches also provide a network of facilities for gathering and local community meetings.
Local Identity
A number of these facilities and churches were built as late Victorian civic gestures and created a framework of distinctive buildings. The clock tower and some of the smaller clinic buildings from the former Hither Green Hospital have been retained. Hither Green station has installed a marker recognising the neighbourhood’s position on the Greenwich meridian. Individual homeowners have also made a number of smaller personalised gestures made on their properties as part of exterior detailing.

Local Shopping Parades
Hither Green has a number of smaller shopping parades. The neighbourhood can be seen as a collection of smaller villages, each with its own small high street. Most residents are within a five minute walk of a collection of shops that offer convenience goods, take away food or sit-down cafes or restaurants.

An Active Housing Market
While the redevelopment of the former Hither Green Hospital site as Meridian South generated controversy within Hither Green, its success does demonstrate the attractiveness of the neighbourhood. The number of house sales and their values provide similar evidence. This is an asset that can be harnessed to attract new development where it is appropriate and secure support for public benefits and improvements through planning negotiations.

A robust housing stock
The meridian line - unique identity
Local community facilities
Local character
3.2 Issues facing Hither Green

While Hither Green has a number of fundamental assets it is also facing a number of issues. These issues threaten the quality of place, quality of life and progress of Hither Green. Many contribute to a general feeling among residents that Hither Green should be a better place to live.

**A Neglected Station District**

The Station District is a gateway to Hither Green and is used by hundreds of residents each day. However, residents have expressed strong concerns about a number of the district’s elements.

**Hither Green Railway Station**

The main entrance to the railway station is a concern to many residents. Issues relating to lighting, maintenance, cleanliness, landscaping, signage and security have been raised relating to approach streets and alleys and the station’s tunnels and ramps. The station also has a secondary entrance on to Springbank Road where there are also lighting and security concerns. Access to the station for those with mobility limitations has also been raised.

**The Railway Embankments**

The railway embankments are cheaply fenced, not secured, subject to littering and fly-tipping and trees and bushes are overgrown.

**Industrial Activities and Staging**

There are a number of manufacturing and processing businesses to the north of the Station on Nightingale Grove. Some businesses use the road for business activities such as marshalling and staging skip lorries. Forklifts come in and out of some sites to unload from lorries on the street. Dust, fumes and packing materials also blow onto the street. Fences are poorly maintained and litter gathers in them.

**Land Use Tensions**

These industrial operations are carried out in close proximity to two children’s nursery buildings and local homes in the district. Noise, dust, and traffic operations also impact the pedestrians walking to Hither Green Station and dropping children at the nurseries. Nightingale Grove is also a walking route for children going to local schools.

**Weaknesses at Local Shopping Parades**

While shopping is available to most residents within a five-minute walk in Hither Green, there are concerns about the quality of the local shopping parades.

- The range of goods and services is narrow
- There are two many take away food shops
- There are too many convenience corner type shops selling the same thing
- Non retail uses, such as used car sales and maintenance activities are being carried out
- There is an absence of cafes or places to gather
- Many shop fronts are shuttered during the day
- Shop fronts are not well maintained and welcoming
- Housing above shops is not well maintained
Under-investment in Mountsfield Park
While the scale, aspect and activities offered at Mountsfield Park are an asset to Hither Green, the park requires further investment. Paths, lighting and signage need to be upgraded. Changing and pavilion facilities need to be provided. Increased maintenance of both ornamental and play areas is required.

Barriers within Hither Green
There are a number of barriers within Hither Green that disconnect parts of the neighbourhood from others and hamper the full use of the amenities it has to offer.

The Railway
While there are tunnels and bridges, these are often deteriorated, vandalised and poorly lit. This discourages movement between Hither Green and Lee Green to the east. Poor maintenance, lighting and vandalism make the tunnels and bridges intimidating, particularly to pedestrians.

Springbank Road
Springbank Road offers a particularly stark streetscape. The link to the main station entrance is through an intimidating alley. Pedestrians choose to use the secondary station entrance bringing them out closer to Elthruada Road. The railway embankment on the east side of the street provides a weak enclosure and makes this a one sided street.

Hither Green Lane
As well as being a heavily trafficked corridor, there are few roads that connect directly east and west across Hither Green Lane. The only east—west connections across Hither Green lane are St. Swithin's Road at the north and Torrindon Road more than half a mile to the south. This hampers traffic and pedestrian movements through Hither Green.

The Former Hither Green Hospital Site
The Hither Green Hospital was a large single institution and land user in the centre of Hither Green with its own internal street network. This was not connected with neighbourhood streets around it to create an integrated street grid. As part of the new development at the site Duncrievie Road will provide a new traffic and pedestrian connection across Hither Green Lane. The traffic connection will terminate at the centre of the new Meridian South development. While pedestrian links through the site are available, connections to and from Hither Green Station and Mountsfield Park through the site need to be highlighted and strengthened to ensure local residents are aware of and use them.
Perceptions of Poor Local Service Delivery
While the Borough’s performance indicators for Hither Green are good, the limited number of incidents of fly-tipping, abandoned cars and graffiti undermine community opinion of local services. The community consultation exercise carried out as part of this study elicited a number of unsolicited comments about the quality of local services.

Absence of Local Structures to Deliver Change
Hither Green does not have a dedicated unit within the Borough council or independent local organisation charged with securing improvement and change in Hither Green. There is no clear leadership organising and co-ordinating self help improvements by residents and local businesses; preparing applications for funding for public realm improvements; reporting service delivery problems or advocating for improvements or applying statutory powers to support new development.
Facing the Future: Principles for Hither Green
4. FACING THE FUTURE: PRINCIPLES FOR HITHER GREEN

Hither Green has assets it can build on and issues that it should address to ensure it evolves as a high quality place to live for a range of residents. While implementation and delivery details may change over time, these principles are intended to provide a consistent framework for future decisions.

Build the Identity of Hither Green
- Cultivate a sense of place
- Establish a stronger identity
- Create gateways
- Celebrate the unique in Hither Green
- Create a safe, clean place to live, work and play

Ensure Connectivity within Hither Green
- Create a legible and connected public realm
- Improve connectivity
- Ensure walkable neighbourhoods
- Integrate new developments

Achieve Quality in the Public Realm
- Create a high quality public realm of streets, parks, plazas and transportation infrastructure
- Strengthen shopping parades
- Maintain homes
- Ensure quality design for new developments

Encourage Development in Hither Green
- Resolve land use tensions
- Transform opportunity sites into assets

Agree Delivery Strategy and Structures
- Build agreement around exciting goals
- Ensure achievable, fundable, manageable goals
- Identify actions, responsibilities, timelines and resources
A Stronger Hither Green
5. A STRONGER HITHER GREEN: THE URBAN DESIGN AND DEVELOPMENT FRAMEWORK

There is a considerable opportunity to build on Hither Green’s existing assets, address the issues it faces and create a stronger future for Hither Green. The proposed Urban Design and Development Framework offers a marked improvement in the quality of place and life for residents as well as improving the economic performance of local businesses.

Improvements to the urban design and development framework are organised to address:

Management and Maintenance
Building on existing Borough Council initiatives such as the street-leaders programme and improving the appearance of the area by addressing graffiti, fly-tipping and public safety is encouraged. The creation of a Hither Green management group of community and business representatives to be champions for the improvements proposed and to co-ordinate their delivery along with the Council is also recommended.

Connections and Linkages
Improving the connectivity of the area at key street, footpath and bridge links used by the local community to get around Hither Green is encouraged. This may involve improving lighting; signage and taking advantage of the council’s adopt a tree scheme to create green streets in the area.

The Public Realm
Key public spaces in Hither Green can be improved to create more social, recreational and leisure opportunities, improve perceptions of public safety, improve the environment and promote retail parades to increase their economic performance.

Development Opportunities
There are a number of opportunities for new development in Hither Green, particularly around Hither Green Station. These can offer mixed-use developments to provide extra services for residents in the area as well as a range of new housing opportunities. Development of these sites can be linked to the funding of public realm improvements through Section 106 agreements.

Initiatives and projects will need to be phased appropriately. Early phase projects are intended to establish a clear organisational structure and responsibilities for delivery. Early phase projects are relatively low-cost with high visual impact. They depend more on volunteer activity than specific funding. The intent is to signal the beginning of a change process that will eventually tie private investment, public sector fundraising and improvements to the public realm together into a coherent direction.
PHASE 1: URBAN DESIGN AND DEVELOPMENT FRAMEWORK

The appearance and function of Hither Green can be raised through increased management and maintenance by the community, public and private sectors. Key policy initiatives can encourage new development in Hither Green.

Management and Maintenance
- It is recommended that a new Hither Green Management group representing residents, retailers and the London Borough of Lewisham be established.
- This can assist in funding applications for resources to support future public realm improvements.
- Build upon the Street Leaders Network to strengthen reporting a public service delivery.
- Encourage shop-front maintenance and improvements.
- Encourage rail authorities to clean up the railway embankment and replace fencing.
- Enforce business regulations and by-laws regarding lorry parking, fencing and screening and noise and dust on Nightingale Grove.

Connections and Linkages
- Adopt a tree take up by residents on key pedestrian streets - Ennersdale Road, Beacon Road, Duncrievie Road – linking the station to Hither Green Lane and Mountsfield Park, is recommended.
- Adopt-a-tree take up in key shopping parades by business owners and landlords - Hither Green Lane, Springbank Road, Staplehurst Road – is recommended.
- Improve lighting and safety at approaches to Hither Green Station from Springbank Road and Nightingale Grove on the west and Staplehurst Road on the East.
- Installation of pedestrian way-finding signs and maps to Mountsfield Park, Hither Green Station and Manor House Gardens is suggested.

Public Realm
- Establish a weekend market in the square between remaining historic hospital buildings at the old north gate where Hither Green Lane and George Lane meet.
- Promote use of the ‘Piazza’ public space in the Meridian South development by all Hither Green residents.

Development Opportunities
- Repositioning of employment land on Nightingale Grove at Hither Green Station as part of the Local Development Framework Core Strategy. Mixed use development for housing, mixed-use, live-work space, work shops, craft based businesses and professional services is encouraged.
Urban Design Framework - Phase 1

Connections and Linkages
- Streetscape improvements for key streets, including tree planting and better maintenance

Public Realm
- The Piazza, a new public space in Meridian South
- Existing public space that could be enlivened by markets etc.
- Public realm improvements such as improved lighting and pedestrian wayfinding signs

Management and Maintenance
- Encourage owners to keep properties tidy and improve the cleaning and maintenance regime.
- Clean up railway embankments.
- Increase speed on fly tipping removal.
Hither Green Lane current situation

Hither Green Lane Phase 1 proposed
- Road width not changed
- Added street tree planting
PHASE 2: URBAN DESIGN AND DEVELOPMENT FRAMEWORK

New development is expected to come forward at key sites in the medium term. A comprehensive program of upgrading key streets and improving public spaces can be linked to development at these sites, particularly around Hither Green station. The environment around Hither Green Station and the retail parades on Hither Green Lane and Springbank Road can also be significantly improved during this stage. Key initiatives include:

Management & Maintenance
- Encourage shop-front maintenance and improvements by business owners and landlords

Connections and Linkages
- Adopt a tree take up by residents on key pedestrian streets - Hither Green Lane, Springbank Road, Staplehurst Road – is recommended
- Improvement of the connections under and over the railway corridor at Morley Road, Courthill Road, Holly Hedge Terrace, Rycroft Road, Ennersdale Road, Hither Green Station, Brownhill Road is also recommended
- Investigation of ways to open up views of the Quaggy River from Staplehurst Road is encouraged

Public Realm
- Improve the public realm to the west of Hither Green Station entrance
- Improve the public realm at Maythorne Cottages near Hither Green Station
- Improve the streetscape with street lighting, paving, street furniture and possible footpath widening on Hither Green Lane (George Lane to Thornford Road) and Springbank Road (Hither Green Station to Torridon Road).
- Increase adopt-a-tree take up at shopping parades- Brownhill Road at Stainton Road and at Hither Green Lane
- Upgrade railway embankment landscape, fencing and station entrances
- Implement the Mountsfield Park Vision and Action Plan, creating a high quality open space for all residents of the area and adding a community centre and café

Development Opportunities
- Secure renovation and redevelopment at key sites with housing, mixed-use, live-work space, workshops, craft based businesses and professional service uses
- Identify proportionate public improvements that can be funded by private development initiatives
The Station District

The district to the west of Hither Green Station offers a significant opportunity for change in the area. The intent is to create a vibrant, mixed use district around the station that can also serve as a gateway to Hither Green.

The district is currently home to a range of businesses that include a skip transfer yard, MOT service, cutlery manufacturing, plastic sheeting manufacturing, plant hire and joinery operations among others. The primary opportunities are presented by the transition of these industrial properties to a residential led mixed-use district. Other uses could include live-work space, workshops, craft based businesses, professional services, nursery and childcare activities and a limited amount of retail. Some of the existing businesses could remain where they fit with this long term concept. Other may be more appropriately located in the borough's industrial estates.

Recent residential developments in the area clearly indicate there is a market for the development of new housing in Hither Green. They have exhibited an acceptable rate of sales at target prices levels. At the same time, the introduction of new units into the local market has not undermined prices among the existing stock. Local price growth has continued during this period. Each of these factors indicates that the assets that have made Hither Green a popular local market will continue to support new development. Interviews with prospective developers have also indicated a general confidence in the housing market and a role for other uses in Hither Green Station District, and its future potential.
The concept and indicative development schedule are shown below and on following pages. These proposals are illustrative of what could happen in the area around Hither Green Station. A development of up to 132 residential units, 27 live work-spaces, 4 retail units and 1,500 square metres of workshop space is proposed. A framework of twelve development blocks that extend the existing grid of streets in the area is suggested. Buildings may range from two to four storeys in height. This can be achieved through a mix of renovation of existing buildings and redevelopment of sites. New development can be linked to improvements in the public realm around the station.

The re-designation of these sites within the London Borough of Lewisham’s Local Development Framework, Core Strategy and Proposals Map to reflect the proposed uses is recommended as a first step.

The proposed phasing strategy is influenced by the likely ability to assemble the required land, as well as the desire to secure new development in the early phases to achieve the associated improvements to the public realm through Section 106 planning agreement. The indicative phasing scheme has been developed so that redevelopment of the key sites surrounding the station would not be held back by the need to secure agreement with all landowners in the area.
Blocks A to I would form Phase 1. It is envisaged that blocks G, H and I could be bought forward first. Existing operational requirements for known rail related utilities have been avoided in this concept. Blocks A to E will require assembly of several different land parcels and securing access through the site from surrounding streets. Phase 1 could also include the redevelopment or refurbishment of Building F on Nightingale Grove. Blocks J, K and L would form the second recommended phase of development. Redevelopment would require a negotiated agreement with multiple landowners and the demolition of some existing buildings. It is not envisaged that any technical or physical issues exist that would constrain development occurring over the site comprehensively if that could be achieved. However, if specific buildings or sites do not come forward for redevelopment, or some current users wish to remain, this would not prevent development on the others sites or limit the overall improvement concept.

It is also recommended that a more detailed masterplan and delivery strategy for the entire area be prepared by either the public or private sector prior to approval of development at individual sites.

Table 1: Hither Green Station Quarter Indicative Accommodation Schedule
Hither Green Lane

Hither Green Lane could be the subject of a more intensive improvement of the Streetscape in Phase 2. Building on the trees installed as part of the Adopt a Tree Program in Phase 1, additional projects could add trees and tree grates, upgrade paving, adjust curbs to add pavement area, replace street lights and introduce new parking arrangements. The illustrative plans and sections and the montage of Hither Green Lane are aspirational, and provide a guide to what could be achieved in the future. Funding sources as well as further investigation of site conditions, development of design concepts and costing exercises are required before taking such as aspirations further.
Detail of Hither Green Lane - Phase 2
Hither Green Lane Phase 2 proposed - With parking
- Road width changed
- Section with short time stay parking bays in certain locations
- New street lighting

<table>
<thead>
<tr>
<th>4.0 m footway</th>
<th>2m parking bay</th>
<th>5.5m carriageway</th>
<th>3.5m Footway</th>
</tr>
</thead>
<tbody>
<tr>
<td>In certain locations</td>
<td>Short time stay</td>
<td>In certain locations</td>
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</tbody>
</table>

Hither Green Lane Phase 2 proposed - No parking
- Road width changed
- Section with wide footpath in certain locations
- New street lighting

<table>
<thead>
<tr>
<th>6.0 m footway</th>
<th>5.5m carriageway</th>
<th>3.5m Footway</th>
</tr>
</thead>
<tbody>
<tr>
<td>In certain locations</td>
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PHASE 3: URBAN DESIGN AND DEVELOPMENT FRAMEWORK

Phase 3 of the framework could see a more comprehensive redevelopment of some areas especially along Nightingale Grove including the industrial sites and the driving test centre. This will depend on assembly of sites and the relocation of remaining businesses to other sites within the Borough. Key initiatives include:

Management & Maintenance
- Maintain high standard of street cleanliness and shop-front maintenance and design

Connections and linkages
- Maintain the standard of streets and connections through and within the Hither Green area
- Increase the number of cycle routes through the area

Public Realm
- Improve streetscape with street lighting, paving and street furniture on Brownhill Road at Stainton Road and Hither Green Lane

Development Opportunities
- Complete Mountsfield Park Community Centre and Youth Facilities
- Refurbish or redevelop retail parade on Hither Green Lane between Woodlands Street and Benin Street
6. IMPLEMENTATION

6.1 PHASE 1 DELIVERY: BUILDING LOCAL CAPACITY

The following recommendations are presented as a guide to action for the Hither Green community and the London Borough of Lewisham. The intent is to suggest ways in which the framework can be delivered. Local collaboration between community and council is suggested as the most important precursor to success.

1. Establish New Hither Green Urban Design and Development Framework Delivery Partnership
   - The identification of a liaison officer by the Borough to convene a Hither Green Delivery Partnership is recommended
   - Confirm voluntary and community groups currently active in the Hither Green area
   - Organise meeting that brings together members of the existing project steering group to agree phased delivery objectives – including the Delivery Partnership
   - Organise wider meeting with interested parties to establish a Hither Green Delivery Partnership

2. Provide Organisational Support to Delivery Partnership
   - The assignment of a Development Worker to support the Partnership with set up and fundraising advice (Voluntary Action Lewisham and LB Lewisham Community Sector Unit) is recommended
   - Attend meeting with liaison officer and Partnership to scope the type, scale and extent of organisational development support they will require
   - Determine potential role of Borough Town Centre Management team in supporting this local initiative
   - Confirm first round potential funding application sources and targets
   - Allocate remaining section 106 funding from Hither Green projects to prepare seed funding bids for organisational development and conceptual design and costing for first phase public realm improvements is recommended
   - Support formal organisational steps: establishment – legal standing - accounts

3. Co-ordinate Cross Department Borough Support
   - Convene Heads of Services meeting to identify department liaisons to Urban Design and Delivery Framework
   - Prepare Partnership Action Plan with management committee and establish officer roles in implementation
   - Determine elements of the framework to be incorporated into Departmental Service/Business Plans
6.2 PHASE 1 DELIVERY: ADOPT-A-TREE PROGRAMME

- The identification of a local leader within the Delivery Partnership to coordinate community participation is recommended.
- Organise meetings with Planning, Highways and Tree Preservation Officers to review plans to focus adopt-a-tree scheme on Ennersdale, Beacon and Duncreavie Roads and Hither Green Lane shopping parades.
- Organise tour of key locations (Hither Green Lane- George Lane- Thomford Road, Springbank Road- Hither Green Station-Torridon Road) to inspect quality of street lighting, pavement and street furniture involving community members and local leaders.
- Develop literature and marketing mediums for promoting tree scheme with residents including other target groups such as schools, youth, community organisations and faith groups.
- Promote adopt-a-tree concept at Partnership launch event and other community events.
- Prepare phasing plan to schedule timing and location of any associated repairs to be co-ordinated with tree planting such as replacement or new lighting, pavements and street furniture.
- Determine overlap or resources available from other programmes such as those run by the Woodland Trust and Groundwork Trust.
- Pursue fundraising objectives through grant applications, to create a streetscape design and construction funding pot to match council and individual resident’s contributions in purchasing and planting trees and future Section 106 contributions to the public realm.
- Install trees.

Verdant Lane
6.3 PHASE 1 DELIVERY: ESTABLISH GEORGE LANE MARKET

- The identification of a local leader within the Delivery Partnership to coordinate community participation is recommended
- Organise meeting with LB Lewisham Street Trading unit to set goals and requirements for establishing a weekend market at George Lane
- Promote concept of weekend market at community events
- Refine type of market activities and other public events to be held e.g. farmers market, craft market, community fetes, health information, public service events, etc., and number of events to be held each year
- Organise seeing is believing tours of other similar markets in Lewisham e.g. Blackheath Farmers’ market and other street markets
- Address site access, planning, legal and business development considerations
- Provide business development advice in relation to marketing and financing the market (London Farmers Market and Business Advisory Service)

6.4 LONG TERM DELIVERY GOALS

Encourage co-ordination of mainstream LB Lewisham Services to Support the Hither Green Urban Design and Development Framework

- Ensuring co-ordination between local services and projects through: sharing of data, referral of beneficiaries; operational co-ordination of services is encouraged.

Support Fundraising Activities for Hither Green Urban Design and Development Framework

- Assist with, co-ordinate and give active support to fundraising proposals for implementation of projects.

Reposition key properties around Hither Green

- Reposition employment land on Nightingale Road at Hither Green Station within the Local Plan and Core Strategy. Encourage mixed use development for housing, mixed-use, live-work space, work shops, craft based businesses and professional services
6.5 POTENTIAL FUNDING SOURCES

The following is a recommended list of potential funding sources that the Hither Green Delivery Partnership or the London Borough of Lewisham may be able to access to support public realm improvements in Hither Green. A co-ordinated local community based partnership may be more successful than the local authority in obtaining funding from the sources identified.

- **Community Champions Fund**
  Funding: £3m a year until March 2006. The average award is £1,250
  Funder: Department for Education and Skills
  Aim: The fund was set up to help people who can inspire others to get more involved in renewing their neighbourhoods through participation in community groups. There is particular emphasis on community involvement in regeneration schemes and community participation in local planning.
  Who can apply? Individuals and community groups seeking help with expenses or training related to the development of community-based bodies.
  Deadline: No fixed deadline
  Contact: www.dfes.gov.uk/communitychampions

- **Esmee Fairbairn Foundation**
  Funding: Up to £28m annually. This year’s funding goes across four programmes: arts and heritage (£5.8m), education (£5.8m), environment (5.8m) and social development (9.1m)
  Funder: Esmee Faribairn Foundation
  Aim: To improve the quality of life for people and communities in the UK
  Who can apply? Registered charities and properly constituted organisations
  Deadline: No fixed deadline
  Contact: www.esmeefairbairn.org.uk

- **Awards for All**
  Funding: £56m in 2005-06. Grants range from £500 to £50,000. The upper ceiling is expected to increase to £10,000 in early 2006. Awards for All has been running in London since June 1999 and has made grants totalling over £20,000,000 to over 5,000 community groups
  Funder: A partnership between National Lottery good cause distributors, Arts Council England, Big Lottery Fund and Sport England
  Aim: To offer small grants that make a big difference to communities. Projects must be shown to meet one of the following aims: extend access and participation; increase skill and creativity; improve the quality of life
  Who can apply? Not-for-profit groups, parish/town councils, schools or health bodies needing a grant of between £50 and £5,000 to fund a specific project or activity. Applicants must be able to spend the grant within one year.
  Deadline: No fixed deadline
  Contact: www.awardsforall.org.uk
• **People’s Millions**
  Funding: Grants of up to £50,000
  Funder: The National Lottery – Big Lottery Fund
  Aim: The Big Lottery Fund and ITV have teamed up to run a new programme that will give Lottery funding to projects that will benefit local communities. The People’s Millions programme is a competition for 50 grants of up to £50,000. These grants will fund projects that will improve the quality of life of local communities through transforming the local environment – buildings, amenities, public and green spaces, and the natural environment
  **Who can apply?** Local Authorities, voluntary groups, schools, social enterprises
  **Deadline:** Now closed for 2005, will reopen in the spring of 2006 and again in 2007
  **Contact:** www.biglotteryfund/programmes/pmillions

• **Living Spaces**
  Funding: Grants of between £1,000 to £100,000
  Funder: ODPM
  Aim: Provides grants to help people improve open spaces in their neighbourhood and create valuable places for the whole community to enjoy. Spaces need to be open to the public most of the time and not a formal sports pitch
  **Who can apply?** Local groups throughout England
  **Deadline:** No fixed deadline
  **Contact:** www.living-spaces.org.uk

• **Futurebuilders**
  Funding: £215m investment fund which expects to make up to 70 investments by the summer 2005 and a further 90 by March 2006
  Funder: Home Office
  Aim: To demonstrate new ways of investing in the voluntary and community sector and to develop its potential to provide high quality public services. The public services they hope to invest in must belong to one or more of the following delivery areas: community cohesion, crime & anti-social behaviour, education & learning, health & social care, support for children & young people, cross-cutting themes
  **Who can apply?** Charities, voluntary bodies, social enterprises, or community interest companies
  **Deadline:** To be determined
  **Contact:** www.futurebuilders-england.org.uk

• **Safer & Stronger Communities Fund**
  Funding: £210m for 2005-06
  Funder: ODPM & the Home Office
  Aim: To tackle crime, illegal drugs and anti-social behaviour, and to improve the poor condition of streets and other public spaces and the quality of life for people in deprived neighbourhoods
  **Who can apply?** Local Authorities, LSPs, Crime & Disorder Reduction Partnerships, Neighbourhood Management Pathfinders, and Community Empowerment Networks
  **Deadline:** Funding already allocated for 2005-06 but the fund is due to continue annually.
  **Contact:** www.futurebuilders-england.org.uk
Single Pot
Funding: £2.15bn in 2005-06, £2.25bn in 2006-07, £2.31bn in 2007-08
Funder: DTI, ODPM, Defra, DES, DCMS
Aim: The Single Pot is distributed by RDAs to stimulate job creation, business start-ups, brownfield land reclamation, and learning opportunities.
Who can apply? Community, voluntary and regeneration groups
Deadline: No fixed deadline
Contact: RDAs, www.consumer.gov.uk/ rda/info

Special Grants Programme (SGP)
Funding: £2.25m in 2005-06
Funder: ODPM
Aim: The programme supports innovative work by voluntary and community sector organisations which are exploring diverse ways of involving local people in improving the quality of public spaces
Who can apply? Voluntary & community sector organisations
Deadline: Funding already allocated for 2005-06. Future rounds likely
Contact: www.odpm.gov.uk/specialgrantsprogramme

Business Resource Efficiency & Waste Programme (BREW)
Funding: £43m last year.
Funder: Defra.
Aim: To help businesses manage resources more efficiently and cut waste. BREW takes revenue generated through increases in Landfill Tax to fund a range of free services and support for businesses. RDAs will use BREW funding to co-ordinate resource efficiency and waste initiatives to meet the needs of businesses.
Who can apply? Any business which wants to manage its resources efficiently and cut waste.
Deadline: No fixed deadline.
Contact: Regional development agency through normal application procedures www.defra.gov.uk/ environment/waste/brew/

100% Capital Allowance for Flats Over Shops for Letting
Funder: Inland Revenue
Aim: Introduced to enable property owners and occupiers to claim for up front tax relief on the whole of their capital spending on the renovation or conversion of vacant/underused space above shops and other commercial premises to provide flats for rent.
Who can apply: Owners and occupiers of property over shops. Premises must have been built prior to 1980.
Deadline: No fixed deadline.
Contact: www.inlandrevenue.gov.uk/ budget2001/revbn15.htm
Consultation
7.0 CONSULTATION BACKGROUND

7.1 Introduction

A consultation and engagement programme was developed at the beginning of the Hither Green Urban Design Framework and Development Strategy to ensure that the study addressed the concerns and aspirations of local residents, businesses and retailers. Engagement with these groups is seen by the team as a key part of the long term success of the strategy.

7.2 Methods

A variety of techniques to engage stakeholders in the study process has been employed to ensure that it represents the views of the wider community. These methods have included:

Project Steering Group
A group consisting of residents, community group representatives and key council officers was formed to guide the study and ensure that all stakeholders are effectively engaged. The steering group have met twice at key stages in the project to oversee the process.

Stakeholders Interviews
These consisted of separate meetings with Council officers, Councillors and community groups to determine the key issues, opportunities and challenges affecting the study area.

Hither Green School Fair
The team attended the Hither Green School fair to inform them of the study’s objectives and to tie-in with their theme of ‘Our local community’. The children were asked to draw their favourite places in Hither Green as well as their favourite places to play.

Community Walkabouts & Workshops
2 walking audits of the study area were conducted with the wider community to ensure the detailed issues within the study area are addressed. Each walkabout (one was held in the afternoon another in the evening) was followed by a workshop where attendees were able detail the assets and issues that they felt are important in the area. The team also organised a ‘business breakfast’ on the same day to engage local traders and businesses.

Options Exhibition & Presentations
An exhibition was held on Tuesday the 13th of September in the Hither Green Baptist Church Hall. Posters describing the design concept with plans, text, illustration, photos and montages were displayed and a PowerPoint presentation was given. Two presentations were held at 3.30pm and 7.30pm. There were opportunities for discussion and to receive feedback from the public. The exhibition posters were then put on display at the Torridon Road Library from the 15th of September until the 26th of September. The exhibition at the library provided residents not able to attend the exhibition presentation in the Church Hall with an opportunity to view the plans and comment on them.
7.3 Events

Steering Group Meeting No.1

Date: 23rd June 2005, 6 pm – 8 pm
Venue: Hither Green Baptist Church

Stakeholders Meeting

Date: 18th July 2005, 4:30pm
Venue: Lewisham Town Hall

Hither Green School Fair

Date: 8th July 2005
Venue: Hither Green Primary School, Beacon Road

Gillespies were invited by Hither Green Primary School to attend their annual school fair on the 8th of July. The theme of this year’s fair was ‘Our Community’. It was felt that this study would tie-in well with this theme and would enable the team to engage with young people in the community.

Business Breakfast Meeting and Community Walkabouts & Workshops

Dates: Thursday 14th July 2005, 8am-10am & 2:30pm – 4:30pm & 6:30pm – 8:30 pm
Venue: Hither Green Baptist Church Hall

On the 14th July a series of consultation events was organised with the local community and traders to ensure that the detailed issues within Hither Green were recognised and addressed later in the study. The events consisted of three consultation sessions: a business breakfast meeting for businesses and retailers in the area, a walkabout and workshop session in the afternoon and a walkabout and workshop session in the evening which were both open to the wider community.
Steering Group Meeting No. 2

Date:  6th September 2005, 6.30pm  
Venue: Hither Green Baptist Church Hall

Urban Design Framework Exhibition & Presentation Consultation

The third round of consultations was organised as a drop in exhibition and presentation on Tuesday the 13th of September in the Hither Green Baptist Church Hall. An exhibition of the framework was then displayed in the Torridon Road library.

Summary of comments
The following is a summary of the comments received. This list also includes general comments received by the team during the exhibition.

Comments below are arranged according to frequency of comment.

Q1 Do you think the overall vision framework is the right way forward for Hither Green?

Many of the community present at the events responded that they were very supportive of change for the better in Hither Green. The majority of respondents felt that the framework proposed was a good package of improvements to the area. A number of people said that they though the proposals were a bit optimistic and a few people would like to see a more visionary approach. The main concerns from the public were regarding how the framework would be delivered and phased as well as the council’s ability to deliver the changes. The most frequent comments the team received were:

- Yes - support the framework
- It is a bit optimistic
- It is not visionary enough

Community walkabout
Q2  Which projects contained within the vision framework are you most supportive of?

A large number of people answered that they would like to see improved maintenance and general tidying up in Hither Green. A number of people highlighted the importance of a residents association as the way forward for Hither Green. Streetscape improvements and improvements to the western station entrance are other key projects that were addressed during the exhibition. The most frequent comments the team received are listed below;

- General tidying up and improved maintenance i.e actions against fly tipping
- A residents association/ manager in Hither Green
- Streetscape improvements
- Improve the station entrance on the western side of the railway
- New tree planting on Hither Green Lane
- Enhance the sense of achievement and pride in the community
- Relocation of industrial sites to more industrial areas
- Market place at Hither Green Lane / George Lane
- Improved shop/business frontages on the western side of the railway
- Improvements to Mountsfield Park
- New play area for children
- Improved walkability

Q3  Are there any projects you are not supportive of, or think we have missed?

A number of people answered that they would like to see more public facilities such as a community centre in Hither Green. The team informed the residents of the proposed masterplan scheme for Mountsfield Park that contains a new building with a café and community meeting rooms.

The proposed footpath widening along Hither Green Lane were subjects for concerns regarding the traffic and parking situation. The most frequent comments the team received are listed below;

- A community centre located somewhere close to Hither Green Lane or the station
- More encouragement from the Council to realise the vision and to make things change
- Widened footpaths on Hither Green Lane – concerns about traffic flow, servicing and knock on effects on side streets
- Emphasis on pedestrians could be enhanced i.e. more crossings on Hither Green Lane
- Funding for shop keepers to improve their frontages
- Eco-housing and alternative technology
- Marketing of this project and future plans – leaflet drop and article in local paper could have been used.
- Street clutter – could parking signage and street lighting be amalgamated?
- Night study – could an assessment of how the study area is used at night be undertaken?
Q4  Do you agree with how the projects key initiatives have been phased?

The majority agreed that general tidying up and improved maintenance needs to be early in the phasing scheme and is of a high priority. A number of people wanted to see a more rapid change to the retail parade on Hither Green Lane and a number of people also wanted to see changes to the western entrance of the station and its surroundings earlier in the process. A few people said that they are sceptical that this study will lead to any changes and that the completion of the project does seem a long way off. The most frequent comments the team received were:

- Yes, general tidying up and improved maintenance (Phase 1) is the key to further improvements
- Improvements to shopfronts on Hither Green Lane (Phase 2) should be earlier in the project.
- Improvements to the station entrance with the new station square (Phase 3) should be in phase 1 because this is the focal point of the community.
- New and improved cycleway (Phase 3) should be earlier in the project;
- Yes, although completion of the project does seem a long way off.

Q5  Are there any projects/development opportunities you would like to see explored that are not on the boards?

This question received similar responses to the issues raised in question 2 regarding traffic issues along Hither Green Lane and a new community centre. A few people wanted to see more green spaces and trees in Hither Green.

The issue regarding funding was also raised and residents suggested FUSS and Staplehurst Road to be used as a role model for the whole of Hither Green. A resident also requested that more detailed drawings should be provided to help seek funding for proposed projects. The most frequent comments the team received were:

- A community centre with adult education, meeting spaces and offices for voluntary agencies, etc.
- Traffic conflicts – deliveries and servicing on Hither Green Lane need to be looked at
- More detailed plans are needed to seek funding
- Staplehurst Road used as a role model for planting in Hither Green
- More green spaces and trees in Hither Green
- Contemporary architecture and modern houses as pleasing as the existing stock;
- Improvements to the area adjacent to the junction of Harvard Road/Fordyce Road (Private garden)
Q6 Any other comments?

The majority of respondents were positive to the study and thought it is a good idea to look at Hither Green as a whole and try to enhance its character and assets.

A number of comments relating to the new development Meridian South were raised. Some residents were concerned that there will be a conflict between the new retail area in Meridian South and the existing retail areas in Hither Green. Questions were also raised about the possibility of opening the old hospital gates at George Lane / Hither Green Lane during a market day. The most frequent comments the team received were:

- Good to look at Hither Green as an entity.
- Conflicts with opening of hospital gates at market place?
- Is there a conflict with existing retail areas and the retail to come in Meridian South?
- The old clock tower in the area is very much appreciated.
- New residential areas should seek to match existing house stock.
- Why was this study not completed earlier, prior to hospital redevelopment?
- A handout of the project initiatives and website publishing would have been good.
- More emphasis on pedestrians and play streets.

Children's drawings from the Hither Green School Fair

Urban Design Framework Exhibition & Presentation
Conclusions of comments from the Urban Design Framework Exhibition and Presentation Consultation

The feedback from the exhibition consultation has been very useful in determining the overall scope and priorities the Hither Green community have for the proposed changes to the area in the future. The reactions from the majority of the community were positive to the vision and framework proposed and would like to see Hither Green change for the better in the near future.

The question of funding and how the framework would be delivered were the greatest concerns mentioned by the respondents. The majority agreed that general tidying up and improved maintenance is one of the key projects for future changes. A number of people also mentioned this as a way of enhancing the sense of pride in the community and a quick way to achieve a positive change in what they believe is a neglected area.

A number of residents would wish to see more community facilities such as a community centre in Hither Green. The traffic situation on Hither Green Lane and existing parking conflicts (CPZ's etc) raised the significant concerns amongst the public.

A resident's association/management organisation was strongly supported to help raise funding and to discuss and coordinate future plans with Lewisham Council. The Friends and Users of Staplehurst Road Shop (FUSS) group was mentioned as a possible model for this organisation.

Presentation to the public

Date: Early March

This event will be held to present the final report; “Guidance for Hither Green - Urban design and Development Framework”.

7.4 Steering Committee Members

Sue Hodge  CWR Residents & Tenants Association
Graham Magnunson  CWR Residents & Tenants Association
David Lewis  FUSS
Vanessa Harris  FUSS
Phil Ashford  London Borough of Lewisham
Brian Regan  London Borough of Lewisham
Ian Soper  London Borough of Lewisham

7.5 Credits

Study prepared by :
GVA Grimley LLP
Gillespies
For London Borough of Lewisham Planning Service