

# Sustainable Development Select Committee Lewisham Characterisation Study

Wednesday, 30 January 2019

**7.00 pm,**

Civic Suite

Lewisham Town Hall

London SE6 4RU

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## Part 1

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# LEWISHAM

CHARACTERISATION STUDY

**LONDON BOROUGH OF LEWISHAM**

December 2018

Allies and Morrison  
Urban Practitioners



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**Fig 1** Aerial photograph of the London Borough of Lewisham

# 1 INTRODUCTION

## 1.1 PURPOSE OF THE STUDY

- 1.1.1 Allies and Morrison Urban Practitioners was commissioned in February 2018 to prepare the Lewisham Characterisation Study on behalf of the London Borough of Lewisham. Characterisation provides a description of the physical form of the borough, its origins, places, streets and buildings to inform an understanding of the particular attributes which make the borough of Lewisham what it is today.
- 1.1.2 This report is an update to the previous 2010 version of the borough's characterisation as a response to the significant growth and change in the borough since this time. The study presents an invaluable opportunity to explore the borough's evolution and existing places in order to better understand what determines and contributes to existing local character in Lewisham and what should help inform future growth. An important part of this study is to help determine how this will be distinct for different parts of the borough.
- 1.1.3 This study will help to inform a policy approach in the emerging Local Plan and act as an evidence base document to inform a character and 'place-based' approach to growth in the borough.
- 1.1.4 This report first sets out the historic development of the borough and Lewisham's society today while Chapter 3 includes borough wide mapping of a number of important factors that impact on character. Chapter 4 analyses the typologies that have been identified in the borough and how these can be appropriately intensified, illustrated with precedents and illustrations. The report then turns to a more detailed analysis of the character and assets in each of the borough's places and neighbourhoods, identifying a series of tailored proposals for growth in different areas of the borough.

## 1.2 INTRODUCTION TO THE BOROUGH

- 1.2.1 The London Borough of Lewisham is located on the southern side of the River Thames. It stretches down to suburban South London taking in the centres of Deptford, Lewisham and Catford. The borough is bordered to the west by Southwark, to the east by Greenwich and to the south by Bromley.
- 1.2.2 The historical evolution of Lewisham Borough has led to a range of distinctive neighbourhoods served by a number of commercial centres, each with its own distinct character and community. The borough has a rich history that is protected by twenty-seven conservation areas.
- 1.2.3 Stark contrasts have evolved between the pre-industrial cores of Blackheath, Deptford and Lewisham in the north of the Borough, their mixed residential neighbourhoods surrounding them and the interwar growth that characterises much of the south of the Borough. Other notable phases of development have included the development of post-war estates, Lewisham shopping centre and most recently the growth associated with the extension of the DLR to Lewisham town centre.
- 1.2.4 The north of the borough is covered by two Opportunity Areas and so growth here is anticipated to continue in the medium long term, with opportunities enhanced by TfL's proposed extension to the Bakerloo line. Increased housing numbers for Lewisham in the New Draft London Plan places pressure for growth across the whole of the borough. This study will help provide a framework to understand this growth at a local level and guide new development to respect local character and distinctiveness.





## 2. SETTING THE SCENE

**A view northwards from the campanile of the Catholic Church in Lewisham High Street in 1938 before wide scale demolition; the area to the bottom of the picture has been cleared for the Lewisham Centre. The railway and Ravensbourne run through the middle of the photograph.**

© Lewisham Local History and Archives Centre (with permission)



## 2 SETTING THE SCENE

### 2.1 HISTORIC DEVELOPMENT OF THE BOROUGH

2.1.1 Lewisham's history has shaped the remarkable diversity in its built environment today. Before 1700, Lewisham consisted of hamlets and farmsteads populated by landowners and farm workers. Places like Blackheath and Lewisham village became rural retreats for courtiers and aristocrats of London, escaping the crowded and often plague-ravaged city for the clean air of the country. Lewisham was well placed close to London but still rural. The Roman Watling Street provided a critical route through Lewisham from the city to Canterbury and Dover and influenced later development through to the present day.

2.1.2 Originally marsh land, Deptford was different from the rest of the borough, and was already a bustling town in Tudor times. Its prosperity was founded on ship building and the royal associations with the dockyard. Deptford quickly expanded in the 1700s whilst southern Lewisham retained its predominantly rural character. The opening of the canals, followed by the arrival of the railways and other cheaper forms of transport in the 19<sup>th</sup> century greatly accelerated development and population growth, particularly in the late Victorian era. By the onset of WWI, most of Lewisham's farming communities had transformed into commuter suburbs. To the south, Downham and Southend retained their rural character until the interwar years.

2.1.3 Between the wars, the area experienced unprecedented housing growth, and LCC and Lewisham Council built social housing at Grove Park, Bellingham and Downham. Deptford had suffered considerably in the late 1800s following the closure of the Royal Dockyard. Heavy industry had moved in, but unemployment had risen and the area was ridden with poverty and deprivation. Large numbers of residents were rehoused in the south.

2.1.4 Lewisham and Deptford were severely damaged in WWII, and prompted in part a radical post-war rebuilding of homes and streets. Since the 1930s, waves of migration brought large numbers of nurses and railway workers to settle

**Pre 1700s**  
Ancient Lewisham

**1700 to 1800**  
Town and country

**1800 to 1850s**  
Unlocking the south

**1860 to 1914**  
Rise of the commuter suburbs

**1915 to 1949**  
Interwar years

**1950 onwards**  
Rebuilding Lewisham

Rural setting, fresh air, proximity to London

Watling Street and London - Lewes road key routes to city

Great North Wood covers much of the borough, people employed in woodland activities

Prosperity of Deptford built on Royal Docks and shipbuilding

Croydon Canal opens in 1809 and supports growth of industry, makes areas less isolated

Opening of railways in 1830s transforms farming communities into commuter suburbs

Trams in 1870s greatly assist the growth of commuter suburbs

Political shift which focuses on welfare and social reform

WWII bomb damage leads to radical re-building programme

Changing socio-demographics

Regeneration

in Lewisham, followed by their families. In 1965, the Boroughs of Lewisham and Deptford merged to form one authority.

2.1.5 Lewisham's past can be glimpsed in the 'seen' - this includes its buildings and structural elements like its railways and rivers. Its past is also made known in the 'hidden' - for example place names, ghost signs and historic paving materials. The 'hidden' may still be tangible but is less obvious and tucked away. The documented history can be told through books, maps, photographs, research by local history societies and the accounts of residents. This section sets the scene for the character of Lewisham today.

# Drivers of change

Ancient Lewisham characterised by large areas of farmland and forest with a few dispersed hamlets, and maritime Deptford to north



Pre 1700s Ancient Lewisham

- Pre 1700s Large areas of Lewisham covered in forests, including The Great North Wood, are gradually cut down for timber for use in Deptford docks



1700s-1800s Cusp of change

- 1801 Lewisham Enclosure Act leads to speculative development

- 1809 Canals, Croydon and Grand Surrey, make areas of Lewisham less isolated



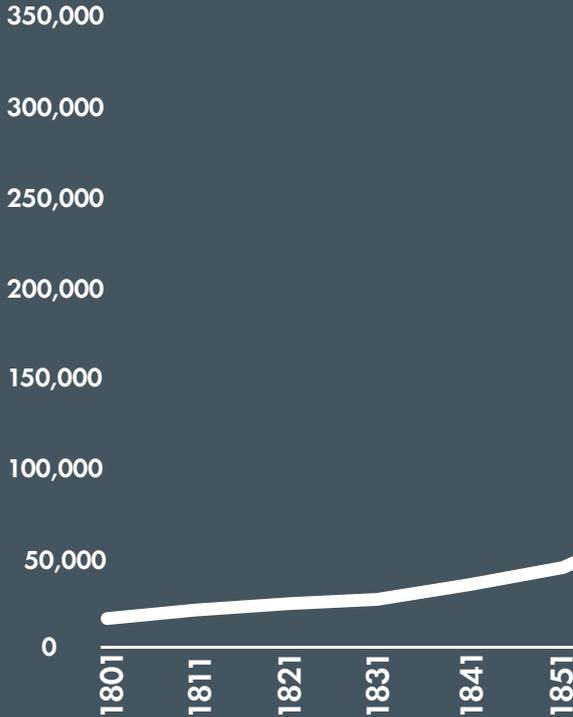
- 1838 Arrival of railways to Deptford

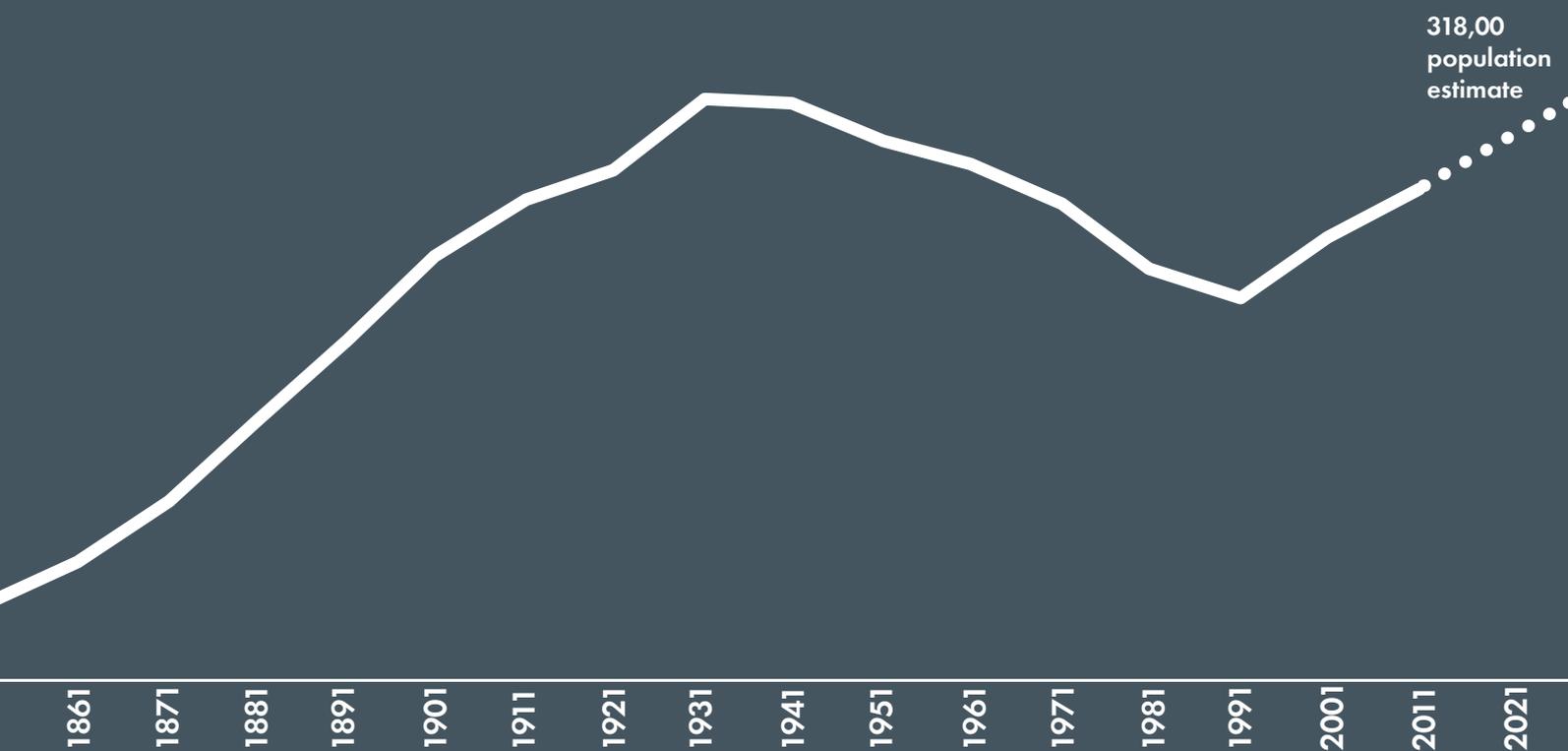
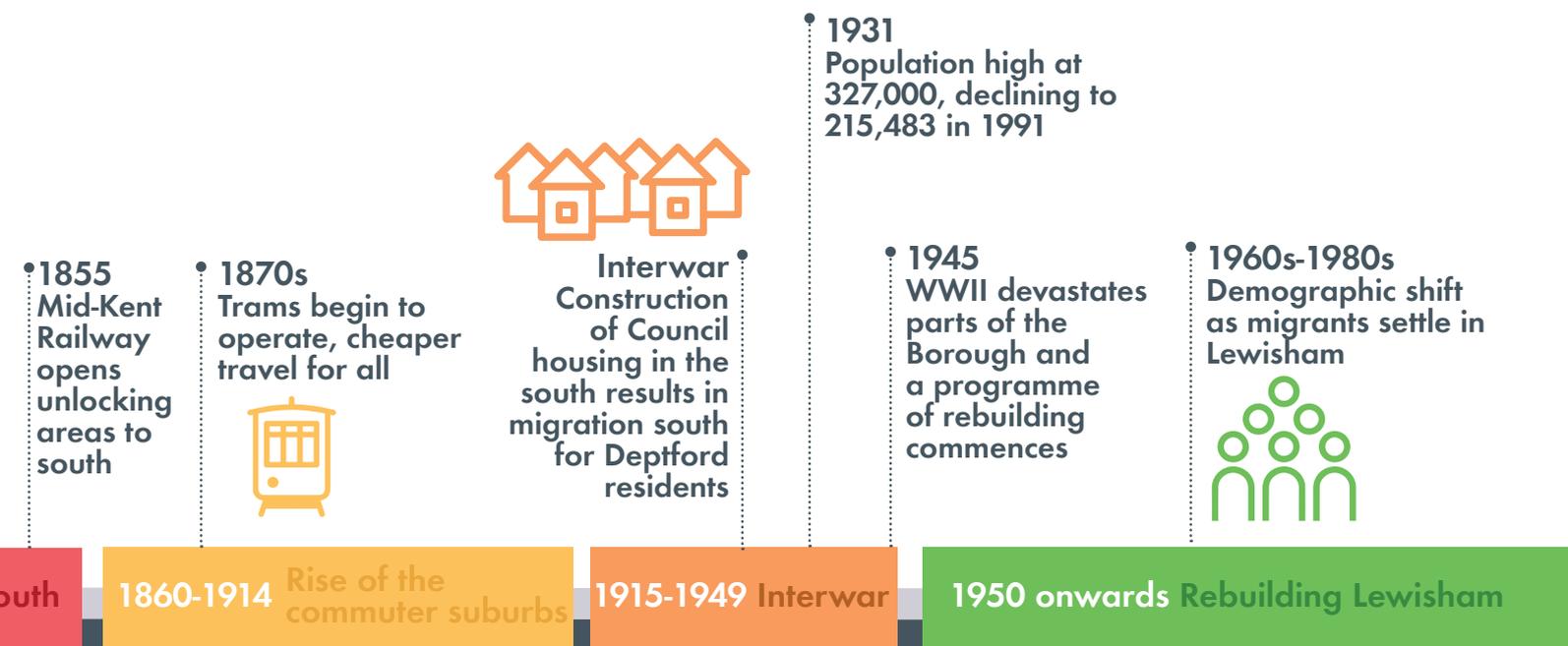


1800-1850s Unlocking the sea

# Population change

The graph opposite shows population change from 1801 to 2011 (as well as the 2021 predicted growth number). The timeline above summarises the key drivers of change that have shaped Lewisham.





## Pre 1700s

# Ancient Lewisham

- 2.1.6 Medieval Lewisham encompassed the three parishes of St Mary Lewisham, St Margaret Lee and St Paul Deptford. Before 1700, Lewisham and Lee were comprised of a few small villages, hamlets and farmsteads set within thousands of acres of arable farmland, woodland and commonable lands.<sup>1</sup> The Great North Wood covered much of the Borough to the west, stretching from New Cross to just north of Croydon. Many residents were employed in woodland management, including charcoal production. The Kent highway formed part of the Roman Watling Street and linked the city of London with Canterbury and Dover. The Roman road passed through New Cross, Deptford and Blackheath.
- 2.1.7 The Ravensbourne river and its tributaries the Quaggy, the Pool and Spring Brook were principal features in the landscape and crossed through the borough to the Thames at Deptford Creek. The river was deeper than today and was used for swimming, boating and fishing.<sup>2</sup> Rural industries developed around the Ravensbourne long before the area industrialised more widely. The Domesday Book of 1086 records 11 mills along the river, half of which were probably in Lewisham village.<sup>3</sup> Nine of these mills are thought to have survived into the 15<sup>th</sup> century, and six survived almost until modern times.<sup>4</sup> The first mills ground corn, and later had various other uses, from grinding steel for weapons to tanning leather.<sup>5</sup> The Lewisham Silk Mill was once the Royal Armoury and one of the foundations of the British armaments industry. It later produced gold and silver threads for fabrics and was located where Silk Mills Path meets Conington Road.<sup>6</sup>
- 2.1.8 The Ravensbourne joined the Thames at Deptford, which was radically different to the rural landscape of Lewisham and Lee. Deptford's position meant that it had long served as a Thameside fishing village, home to fishermen, boat-builders and river pilots.<sup>7</sup> By the 17<sup>th</sup> century it was a bustling town, built upon the national significance of its Naval dockyards. The Thames had been an important trade route in the Roman and Anglo-Saxon times, enabling the transport of materials and supply of provisions to sustain London. By the 15<sup>th</sup> century, navy shipbuilding and repairing had started at Deptford along the river's banks, growing in importance in the Tudor times when Henry VIII founded his own Navy storehouse in 1513.<sup>8</sup> Woodland to the south of the borough including Westwood Forest in Sydenham, part of the Great North Wood, was cut down from the 17<sup>th</sup> century to provide timber for shipbuilding.<sup>9</sup>
- 2.1.9 The international wars in the 16<sup>th</sup> and 17<sup>th</sup> century kept the dockyards busy and workmen employed, making the area relatively prosperous. In 1697, 692 men were employed and in 1711, 1,100 men were working in the yard which had been lengthened to cope with increasing demand for ships and repairs.<sup>10</sup> Shops and pubs supported the growing population.
- 2.1.10 The waterways, historic views, medieval and Tudor buildings and ancient routes can be traced today and are evidence of ancient Lewisham. Place and building names are reminders of notable figures, former industries and landscape features from this period.

<sup>1</sup> Ideal Homes: A history of south-east London Suburbs, *London Borough of Lewisham*, <https://goo.gl/aVKLXr> (February 2018)

<sup>2</sup> Lewisham Library Service, "Rivers, canals and mills", in Looking back at Lewisham: A local history information pack (1980s?)

<sup>3</sup> Ideal Homes: A history of south-east London Suburbs, *History of Lewisham*, <https://goo.gl/xNXNkM> (February 2018)

<sup>4</sup> Lewisham Library Service, "Rivers, canals and mills", in Looking back at Lewisham: A local history information pack (1980s?)

<sup>5</sup> *ibid.*

<sup>6</sup> *ibid.*

<sup>7</sup> *ibid.*

<sup>8</sup> British History Online, Deptford, <https://goo.gl/Q5D834> (March 2018)

<sup>9</sup> Lewisham Library Service, "Sydenham", in Looking back at Lewisham: A local history information pack (1980s?)

<sup>10</sup> Lewisham Library Service, "Deptford", in Looking back at Lewisham: A local history information pack (1980s?)

## Seen



**TOPOGRAPHY AND VIEWS**  
e.g. views towards London and out to the country are characteristic across the Borough



**WATERWAYS**  
e.g. Thames; Ravensbourne; tributaries e.g. Quaggy, Pool and Spring Brook; and mills (some of which came later, e.g. Riverdale Mill in Lewisham which still retains its water wheel, c.1820s)



**MEDIEVAL AND TUDOR BUILDINGS** e.g. St. Paul's Deptford; St Margaret 15<sup>th</sup> century ragstone tower in Lee; St. Mary the Virgin; and 17<sup>th</sup> century cottages at Tanners Hill

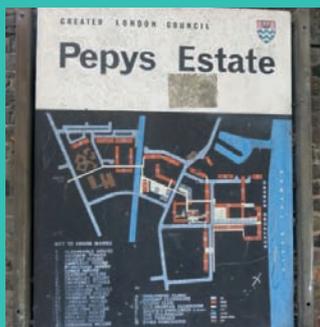


**ANCIENT ROUTES**  
e.g. Roman Road through New Cross, Deptford and Blackheath; and the London to Lewes Road is probably preserved in street alignments and surviving public rights of way

## Hidden



**BURIED ARCHAEOLOGY**  
e.g. site of a 15<sup>th</sup> century roadside inn at Brockley; Brockley Priory; medieval manor house of Sydenham Place, later known as Place House; buried remains of the Tudor naval storehouse at Convoy's Wharf; Sayes Court, Deptford.



**PLACE & BUILDING NAMES**  
e.g. Pepys Estate and Evelyn ward and road (named after notable residents); Cornmill Gardens; Glass Mill Leisure Centre; Tanner's Hill (named after past rural activities); Brockley and Forest Hill (named after natural landscape features)

# 1700-1800

## Town and country

2.1.11 In the 18<sup>th</sup> century, Deptford continued to grow as a large and thriving town, the Royal Dockyard providing jobs for sailors, shipbuilders, carpenters and ropemakers. The Dockyard was supplemented in 1650 by the Royal Navy Victualling Yards, supporting the naval and munitions operations downstream at Greenwich and Woolwich. Workers lived in small wooden cottages and wealthier residents lived in grander brick built houses.<sup>11</sup> Butt Lane was a country lane bordered with trees and gradually built up in the early 19<sup>th</sup> century when it was renamed Deptford High Street.<sup>12</sup>

2.1.12 The road from London to Canterbury continued to be a principal route through the borough to the city. From the early 18<sup>th</sup> century travellers using it had to pay tolls at the New Cross turnpike gate at the top of what is now Clifton Rise. The gate took its name from a nearby inn, the Golden Cross. There were three other tollgates in Lewisham - Deptford tollgate in the High Street, Lee Green tollgate in Eltham Road and Lewisham tollgate which stood near where Rennell Street meets Lewisham High Street. The income from tolls enabled the rough and muddy roads to be improved.<sup>13</sup>

2.1.13 By the 17<sup>th</sup> century, Lewisham village had formed at the confluence of the Ravensbourne and Quaggy rivers, with cottages clustered around St. Mary's Church and houses down the High Street.<sup>14</sup> Lewisham village, as well as Blackheath, Sydenham and Perry Hill were increasingly popular places of residence for wealthy city merchants. Large houses were built along Lewisham High Street and at Lewisham Park. The park and one remaining house survives from the group of villas, built in 1846.<sup>15</sup> At Sydenham, the discovery of springs of medicinal water at the site of Wells Park attracted many visitors

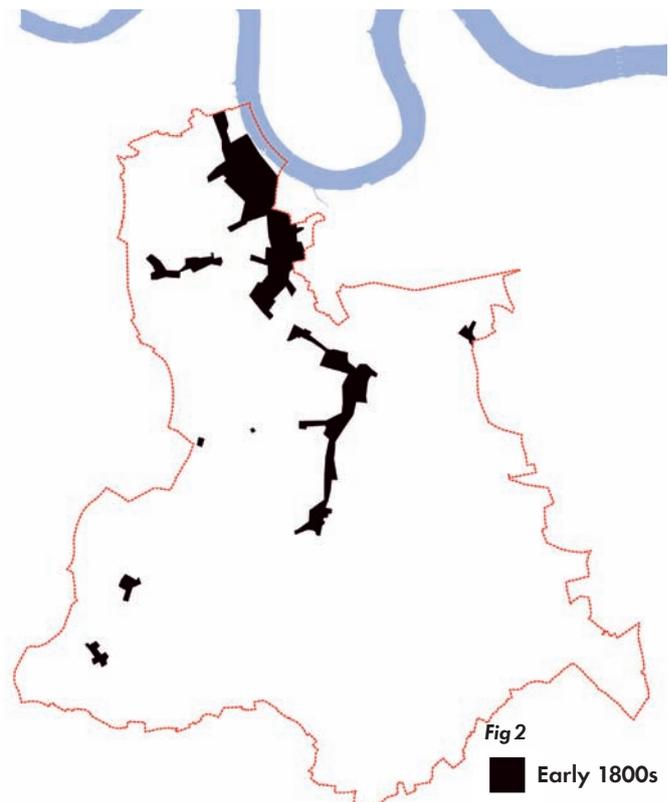
<sup>11</sup> Lewisham Library Service, "Deptford", in Looking back at Lewisham: A local history information pack (1980s?)

<sup>12</sup> *ibid.*

<sup>13</sup> Lewisham Library Service, "Transport", in Looking back at Lewisham: A local history information pack (1980s?)

<sup>14</sup> Ideal Homes: A history of south-east London Suburbs, *History of Lewisham*, <https://goo.gl/xNXNkM> (February 2018)

<sup>15</sup> Lewisham Library Service, "Lewisham", in Looking back at Lewisham: A local history information pack (1980s?)



in the 18<sup>th</sup> century, including George III.<sup>16</sup> In Blackheath, speculative development had taken place on the site of a hamlet known as Dowager's Bottom, near Tranquil Vale.<sup>17</sup>

2.1.14 Despite the emergence of large country houses and villas, villages were still predominantly farming communities. The countryside to the south and west remained largely forest and farmland with dispersed hamlets, like at Southend and Lee.<sup>18</sup> Across the borough, including to the north and west of Deptford, farmland was used for market gardening and dairying providing fresh produce for London.<sup>19</sup> Most people made their living from farming, woodland industries, market gardening, brickfields and local industries associated with the water mills.

<sup>16</sup> *ibid.*, "Sydenham" chapter

<sup>17</sup> Lewisham London Borough Council, *Schedule 3 - Areas of Archaeological Priority protected by Policy URB 21 Archaeology and shown on the Proposals Map*, <https://goo.gl/MeGwzU> (March 2018)

<sup>18</sup> Lewisham Library Service, *Looking back at Lewisham: A local history information pack* (1980s?)

<sup>19</sup> British History Online, Deptford, <https://goo.gl/Q5D834> (March 2018)

## Seen



**GEORGIAN TERRACES AND SMALLER HOUSES**  
e.g. Albury Street in Deptford



**GEORGIAN VILLAS AND MANSIONS** e.g. to the north of the Borough around Blackheath (e.g. 25 Dartmouth Row c.1750); and Manor House at Lee



**OPEN SPACES**  
e.g. Beckenham Place Park established 1757/60 by John Cator; and Wells Park is remnant of Sydenham Common and named after medicinal springs enjoyed in 17<sup>th</sup>/18<sup>th</sup> century

## Hidden



**REMAINS OF GREEN SPACE**  
on former landscaped gardens  
e.g. the small park on site of John Evelyn's house and gardens



**GRAVES AND TOMBSTONES**  
e.g. at St. Margaret's in Lee



**COBBLES AND GRANITE SETTS**  
e.g. Albury Street in Deptford; Comet Street in Deptford; and Havelock Walk at Forest Hill



**PLACE & BUILDING NAMES**  
e.g. Silk Mills Path in Lewisham

## Documented



**A view of Brockley in Kent, date unknown**  
© Lewisham Local History Archives Centre  
(with permission)

# Snapshot in 1810

The map opposite shows Lewisham in 1810 before the arrival of the railways. Much of Deptford had been built up by this time, and the many mills operating between Lewisham and Catford had created a ribbon of settlement running to the east of the Ravensbourne. Pockets of growth are evident at Sydenham, Blackheath and Forest Hill, but much of the Borough remains predominantly rural. In 1801, the population of the Borough was 16,000. The next 100 years saw the population grow rapidly to 238,000 in 1901.<sup>1</sup>



**Old Tigers Head at Lee Green, 1800s**  
© Lewisham Local History Archives Centre (with permission)



**Lady Well from Warren's Views of the Ravensbourne (date unknown)**  
© Lewisham Local History Archives Centre (with permission)



**Map of Lewisham c. 1810**  
© Lewisham Local History Archives Centre (with permission)

<sup>1</sup> Office for National Statistics, *Historical Census Population*, <https://data.london.gov.uk/dataset/historic-census-population> (March 2018)



# 1800s to 1850s

## Unlocking the south

2.1.15 At the turn of the 19<sup>th</sup> century, Lewisham had retained much of its rural character but the area was on the cusp of change. The Lewisham Enclosure Act of 1810 permitted the development of common land and improvements in passenger transport allowed speculative building to take off.<sup>20</sup> Deptford New Town was built between 1805 and 1840 and included some ribbon development on the north side of Lewisham Way.<sup>21</sup> Lee New Town was built in 1825 and two small terraces remain on Dacre Park and on Lee High Road, next to the former Swan.<sup>22</sup>

2.1.16 The Grand Surrey Canal opened in 1807 with a branch at Deptford, supporting the growth of a variety of industries, including iron and brass foundries, breweries and potteries. The Croydon Canal opened in 1809 and ran from New Cross to Croydon via Brockley, Forest Hill and Sydenham. The canal closed to commerce in 1836 but it was used for leisure for some time after. The curved pond in Dacres Wood Nature Reserve is remnant of the canal, and the high pavement in David's Road is thought to be a former towpath. Part of the wall below the path has been rebuilt with murals depicting transport in Forest Hill.<sup>23</sup> The railway cutting south of New Cross Gate station is partly within the former canal cutting.

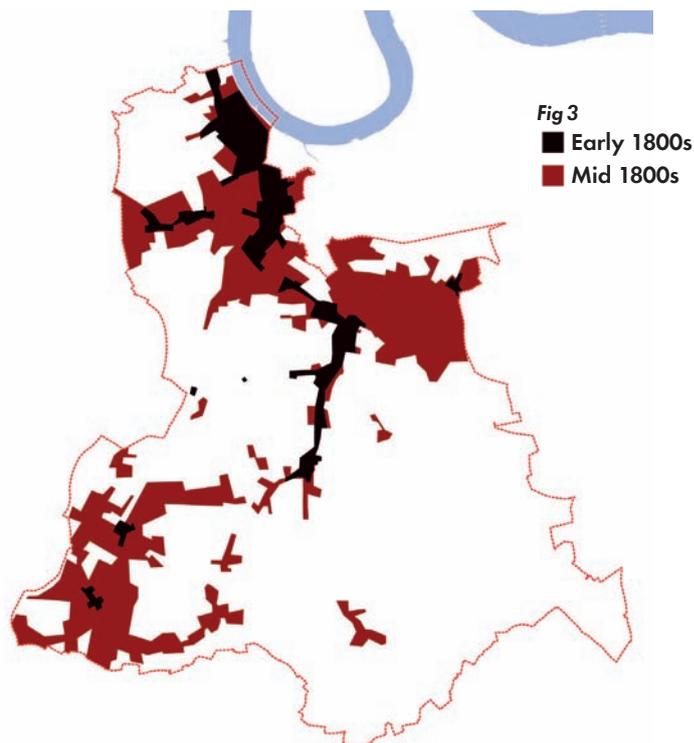
2.1.17 The canals made areas like Sydenham less isolated and supported some industry, but it was the arrival of the railways in 1838 that marked a transition to suburban life for much of Lewisham. The London and Greenwich Railway opened in 1836 and was the first railway in London with stations at New Cross and Deptford. Railway lines began to straddle the area in the 1840s and 1850s. The London to Croydon Railway opened in 1839 with stations at New Cross, Forest Hill and Sydenham. The North Kent to Gravesend line (1849) passed via Lewisham and Blackheath, the Lewisham to Beckenham

<sup>20</sup> Lewisham London Borough Council, *Lewisham Borough Wide Character Study Part 2* (2010), p 30

<sup>21</sup> Lewisham London Borough Council, *Brockley conservation area character appraisal*, <https://goo.gl/8vWPF3> (2005)

<sup>22</sup> <https://runner500.wordpress.com/2015/02/26/lee-new-town-victorian-servants-housing/>

<sup>23</sup> Lewisham Library Service, "Rivers, canals and mills", in *Looking back at Lewisham: A local history information pack* (1980s?)



**Fig 3**  
 ■ Early 1800s  
 ■ Mid 1800s

line (1857) via Ladywell and Lower Sydenham, the Hither Green to Dartford line (1866) via Lee and the Nunhead to Shortlands line (1892) via Catford and Bellingham. The expansion of local rail lines unlocked areas of Lewisham previously untouched and made the area a desirable place to live for people who worked in central London.<sup>24</sup> However, they also brought their challenges, particularly in the area known as the Tangle in North Deptford - here, the crossing of railway lines created noisy and oddly shaped plots, impacting on the quality of development.

2.1.18 Most growth at this time was still concentrated in places like Blackheath, Forest Hill and Sydenham. The opening of the Crystal Palace in 1854 at Upper Norwood made these areas particularly fashionable, and large villas emerged to house the gentry.<sup>25</sup> The population grew from 16,000 in 1801 to 44,000 in 1851. By 1911, it had risen to 270,000, six times that of the 1850s.<sup>26</sup>

<sup>24</sup> Lewisham Library Service, "Rivers, canals and mills", in *Looking back at Lewisham: A local history information pack* (1980s?)

<sup>25</sup> *ibid.* "Forest Hill" chapter.

<sup>26</sup> Office for National Statistics, *Historical Census Population*, <https://data.london.gov.uk/dataset/historic-census-population> (March 2018)

## Seen



**REGENCY**  
e.g. 81-85 Dacre Park in Lee



**EARLY 19TH CENTURY**  
e.g. Belmont Hill (example above); 1-4 Eliot Vale (1858); Sydenham Hill; Eliot Bank; Belmont Grove.



**REMNANTS OF VICTORIAN NEW TOWNS**  
e.g. Deptford New Town north of St. John's station and east of Friendly Street, including Admiral Street (photo above shows 31-33 Admiral Street), Strickland Street and parts of Albyn Road. Remnants of Lee New Town exist at Dacre Park and on Lee High Road.



**RAILWAYS AND ASSOCIATED INFRASTRUCTURE**  
e.g. station buildings and platforms; carriage ramps; signal boxes; bridges; viaducts and tunnels (particularly at Deptford)

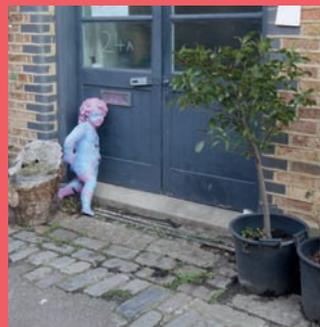
## Hidden



**PLACE & BUILDING NAMES**  
e.g. Surrey Canal Road named after the canal which opened in 1807



**BLUE / MAROON PLAQUES**  
recording some of the Borough's notable residents



**COBBLES / GRANITE SETTS**  
e.g. at Forest Hill and Albury Street in Deptford

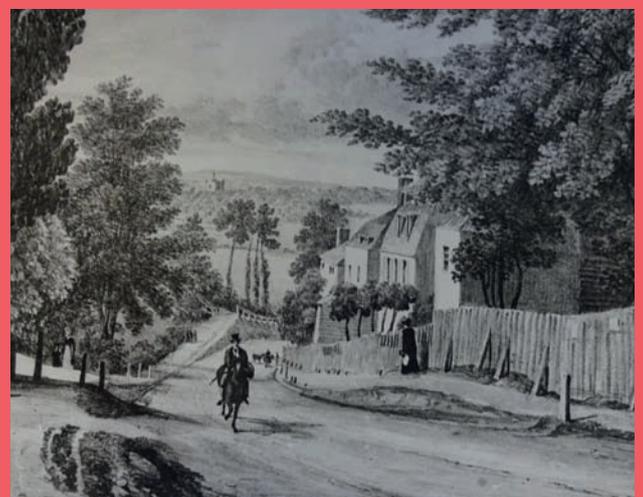


**CANALS**  
e.g. pond at Dacres Wood Nature Reserve and the mural and high wall marking former tow path on David's Road

## Documented



**Deptford and the Greenwich Railway from the Surrey Canal, 1840**  
There were windmills at Deptford and Blackheath at this time.  
© Lewisham Local History Archives Centre (with permission)



**Road from Blackheath to Lewisham in 1823**  
© Lewisham Local History Archives Centre (with permission)

# 1860 to 1914

## Rise of the commuter suburbs

2.1.19 Houses, shops and services quickly grew up around train stations, transforming quiet country areas into commuter suburbs. The arrival of many new forms of road transport served the emerging patchwork of Victorian streets and made suburban lifestyle more appealing and convenient.<sup>27</sup> This included horse-drawn, steam and later electric and diesel powered transport, trams, carriages and omnibuses. Bicycles were also commonplace after the 1880s. Thomas Tilling operated many bus routes in the borough and had a bus depot in Old Road, Lee.<sup>28</sup> Regular tram services began in the 1870s and were first routed from East Greenwich to New Cross Gate via Deptford, and later to Catford via Lewisham. Cheaper fares attracted a population of working class commuters in the 1880s and 1890s, and by 1907, trams had been electrified and had extended to Lee, Brockley, Forest Hill and down to Southend and Grove Park.<sup>29</sup>

2.1.20 Extensive developments took place at New Cross around Hatcham and Telegraph Hill, as well as filling parcels at Brockley, Lee and St. John's. Houses were laid out at Catford and Hither Green. Houses were built in all shapes and sizes as the demographics of Lewisham broadened; over time, large villas were gradually replaced by terraces and semi-detached houses. The Edwardian era saw areas of planned street network built out by many different developers, sometimes in planned groups, but more typically houses have a strongly individual feel, reflecting a fragmented pattern of development.<sup>30</sup>

2.1.21 At Deptford, heavy industry moved in to capitalise on cheap labour and good transport links. Deptford had relied heavily on the Royal Dockyards, which itself was dependent on the state of international affairs, and so peaceful times and the growth in size of ships led to the closure of private yards in the 19<sup>th</sup> century. The Royal Dockyards closed in 1869.<sup>31</sup>

<sup>27</sup> London Transport Museum, *Growth of Suburbia*, <https://www.ltmuseum.co.uk/visit/museum-guide> (March, 2018)

<sup>28</sup> Lewisham Library Service, "Transport", in *Looking back at Lewisham: A local history information pack (1980s?)*

<sup>29</sup> *ibid.*

<sup>30</sup> Lewisham London Borough Council, *Lewisham Borough Wide Character Study Part 2 (2010)*, p 30

<sup>31</sup> Lewisham Library Service, "Deptford", in *Looking back at Lewisham: A local history information pack (1980s?)*

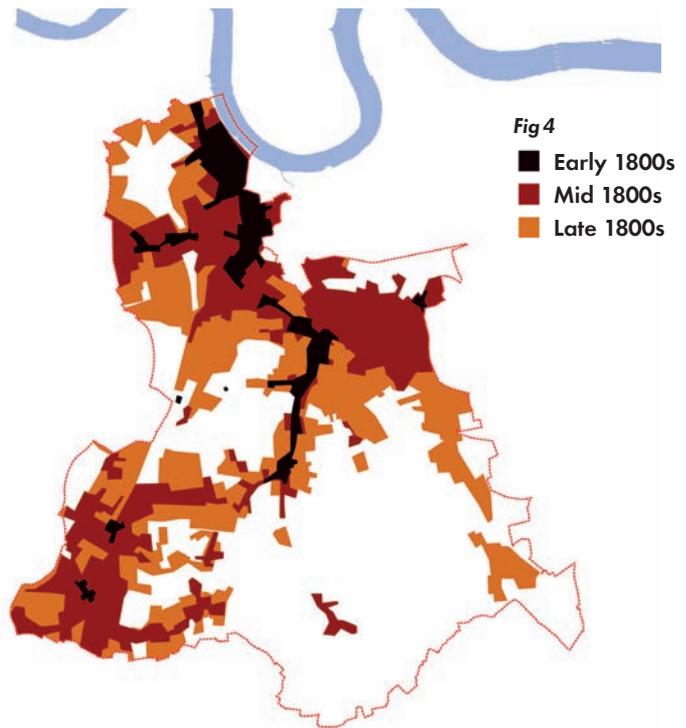


Fig 4

■ Early 1800s  
 ■ Mid 1800s  
 ■ Late 1800s

2.1.22 Shopping parades emerged at local centres to serve the new and growing communities. Music halls, cinemas, schools, hospitals and libraries were also built at this time, as well as workhouses and almshouses to support the poor and elderly (for example Grove Park Workhouse and Thackeray's Almshouses in Lewisham, c.1860). The Horniman Museum (1901) and Lewisham Hippodrome (1912) provided entertainment and leisure. Nurseries and allotment gardens were common and public parks such as Sydenham Recreation Ground (now Mayow Park) provided amenity and recreational space. Sport was a big passion in Lewisham. Blackheath had a prominent role in rugby, hockey and golf with some of the oldest clubs in England and by 1900, county cricket was regularly played at Catford. Open spaces gave ample room for dozens of sports grounds.<sup>32</sup> An array of clubs and societies provided residents with a means to better themselves. Evening classes, discussion groups, amateur dramatic societies and groups connected to local churches were common.<sup>33</sup>

<sup>32</sup> Coulter, J., *A Century of Lewisham* (The History Press, 2007) p. 15

<sup>33</sup> *ibid.*

# Seen



**MID 19TH CENTURY**  
e.g. 1 Eliot Hill; Eliot cottages (1860); and 5-8 Grotes Place (image above)



**LATE VICTORIAN AND EDWARDIAN RESIDENTIAL**  
e.g. Gillian Street in Ladywell (1890s); and Earlsthorpe Road in Sydenham (early 1900s)



**CIVIC AND CULTURAL BUILDINGS**  
e.g. Museums e.g. Horniman Museum (1901); Libraries e.g. Torridion Road Library (1907), Forest Hill Library (1901), former Deptford Central Library (1910-1914); Ladywell Public baths (1884); Grade II listed former Deptford Police Station (1912); Lee Fire Station (1906)



**PUBLIC PARKS**  
e.g. Mayow Park opened in 1878 as Sydenham Recreation Ground; Ladywell Fields (1889)

# Hidden



**MEWS, OTHER STABLING AND INDUSTRIAL REMNANTS**  
e.g. at Havelock Walk in Forest Hill, built between 1870 and 1896



**PLACE & BUILDING NAMES**  
e.g. Margaret McMillan Park was named after a healthcare and 'early years' education pioneer who lived in Lewisham between 1910-1913.



**GHOST SIGNS**  
There are numerous signs across the Borough offering reminders of past businesses, for example this sign in Forest Hill



**Lawrie Park Avenue in Sydenham by Pissaro (1871)**  
National Gallery

Many elements of Pissaro's painting can still be seen today

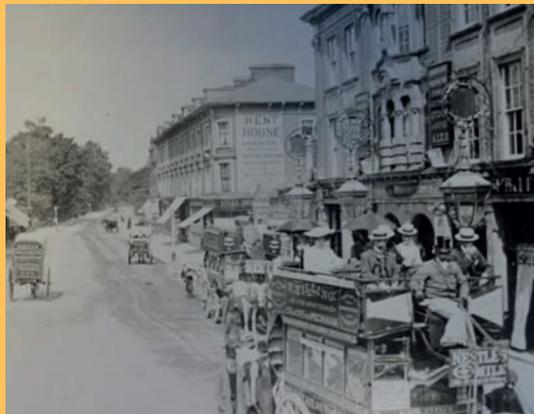


**STREET TREES**  
Many trees have been part of the street scene since the Victorian street tree movement in the mid-late 1800s

# Documented



Lee High Road, 1903



Lee Green in about 1905. The photograph shows a Thomas Tilling horsebus, en-route from Blackheath to Eltham.



New Cross Station, 1913



Bricklaying class at Goldsmiths, c 1899



Hay-making in Brockley

# 1915 to 1949

## Interwar

2.1.23 The housing shortage after the First World War prompted the building of working class housing on an unprecedented scale by London County Council (LCC) and Lewisham Council. The 'Homes fit for Heroes' campaign helped to establish an important new social principle of housing as a social service.<sup>34</sup> Local authority provision of housing increased dramatically in the interwar period, particularly to the south of the borough. The construction of Bellingham Estate by the LCC in 1923 provided 2,700 homes and had a green and spacious quality. Downham Estate was built between 1924 and 1930 and Grove Park estate was constructed by Lewisham Council between 1926 and 1929.<sup>35</sup> Tenants were drawn from overcrowded Deptford, Bermondsey and Rotherhithe. In the 1920s, 50,000 people moved from these places to the south of Lewisham: "*Lewisham had long been a promised land for ambitious families from those areas [Deptford, Bermondsey and Rotherhithe], the migration south being a visible sign that they had bettered themselves*".<sup>36</sup>

2.1.24 The population peaked in 1931 as the electrification of the railways made it easier and cheaper for workers to commute into the city to work. Suburban homes offered a more comfortable lifestyle. Advertising campaigns by London's railway companies enticed people to move to the outer parts of the city, including Lewisham, described by one advert as 'A Suburban Centre' in 1923.<sup>37</sup> The large parks and open spaces, as well as the plentiful leisure and recreational activities were part of the attraction. By 1930, there were over 20 cinemas in Lewisham. By 2001, all the cinemas had gone, and Lewisham was one of a few boroughs in London without one.<sup>38</sup>

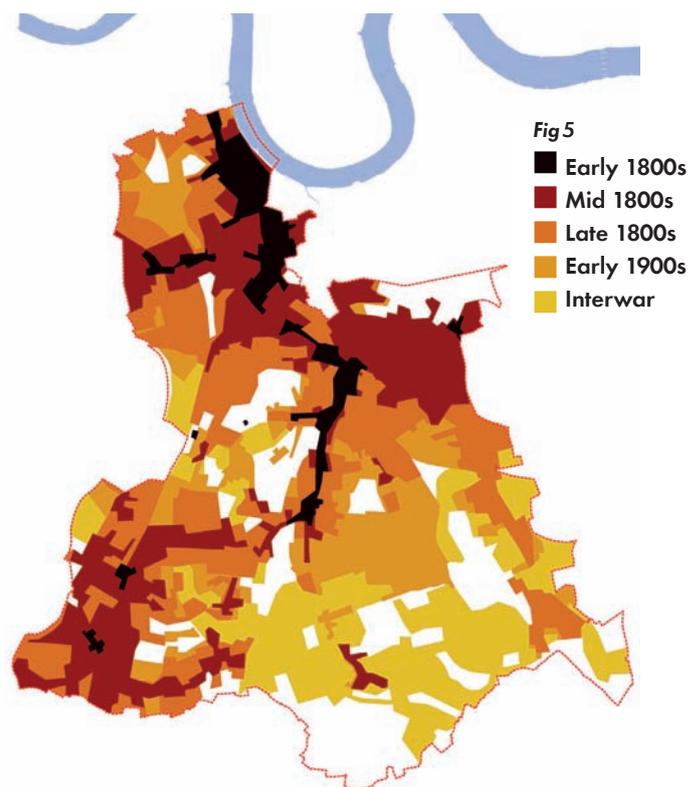
<sup>34</sup> Social Housing History, *Homes Fit for Heroes*, <https://goo.gl/7b567D> (March 2018)

<sup>35</sup> Lewisham London Borough Council, *Lewisham Borough Wide Character Study Part 2* (2010), p 38

<sup>36</sup> Rubinstein, A., *Just Like the Country: Memories of London families who settled in the new cottage estates, 1919-1939* (Age Exchange, 1991)

<sup>37</sup> London Transport Museum, *Growth of Suburbia*, <https://www.ltmuseum.co.uk/visit/museum-guide> (March, 2018)

<sup>38</sup> Lewisham's Lost Cinemas, <https://goo.gl/hNKy5y> (March 2018)



2.1.25 Bomb damage during WWII transformed the character of the borough forever and parts of Georgian and Victorian Lewisham were destroyed or damaged beyond repair. The area around the docks and former naval yards, as well as Lewisham town centre were heavily bombed, but the bombing was indiscriminate and no area completely avoided damage.

2.1.26 Many of Deptford's factories did not survive the damage and disruption of WWII. Industry moved out of the area with consequent unemployment, depopulation and increased poverty<sup>39</sup>. A southwards shift occurred as wealthier residents in Lewisham migrated to leafier suburbs.<sup>40</sup>

<sup>39</sup> Lewisham Library Service, "Deptford", in *Looking back at Lewisham: A local history information pack (1980s?)*

<sup>40</sup> *ibid*, "Lewisham" chapter

## Seen



**LCC INTERWAR HOUSING**  
e.g. Downham estate; Bellingham estate



**LEWISHAM COUNCIL HOUSING**  
e.g. Grove Park



**PARKS**  
e.g. Chinbrook Meadows (opened to public in 1929)



**CIVIC, CULTURAL AND COMMERCIAL BUILDINGS**  
e.g. 1920s commercial building on Lewisham High Street and in Catford Town Centre

## Hidden



**WAR MEMORIALS AND GRAVES** e.g. at St. Stephen's Church, Lewisham. There are many across the Borough: <http://lewishamwarmemorials.wikidot.com/info:map>



**WWII SHELTER SIGNS**  
e.g. Dartmouth Road, Forest Hill



**WWII STEEL STRETCHERS USED AS RAILINGS**  
Mereton Mansions

## Documented



**Bomb damage in Lewisham town centre** © Lewisham Local History Archives Centre (with permission)



**Last market garden in Deptford** © Lewisham Local History Archives Centre (with permission)

**Air Raid Warden's Control Point at Deptford** © Lewisham Local History Archives Centre (with permission)



### Memories of wartime Lewisham

*"The Anti Aircraft 'Ack Ack' battery on Hilly Fields or the Barrage Balloon at Blythe Hill, picking up shrapnel, the blitzed houses just round the corner from Gran and Grandpa, the cleared bomb site with the (EWS) Emergency Water Supply tank on the corner of Ewhurst and Crofton Park Roads, men from the council cutting down everyone's garden railings to build tanks for the army, 'so they said', were the things that impacted on the mind of a small child that there 'was a war on'."* - John Roger

WW2 People's War, The period of 'My War', <https://goo.gl/nLT63d> (contributed in October 2014, accessed March 2018)

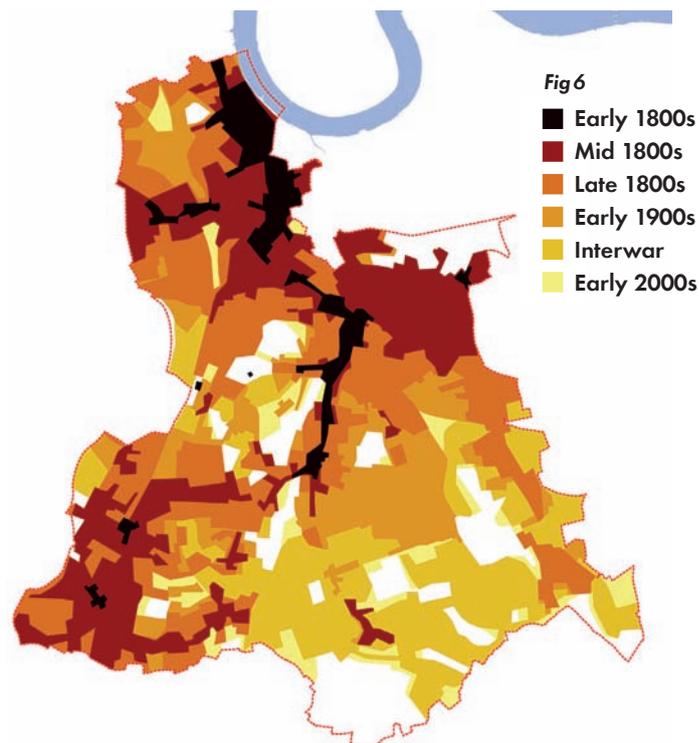
# 1950s onwards

## Rebuilding Lewisham

2.1.27 Heavy bomb damage led to a radical strategy for rebuilding homes and streets, governed by the LCC's County of London Plan of 1943. Both the LCC and Lewisham Council were responsible for building housing estates which accelerated in the 1950s when the first tower blocks and blocks began to emerge. The Passfields estate at Daneswood Avenue, Catford, is a notable work by the modernist architects Maxwell Fry and Jane Drew; the homes were built in 1949-50 on a site that had been acquired and cleared by the Council before the war. During the 1960s and after, there has been a continued desire to experiment with new architectural and urban forms, for example at Walter's Way - 1980s self-build housing in collaboration with pioneering architect Walter Segal. More recently, conversion and refurbishment projects are housing the growing population, as well as more conventional street-based schemes such as PLACE/Ladywell designed by RSH + Partners.<sup>41</sup>

2.1.28 The Metropolitan Borough of Lewisham merged with Deptford in 1965 to form one single borough, at a time when Deptford was one of the poorest areas in London. Industry was rapidly moving out which had resulted in growing unemployment.<sup>42</sup> At the same time, migrants began to settle in Lewisham, including those from the Caribbean who came to work in hospitals and on the railways and elsewhere. The period from the 1960s to 1980s saw a significant demographic shift in the borough, and there is now a large west African population, and more recently, Welsh, Irish, Italian and German residents.<sup>43</sup>

2.1.29 The diversity of residents is a noticeable strength, but the great influx of migrants in the post-war period led to race tensions. Perhaps the most famous example was the 'Battle of Lewisham' in 1977, where 500 members of the far-right National Front attempted to march from New Cross to Lewisham but were thwarted by various counter-demonstrations. The borough has experienced several landmark



struggles against racism, which have "shaped the collective consciousness of the borough and embedded a tradition of solidarity".<sup>44</sup>

2.1.30 Art students moved to Deptford estates in the 1980s to work in the area, becoming a source of culture and local innovation. They set up shops and businesses and have contributed to the regeneration of Deptford.<sup>45</sup> As modern housing developments are lining the waterways, particularly in and around Deptford like at Plough Way, new cultural and educational facilities have opened too, for example the Trinity Laban Conservatoire of Music and Dance in Deptford. Today, the borough hosts one of the fastest growing communities of creatives in London.<sup>46</sup> The historic institution Goldsmiths, founded in 1891, has grown in importance as the Borough seeks to harness its knowledge base. The institution attracts a diverse student body and will continue to have a prominent role in shaping the future character of Lewisham.

<sup>41</sup> Lewisham London Borough Council, *Lewisham Borough Wide Character Study Part 2* (2010), p 40 and p 42

<sup>42</sup> Lewisham Library Service, "Deptford", in *Looking back at Lewisham: A local history information pack (1980s?)*

<sup>43</sup> White, B. W., *Intercultural Cities: Policy and Practice for a New Era* (2018)

<sup>44</sup> White, B. W., *Intercultural Cities: Policy and Practice for a New Era* (2018) p. 218

<sup>45</sup> *ibid.*

<sup>46</sup> Lewisham London Borough Council, *Support for creatives*, <https://goo.gl/DQZXdQ> (March, 2018)

## Seen



### POST-WAR HOUSING ESTATES

e.g. Estate at Daneswood Avenue (1949); Lammas Green at Sydenham Hill (1955), Chinbrook estate (pictured, planned by LCC in 1961); The Excalibur Estate in Downham (1940s pre-fabricated housing, with 6 properties now listed)



### 1960s/1970s TOWER BLOCKS

e.g. Pepys Estate at Deptford (by LCC between 1963-66); and blocks of flats at Lewisham, Sydenham and Brockley Park



### 1980s/1990s HOUSING

e.g. Dressington Avenue, Ladywell



### 21<sup>ST</sup> CENTURY BUILDINGS

e.g. Surrey Quays; Plough Way; and Trinity Laban Centre in Deptford

## Hidden



### REUSED AND REFURBISHED BUILDINGS

e.g. the refurbished Forest Hill Baths (image above); the Horniman Museum; Lewisham Arthouse (formerly Deptford Central Library); Laurie Grove Baths; former Deptford Police Station (now artists studios)



### STREET ART / MURALS

depicting local social histories and contributing to local character



Lewisham market in 1970s

### DIVERSE COMMUNITIES

shops, markets, businesses and people reflecting the Borough's multicultural heritage

Photo © Lewisham Local History Archives Centre (with permission)

## Documented



### Bellingham Lido in 1969

© Lewisham Local History Archives Centre (with permission)

## Heritage Themes

2.1.31 The historical research undertaken and informal discussions with local residents have helped to inform a number of overarching, spatial heritage themes which have influenced the character of Lewisham today. These are outlined on the following pages.

### Views and topography

2.1.32 Panoramas, elevated views and long views towards the city are common around the borough, from Forest Hill to Blythe Hill Fields to Blackheath

2.1.33 Views have significance because communities have identified with them or because they are of, or from, notable historic landmarks.



View towards the city from Horniman Gardens



Blythe Hill Fields - view to the city



View towards the city from Brockley View

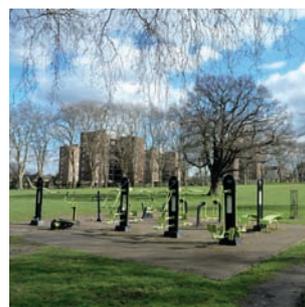
## Sport and open space

- 2.1.34 Lewisham has an impressive sporting history. Blackheath had a prominent role in rugby, hockey and golf hosting some of the oldest clubs in England. By 1900, county cricket was regularly played at Catford and W. G. Grace, a renowned cricketer, lived in Sydenham.
- 2.1.35 From the Catford Wanderers to ladies' cricket in the 1920s, as well as numerous football teams, the Laurie Grove Baths and Lee Cycling Club, the borough has shown a long-standing commitment to sport. The former Catford Greyhound Stadium is commemorated in the recent painting on the bridge walls by Catford station.
- 2.1.36 The open spaces in the south gave ample room for dozens of sports grounds and continue to provide places of recreation for residents. The borough boasts a wide variety of open spaces, from the Heath in the north to the river corridor and its floodfields in the centre, as well as the numerous municipal parks and London Squares found across the borough.

All historic images © Lewisham Local History Archives Centre (with permission)



Bellingham open-air swimming pool in the 1970s (the lido operated from 1920s to 1980s)



Photos showing the variety of green space across the borough

## Rivers and railway

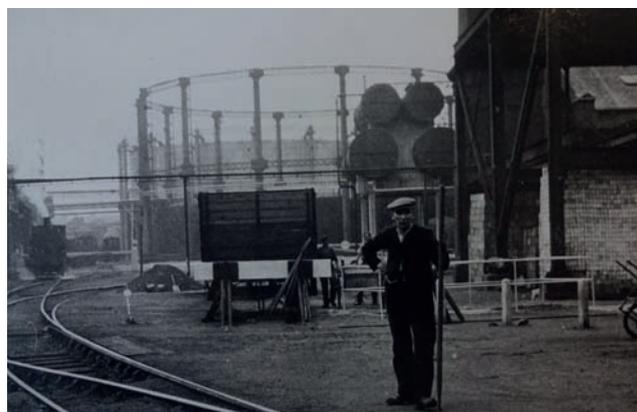
- 2.1.37 The earliest settlements were focused around Lewisham's waterways, particularly the Thames and River Ravensbourne. The construction of the Grand Surrey Canal and the Croydon Canal in the early 1800s made areas like Sydenham less isolated and encouraged industry.
- 2.1.38 Advances in transport accelerated industrialisation and population growth. The first passenger railway in London ran through the borough with stations at Deptford and New Cross. Local railway expansion in the 1840s and 1850s transformed rural communities into commuter towns.
- 2.1.39 The physical interventions also changed the landscape considerably. Railways, roads and their associated infrastructure sliced through parts of the borough. The London Bridge to Deptford railway, for example, was carried on a viaduct of 878 arches, part of which is Grade II Listed. The railways are linear divisions in the landscape between the east and west. A notable example is 'the tangle', which is a triangle of rail lines to the north of New Cross Road dominated by rail infrastructure.
- 2.1.40 Today there are 22 railway and DLR stations in the borough.



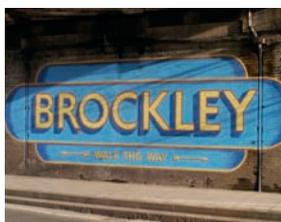
East London Line train at Surrey Canal junction



Deptford High Street and station, 1968



Shunter at Sydenham gas-works between the war



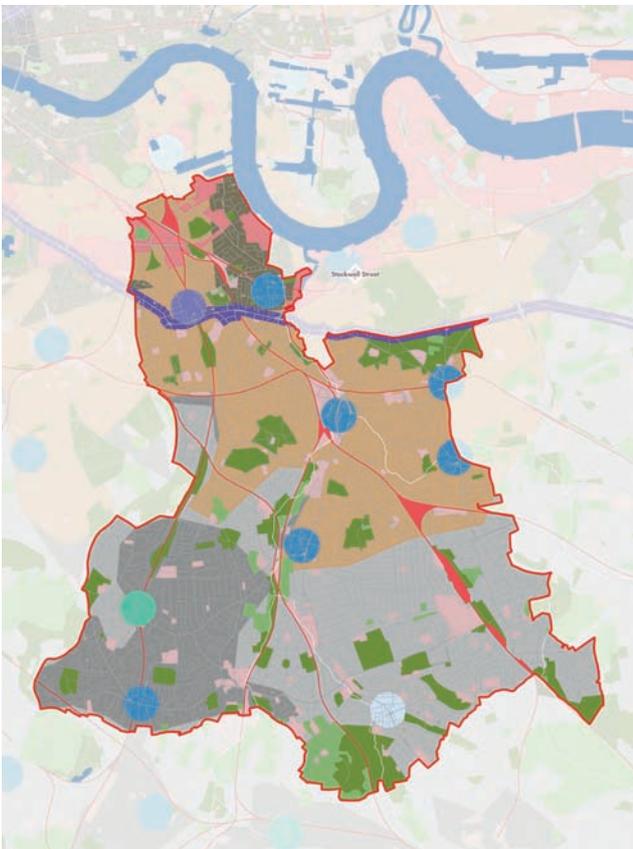
Ladywell Bridge in 1864

All historic images © Lewisham Local History Archives Centre (with permission)

## Urban and suburban

2.1.41 The Borough embodies a transition from inner London to outer London. There is a general gradient of development from the oldest development in the north, to mid to late Victorian in the centre and to the west, and to more recent development in the south-east.

- 20th century suburbs
- Victorian Suburbs
- Victorian Entrepreneurship
- Georgian Planning and Growth



**Fig 7** An extract of the borough from our wider study for Historic England about London's character and growth



Georgian housing at Blackheath, c.1790



Victorian housing at Catford, c. late 1890s



Inter-war public sector housing. drawing heavily on Garden City principles in the south of the borough in Bellingham



Grove Park, c.1920s

## 2.2 LEWISHAM'S SOCIETY TODAY

2.2.1 The following pages present an overview of Lewisham's socio-economic profile. The summary is provided alongside spatial data which enables a better understanding of trends and relationships between places. This refocuses the study towards the people that live in the borough and can help to target future development or investment.

2.2.2 Maps in the report are based on data taken from the 2011 Census unless stated otherwise. This is the last set of data that allows us to map trends spatially.

### Population numbers

2.2.3 Lewisham is the 13<sup>th</sup> largest borough in London and the fifth largest in inner London by population, with a population of around 292,000 (Mid-year estimate, ONS, 2014). The fastest growing areas are Lewisham Central, Rushey Green (Catford), New Cross and Evelyn (Deptford) wards.

### Deprivation

2.2.4 The map opposite shows Indices of Multiple Deprivation data (2015) which measures relative levels of deprivation at LSOA level. Lewisham ranks as the 48<sup>th</sup> most deprived of all 326 local authorities, placing it in the 20% most deprived areas in England. The maps on the adjacent page show deprivation data by various deciles. Lewisham has the highest proportion of children and young people (29.6%) and older people (25.7%) in economic deprivation in England.

2.2.5 Pockets of deprivation are spread throughout the borough, but the areas of the highest deprivation are found in Evelyn, Lewisham Central, Rushey Green, Whitefoot, and Bellingham wards.

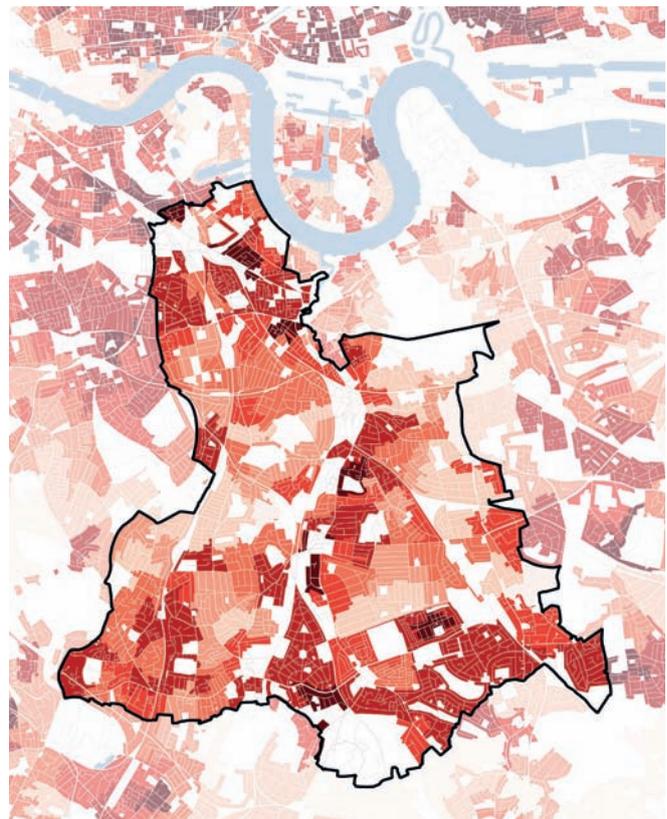
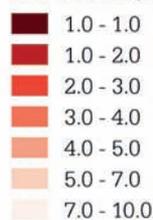


Fig 8 IMD mapping

#### IMD Decile (where 1 is most deprived 10% of LSOAs)





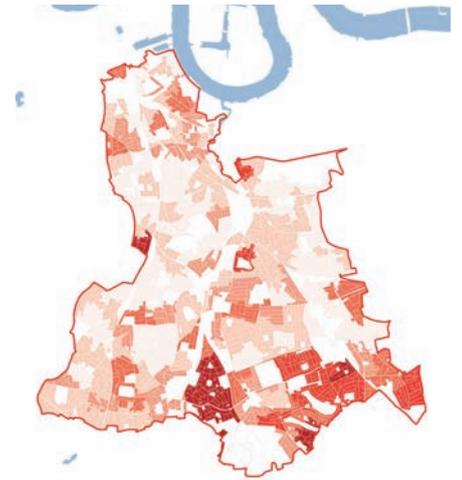
Living environment decile



Crime decile



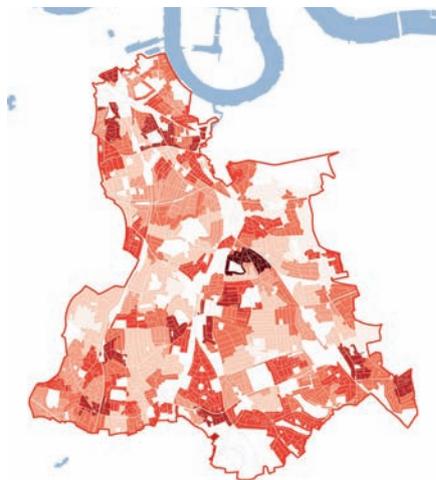
Barriers to Housing and Services decile



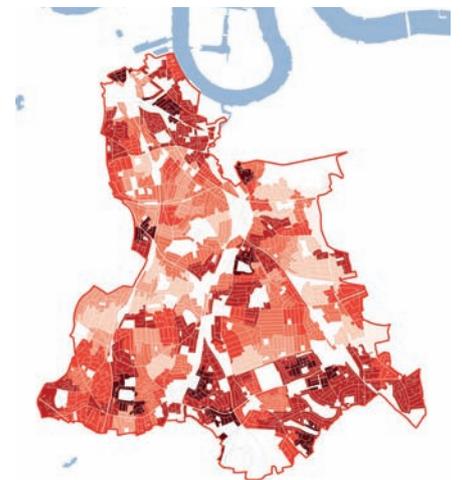
Education, Skills and Training decile



Employment decile



Health Deprivation and Disability decile



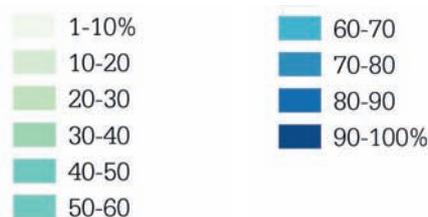
Income decile

### Employment and jobs

- 2.2.6 Levels of economic inactivity are relatively consistent across the borough, but are higher around Deptford, Forest Hill, Bellingham and Grove Park.
- 2.2.7 70% of residents travel outside of the borough for work. The borough is well located for access to central London but also south to Croydon and Gatwick.
- 2.2.8 Local businesses are predominantly small or SME and create a demand for local office space.
- 2.2.9 The main sectors in the borough are public administration and health. Other significant sectors include retail, business services and construction, with a small but growing creative sector clustered around Goldsmiths.



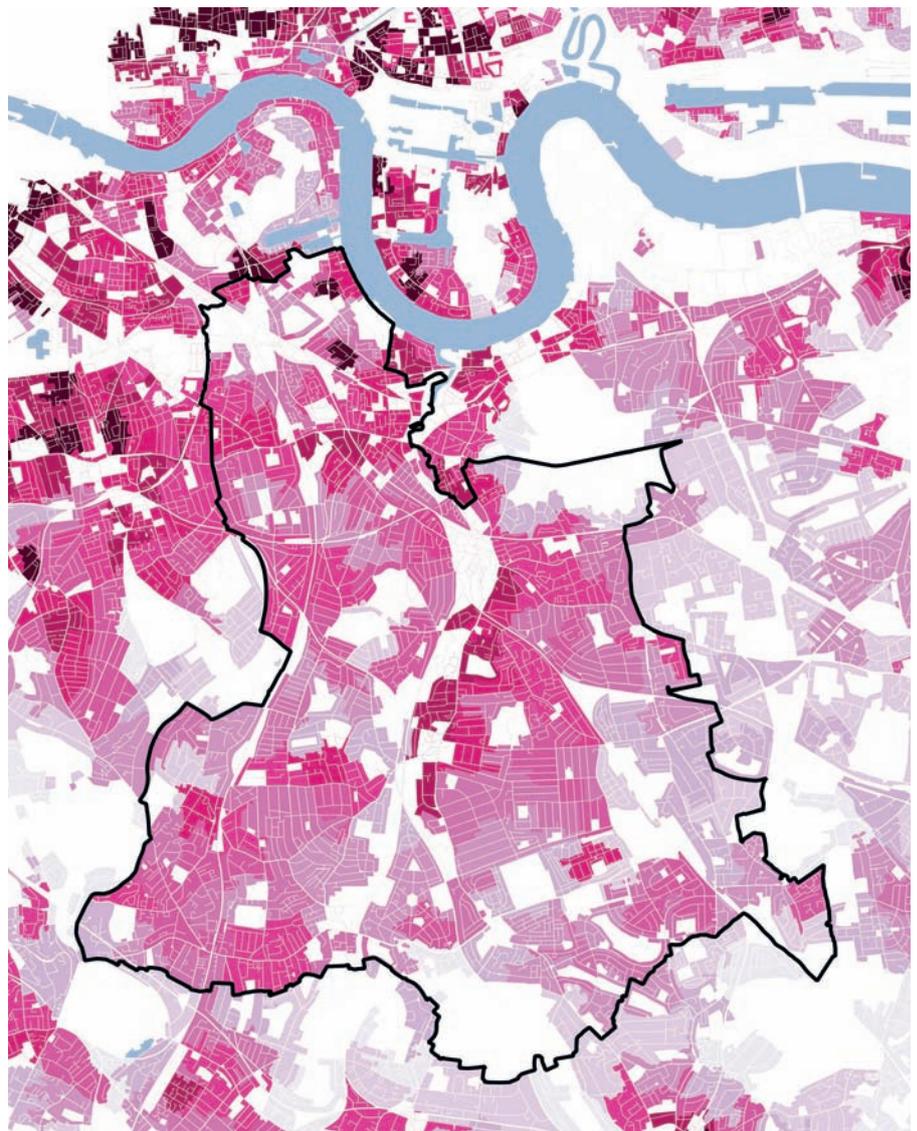
Fig 9 Economically inactive



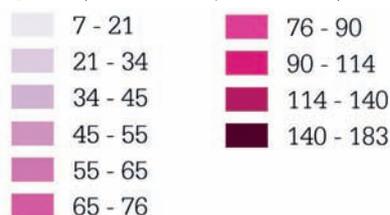
### Population density

2.2.10 The town centres tend to be higher density, particularly at Lewisham, Deptford, and Catford. The two pockets of highest density are the newly developed Plough Way, and the council estate around Abinger Grove, which are different to each other in typology and character; this demonstrates that higher density can be achieved in a variety of ways.

2.2.11 Over the next 20 years the borough is expected to see the second fastest rate of growth in inner London. This map is based on data taken from the 2011 Census and recent growth in areas such as Lewisham Town Centre, Catford and in North Deptford are not illustrated on this plan.

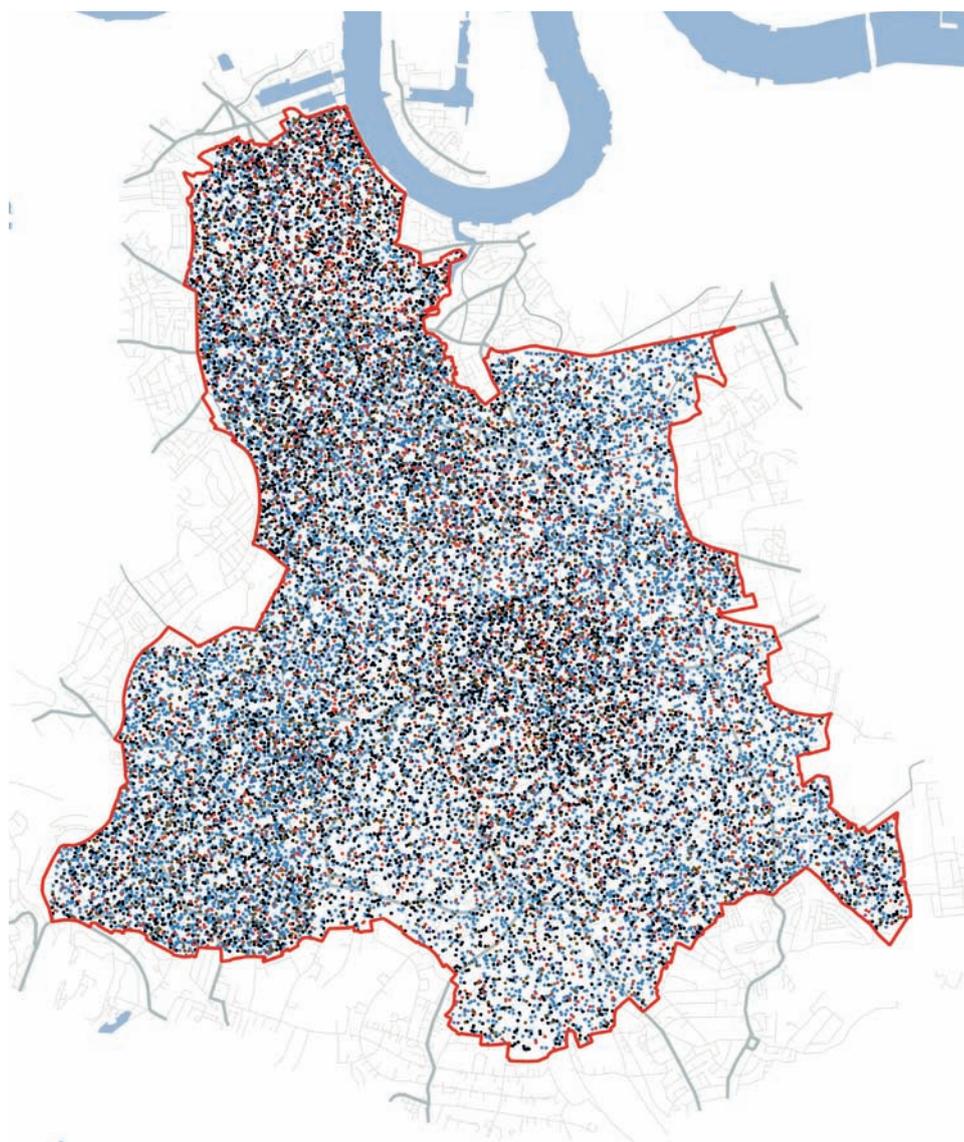


**Fig 10** Population density (number of persons per hectare)

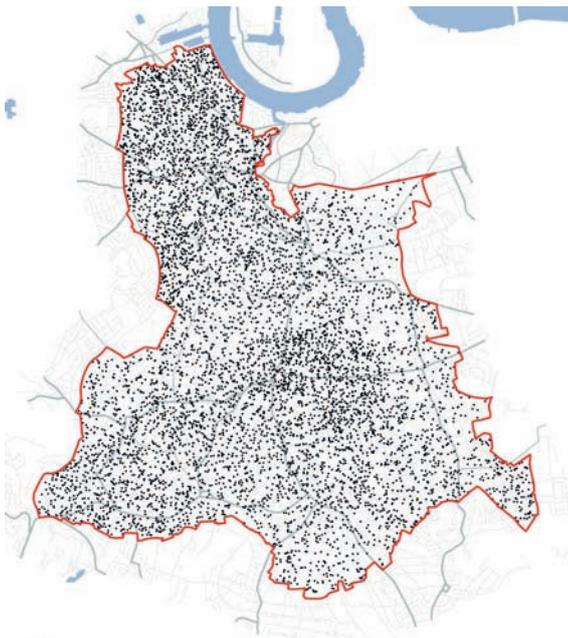


## Ethnicity

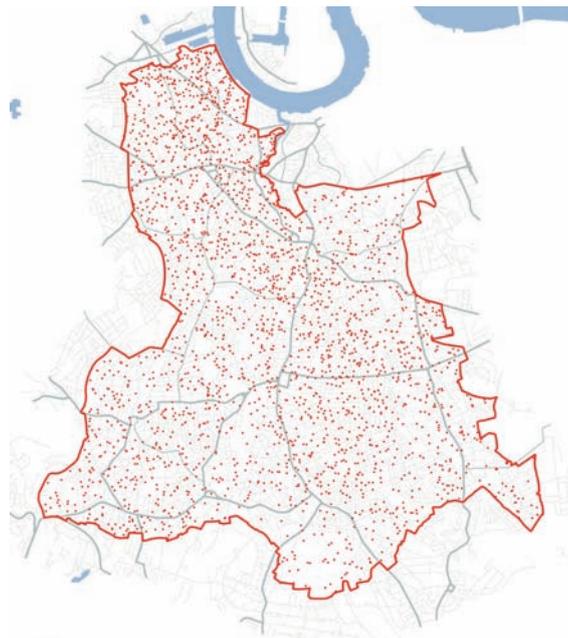
- 2.2.12 Lewisham is the 15<sup>th</sup> most ethnically diverse local authority in England, and two out of every five residents are from a black and minority ethnic (BME) background.
- 2.2.13 The largest BME groups are Black African and Black Caribbean and the age profile of the BME groups is younger than that of the White groups.
- 2.2.14 Forty-six per cent of Lewisham residents are of black and minority ethnic heritage, but this rises to just over 76% among school children.
- 2.2.15 The maps opposite show the distribution of ethnicity across the borough. Unlike other inner city boroughs like Hackney, Lewisham's diversity is spread evenly across the borough and there isn't one ethnicity that is especially concentrated in a particular area.



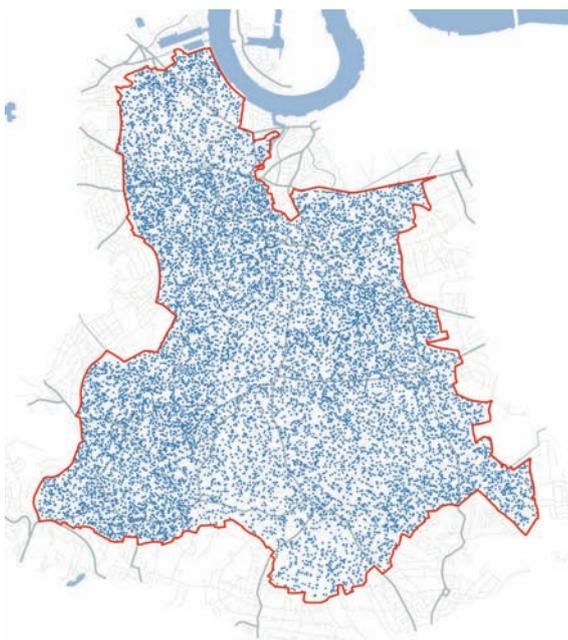
**Fig 11** Ethnicity mapping - above - all ethnicities



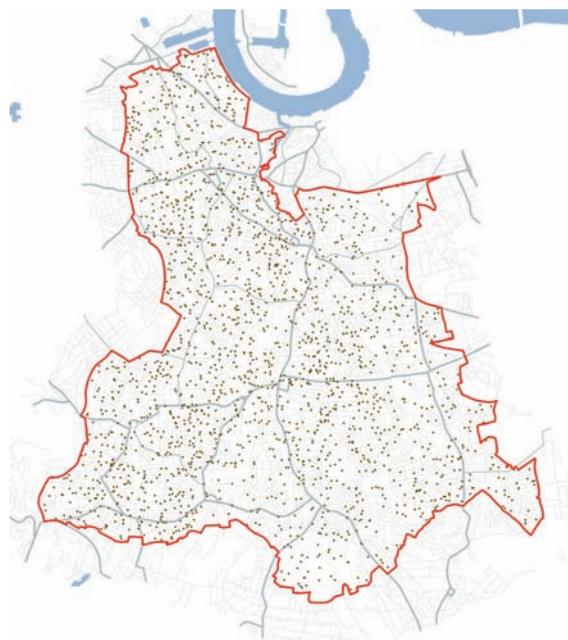
**Black/African/Caribbean/Black British**



**Asian/Asian British**



**White**



**Mixed/multiple ethnic group**

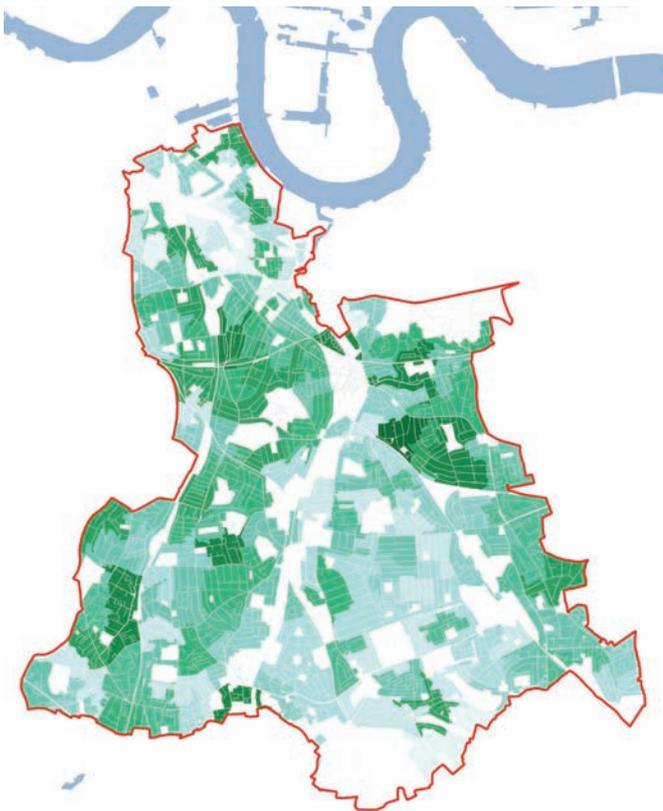
### Car ownership

2.2.16 The adjacent map shows that there is higher car ownership in the south east of the borough, with lowest levels to the north in Deptford and along the western edge.

2.2.17 This aligns closely with levels of public transport accessibility. Areas with highest car ownership are areas with the poorest PTAL ratings.



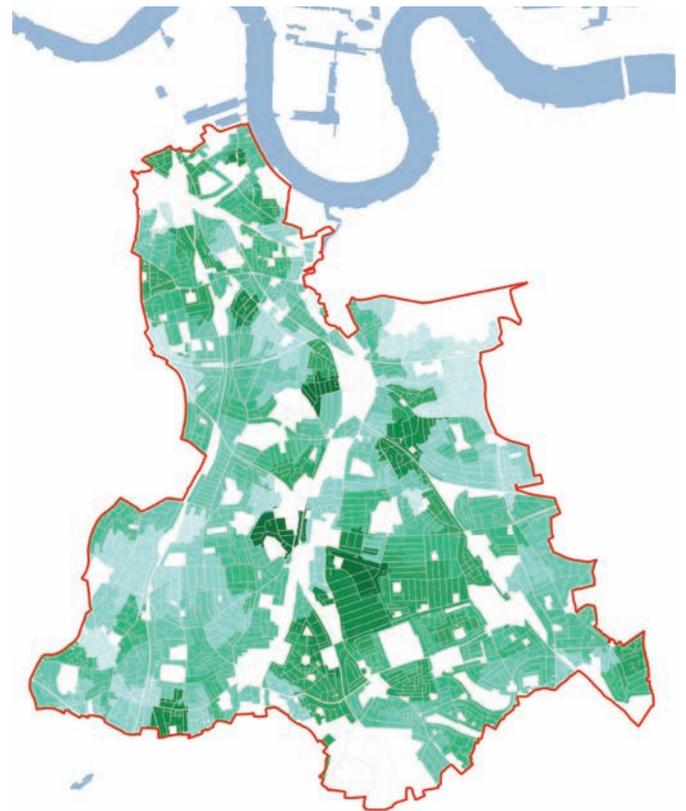
Fig 12 2 or more cars or vans in household



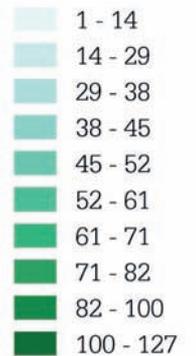
**Fig 13** 2 - 4 people in household

**Household size**

2.2.18 The maps above illustrate the size of households across the borough demonstrating that there are clusters of larger households in the centre of the borough in some of the larger homes in Catford, Bellingham and Downham. The maps do also show areas of larger homes that have a lower occupation such as at Hither Green and to the west of Forest Hill station.



**Fig 14** 5 and more people in household



## Homes

- 2.2.19 Levels of home ownership are significantly lower in the north of the borough around Deptford and Surrey Quays.
- 2.2.20 Pockets of high ownership, like in southern Catford and Grove Park, are likely to indicate a wealthier population and reflect the private development of those areas.
- 2.2.21 Conversely, social rented housing is concentrated to the north and south, in Deptford, Bellingham and Downham. There are pockets in Deptford where 90-100% of homes are social rented.
- 2.2.22 Privately rented homes are spread across the borough, but become less common further south.

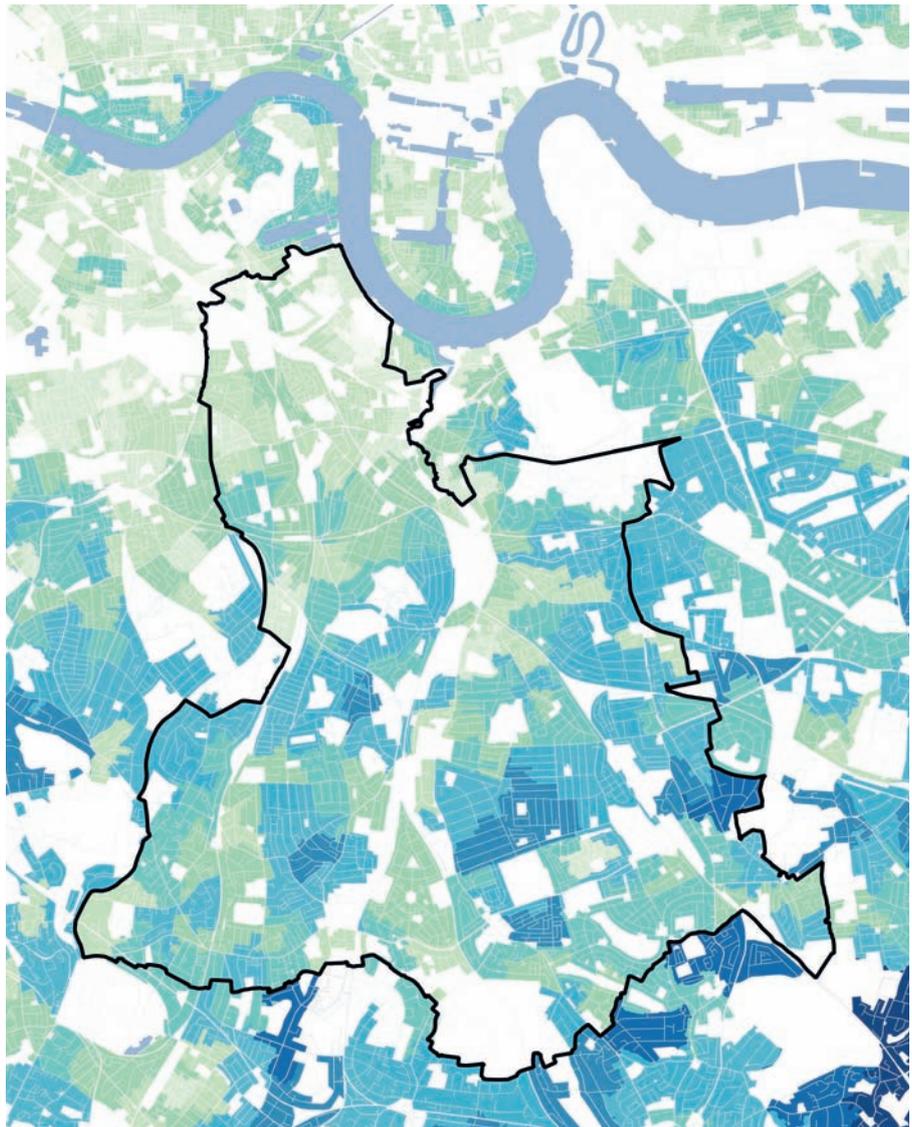
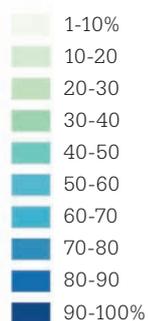
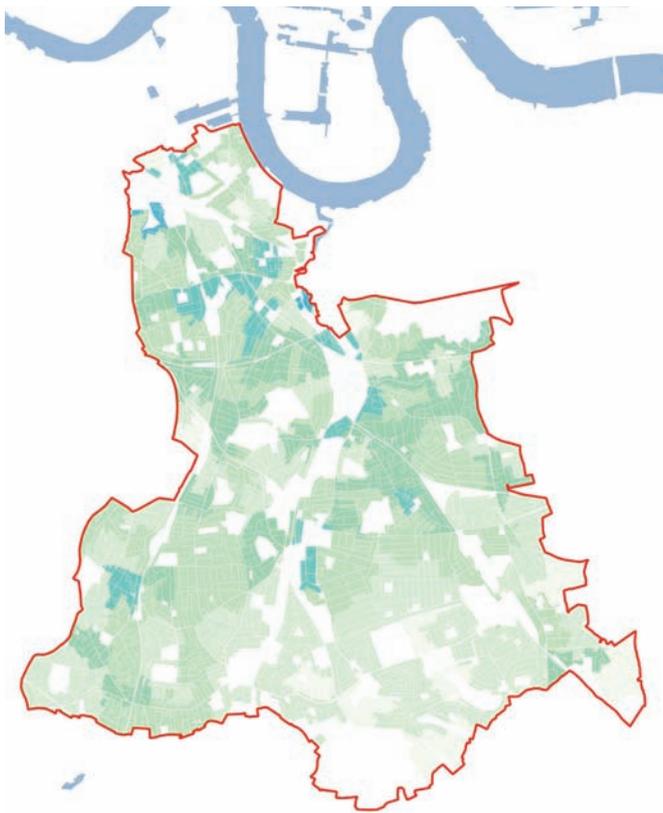
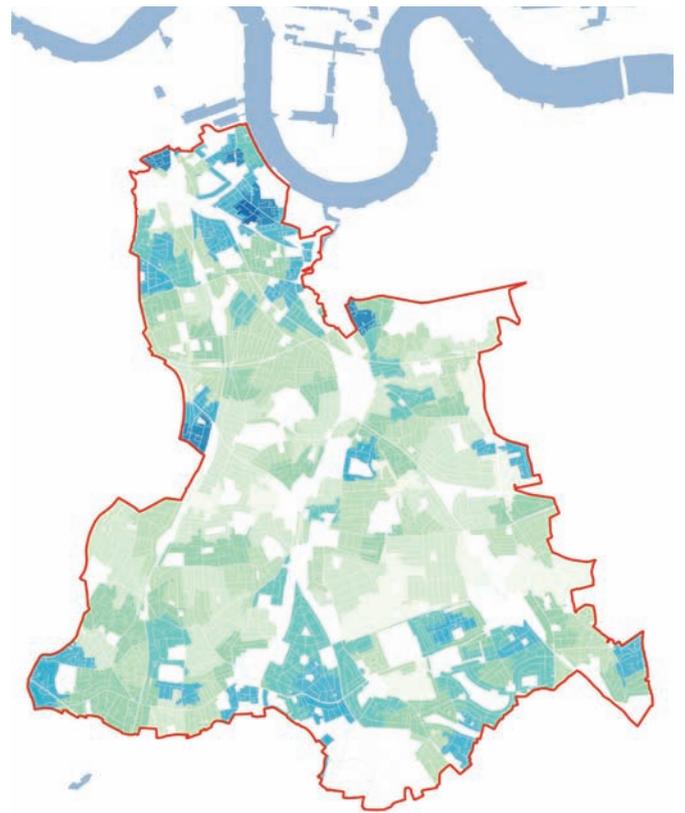


Fig 15 Tenure - Owned

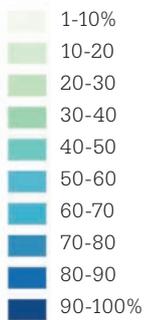




**Fig 16** Tenure - private rented



**Fig 17** Tenure - social rented



## 2.3 CONSULTATION

2.3.1 The characterisation work has been informed by a number of consultation events, the feedback from which has shaped the material within this report. The events collected information about the following:

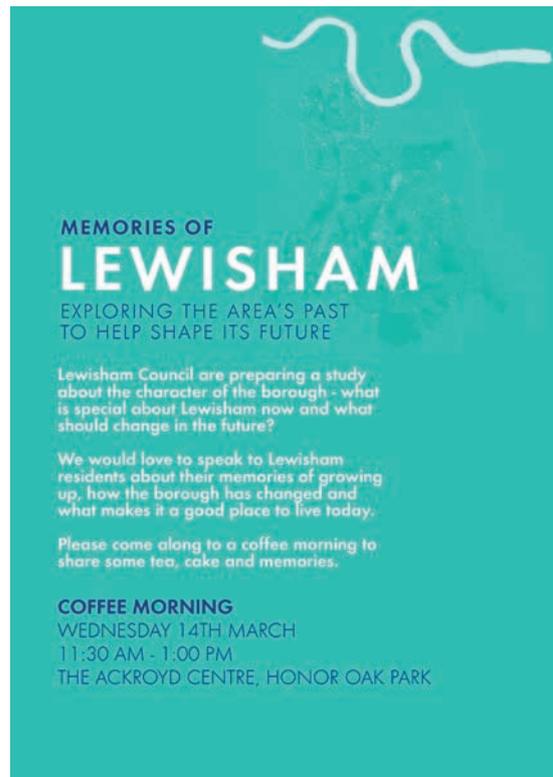
- How the borough has changed over time and residents reflections on the development of Lewisham and their memories of living here;
- The places, neighbourhoods and communities in the borough; and
- Current issues and future opportunities for the borough.

### Memories of Lewisham

2.3.2 As part of the consultation exercise, members of the team visited The Elder People's Support Project (EPSP) coffee morning which is held weekly at the Ackroyd Centre at Honor Oak Park. We met with a number of older people and interviewed them about their memories of living in Lewisham. The conversations gave an insight into how the borough has changed over time, about people's work life, family and community life, as well as how they travelled and recreational activities. Old photographs were shared to help stimulate memories.

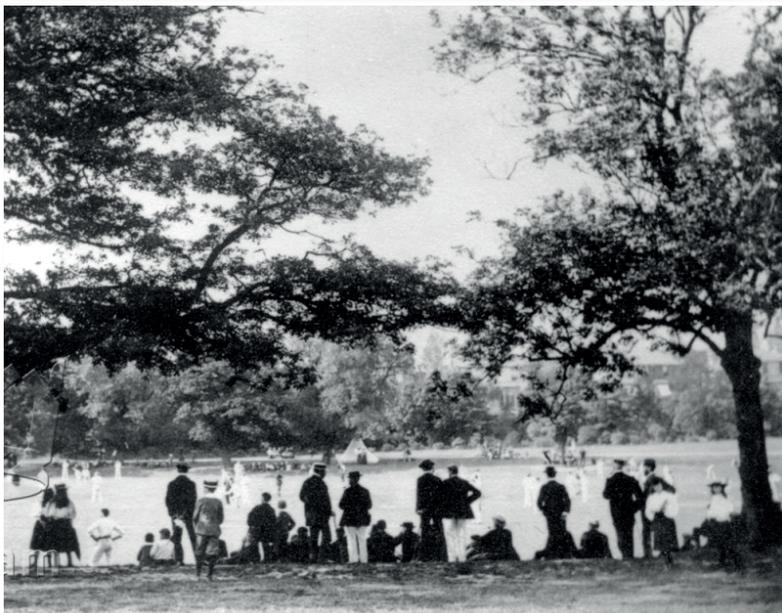
2.3.3 A number of residents shared how they had moved to the borough from elsewhere. One resident had settled in Lewisham from Pakistan. He described how people used to help him find the best bus routes to get around town. The green spaces and markets were mentioned as being particularly special to the borough and valued places to spend time in.

2.3.4 Quotes from residents are shared opposite.



**“We were the landlord of a pub called the Brown Bear in Deptford - we had musicians from the church in on Sunday, David Shepherd the cricketer and even the Bishop used to pop in - as well as local worker from the docks”**

**“The parks make the borough special - use them or lose them!”**



Residents spoke of the markets in Deptford and Lewisham. The top photo shows Lewisham High Street and Market in the 1960s. The bottom photo shows a cricket match at Mayow Park.

Both historic images © Lewisham Local History Archives Centre (with permission)

“I love the markets - Deptford market is where you used to buy cleaning products because you couldn’t get them anywhere else. Lewisham market was great for fruit - it still is today!”

“I moved here from Jamaica when I was a young woman and have worked as a nurse in all the hospitals in south London - many of which have now closed! I love the green spaces in the area and how well connected it is”

“This area (Honor Oak) is really special - lots of people have lived in the houses since they were built and the sense of community is really strong - my Dad helped to build the houses!”

### 2.3.5 Places and views workshop

The places and views workshop was held on Thursday 19<sup>th</sup> April 2018 at Lewisham Civic Suite. Attendees were from across the borough and represented a wide spectrum of community groups and interests. The aims of the workshop were to:

- Introduce the characterisation work, including the historic analysis and borough wide mapping of environmental and townscape features;
- Test the existing 'place' boundaries and identify changes including new ones and those that should be merged; and
- Identify important views and landmarks and understand why these are significant.

2.3.6 There was an interesting discussion about what influences our perception of a 'place' - heritage and character, postcodes, train stations, shops, community facilities and weekend activities.

The key messages were:

- Deptford is too large and not one place - the northern most part faces towards Surrey Quays;
- The boundary between New Cross / Telegraph Hill / Brockley is not quite right - Telegraph Hill is a smaller and more specific place;
- Sydenham Hill / Forest Hill / Perry Hill should be reviewed based on Victorian character. There was a question as to whether Sydenham Hill should be a separate area; and
- Eastern train tracks from Hither Green to Grove Park are a strong dividing line.

2.3.7 People also had the opportunity to highlight on important landmarks and views within, into and out of the Borough. This provided a useful starting point for more in-depth analysis.



Photos from stakeholder workshop 1



### Issues and opportunities workshop

2.3.8 The second workshop was held on Tuesday 15<sup>th</sup> May at Lewisham Civic Suite. The principal aim of the workshop was to define the character of different neighbourhoods and identify issues and opportunities for each place. It also provided the opportunity to gain an understanding about the community projects and neighbourhood plan work happening across the borough. The team fed back the emerging results from the previous workshop as well as the emerging direction of travel for the study.

2.3.9 Plans of each sub-area were laid out on tables and attendees were encouraged to gather around an area that they had most interest in. The discussions were insightful and a lot of ideas were generated which have helped to inform the sub-area analysis in the latter half of this report.



Photos from stakeholder workshop 2





# 3. BOROUGH WIDE ANALYSIS

## 3 BOROUGH WIDE ANALYSIS

### 3.1 TOPOGRAPHY

- 3.1.1 The topography of Lewisham has played a vital role in influencing the way in which the borough has developed.
- 3.1.2 The natural topography is principally defined by the valley of the Ravensbourne and Quaggy rivers which run north to south through the centre and join at Lewisham before flowing northwards to meet the Thames at Deptford. The north is characterised by the flat floodplain of the River Thames.
- 3.1.3 The topography rises on the eastern and western sides, the higher ground forming an essential part of the borough's character. The highest point to the southwest of the borough is at Forest Hill (105m). The highest point to the southeast is Grove Park Cemetery (55m). Blackheath (45m) and Telegraph Hill (45m) are the highest points to the north.
- 3.1.4 The dramatic topography allows for elevated views from within the borough to both the city centre and its more rural hinterland.

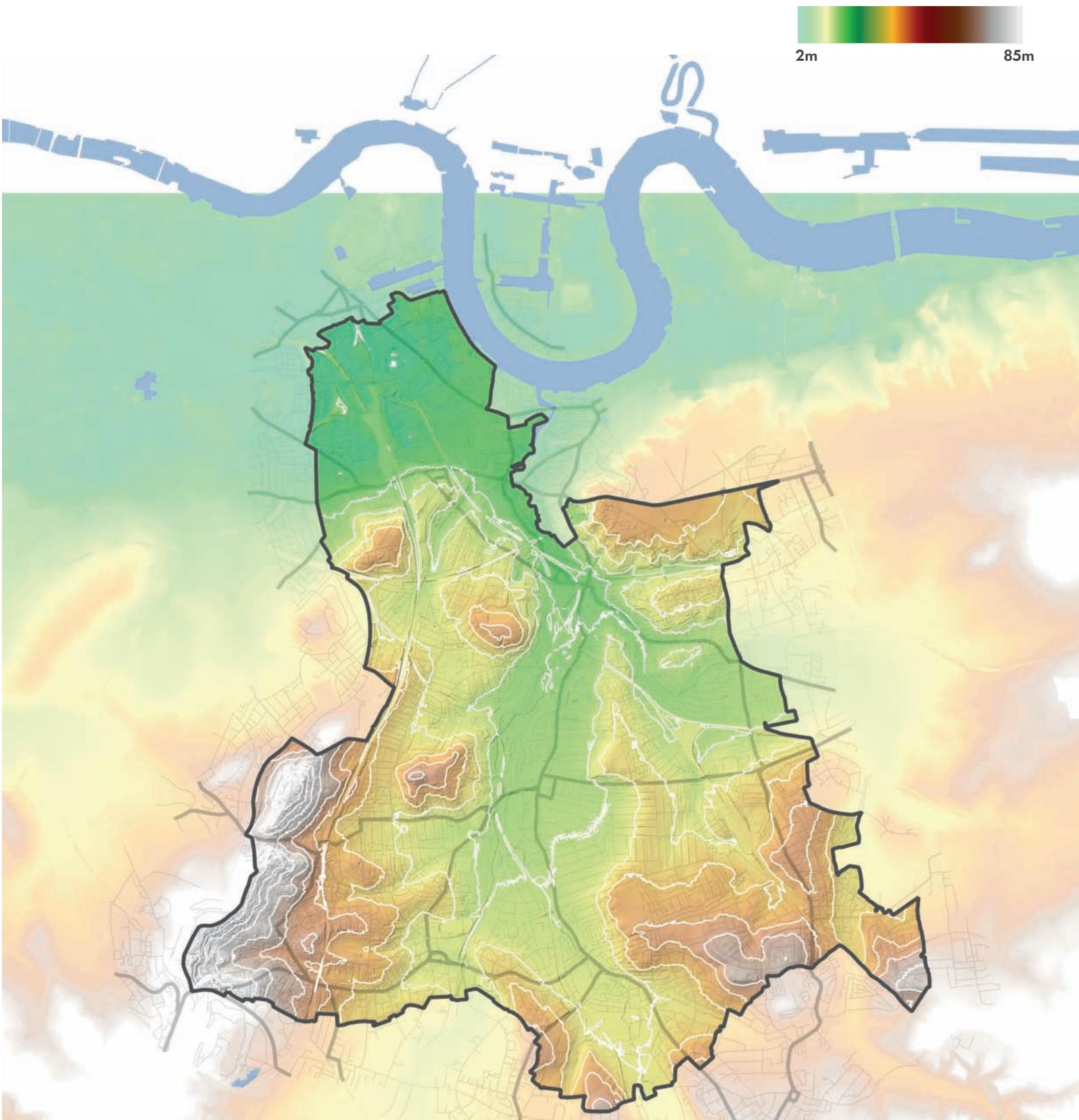


**Gently rising topography**



**High points offer panoramas towards the city**

Fig 18 Topography



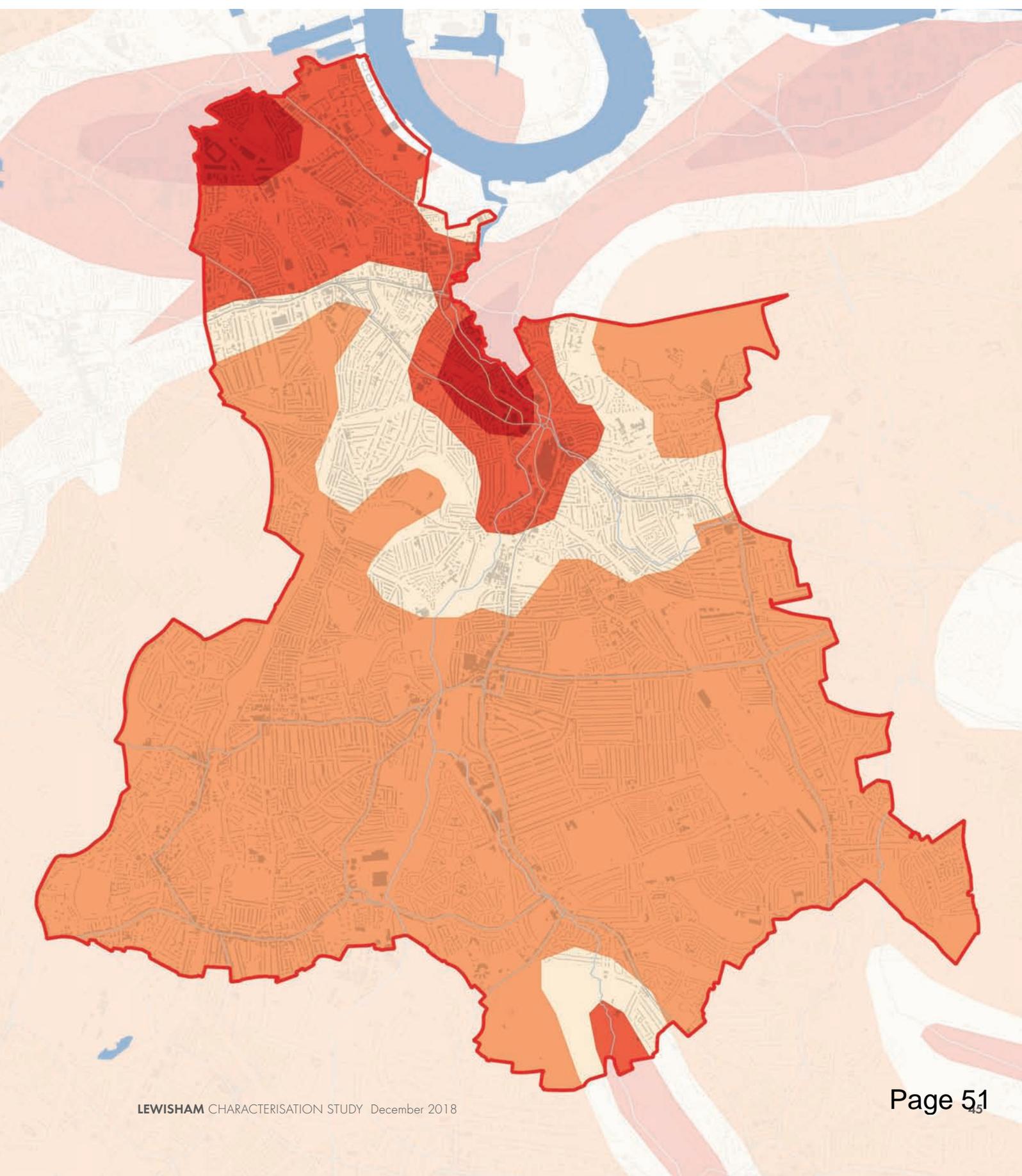
## 3.2 GEOLOGY

- 3.2.1 The majority of the borough is underlain by the Thames Group rock type which consists mostly of the London Clay Formation.
- 3.2.2 To the north, the solid geology is Upper Chalk overlain by Thanet Sand. The overlying drift geology is gravel and alluvium. The alluvium has been deposited by the tidal flooding of the Thames and the River Ravensbourne. River deposits are also characteristic along the Ravensbourne.
- 3.2.3 Beckenham Place Park is recommended for designation as a Regionally Important Geological Site (RIGS). Loats Pit and Old Gravel Pit south of Blackheath are recommended as Locally Important Geological Sites.

(See 'London's foundations: protecting the geodiversity of the capital' report, 2009: <http://nora.nerc.ac.uk/id/eprint/20075/1/geodiversity.pdf>)

**Fig 19** Geology - bedrock

- LAMBETH GROUP
- THAMES GROUP
- THANET SAND FORMATION
- WHITE CHALK SUBGROUP



### 3.3 WATERWAYS AND FLOODZONES

- 3.3.1 The Ravensbourne river runs south to north through the centre of the borough. Its tributaries include the Pool and Quaggy, the Quaggy running east to west from Eltham and sweeping back into the borough at Grove Park.
- 3.3.2 Over the centuries, urban development has infringed on the river valleys and as a result, stretches of all the rivers are now concealed, canalised or culverted by modern settlement. The river corridors retain their natural course further south with substantial open areas surviving, for example at Beckenham Place Park and Ladywell Fields. Further north at Brookmill Park, a large section of the Ravensbourne was renaturalised with the construction of the Docklands Light Railway.
- 3.3.3 While the borough's adjacency to the Thames provided economic opportunity during its early development, areas close to the river and along the Ravensbourne river valley are potentially at risk from flooding.
- 3.3.4 The street patterns respond to the area's topography, with neighbourhoods becoming increasing grid-like in the flatter bowl-like land around the Ravensbourne River, and residential development giving way to parks and industrial land in the flood zones.



River Ravensbourne at Bellingham



River at Cafford



River at Deptford

Fig 20 waterways and indicative floodzones

- Waterways
- Flood zone 3
- Flood zone 2



### 3.4 LANDSCAPE, GREEN SPACE AND TREES

- 3.4.1 Green spaces are plentiful and diverse and contribute greatly to Lewisham's character, both through their form and recreational function, as well as by opening up views. Neighbourhoods often have a strong relationship with a local park.
- 3.4.2 Green space is distributed relatively evenly across the borough, including a number of large spaces at or just across the boundary which have a regional impact. These are Blackheath, Beckenham Place Park and Dulwich Park.
- 3.4.3 Corridors of green space are located along the railway lines and Ravensbourne valley and offer important habitats for wildlife.
- 3.4.4 Street trees play an important role in shaping local character. An analysis of existing trees with the Borough could be prepared to inform where further planting could contribute positively to the local character and identify which species would be appropriate and look at how different species impact on the street environment and review this against character area boundaries.
- 3.4.5 Consideration is needed as to the role parkland plays in Lewisham's character and how this can be maintained, as well as the role of green space for climate change, air quality and flood prevention.



Fig21 Tree coverage in the borough

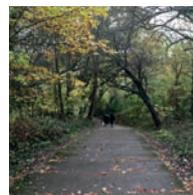
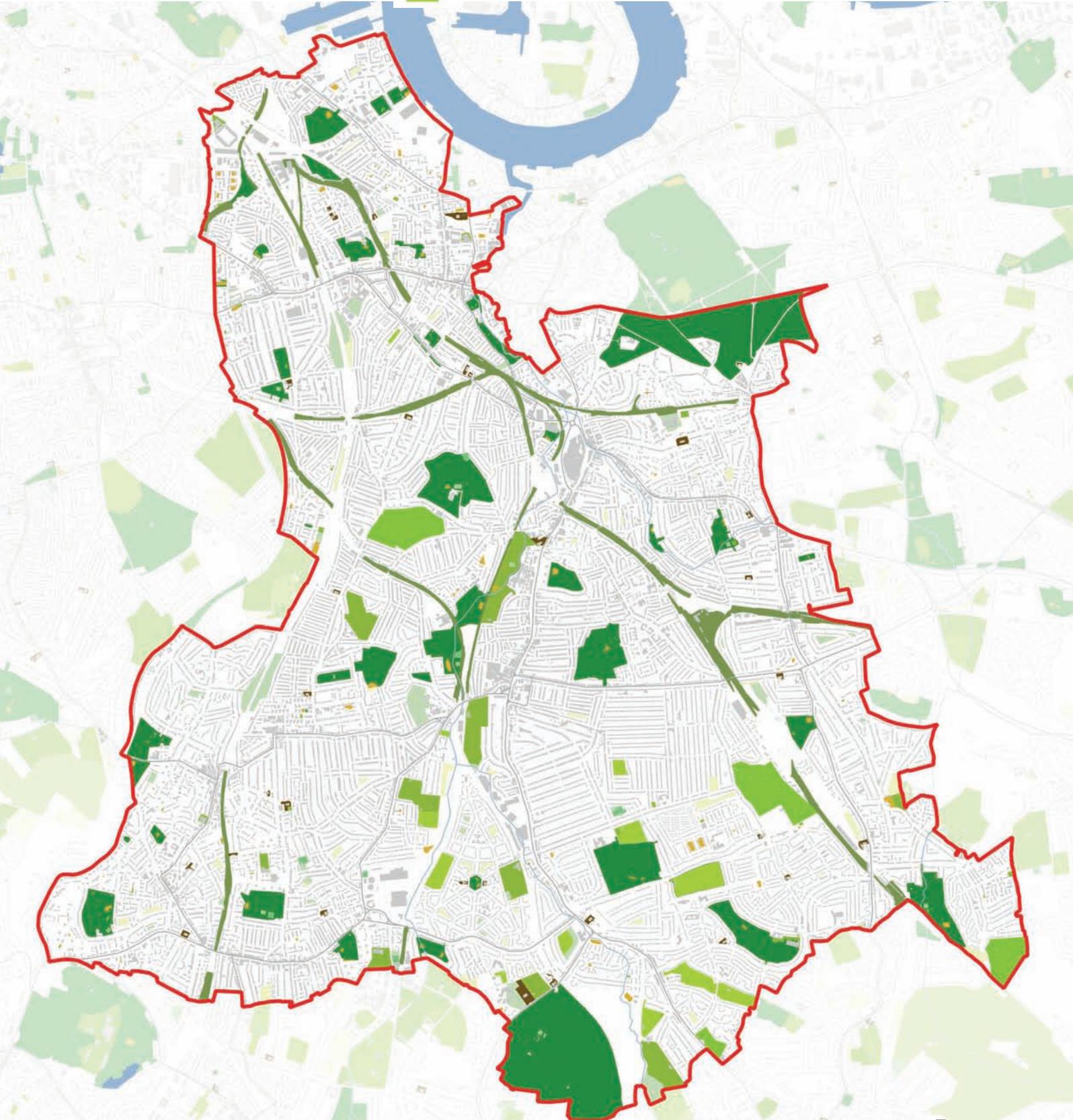


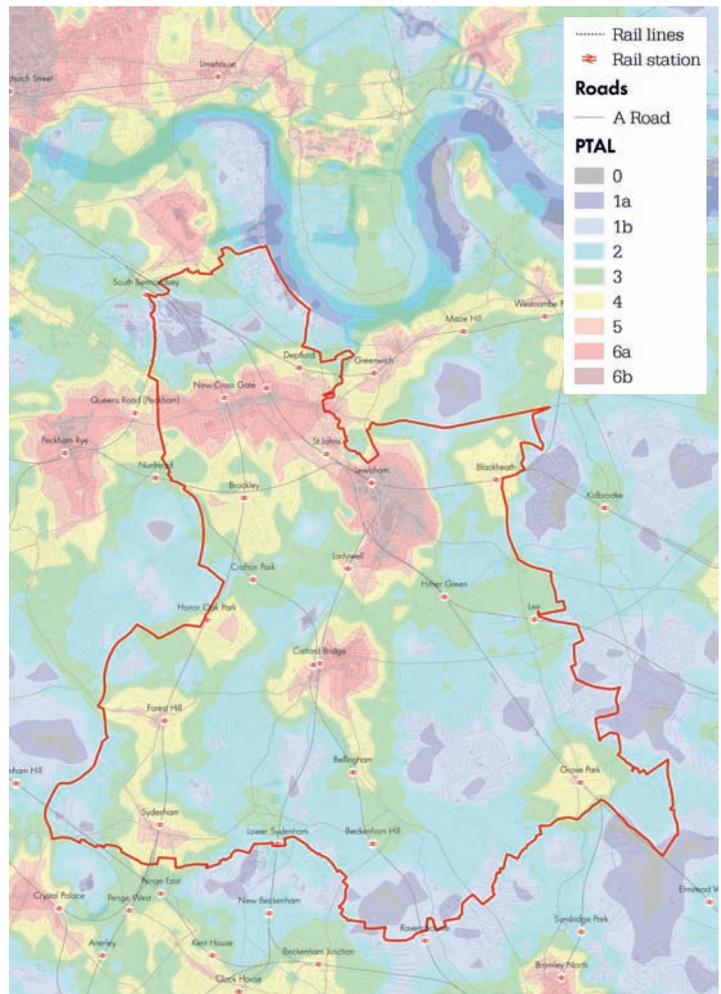
Fig 22 Green spaces

- Allotments or community growing spaces
- Bowling Green
- Cemetery
- Golf Course
- Other sports facility
- Play space
- Playing field
- Public Park or Garden
- Religious grounds
- Tennis Court
- Green Corridor
- Urban Green Space



### 3.5 TRANSPORT

- 3.5.1 The principle vehicular routes reflect the historic pattern of routes through the borough. The A21 is an important spine road with major east to west routes including the South Circular.
- 3.5.2 The railway lines are a defining characteristic of the borough and fan from termini in central London. The lines are shaped by topography and act as physical markers in the landscape which can act as barriers locally. They heavily influenced how the borough developed.
- 3.5.3 A number of stations are very close to each other which was the product of rivalry between private railway entrepreneurs in the mid 19<sup>th</sup> century. The density of stations reduces in the south of the borough and there are significant areas with low public transport accessibility between Grove Park and Catford.
- 3.5.4 There is good accessibility to rail lines to the north of the borough although this is far less true around Deptford Park. The newer overground connections have improved accessibility into and out of London, and the future Bakerloo line extension will relieve congestion on existing public transport routes and offer new opportunities for growth.



**Fig 23** Existing borough PTAL rating - a low number indicating very poor transport accessibility and a high number indicating excellent transport accessibility

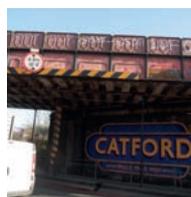
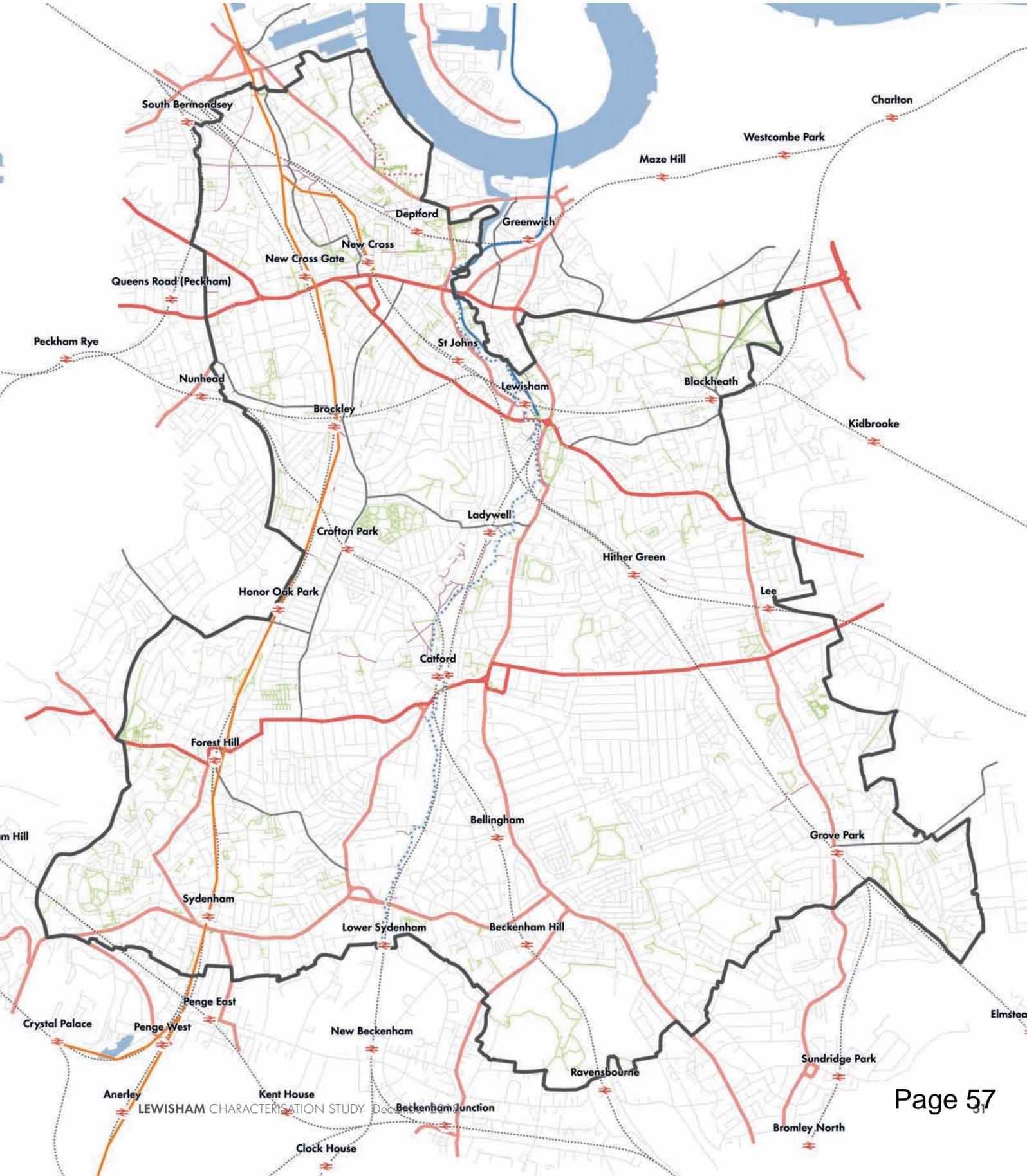


Fig 24 Transport network

- Overground
- DLR
- - - Rail lines
- = Rail station
- Cycleway
- Path
- - - Thames footpath
- - - Waterlink pedestrian path
- A Road
- B Road



### 3.6 URBAN MORPHOLOGY AND BUILDING HEIGHTS

- 3.6.1 The density and grain of development reflects the history and evolution of the borough. The plan opposite shows how the grain of development varies across the borough.
- 3.6.2 The ratio of building to space is an indicator of character. Densely packed buildings are located at local centres and along primary routes. These contrast with the clearly defined Victorian and Edwardian Streets and less formal layouts of newer estates and industrial areas.
- 3.6.3 There is a more uniform and less compact urban grain to the south, compared with the northern tip around Deptford Wharf and New Cross where there is a great variety of block sizes and general grain.
- 3.6.4 There is a relatively low prevailing scale across Lewisham, with clusters of taller buildings focused along primary corridors and A roads. The densification of older town centres has resulted in taller buildings like at Forest Hill and Lewisham.
- 3.6.5 To the south, newer areas of the borough around Downham and Bellingham have very few buildings over four storeys.

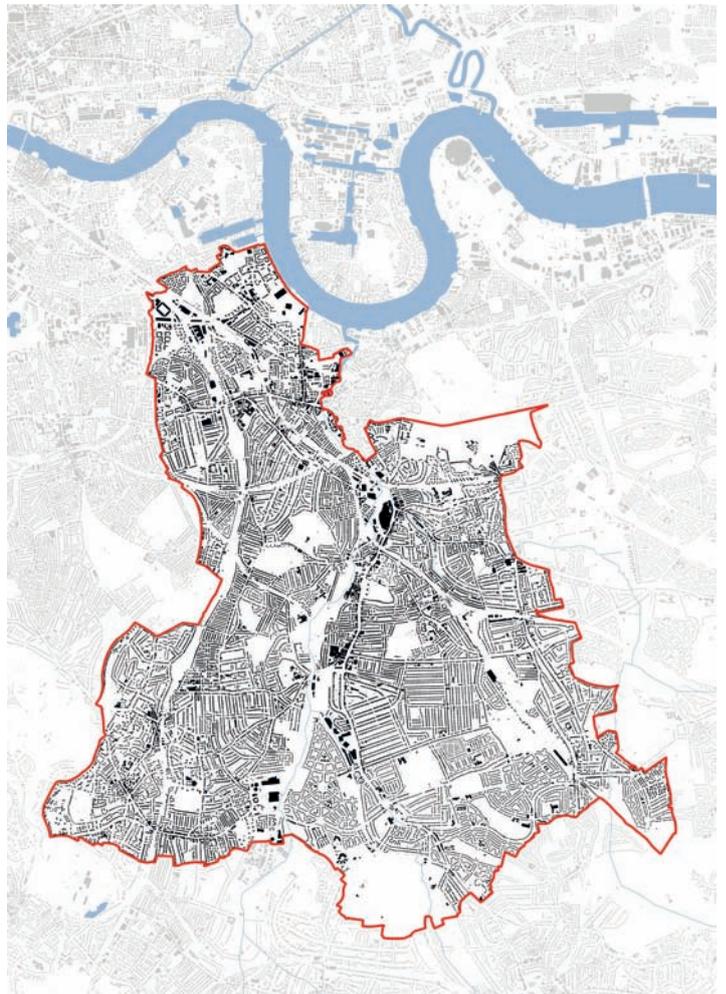
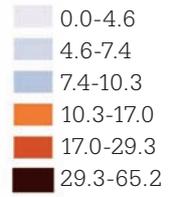


Fig 25 Figure ground



**Fig 26** building heights (metres)



### 3.7 VIEWS AND LANDMARKS

3.7.1 The borough topography rises gently southwards from the Thames, and up the slopes of the Ravensbourne valley. There are numerous mounds and hillocks, represented in such names as Forest Hill, Sydenham Hill, Vicars Hill, Hillyfields, Belmont Hill, Westwood Hill and Telegraph Hill. These places afford views across the borough and sometimes beyond, to Greenwich, Crystal Palace, Canary Wharf and the City of London. The new towers springing up at Battersea and Vauxhall can also be seen.

3.7.2 Lewisham has only a short frontage on the Thames but its concave shape provides a substantial river prospect, taking in the Isle of Dogs and the Greenwich waterfront.

3.7.3 The value of views is threefold:

- To enable people to enjoy the qualities of cherished landmarks;
- To aid wayfinding, by being able to relate to familiar features on the skyline; and
- To strengthen the distinctiveness of places, helping to show their relationship to one another.

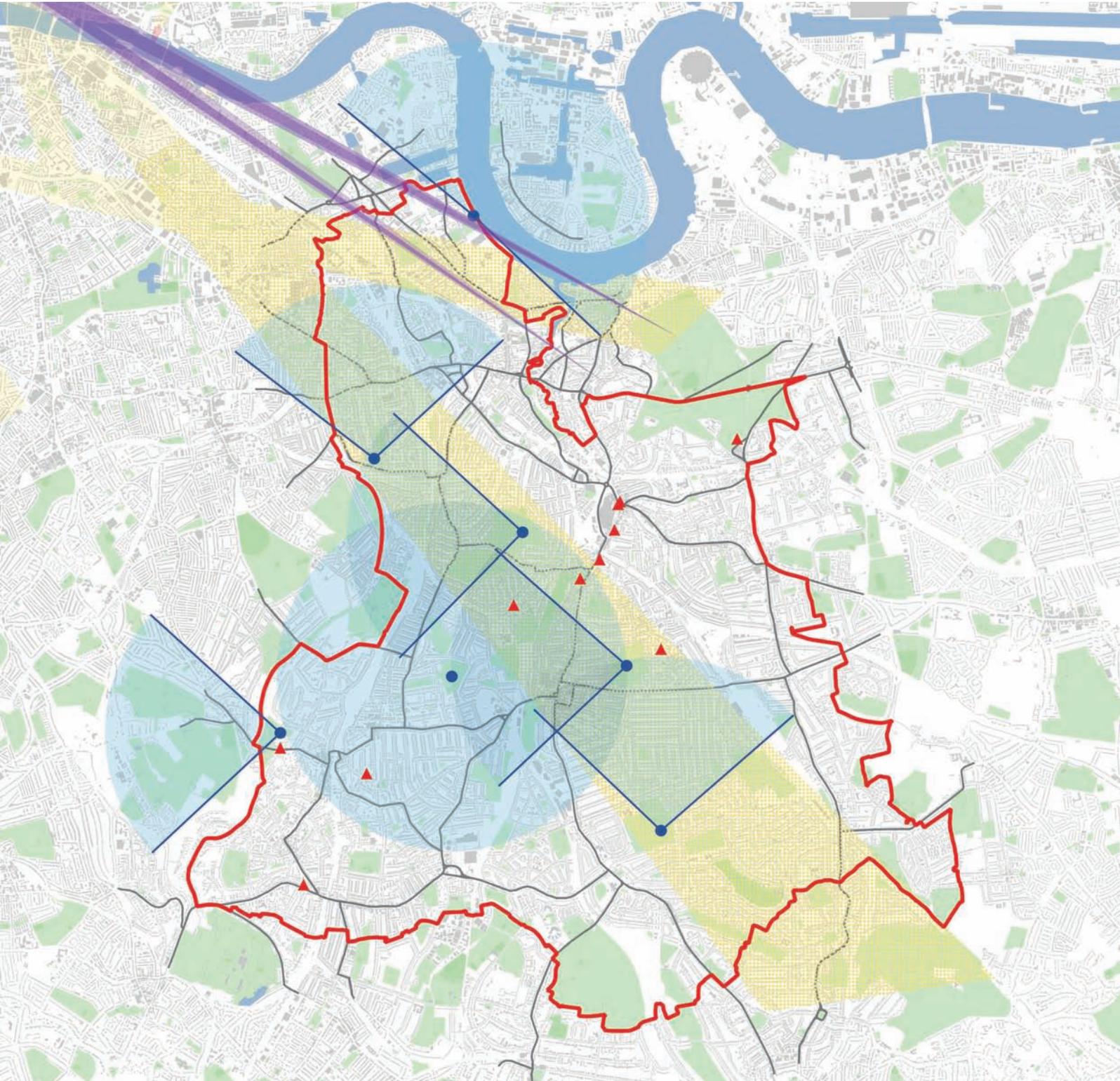
3.7.4 There are a variety of views experienced within or across the borough. Some are panoramas, such as the wide sweep across the townscape from a hilltop. Other views may be channelled between buildings or trees. Some views are 'kinetic', unfolding progressively as the viewer moves through space. Some views are more important at certain times of the day, or after dark. Some views have a seasonal quality, affected by the length of shadows, or the colour and density of tree foliage.

3.7.5 Views are not constant; new buildings are added to the skyline and sometimes gaps open up to reveal hitherto unexpected views of landmarks or features.

3.7.6 Lewisham's current local plan (policy CS17) identifies seven views, generally from public spaces within the borough. These are to be maintained by resisting large scale, bulky developments close to the edges of the parks or at the foreshore in Deptford. The views are:

- LV 1 Horniman Gardens City cluster
- LV2 Blythe Hill to Canary Wharf
- LV 3 Hilly Fields
- LV4 Telegraph Hill – to Vauxhall and Canary Wharf
- LV5 Mountsfield Park – towards Catford and Sydenham Ridge
- LV 6 Forster Memorial Park - to Crystal Palace radio mast and the ridge
- LV 7 Thames Foreshore, Deptford A 180 degree river prospect taking in the Isle of Dogs, Deptford Creek and Greenwich

- ▲ Local Landmarks
  - Views points
  - Views buffers
- Protected Vistas  
(London Views Management Framework)**
- Viewing Corridor
  - Wider Setting Consultation Area
  - Extended views
- Selected views**
- Viewing Corridor
  - Wider Setting Consultation Area



## Landmarks

3.7.7 Lewisham's current local plan identifies eight landmarks within the Borough that have particular significance. They are all prominent in the landscape, distinctive architecturally and make a positive contribution to the street scene. They are:

- LL1 All Saints Blackheath
- LL2 Lewisham Clocktower
- LL3 Christchurch Forest Hill
- LL4 St Mary's Ladywell
- LL5 St Paul's Deptford
- LL6 Horniman Museum, Forest Hill
- LL7 St Bartholomew's Westwood Hill
- LL8 Ladywell Water Tower

## Neighbourhood views and landmarks

3.7.8 Through consultation with local residents as part of the characterisation study, a number of local views and landmarks have been identified. These are illustrated on the plans in sections 6 to 10 of this report. These landmarks and views each make a positive contribution to their local surroundings and character.

3.7.9 There are countless views within, to and from the Borough; all of them may contribute to an appreciation of Lewisham's particular identity. For the purposes of this study, selection is necessary.

- Views across a substantial part of the Borough, towards one or more identified landmarks, or places;
- Views out of the borough to landmarks or features outside the area, such as the City of London, Canary Wharf or the Crystal Palace transmitter mast; and
- Short-range views of Lewisham's most significant buildings, particularly highly graded heritage assets.

3.7.10 Many buildings and structures, irrespective of any architectural or historic interest, assist in wayfinding by virtue of their scale or distinctiveness. The detailed character descriptions within each sub-area identify further landmarks that make a positive contribution to their surroundings. These vary from church spires, to towers and clusters, and to local landmarks, like pubs, cinemas and cafes. The following criteria have been used in this study:

- Buildings that predominate in long views or panoramas;
- Buildings that terminate vistas, such as channelled views down an avenue;
- Buildings that, by virtue of their scale, form, architectural distinctiveness or public function, command attention in the street scene and add character and interest to the skyline;
- Buildings of strong communal interest or historic value; and
- Buildings are not simply identified as landmarks because they are big and help in orientation.

LOCAL LANDMARKS FROM CORE STRATEGY

1 All Saints, Blackheath



2 St Stephen's Church



3 Lewisham Clock Tower



4 St Saviours Church



5 United Reformed Church



6 Church of St. Mary the Virgin



7 Ladywell Water Tower, Dressington Avenue



8 Hither Green Hospital Clock and Water Tower



9 Christ Church Chapel-on-the-Hill, South Road



10 Horniman Museum



11 St Bartholomew's



LOCAL VIEWS FROM CORE STRATEGY

1 View from Foreshore, Deptford



2 View from Telegraph Hill park



3 View from Hilly Fields park



4 View from Mountsfield Park



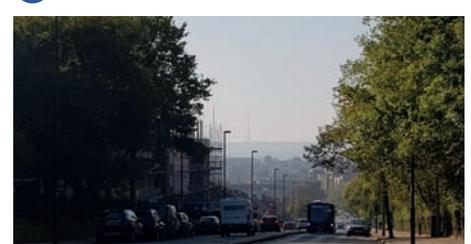
5 360 degree view from Blythe Hill Fields



6 Horniman Gardens panoramic view towards south and central London



7 View from Forster Memorial Park



## 3.8 HISTORIC ASSETS

- 3.8.1 The span of the heritage assets across the borough reflects its varied character. There is a concentration of designated assets in the older centres – around Deptford, Lee and Blackheath – but also places of interest, especially conservation areas, in all corners.
- 3.8.2 The northernmost parts of the Borough along the course of the Ravensbourne, are Archaeological Priority Areas (APAs). The APAs represent a variety of archaeological assets, from ancient routes like the London-Lewes Roman Road and Watling Street, to parks, waterways and historic villages. There is one Scheduled Monument, the nationally important remains of the Tudor naval storehouse at Convoy's Wharf.
- 3.8.3 Boone's Chapel on Lee Road is listed Grade I, as is St Paul's Church, Deptford. Other buildings of exceptional significance include the early 18th century houses on Albury Street, Deptford, as well as the Horniman Museum and Hillyfields Sixth Form Centre (formerly Brockley County School). All of these are listed Grade II\*.
- 3.8.4 More modest architecturally, the historically important Grade II listed prefabricated houses on the Excalibur Estate are a reminder of Lewisham's wartime legacy. A further 329 listed building entries are on the national list.
- 3.8.5 There are three entries on Historic England's Register of Historic Parks and Gardens – Horniman Gardens at Forest Hill, Manor House Gardens and Grove Park Cemetery. All are registered Grade II.
- 3.8.6 As well as nationally listed buildings, the borough has a Local List which recognises buildings that have local architectural or historic interest. There are currently over 200 entries which range from houses to schools, churches, libraries and former cinemas.
- 3.8.7 In 2017, there were nineteen entries on the Heritage at Risk Register – one conservation area (Deptford High Street), two churches and 16 buildings or structures.
- 3.8.8 There are 27 conservation areas in the Borough, as well as Areas of Special Local Character, for example at Sydenham Hill.
- 3.8.9 Part of the Maritime Greenwich World Heritage Site is within the borough.

-  World heritage buffer zone
  -  Areas of archaeological priority
  -  Conservation areas
  -  Area of Special Local Character
  -  Areas of special character
- Listed buildings**
-  I
  -  II\*
  -  II
  -  Locally listed Buildings

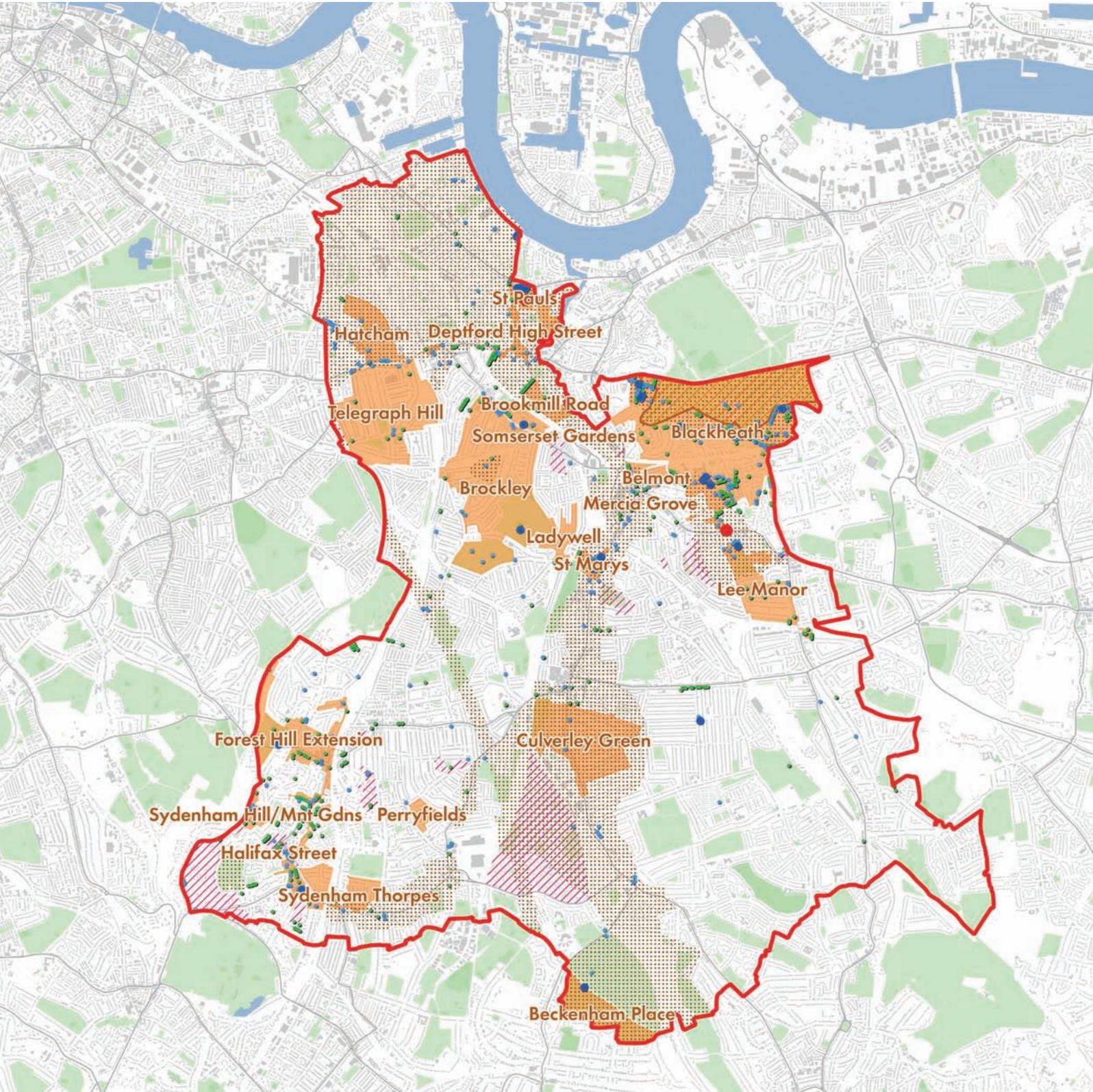
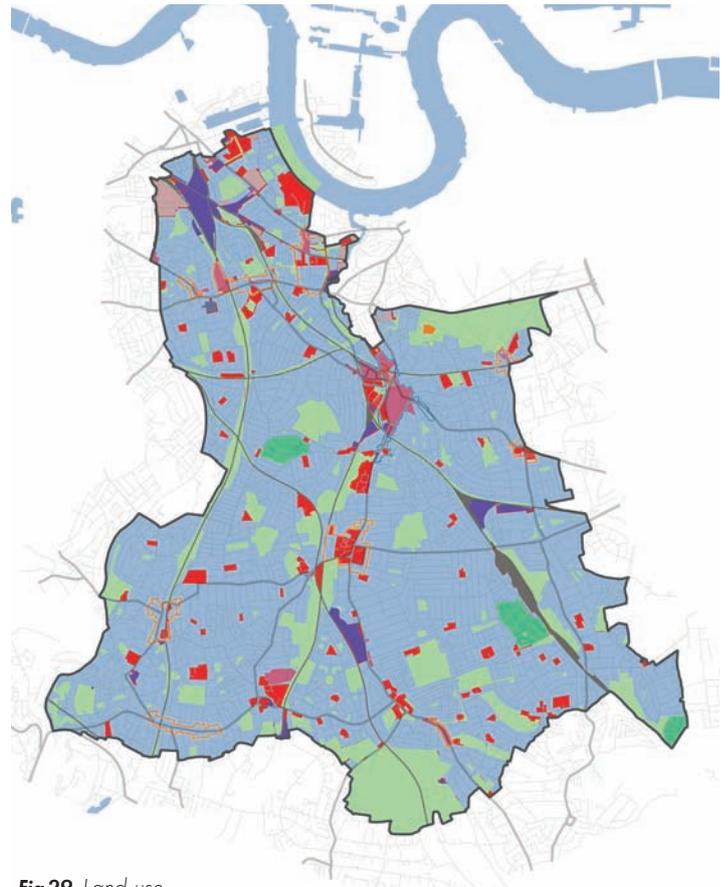


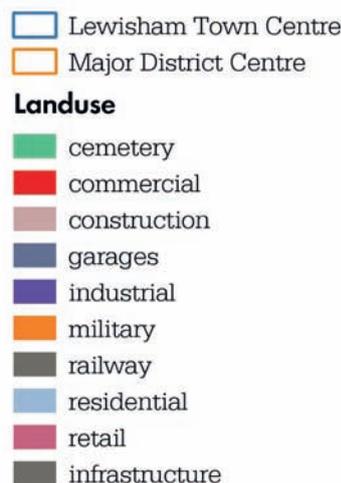
Fig 28 Heritage assets in the Borough

### 3.9 FUNCTIONAL CHARACTER AND TOWN CENTRES

- 3.9.1 The borough has a predominantly residential character, with more diverse land uses to the north as the borough transitions between outer and inner London.
- 3.9.2 Older established settlements have a greater land use mix compared to later 20<sup>th</sup> century development. Retail and mixed-use centres are focused along key corridors such as the A21. Pockets of employment are located close to the railways in north Deptford, Hither Green and south of Catford.
- 3.9.3 The map on the adjacent page measures the level of activity inside and outside of the borough. It has been compiled using data from Google which is based on mobile phone usage and information from local businesses, shops and community uses within the database. It demonstrates the strong relationship the borough has with other centres outside of Lewisham.
- 3.9.4 There are far lower levels of activity to the south-east of the borough, correlating with the land-use plan which shows much less incidence of mixed uses. This area developed much later than the rest of the borough and has a dominant 20<sup>th</sup> century suburban residential character.

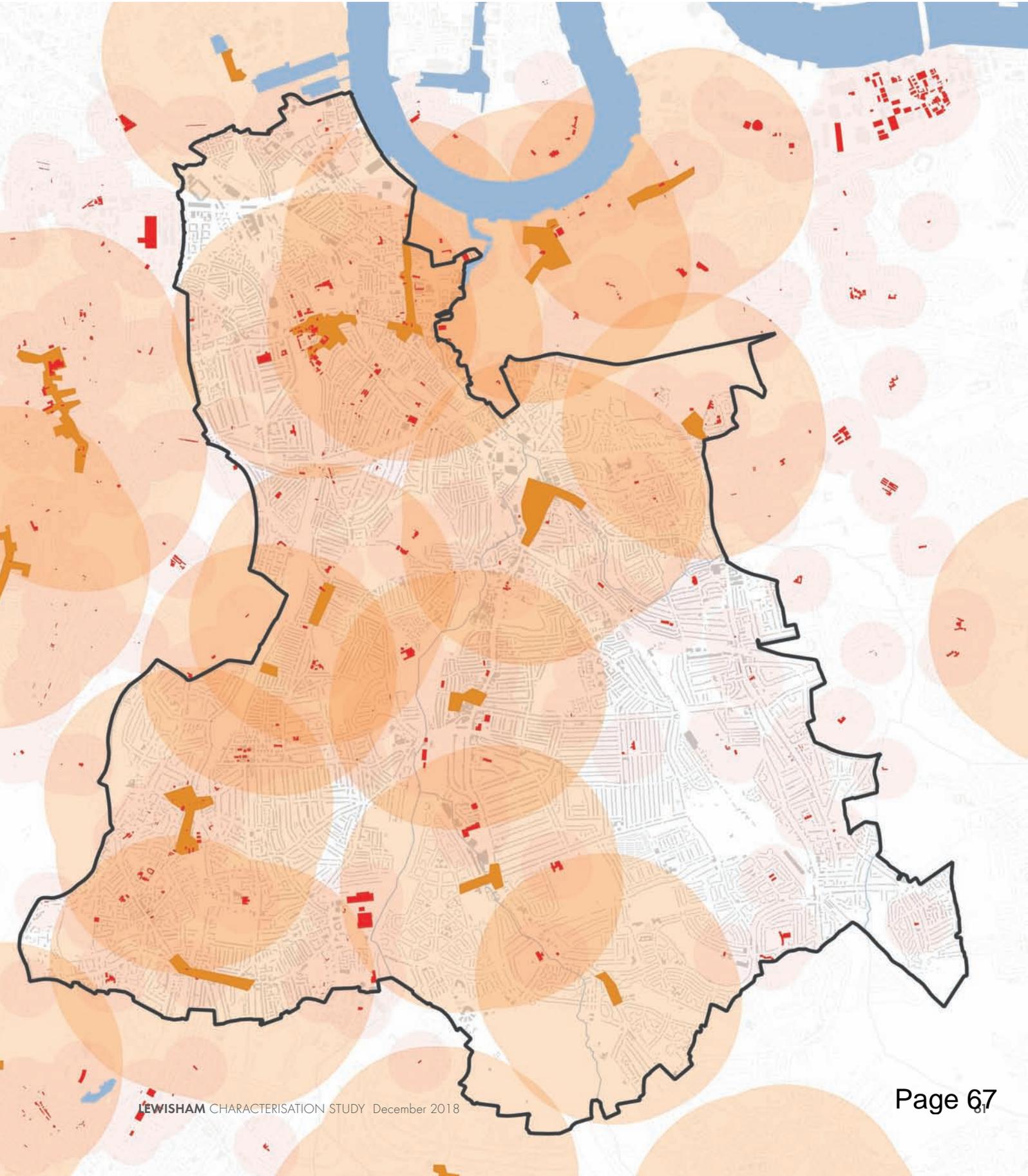


**Fig 29** Land use

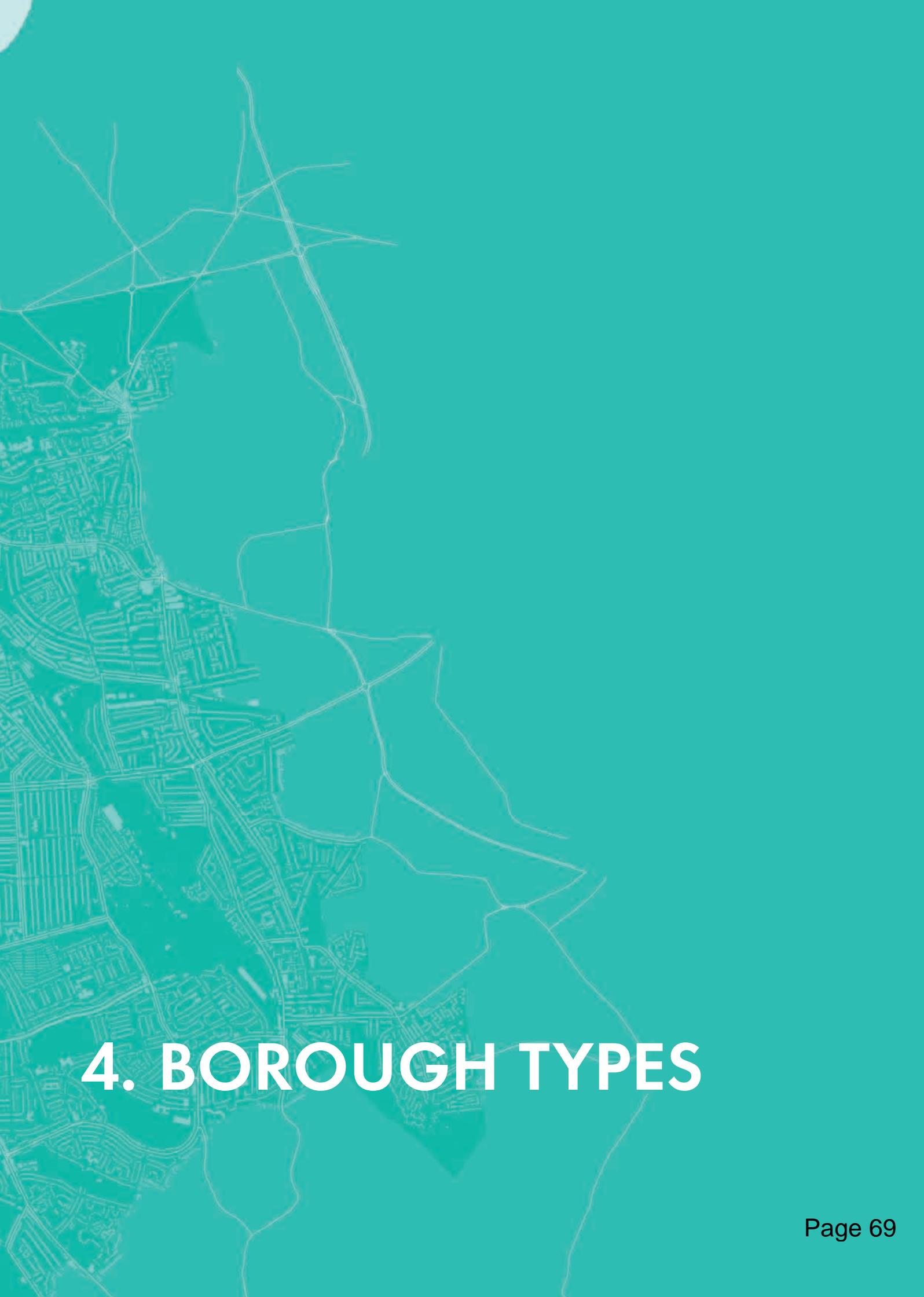


**Fig 30** Activity levels (using Google's activity data set based on phone usage)

- Active buildings
- Activity areas
- Active buildings 250m buffers
- Activity areas 1km buffer







# 4. BOROUGH TYPES

## 4 BOROUGH TYPES

### 4.1 INTRODUCTION

- 4.1.1 Typology is the systematic classification of places according to their common characteristics. By identifying the various townscape characters found in Lewisham and then identifying where they are present, it is possible to describe the form of the borough in detail. It also provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.
- 4.1.2 The borough has been classified partly according to land use - mixed urban areas, residential areas and green spaces. The first layer of classification is between areas which are residential and areas which contain a mix of uses. Whilst the mixed-use areas may include elements of residential accommodation such as flats over shops the prevailing character of these areas is non-residential.
- 4.1.3 The categories have been broken down into a series of specific types reflecting building form and age. The categories and colours on the adjacent plan correspond to the categories on the typology tree on the opposite page. The categorisation of the borough into typologies has been undertaken through detailed survey. The predominant character of the block determines the typology assigned for each area.
- 4.1.4 Each type is described in text and photography, accompanied by a figure-ground plan to help explain the urban form and how it impacts on the character of the borough.
- 4.1.5 Many of these typologies are the same as in the 2010 draft of the document as the housing stock has remained. However typologies have been reviewed and new types added to reflect shifting land use patterns within the borough and new forms of residential development that have been delivered in more recent years. This section also reflects on suitable ways to intensify some of these typologies.



**Fig 31** *Typologies plan*

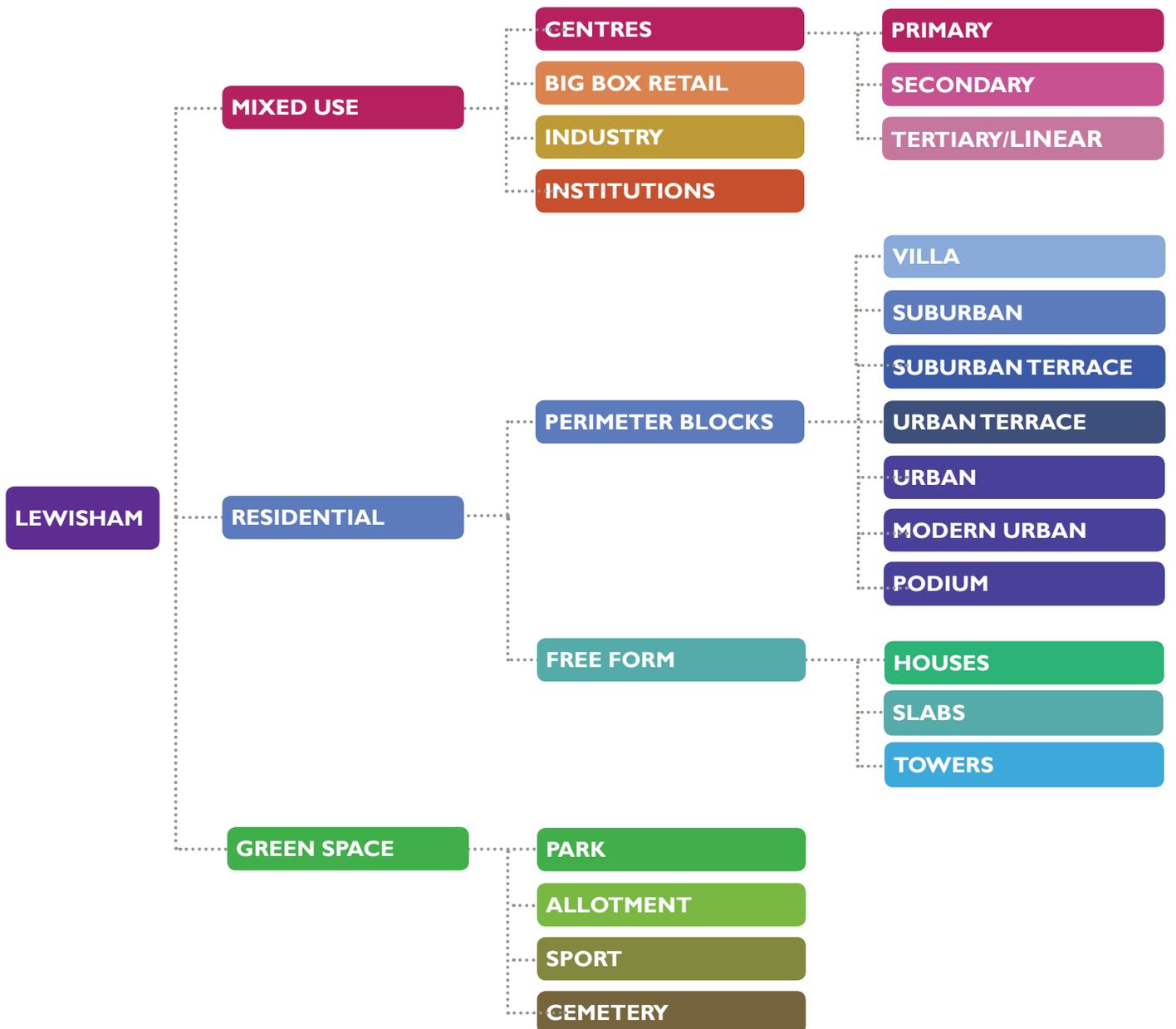


Fig 32 Typology tree

## 4.2 GREEN SPACES

4.2.1 The role of green space throughout the borough is an essential part of its character. In many cases the parks were laid out alongside their adjacent residential communities and form the heart of neighbourhoods. For the purposes of the typology characterisation, the green spaces have been grouped into four types: parks, allotments, sport and cemetery.

### Parks

4.2.2 The borough is well served by parks and these are well distributed across the borough. They vary in size and have a significant impact on the character of surrounding neighbourhoods.

4.2.3 Parks include those of a formal design associated with neighbourhoods, areas of heath, former estate gardens and more natural spaces associated with the series of spaces along Waterlink Way.

4.2.4 The largest open spaces include Blackheath and Beckenham Place Park which dominate their local area and form high points for views. Areas such as the Heath at Blackheath are sizeable and edged by strong urban frontages, often encompassing large and ornate buildings such as villas. The green space is dissected by a series of routes, dividing the green areas into triangular forms. Some areas of the original acid grassland are managed to grow long, giving wild flowers a chance to set seed and providing habitat for butterflies, grasshoppers and other invertebrates. The site is a World Heritage Site buffer zone due to its situation adjacent to Greenwich Park World Heritage Site.

4.2.5 Beckenham Place Park is a former estate garden and has a strong relationship with neighbourhoods in the south of Lewisham and also Bromley. It covers 96 hectares, with large areas of ancient woodland. It is an important

wildlife site and is located on the South East London Green Chain Walk and the regional Capital Ring.

4.2.6 The character of smaller parks in the borough fall into two categories. Some have a more urban feel and are strongly associated with a neighbourhood. In Victorian areas of the borough these are generally edged by streets with front facing residential properties. Lewisham Park, for example, is a town garden with trees, shrubs and floral borders, and includes a children's playground.

4.2.7 Other spaces have a more natural feel. In the south of the borough many of these are still associated with a neighbourhood but spaces are designed within the centre of residential blocks, with the fences of gardens providing an edge to these spaces. These are generally larger than the more formal Victorian neighbourhood parks and often include areas of natural grassland. Examples include Chinbrook Meadows and Downham Fields. There are also a series of parks with more natural areas associated with Waterlink Way and the Ravensbourne.

4.2.8 The character and existing frontage should impact how future development should respond to these parks.



View from one of the borough's significant green spaces, Hilly Fields Park, looking south towards Crystal Palace



Some of the borough's green spaces - from left to right - Mayow Park, The Green at Downham Way, All Saints at Blackheath

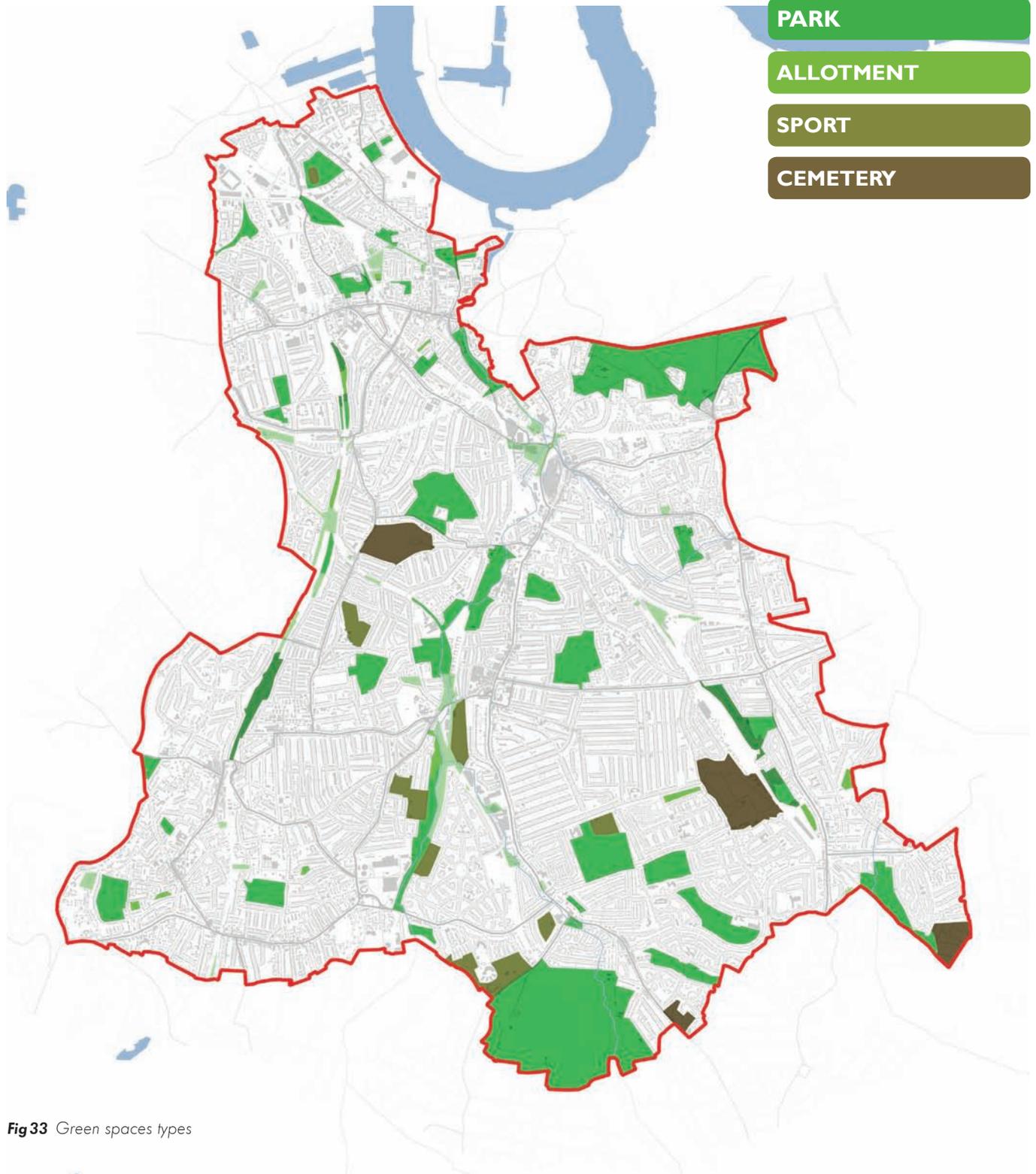
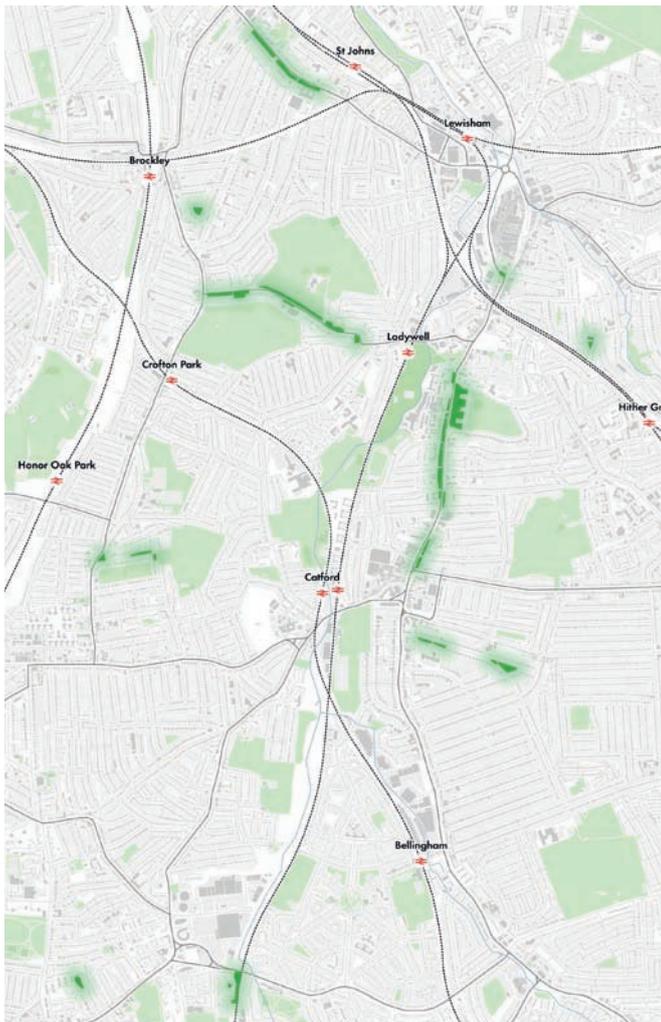


Fig 33 Green spaces types

4.2.9 Other smaller very formal green spaces include Lewisham's London Squares which generally occur in the central valley corridor and are protected by the London Squares Preservation Act 1931. These spaces are small and generally fenced formal grassed areas that create the feel of a boulevard or formal space.



**Fig 34** Lewisham's London Squares - some of the smallest park amenity spaces in the borough

## Allotments

4.2.10 Allotments are frequently located along rail lines and hidden within large perimeter blocks. As such they can have a limited impact on the wider character of an area but are hugely valued by residents and form a physical space for community activity and interaction. The allotments in the borough are rarely obvious from routes running through neighbourhoods, and often accessed between small gaps in the urban form.

4.2.11 Allotments have a very distinctive landscape character. The spaces are divided into regular rectangular plots which form a strong grid within the space. The planting of each plot creates varying degrees of vertical form with the occasional shed emphasising the plot divisions.

4.2.12 The allotment spaces provide an interesting landscape element, often within an urban neighbourhood.



**Allotments in New Cross**

## Sport

- 4.2.13 Sport areas are green spaces primarily used and laid out as sport pitches and formal recreational space. These facilities vary in size from large scale professional sports centre provision, to simple areas of grassland laid out with football pitches. In general these take the form either of dedicated athletics tracks or football pitches. The location of these facilities varies.
- 4.2.14 In some cases the sports areas are located on former neighbourhood parks and are therefore edged on some sides by streets and residential fronts. In other cases the facilities are more hidden and located alongside rail lines, in river valleys or internally within residential blocks.
- 4.2.15 The spaces are often quite sizeable - determined by the type of sports they encompass. The largest spaces are those with running tracks. The landscape features are usually limited to large expanses of mown grass edged by trees.



One of the borough's sports pitches at Honor Oak Park

## Cemetery

- 4.2.16 A selection of cemetery spaces are found in key places in the borough and have a very distinct character and atmosphere given their specific function.
- 4.2.17 The borough has four cemeteries - Hither Green, Grove Park, Ladywell and Brockley, as well as a crematorium at Hither Green. The spaces vary in size and nature.
- 4.2.18 The cemeteries are grouped into two main areas and therefore form significant tracts of landscape in the areas of Hither Green / Grove Park and Brockley / Ladywell.
- 4.2.19 In general the cemeteries are historic features in the landscape linked to churchyards. In these spaces there are a high incidence of trees which create a very atmospheric space. They are edged by streets and adjacent to primarily residential areas. The newer cemeteries are much more open and ordered, with lines of burial plots and trees around the edge rather than intermixed within the space.



Brockley and Ladywell Cemetery

## 4.3 MIXED-USE AREAS

### PRIMARY CENTRES

- 4.3.1 Lewisham and Catford town centres are the borough's two major centres which function as the primary centres serving the borough. These centres are characterised by the large scale of buildings and variety of comparison shopping, services and leisure opportunities available.
- 4.3.2 Both Lewisham and Catford are classified as Major Town Centres in the borough's local plan. Lewisham town centre is the largest and most varied shopping centre in the borough and with the extension of the Bakerloo line and the delivery of significant new retail and residential development has been identified in the Draft New London Plan as a centre with the potential to become a town centre of Metropolitan importance. This would recognise the town's role in serving both the borough and wider areas of south east London.
- 4.3.3 Catford is the second largest centre and is a key focus within the centre of the borough, particularly used by residents in the south. It has a varied retail offer with potential for intensification and improvement. Catford has significantly fewer national multiple retailers than Lewisham and its high street has many independent retailers. Catford plays an important civic role in the borough as the location of the Town Hall, council offices, and borough theatre.

### Urban Form

- 4.3.4 Primary centres are intensely urban environments with a strong focus on commercial activity and a scale and type of buildings not found anywhere else.
- 4.3.5 Whilst the street pattern has evolved from an original historic layout, and retains many of the original block dimensions, many of the plots have amalgamated over time to create larger retail

units, including some such as the shopping centres which define an entire block. One key example of this is Lewisham Shopping Centre which has resulted in one very large block in the centre of town.

- 4.3.6 Land uses in the primary centres feature a mixture of comparison shopping, services and leisure uses. Convenience shopping is present as a peripheral element, whilst evening economy uses can play a significant role.

### Buildings

- 4.3.7 Buildings in the primary centres vary significantly in scale and form, and cover a wide range of periods and styles. There are some examples of historic fabric retained in the main areas and these provide a human scale and fine grain of unit size. However, there are also a significant proportion of post-war buildings, including the substantial Lewisham shopping centre.

### Streetscape

- 4.3.8 The streetscape in this typology is intensely urban, with significant areas of pedestrianisation and lacking in any substantial street greenery. This partly relates to one of the main functions of the High Street which is to provide a location for the market, which requires clear space.



**key characteristics**

- Typical storey height: 3 - 6
- Typical street width: 10 - 20m
- Typical block size: 80x130m

The urban morphology of Lewisham town centre



Photographs of Lewisham and Catford

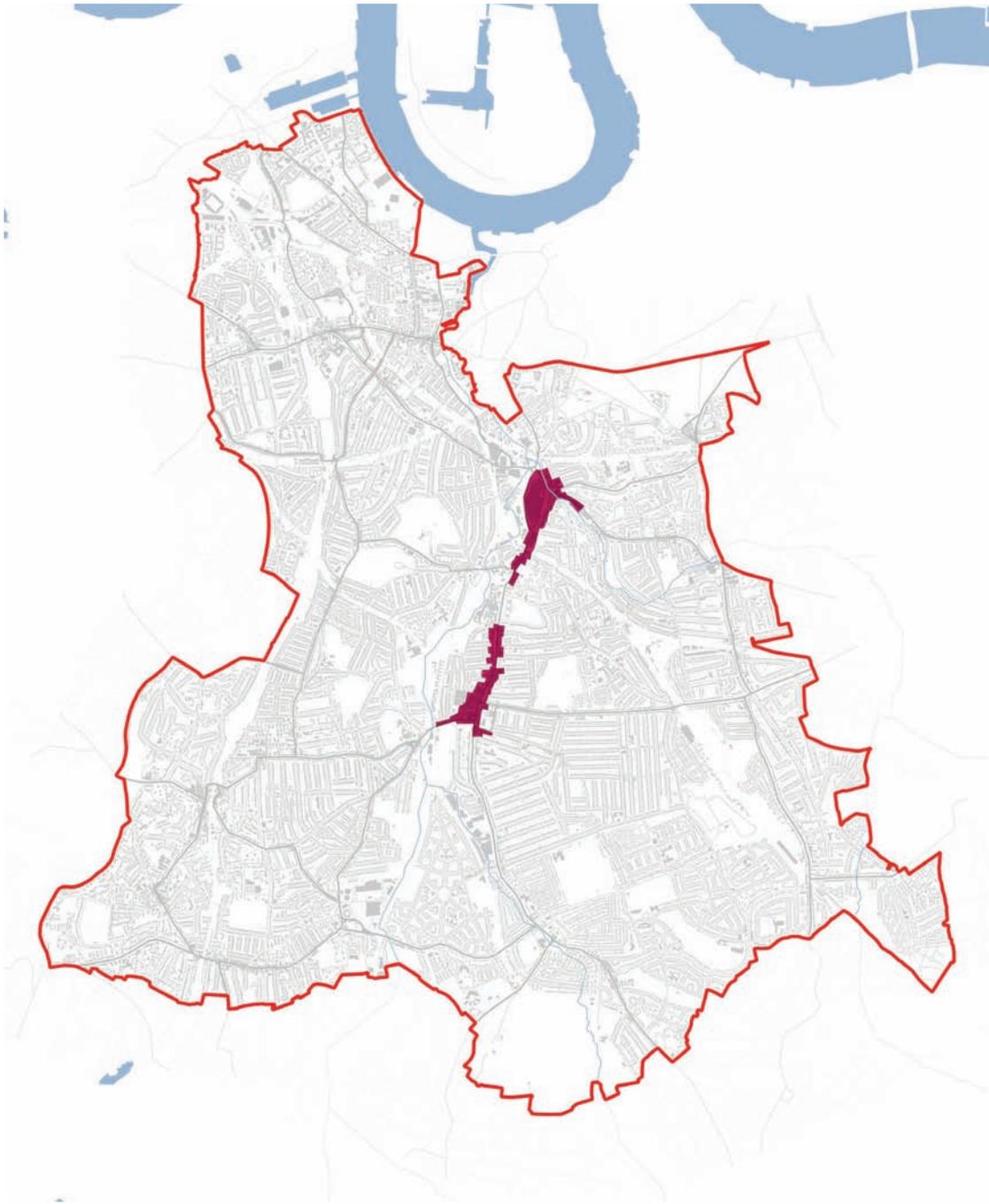


Fig 35 Lewisham's primary centres

## SECONDARY CENTRES

- 4.3.9 Secondary town centres provide a mixture of comparison and convenience shopping and are accessible by public transport to serve more than the immediate community. Whilst they tend to feature a scale of building which is larger than the surrounding residential area, they typically have a much finer grain than a primary centre and are better integrated with their context.
- 4.3.10 These centres are allocated as the district Centres in the Borough's local plan (Blackheath, Deptford, Downham, Forest Hill, Lee Green, New Cross and Sydenham) although do have varied roles and functions (please see chapters 6-10 for a more detailed description of the character and function of each centre).

### Urban Form

- 4.3.11 The structure of the centre is based around very conventional traditional shop formats facing onto the street and does not typically feature shopping centre or other deep formats of retail. In some instances one or two shop units have been amalgamated to create larger premises whilst some larger units such as smaller town centre food stores provide a more substantial offer. However, this is an exception to the typical pattern which is for a single storey of retail with either office/storage space above associated with the store or in some instances residential accommodation.
- 4.3.12 The layout of secondary centres is largely dictated by the historic street pattern of the area, and in the case of many of the key centres such as Forest Hill this pattern was the result of village settlement before the widespread urbanisation of the area.

## Buildings

- 4.3.13 The mix of buildings in secondary centres is more likely to feature a good selection of historic forms, either purpose-built as shops but also as conversions from residential accommodation. Shops which have been converted from residential accommodation often feature a projecting ground floor element, built where the garden of the house would have been.
- 4.3.14 Many of the buildings in secondary centres have a strong three storey character, with space above the shops used either for storage and ancillary space or for residential accommodation.

## Streetscape

- 4.3.15 Streets in secondary centres tend to be very urban in character and dominated by traffic movement. Pavements vary in width, but are usually more cluttered than in residential areas, including a higher density of bus stops, bins, A-boards, café seating and other paraphernalia. Due to the busy nature of many of the roads passing through these centres they are also likely to feature controlled junctions and crossings, adding to the visual clutter.



The urban morphology of Sydenham high street

**key characteristics**

- Typical storey height: 3 - 5
- Typical street width: 18 - 22m
- Typical block size: 80x120m



Photographs of Forest Hill, Sydenham and Blackheath

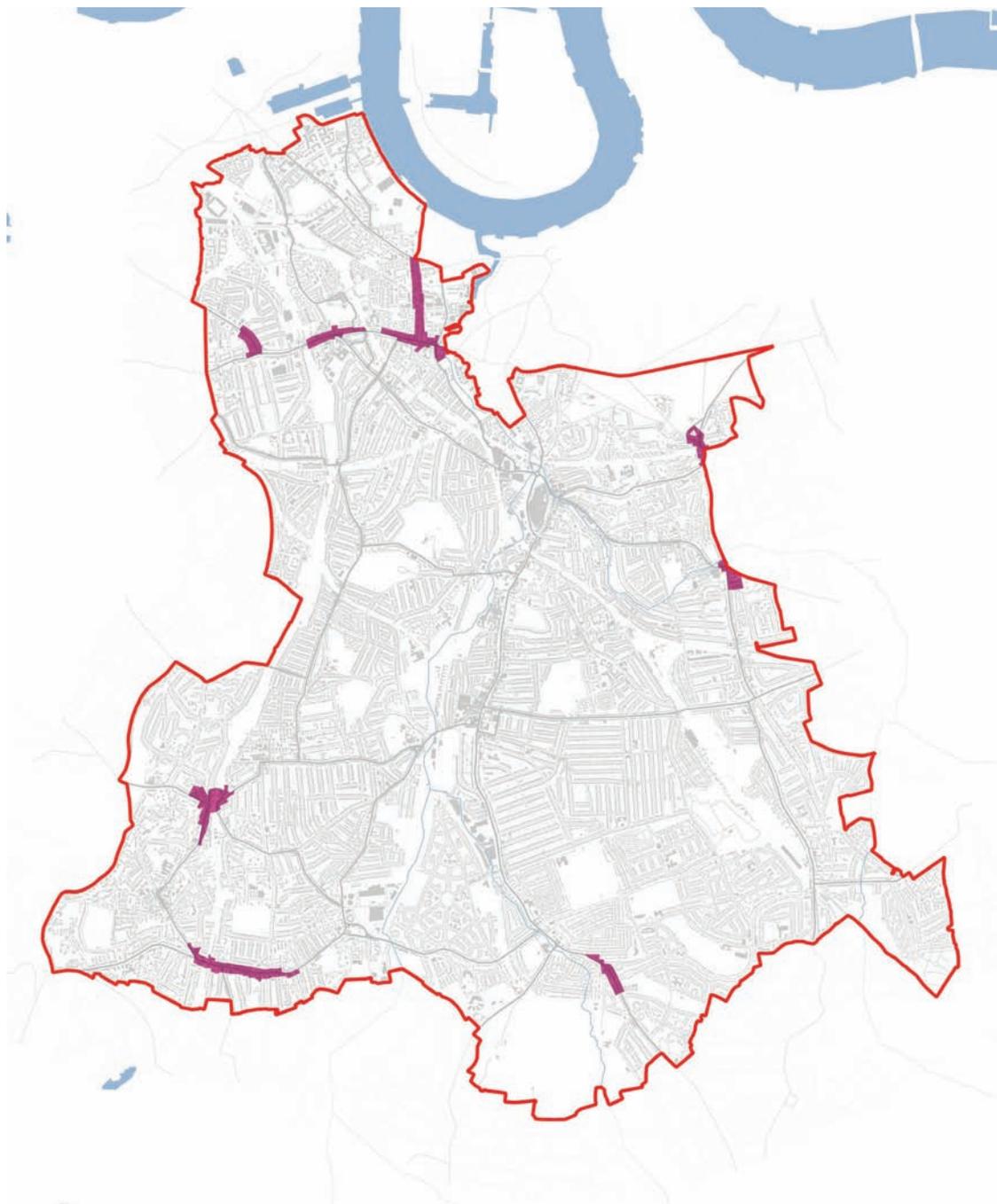


Fig 36 Lewisham's secondary centres

## **TERTIARY CENTRES**

- 4.3.16 Tertiary or linear centres are the most modest retail areas. They are typically found in the form of shopping parades within residential areas, but also include the elongated string of shops which trace the more significant historic routes in the borough. They typically serve residents in the immediate area. The Core Strategy designated Brockley Cross, Crofton Park, Downham Way, Grove Park and Lewisham Way as neighbourhood local centres. The borough also contains about 80 local shopping parades.

### **Urban Form**

- 4.3.17 Tertiary and linear centres are by their nature very elongated. Where they are discreet areas of shopping within an otherwise residential context they may account for a short parade or street of shops.
- 4.3.18 As with the secondary centres, the tertiary centres are based around a conventional street. They are most likely to feature a mix of local and convenience shopping (ranging from conventional corner shops through to large food stores) along with a jumble of more specialist shops ranging from small niche uses through to secondhand car showrooms. The provision of short-stay parking on street in reasonable proximity to shops is a key element of ensuring that they continue to be viable trading locations.

### **Buildings**

- 4.3.19 Buildings in tertiary centres include a mix of custom-built units and conversions from residential units. They bear a close comparison with the residential areas surrounding them and typically have a fine grain of domestic scale plot widths. Some tertiary areas of development clearly show that they originated as shop units, whilst others, particularly those with single

storey front extensions show conversion from earlier houses set back from the road behind a garden. What is noticeable is that the villa style of development, particularly those with an elevated main floor are not conducive to shop conversion and so have often remained despite pressure from surrounding development.

### **Streetscape**

- 4.3.20 The streetscape of the tertiary mixed use centres is variable. In some areas it is similar to that of the Secondary mixed use centres with busy streets with significant numbers of pedestrians and a busy through flow of traffic. The street profile may be narrower than in secondary mixed use centres and often has narrow pavements but the character of the area can be similarly vibrant. Other Tertiary mixed use centres are quite different and have a more suburban character.



The urban morphology at Honor Oak

**key characteristics**

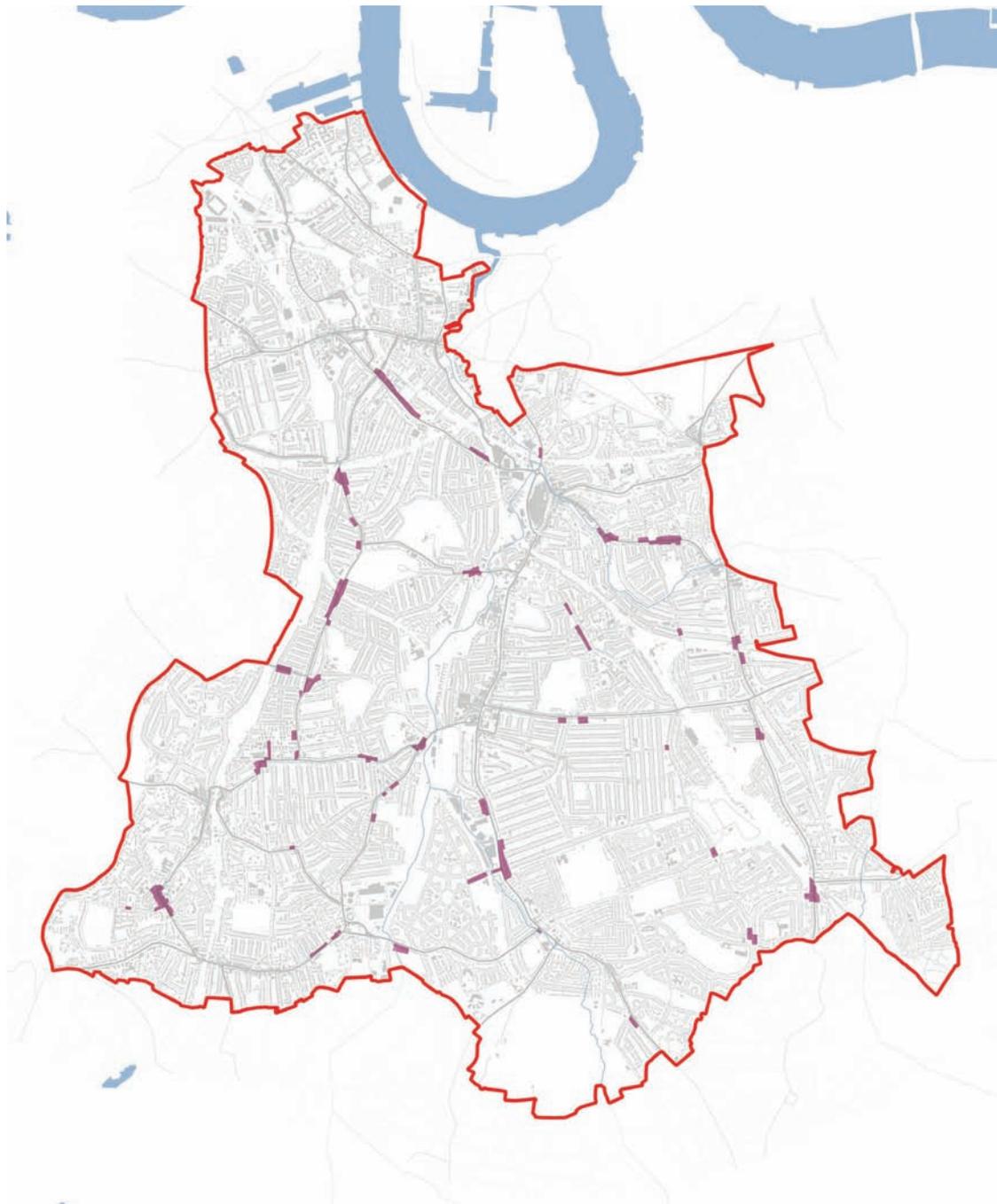
Typical storey height: 2 - 4

Typical street width: 12 - 15m

Typical block size: 60x150m



Photographs of Brockley, Beckenham Hill and Honor Oak



**Fig 37** Lewisham's tertiary centres

### **Intensification opportunities within centres**

- 4.3.21 Primary and tertiary town centres generally have high PTAL and are the existing focus for local communities. As such they represent logical locations for intensification. As some of the oldest parts of the borough they have also experienced greatest change with historical layers of intensification. In many cases, they are also heritage assets and growth and intensification needs to be undertaken sensitively and informed by the existing heritage and character of the individual centre.
- 4.3.22 A number of strategies for intensification have been identified that are applicable across many of the borough's high streets. These universal strategies for high street intensification will be complemented by the redevelopment of larger sites where they become available. Masterplans and Area Actions Plans will steer the planned regeneration and intensification of Lewisham and Catford alongside major infrastructure investment.
- 4.3.23 Many of the borough's high streets have some single storey buildings or gaps in their frontage. These are opportunities to add new storeys or comprehensively redevelop these small pockets to bring them in line with, or just above, the height of the surrounding retail frontage. Key to the success of any infill development will be the modern interpretation of the existing typically vertical rhythm and scale of buildings along the high street.
- 4.3.24 Other opportunities should also be explored to enhance or create new mews spaces behind high street frontage. Such sites can deliver mixed use development with new homes and workspace. Care must be taken to design legible routes and safe access.

- 4.3.25 The rear-side of high streets offer interesting opportunities for intensification which can add both residential and employment space. This can both support the high street and ease the transition between surrounding residential streets and the town centre.
- 4.3.26 More comprehensive ownership of larger blocks may allow more significant redevelopment to make most efficient use of land, in some cases retaining attractive facades whilst reorganising internal layouts and adding new extensions should be encouraged.

### **Precedents**

1. A positive example of appropriate intensification on Sydenham Road where two storey shops on the high street have been replaced with new retail units with three storeys of flats above. The rhythm of the street scene has been successfully reflected in a modern interpretation of the pattern of roof pitches and window reveals.
2. Larger family mews homes delivered on a constrained site - Hanibal Road Gardens by Peter Barber Architects (© Peter Barber Architects)
3. Opportunity for mews style homes with live/work space at Accordia, Cambridge (© Alison Brooks Architects)
4. A three storey lightweight contemporary extension on Curtain Road, Shoreditch by Duggan Morris
5. Havelock Mews, Forest Hill - a mixed use mews with artist's studios in space behind the main high street. The street provides an alternative workspace location behind the high street which could be a precedent for other shopping parades in the borough.



## INSTITUTIONS

4.3.27 Institutional areas are normally associated with functions such as colleges, hospitals or civic buildings. They are typically characterised by collections of buildings, often within the middle of a site, and areas of open space which may include playing fields.

### Urban Form

4.3.28 Institutional uses such as large schools, hospitals and civic functions create a distinctive urban form. They are typically characterised by buildings standing within grounds, and particularly in the case of older examples they are likely to present a formal and sometimes symmetrical frontage to the street. Given that for many buildings such as schools and hospitals, security is a significant issue, it is quite typical to find that the buildings have a strong boundary treatment and limited points of entry which allows for close monitoring. Although these boundaries are usually defined with railings to offer visibility they do create an isolating effect which can isolate these institutional buildings from their community to a degree.

4.3.29 One significant impact of an institutional site can be the disruptive effect that a large enclosed area can have on the network of pedestrian routes in the area. Thus, larger institutional sites can act as a barrier, with a lack of permeable through-routes which can reduce connectivity and make pedestrian journeys longer. However, it is also notable that a campus area also typically has its own internal circulation, linking different buildings and spaces together.

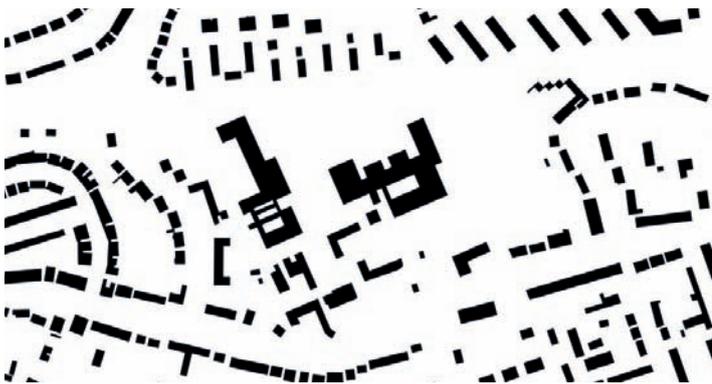
## Buildings

4.3.30 Buildings which fall within the institution typology vary widely in their built character, ranging from stout Victorian and Edwardian schools through to very low-rise 1960s schools and more expressive modern designs. However, there are a number of factors which tend to be common to campus developments regardless of their period or origins:

- Most campus developments have been formed over time, and include buildings from more than one period. This can range from well-integrated and sensitively designed additions to temporary structures;
- It is common for an institutional site to accommodate more than one use or a large use which has several distinct components - examples would include the departments of a hospital or school;
- It is usually the nature of campus buildings to have a public function, and as a consequence it is common to have a clearly defined main entrance. In the case of more traditional structures such as Victorian and Edwardian schools this is clearly articulated through the architecture. However, schools built in the 1960s and 1970s often lack the natural signposting which makes them legible.

## Streetscape

4.3.31 Most of the institutional buildings in Lewisham exist within a tight urban context. As a result most of the schools have very little green space and feature mainly hard standing which can be used for play all year round. Tree cover is not extensive. Some more substantial examples, such as Goldsmiths College, have elements of more formal landscaping, responding to the dignity of the campus buildings. However, even here the main function of the space is to provide hard standing for cars.



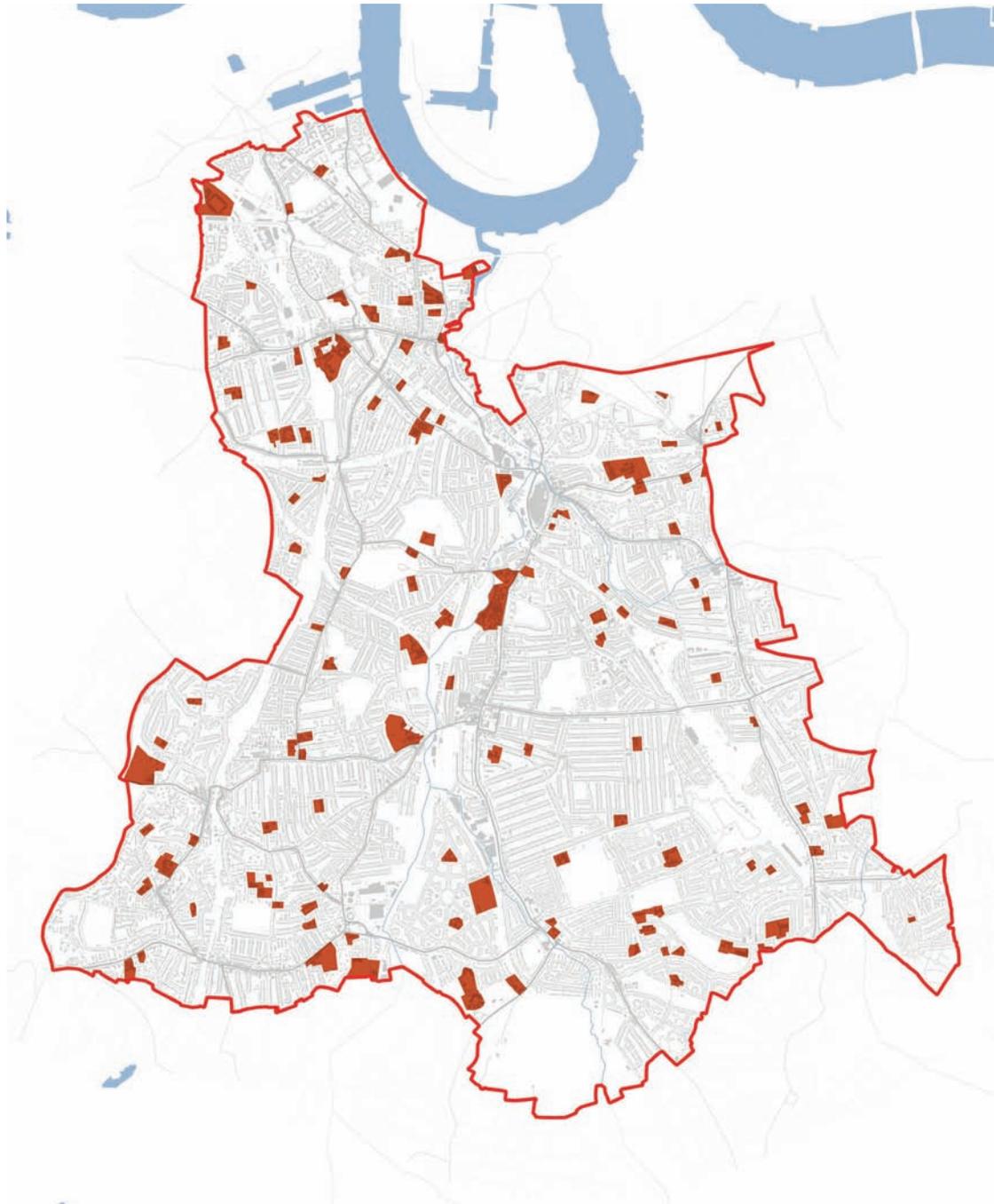
The urban morphology of a school and college site in the borough

**key characteristics**

- Typical storey height: 2 - 6
- Typical street width: 12 - 15m
- Typical block size: 70x50m



Photographs of a number of the borough's schools and Lewisham hospital



**Fig 38** Lewisham's Institutions

## **BIG BOX RETAIL**

4.3.32 Big box retail development describes retail areas which feature large buildings and which are predominantly car-based in terms of access and movement. This typology includes large scale retail warehouse style units and supermarkets.

### **Urban Form**

4.3.33 Big box developments are typified by large volume buildings, to accommodate retail uses such as supermarkets, DIY stores or car showrooms. By their nature, they tend to be very car-based and most typically feature a large 'box' building separated from the road by a significant car park.

4.3.34 The urban grain in big box areas varies, but is typically not pedestrian orientated with the expectation that most or all customers will arrive by car or van. More recent food store designs retain the option to walk to the store from the surrounding urban area but this is clearly not a priority.

4.3.35 Retail parks place a high importance on clear legibility and easy wayfinding, using simple road structures and obvious layouts coupled with clear signage to make orientation easy. This urban form is alien to the finer grained, typically terraced urban form in the borough.

### **Buildings**

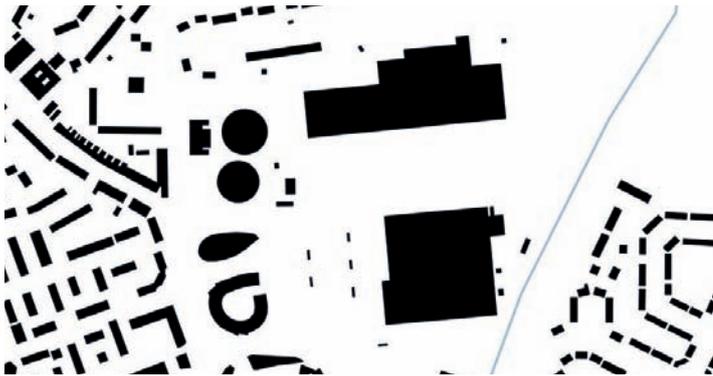
4.3.36 Buildings within the big box typology are typically large and simple and frequently have only a small area of glazing associated with the entrance. The majority of retail buildings in these areas are likely to be new or only built within the last few decades; reflecting the rapidly changing developments in shopping formats and habits and they may be eclipsed by the growth of online shopping.

4.3.37 Buildings of this type are unlikely to have any significant reference to local building forms and materials, and whilst supermarkets have historically used areas of pitched roof and traditional materials to pay reference to local forms, although this is not generally regarded as successful.

### **Streetscape**

4.3.38 The streetscape and landscape of 'Big Box' areas is typically extensive forming large areas of open (unbuilt) space which is often publicly accessible. These areas contribute to the openness of a local area and give a sense of space in otherwise densely built-up areas, however, much of it is bland and poor quality. The areas are characterised by large expanses of hard-surfaced parking areas with wide roads and little vegetation. Roads are typically tarmac with concrete kerbs and well lit with standard highway lighting. Parking areas are normally surfaced in tarmac or concrete block with a range of modern street furniture particularly bollards. These extensive areas of impermeable surfacing are typically drained to a piped drainage system which results in a low percentage of rainfall permeating the ground naturally and replenishing the groundwater store.

4.3.39 Many of the supermarket car parks have some planting comprising young ornamental trees set within the parking areas and a mix of low maintenance evergreen shrub species. However, establishment rates of these are slow and canopies are small so the percentage tree cover is very low. Much of the streetscape and landscape is in private ownership but the boundary between public and private ownership is normally undefined.



**key characteristics**

Typical storey height: 1 - 3

Typical block size: 70x50m (110x80)

The urban morphology at Bell Green retail park



Photographs of big box retail sites

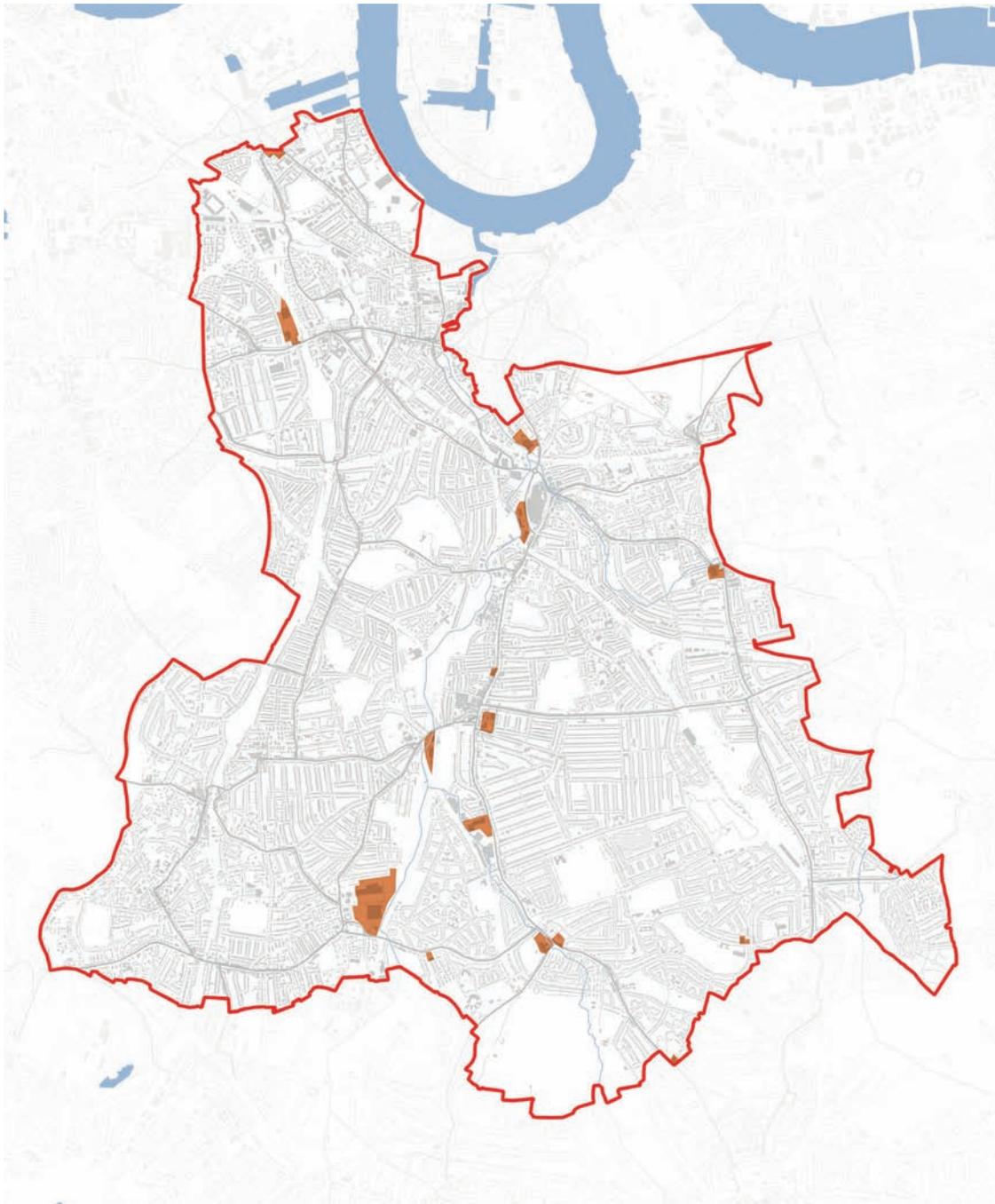


Fig 39 Lewisham's big box retail

## **INDUSTRIAL**

- 4.3.40 Industrial uses in Lewisham include large scale shed and warehouse development, but also include a significant quantity of small scale industrial areas around railway arches and other left over spaces.

### **Urban form**

- 4.3.41 A high proportion of the industrial areas of development in Lewisham are in the north of the borough, gathered amidst the criss-crossing lines of the railway which cuts the various zones off from one-another. The layouts of the industrial uses vary considerably, but in many cases they incorporate the arches of the railway network as well as including a range of sheds of varying sizes.
- 4.3.42 Other smaller areas of industrial development exist across the borough, usually taking advantage of former railway land or other interstitial space left over by previous phases of development.

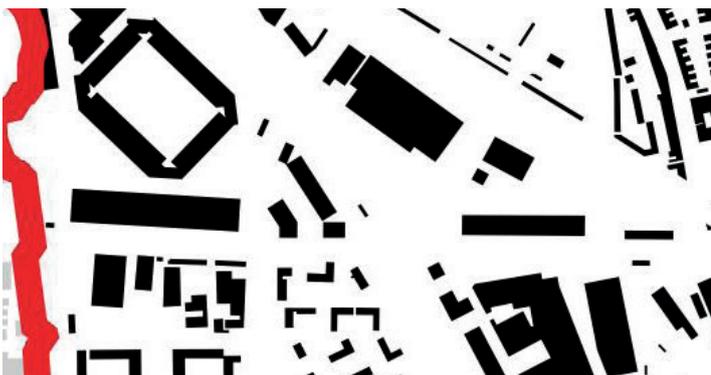
### **Buildings**

- 4.3.43 Very few industrial buildings in Lewisham are of significant interest, most being simple brick or metal sheds. Some examples of older industrial buildings can be found at Lower Creekside which has a special character which should be protected as new residential development comes forward.
- 4.3.44 A particularly visible industrial building is SELCHP, the large power station in the north of the borough which, with its near neighbour, the Millwall FC ground, provides a striking landmark.

- 4.3.45 Clusters of creative industries and studios have also grouped in some of the typically industrial areas in the north of the borough focused near Goldsmiths, generally around New Cross, Creekside and Brockley. These are often located on the edge of retail centres - in railway arches and in older brick structures or shed space with multiple storeys. These uses include making, artists, food production and designers as well as community uses. The short term nature of leases and pressure for this type of space in the borough with increasing focus on the delivery of housing makes these uses quite fluid and precarious.

### **Streetscape**

- 4.3.46 Streetscape in industrial areas is designed to be tough and cheap to repair, often including details such as high kerbs to prevent over-running by lorries. Many smaller industrial estates or clusters of buildings feature no pavement, effectively on the understanding that the whole area is given over to work and process and that casual passers-by are not expected.



**key characteristics**

- Typical storey height: 1 - 2
- Typical street width: 12 - 15m
- Typical block size: 100x100m

The urban morphology of employment space at Surrey Canal Road



Various employment building forms

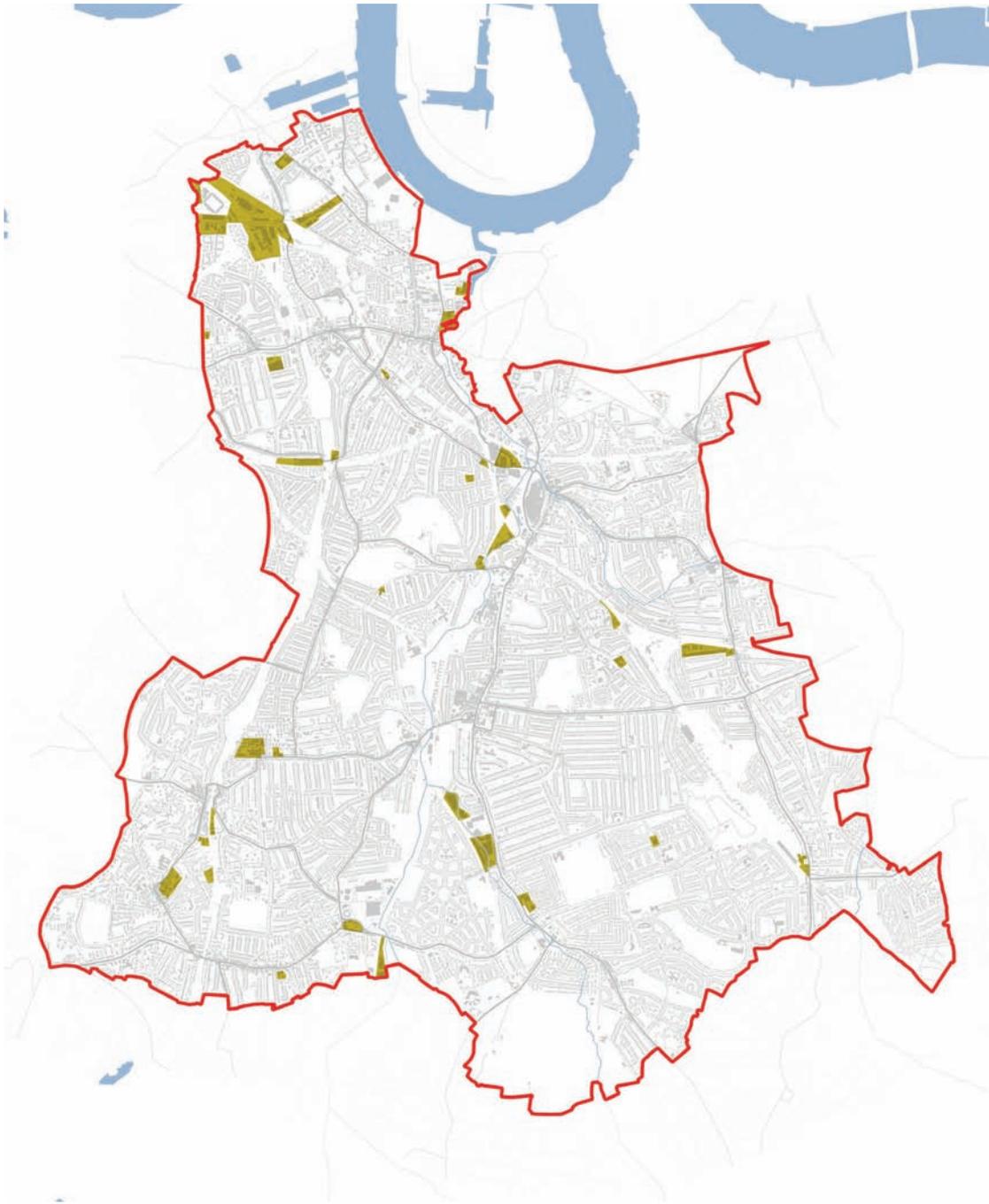


Fig 40 Lewisham's industrial areas

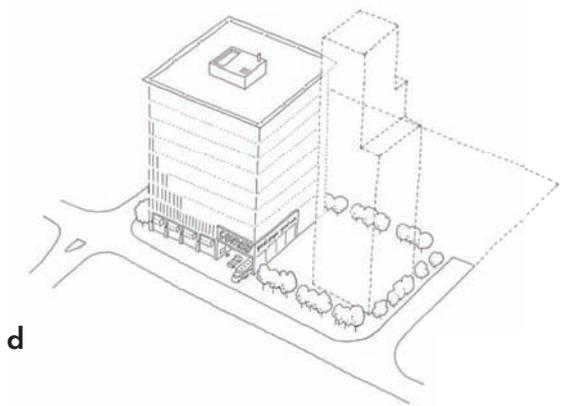
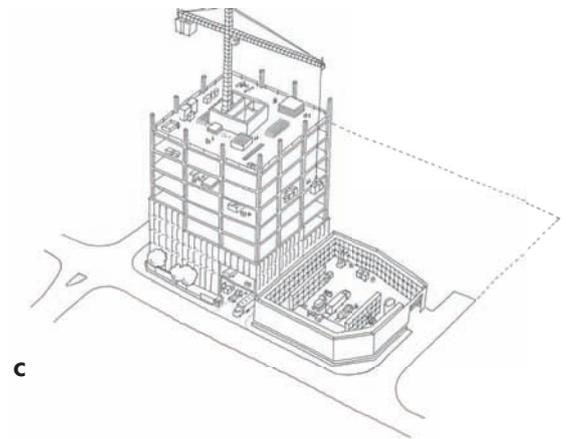
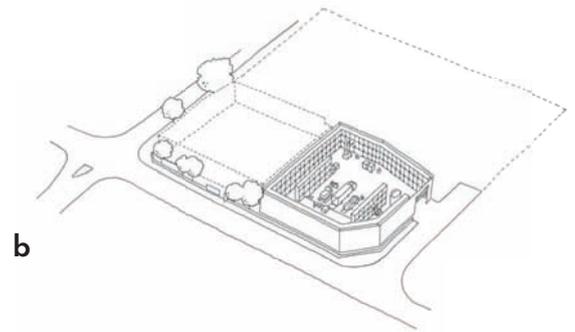
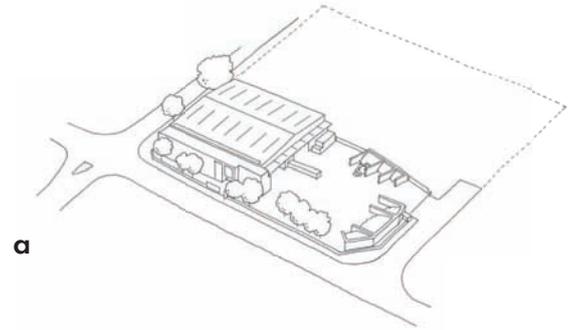
### **Intensification opportunities for big box retail sites and some areas of employment**

- 4.3.47 There has been major redevelopment of a number of big box retail sites in recent years, particularly in Lewisham town centre which have delivered a significant number of new homes.
- 4.3.48 When considering the redevelopment of big box sites or industrial edges, the historic growth of these sites should inform the layout and a finer urban grain should be encouraged where possible. Historic research and mapping can provide rich information that should inform the future character and identity of these places. These sites should not be treated as blank canvases just because of their current use and layout.
- 4.3.49 There are a number of opportunities across the wider borough for the redevelopment of large retail sheds alongside the delivery of future major planned infrastructure such as at New Cross, in Catford and at Bell Green. The intensification of retail shed sites should be encouraged across the borough to improve the continuity of these areas, use land efficiently and knit these sites back into surrounding neighbourhoods. When existing uses are to stay on site, care must be taken to respect the integrity of their operation. Managing street pattern and vehicle use can help to separate service access and residential access and protect both uses.
- 4.3.50 There has been a dramatic reduction of industrial land in the borough over the last decade. Areas that are left are generally constrained by railway infrastructure or contain strategic infrastructure which has challenging relationships with other uses. There may be some opportunities for the intensification of employment land, particularly in locations where the edges of sites could be improved to meet other uses.

### **Precedents**

1. Camden Goods Yard - The redevelopment of an existing big box retail site and surface car park for almost 600 new homes which also accommodates a large new supermarket, workspaces and rooftop growing space. (designed by Allies and Morrison)
2. Banham's new headquarters - Thornsett Road, Earlsfield (designed by Allies and Morrison). This development intensifies and diversifies the use of industrial land while retaining employment uses.
3. A sketch illustrating how big box retail sites could be intensified while retaining existing uses on site throughout construction:
  - a) existing site
  - b) consolidation of uses into half of the site while remaining operational
  - c) development of half of the site for alternative uses
  - d) the original use moves back into the ground floor of the new building. Future development could take place on original car park.





3



## 4.4 RESIDENTIAL NEIGHBOURHOODS

### Perimeter blocks

- 4.4.1 The borough's neighbourhoods have been mapped and defined as perimeter or non-perimeter. Figure 41 illustrates a plan of how a perimeter block functions with buildings facing the street, set within a regular and legible street pattern. Back gardens are enclosed within the block. Streets generally have a repeating and regular pattern of block form. Front doors face onto the street, providing activity, surveillance and a feeling of safety on overlooked streets.
- 4.4.2 This form of development includes the oldest properties within the borough which are generally seen within the villa and urban terraced typologies. The lowest density perimeter typology is the villa, rising through a number of house types through to perimeter forms that include flats. The modern urban type is a perimeter form which is gradually increasing across the borough.
- 4.4.3 The borough is generally dominated by perimeter typologies with around 60% of the borough covered by these urban forms, compared to 15% non-perimeter.

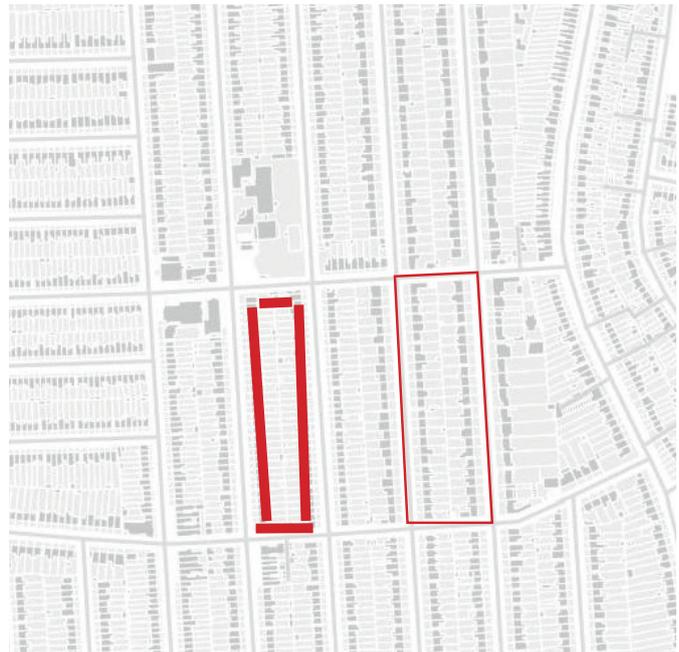
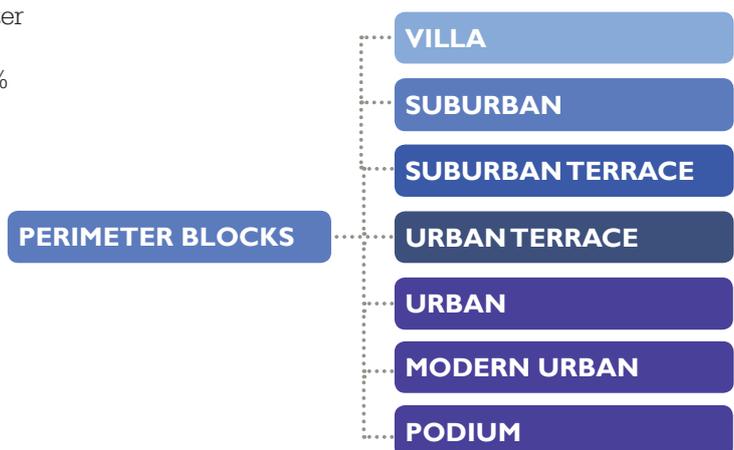


Fig 41 Perimeter form





**Fig 42** Lewisham's perimeter form development  
(colours correspond to diagram on p. 86)

## VILLA

- 4.4.4 The lowest density perimeter blocks are the villas which typically characterise some of the most sought-after areas of Lewisham. They feature large individual plots, able to accommodate significant houses which are often built to individual designs.

## Urban Form

- 4.4.5 Villa development in Lewisham is largely a product of the Victorian period. The arrival of the railways through the early Victorian period opened up significant areas of potential development land and made commuting possible for the well-to-do. The response was to produce large houses which were urbane and sophisticated in their appearance and share many of the design influences of more urban properties but which are planned as detached or semi-detached buildings within their own plot of land. There is a clear break between buildings and villas are typically set well back from the street emphasising a sense of space.
- 4.4.6 Developments of villa properties are typically close to stations or can be found on or around the major historic routes. These historic routes would have been the most prestigious and appealing addresses before the widespread use of the car.
- 4.4.7 The blocks generally have more free-flowing layouts rather than the more regular grids of their terraced contemporaries.

## Buildings

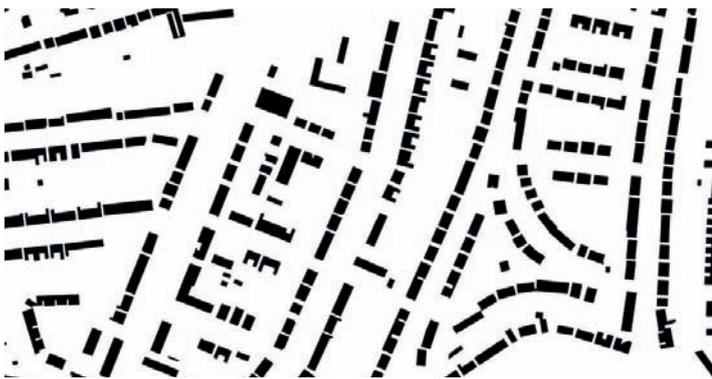
- Buildings which can be classed as villas vary widely in style and detail, ranging from the Regency period through to Victorian gothic and later Edwardian. However, they tend to have a number of common features:
- They are commonly designed to be seen as individual buildings rather than forming part of a terrace. There are a number of features which emphasise this such as the use of hipped roofs, often with low pitch and large bracketed eaves, or the inclusion of stair-well and other minor windows in side elevations;
- They tend to be influenced by the urban fashions of the period, featuring predominantly vertical proportions and fine

detailing in elements such as sash windows. This also extends to the inclusion of basements or semi-basements with a series of steps leading from the pavement up to the front door; and

- They are generally significantly larger than later suburban housing, both in terms of the number of rooms, but also in the scale and proportion of the buildings themselves which are taller, wider and have more generous floor-to-ceiling heights than later domestic development.
- 4.4.8 Modern development has had a significant impact on the recent history of the villa type. Being large buildings in large plots and often on main roads, they have been susceptible to conversion to flats and also to redevelopment to provide sites for post war apartment buildings. Whilst some of these schemes retain the basic massing and scale, they typically use a more domestic floor-to-ceiling height to squeeze in additional storeys within the same overall envelope.
- 4.4.9 These larger plots have also generated a sub-type of mews development. In some places this has focused on the conversion of former outbuildings at the ends of large gardens, creating smaller parallel streets through blocks. In other cases large garden have been amalgamated and a cluster of new development has occurred centrally within the block.

## Streetscape and landscape

- 4.4.10 Villas are commonly associated with some of the larger and more important routes in the borough, and have a grander scale than those areas laid out for terrace development and are more likely to feature large street trees. These are often very substantial in scale and feature large mature trees such as London Planes. The fact that the buildings are typically set well back from the edge provides a buffer against the impact of traffic and offers opportunities for both significant planting and an element of off-street parking whilst retaining landscaping. However, those which have been converted to flats can have a detrimental effect on the external appearance of the building and also the proportion of the garden which is turned over to parking.



The urban morphology of the area of large villas to the east of Brockley

### key characteristics

Typical storey height: 2 -3

Typical street width: 15 - 25m

Typical block size: 50x20m

Parking: front yard parking, on-street parking

Public open space: no

Private open space: front and back gardens



The varying character of the villa typology

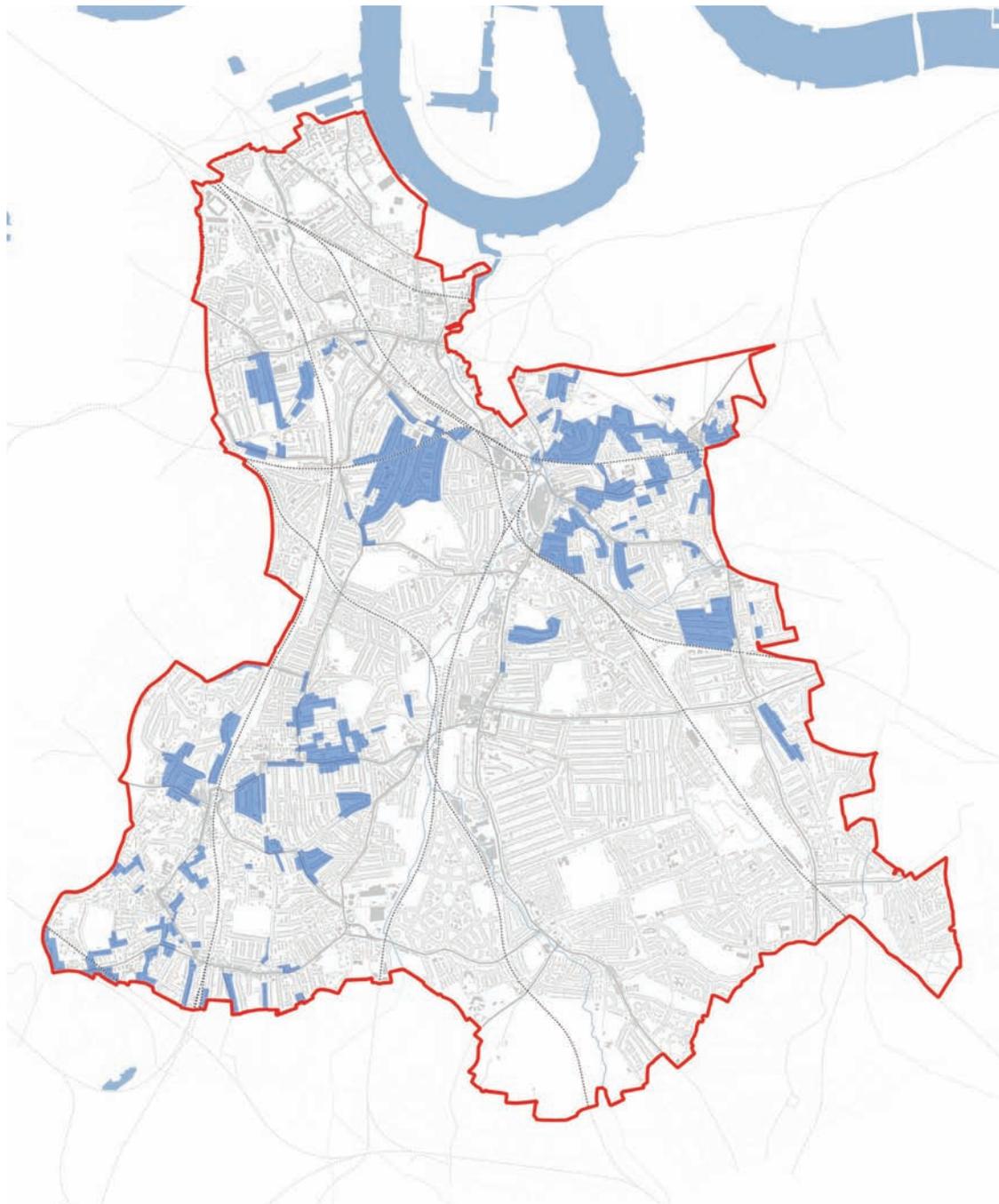


Fig 43 Lewisham's villas

## **SUBURBAN**

- 4.4.11 Suburban areas share many of the characteristics of the suburban terrace form. However, they are more typically a product of private sector development and so place a greater emphasis on the individuality of dwellings. The most common form of dwellings in this period is the semi-detached house.

### **Urban form**

- 4.4.12 Suburban blocks provide a grid network of streets. The blocks are typically deeper at around 70 metres, creating larger plots, and can vary significantly in length, depending on the pre-existing routes and other constraints.
- 4.4.13 The grid layouts of the block structure are either regular or flexible grids. A notable influence in suburban areas is their relationship with the landscape. Being developed during the inter-war period, there was significant pressure to expand attractive areas of the borough which could be accessed by train. In many instances this meant developing in more hilly areas than previously, effectively ruling out a regular grid system in favour of an amorphous structure which could be adapted to suit the terrain. This approach, found in locations such as Forest Hill and Honour Oak Park owes much to the earlier Villa style developments begun in the Victorian and Edwardian period.

### **Buildings**

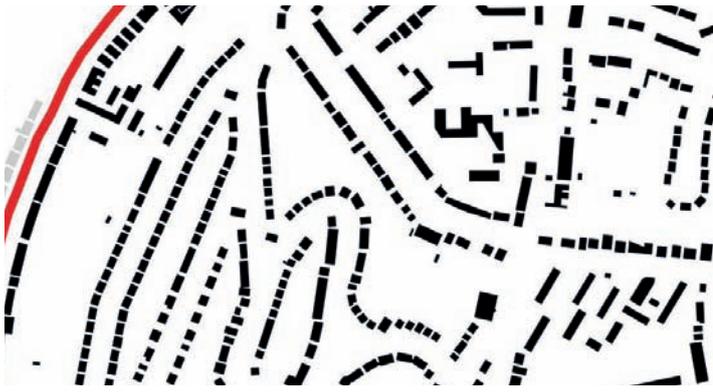
- 4.4.14 Buildings within the medium density areas are most likely to be semi-detached or smaller detached houses. Examples can be found from a wide range of periods. Whilst the earliest typical examples are Edwardian, the most common period for this style is the inter-war years.

- 4.4.15 Both regular and flexible grid areas are most likely to have been built by private developers and builders. As a result, they typically feature a richer architectural palette which can include a high degree of variation between plots.

- 4.4.16 Areas developed by private sector developers are also likely to feature a significant degree of variation in the building design, resulting from plots being bought and developed on an individual basis, either speculatively or to commission. This results in a wide range of plot and building configurations, giving a less defined rhythm to the street. Plot widths also vary, typically ranging from 7m wide up to just under 10m wide. However, whilst building design and configurations vary there is often a relatively consistent approach to the styles and fashion of the period in which the streets were built out which establishes a reasonably cohesive feel. There is also a reasonably consistent building line, which contributes to the cohesiveness of the street. Buildings are most likely to be two storeys, although three storey examples can be found.

### **Streetscape**

- 4.4.17 Streets in the suburban areas tend to be relatively wide and generous in comparison to earlier more urban forms. Unlike the suburban terrace, which was designed without car-ownership in mind, suburban development is more likely to be designed around car ownership. However, this has not prevented a significant loss of front gardens to parking provision.
- 4.4.18 The gardens themselves tend to be richer and more varied than other areas, with the more substantial space allowing greater scope for inventive planting.



The urban morphology of the suburban typology to the north of Forest Hill

**key characteristics**

- Typical storey height: 2
- Typical street width: 15 - 21 m
- Typical block size: 75 x 200 m
- Parking: on-street and in front garden
- Public open space: no
- Private open space: front gardens



Photographs of the suburban typology

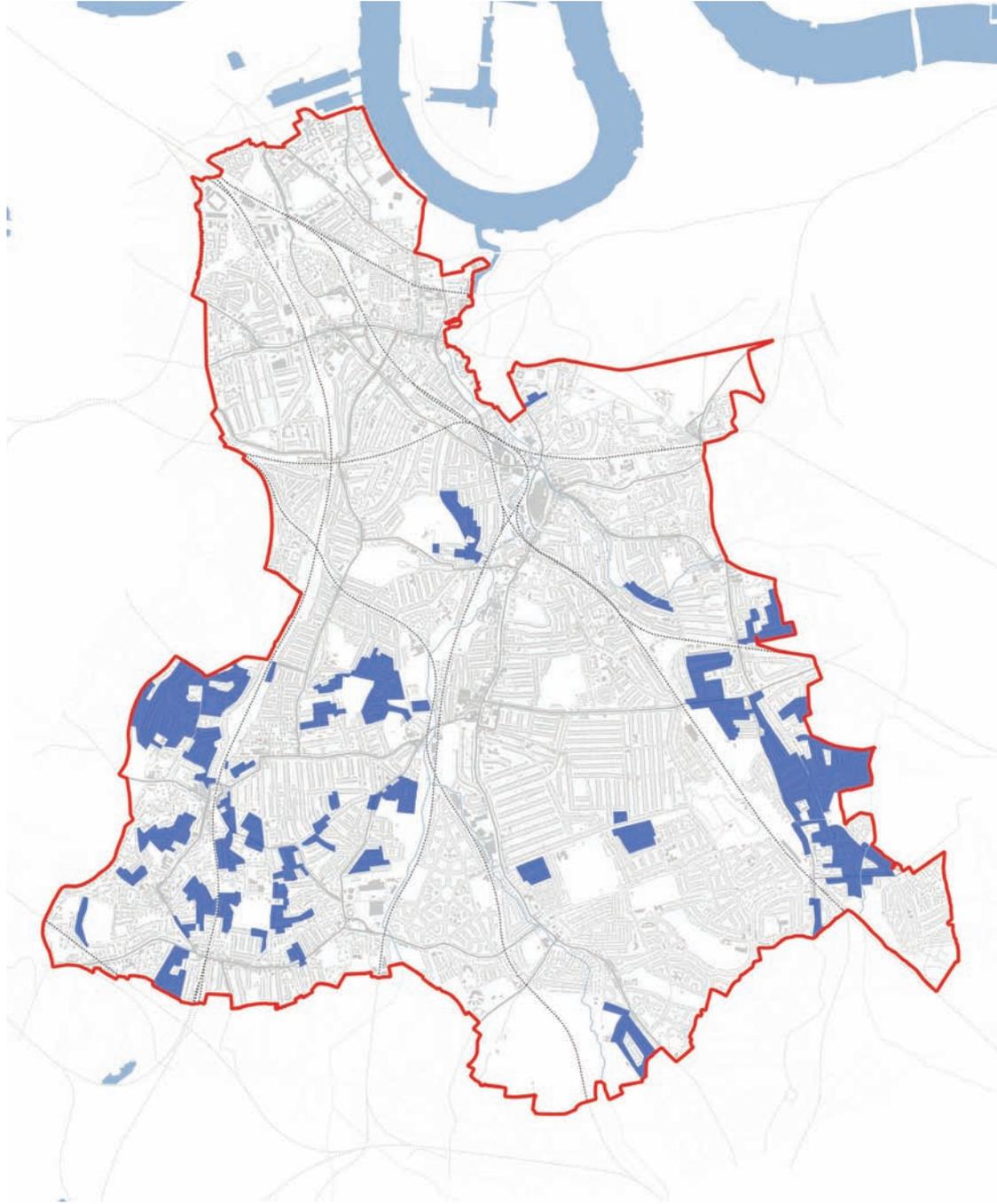


Fig 44 Lewisham's suburban typology

## SUBURBAN TERRACE

4.4.19 Suburban terrace perimeter blocks share many of the urban characteristics of the urban terrace blocks. However, they typically date from a later period and are often arranged as blocks of four or eight homes rather than continuous terraces.

### Urban form

4.4.20 Suburban terrace development is formed of perimeter blocks which together create a network of streets. The overall layout of the urban structure tends to fall into three broad types:

- Regular grid, taking a regular form of parallel streets;
- Flexible grid, taking a more relaxed and organic form, introducing curved roads and creating variations in block depth; and
- Planned layouts, featuring a network of streets and spaces which together establish an overall pattern, often geometric and with elements of symmetry.

4.4.21 Whilst the regular grid forms share many attributes with the urban terrace blocks, the other two forms include a number of variations. With the flexible grid plan, found in areas such as Downham, careful design has included gentle curves, variations in block size and elements of re-entrant forms where square blocks contain a very small element of cul-de-sac within them. Whilst this gives the impression of a gentle and organic network of streets at ground level, the planned nature of the layout becomes apparent in maps and aerial photos, with parallel streets and consistent block depths.

4.4.22 The planned layouts, of which the Bellingham Estate is perhaps the most complete example, feature strong geometric forms, giving an overall clarity and order, but with a richness and variety which contrasts with the regularity of a simple grid. In the case of the Bellingham Estate, the radial nature of the pattern creates a number of awkwardly shaped blocks. These are used efficiently either through indentations and re-entrant forms or through placing other uses such as allotments or schools within the block.

## Buildings

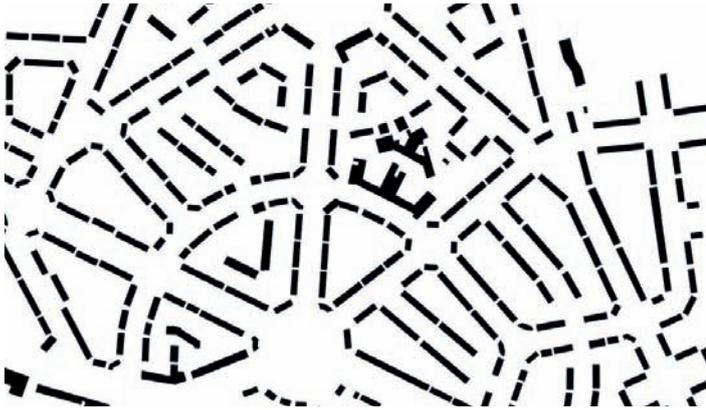
4.4.23 Buildings are most typically associated with inter-war public sector housing which drew heavily on the influences of the garden city movement both in planning and architectural terms. The houses are therefore relatively cottage-like in their proportions compared to the more urban and vertically proportioned houses found in the preceding Victorian streets.

4.4.24 As well as relatively modest proportions, these buildings also typically feature quite modest detailing and a limited palette of materials, a reflection of the need to build to a budget. Whilst the more suburban styles strive for individualism, the terraces, and most particularly the LCC schemes, are based around the approach of group composition. Each collection of buildings is designed with strong symmetry and sense of order.

## Streetscape

4.4.25 Streets in this typology typically have a much wider profile than the urban terrace typology. The street cross-section is commonly symmetrical and on either side comprises residential properties set back from the road with private front gardens of three to six metres. In keeping with the more rural influences of the garden city movement, the front boundary is often defined by fence and/or privet hedging rather than a wall or railings. Roads are typically six to seven metres wide often lined with trees and with pavements (1.5 – 2m wide) on both sides. Some streets also have a grass verge (1 – 2m wide) separating the road from the pavement and normally incorporating tree planting.

4.4.26 Most of the houses in this typology were not planned with car ownership in mind and as a result car parking is accommodated in an ad hoc manner often dominating the streetscapes. Many streets have parked cars often on both sides of the road and many front gardens have been converted to provide off road parking. The loss or reduction of front gardens to provide parking often has a detrimental effect on the quality of the streetscape as garden vegetation is lost, boundary hedges are removed and the frontage line of properties is broken by the creation of new crossovers.



The urban morphology of the suburban terraced type in Bellingham

**key characteristics**

- Typical storey height: 2 + 1 floor for roof extension
- Typical street width: 15 - 18m
- Typical block size: 150x60m
- Parking: on-street
- Public open space: Garden City style set pieces
- Private open space: front and back gardens



Photographs of the suburban terrace typology

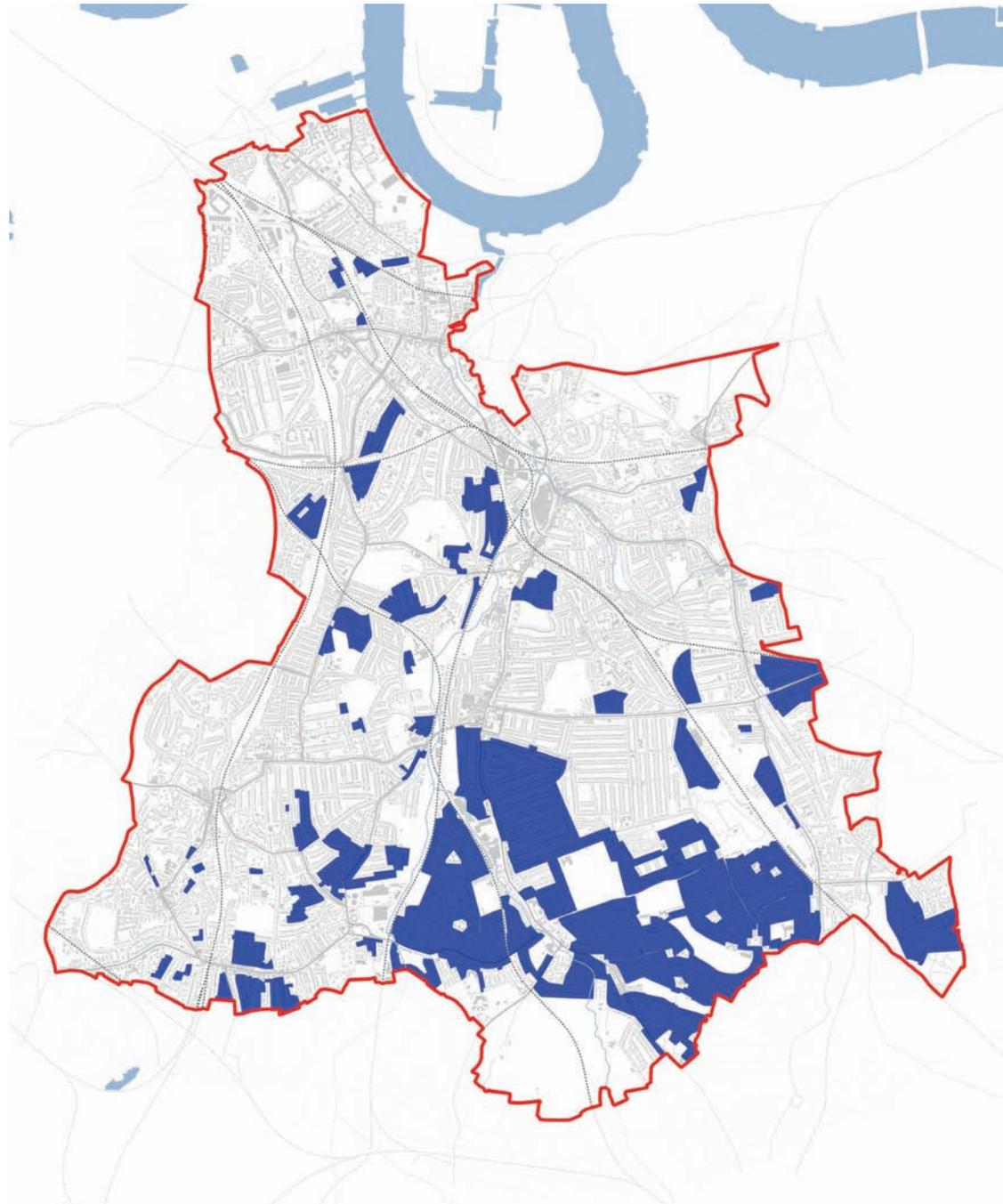


Fig 45 Lewisham's suburban terrace typology

## **URBAN TERRACE**

- 4.4.27 Urban areas which fit the description of urban terrace perimeter blocks are most likely to be Victorian and Edwardian terraces. By their nature they tend to be tightly arranged, regular rows of houses with on-street parking.

### **Urban form**

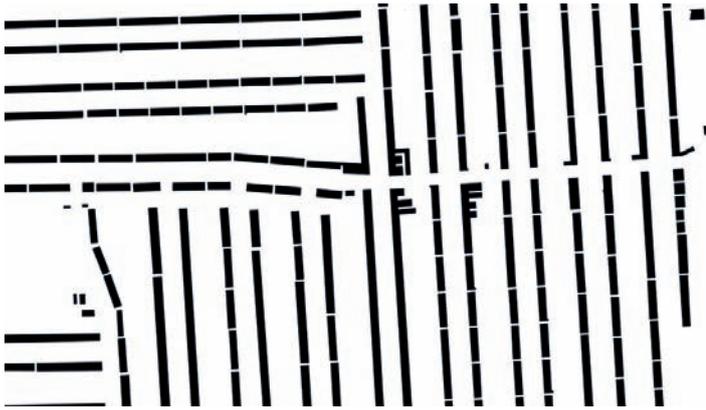
- 4.4.28 Urban terraced perimeter blocks are typically arranged in a manner which optimises available land, using a regular grid as far as possible within the constraints of topography and existing historic routes. In the case of Lewisham, there is an interesting contrast between urban terraces developed on the flat land in the centre of the borough and those on the more dramatic topography of the outer areas. Whilst regular terraced forms are common in the central, flatter sections of the borough, the street patterns in the hillier parts of the borough tends to be less regular, and hence less suitable for terraced housing.
- 4.4.29 Houses are arranged in a regular terrace along the residential streets with back gardens backing onto one another, giving a typical block depth of approximately 50 to 55 metres, measured between boundary lines. Where the perpendicular intermediate routes are significant in their own right, the houses are turned to face onto them, creating short terraces between regular junctions. In other cases where the route is more secondary, the terraces simply terminate in a gable end and garden wall.
- 4.4.30 This grid system provides a high degree of permeability and is generally easy to navigate. In some areas featuring relatively narrow streets, one-way systems have been introduced which can make wayfinding by car more complicated.

## **Buildings**

- 4.4.31 Houses are most likely to be built to a regular design in significant groups, although there is still likely to be some variation along a street. Plot widths vary, but are typically between four and five metres. This establishes a high frequency of front doors with a strong rhythm and relationship to the street. It also ensures that the buildings tend to have a deep plan in order to provide sufficient accommodation, creating the well-recognised L-shape configuration which is so common to this period.
- 4.4.32 It is very common for buildings in this category to feature bay windows, often surmounted by gables at the roof. This can lend a very strong repeating motif to a terrace which establishes a clear unity of design and also creates a clear vertical scale. Later Victorian buildings, merging into the Edwardian period show a greater exuberance in the design and are more likely to feature external timber work in porches, gables and sometime even balconies. Building height is most likely to be two storeys, although there are some examples which feature additional attic roof space.

## **Streetscape and landscape**

- 4.4.33 The street character is normally strong and coherent due to the consistency and rhythm of the terraced architecture. Streets typically have a narrow profile with very shallow front gardens (1- 1.5m deep). There are a variety of boundary treatments including low walls and different types of fencing, coupled with the introduction of late twentieth century changes to doors and windows which can create a poor quality streetscape. In a few cases mature privet hedges planted behind a low brick wall provide visual and habitat value to the streetscape. Streets are generally dominated by on-street parking on both sides of the road.



**key characteristics**

- Typical storey height: 2 - 3
- Typical street width: 15 - 18m
- Typical block size: 150x60m
- Parking: on-street
- Public open space: larger neighbourhood parks
- Private open space: front and back gardens

The urban morphology of the urban terrace type in Catford



Photographs of the urban terrace typology

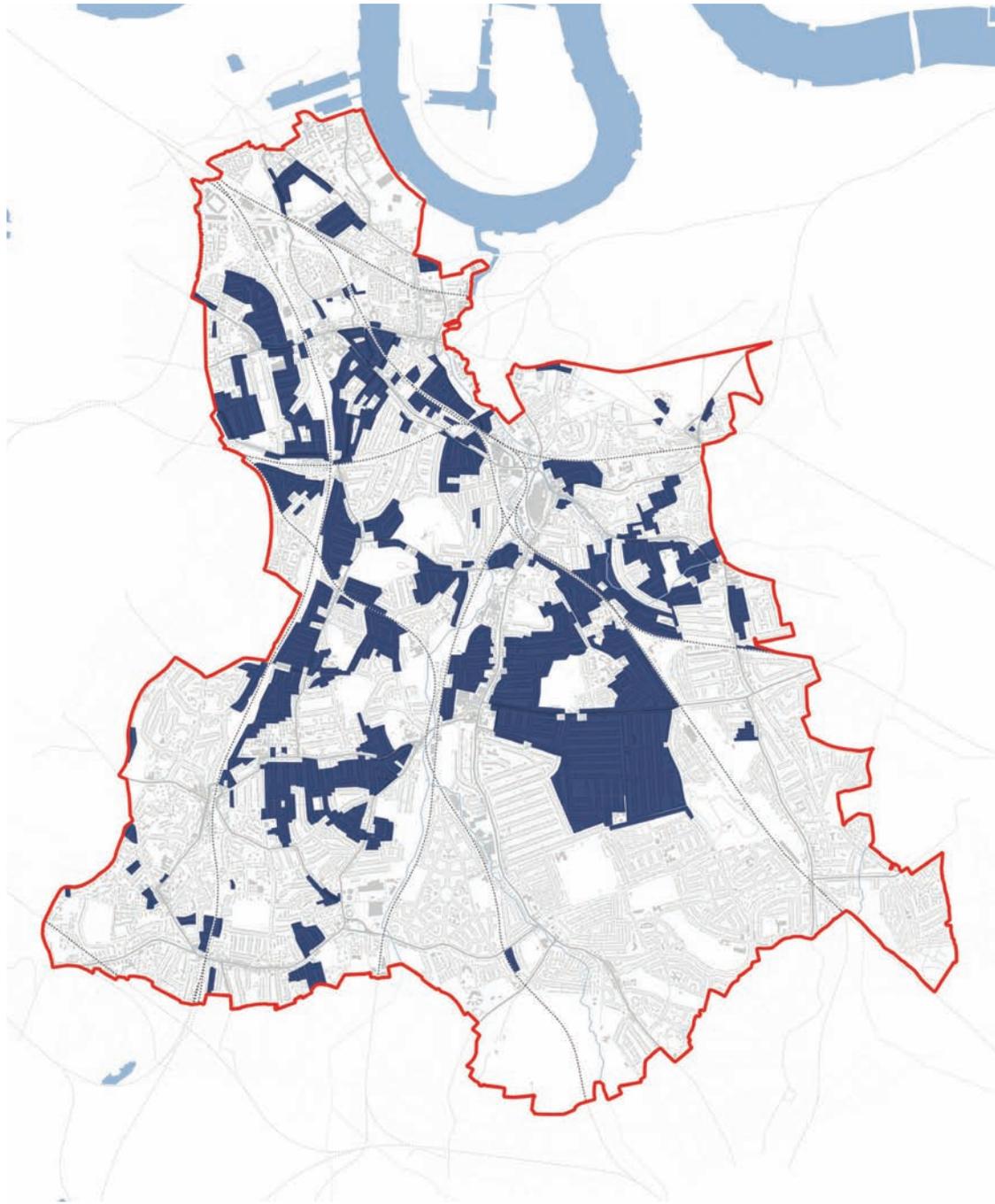


Fig46 Lewisham's urban terrace typology

### **Intensification opportunities for lower density perimeter block residential areas**

- 4.4.34 With challenging growth targets for London, Local Planning Authorities are now being asked to look more carefully for small sites that could contribute to delivering new homes. In Lewisham there are a number of perimeter lower density typologies that could potentially be intensified to help deliver new homes.
- 4.4.35 Any intensification of the borough's lower density areas will need to come hand in hand with improvements to public transport provision to reduce the reliance on the car, particularly in areas in the south of the borough. Similarly, there are areas with opportunities for new development but better shops and services would need to be delivered alongside any intensification.
- 4.4.36 The house and block types present in Lewisham's lower density residential areas present a number of opportunities to explore.
- 4.4.37 *a. Mews development within the Villa typology*  
The large blocks that exist within this typology were often built with garages or outbuildings at the rear of properties. There are many examples across the borough where these have been redeveloped to deliver a cluster of homes within the centre of the block or where a new street has been created. Garsington Mews in Brockley is one example of where a lane has been transformed with new houses delivered within the centre of the original block. Planning policy does not currently allow the redevelopment of long gardens. However, there may be opportunities within some of the larger blocks for large gardens to be joined together by owners to create plots for new homes. Impact on the heritage value of many of these areas will need to be carefully considered and other policy issues such as issues of daylight and overlooking.

### 4.4.38 *b. Suburban terrace typology*

The inter-war garden city style developments created blocks with large rear gardens and in some cases shared amenity spaces centrally within the block. Some of these central spaces are used for allotments or for primary schools, however some are overgrown and not well used. There are a number of ways that developments within these blocks could come forward, either centrally within the block or through the redevelopment of a number of homes forming the edge of the block. There may also be limited opportunities for backlands redevelopment in the irregular block shapes of the suburban typology.

### 4.4.39 *c. Terraced typologies*

In some cases there may also be opportunities to redevelop the ends of blocks to sensitively increase the density, perhaps where these blocks face onto more significant corridors through the borough. However, this approach would not be appropriate if there would be a resultant loss of historic fabric.



**In Fitzroy Road, Primrose Hill, 12 homeowners came together to deliver a consistent one-storey roof extension. Examples of extensions like this may provide opportunities to deliver an increased number of dwellings by splitting up very large family homes (image credit Juliet Murphy, Evening Standard)**



Examples of higher density development within a suburban typology. Here new development steps up in scale as it faces one of the borough's major corridors. However, the palette of materials could better reflect the surrounding neighbourhood and the set-back from the street is not presenting a strong frontage to this important route.



COPPER LANE, STOKE NEWINGTON  
BY HENLEY HALEBROWN  
BACKLANDS/GARDEN DEVELOPMENT REPLACING CHILDREN'S NURSERY



Hayward Mews in Crofton Park



LANDELLS ROAD, EAST DULWICH BY HAMPSON WILLIAMS  
BACKLANDS/GARDEN DEVELOPMENT

## URBAN

- 4.4.40 Urban blocks is the term used in this study to describe development generally built in the late Twentieth Century and early 2000s. These areas are similar to traditional perimeter block forms, but have been adapted to provide higher densities and accommodate parking.

### Urban Form

- 4.4.41 These blocks tend to feature a mix of flats and town houses. Learning from the strengths of lower density perimeter blocks, there is a strong relationship between the building frontages and the public realm. The block structure tends to follow a grid system but uses a squarer block form than traditional development, giving blocks which have four equal sides.
- 4.4.42 The high density of this form of development creates a high level of demand for parking. Although this has been controlled through later planning limits on parking provision, schemes designed in the 1980s and 1990s are often dominated by parking both in the public space, in front gardens and within the blocks.
- 4.4.43 The form generally offers a reasonable network of streets and spaces, providing relatively safe routes for pedestrians through well overlooked areas. Legibility is also reasonable, with some schemes having a clear hierarchy between elements that aids wayfinding.

### Buildings

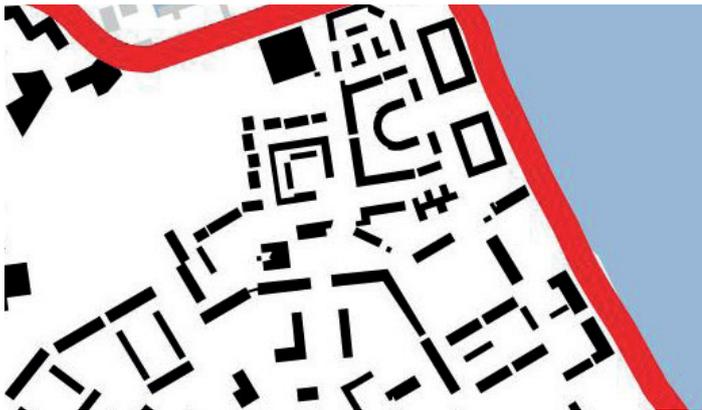
- 4.4.44 Buildings in this form of development vary significantly in their design approach and quality. However, they usually feature a limited palette of materials and details, often constrained by cost to relatively simple forms and cheap detailing. Another key characteristic is that, as with most modern domestic buildings, the floor to ceiling

heights are relatively small and are consistent throughout the building. This contrasts with the earlier Victorian and Edwardian properties which have more generous heights and frequently have a dominant ground or piano nobile storey with a reducing hierarchy of storey heights above.

- 4.4.45 Where houses are included in a building group these are most typically a narrow-plot terraced house, often rising to three storeys to deliver the most habitable space within a compact area.

### Streetscape

- 4.4.46 Urban blocks typically have a reasonably well defined public realm due to the consistent approach to perimeter block development. However, there are a number of key differences between this type of development and the more traditional high density perimeter terraces which can be seen elsewhere in Lewisham. The streets and public spaces are typically designed with the aim of accommodating the car and providing sufficient parking for all the residents. This has the effect that many houses are set back behind gardens which feature parking and many flatted developments face onto large areas of parking either within a public space as part of the street or accommodated within the block.
- 4.4.47 This has the effect of significantly enlarging the amount of street space and reducing the overall density, with frontage-to-frontage distances substantially larger than in many older areas and much more space given over to hard standing. Coupled with this the urban blocks, whilst taking the basic characteristic of perimeter development also feature internal parking courts, mews and re-entrant forms which break up the clarity of public and private space.



The morphology of the urban type in Deptford

**key characteristics**

Typical storey height: 4 - 6

Typical street width: 20 - 30m

Typical block size: 75x90m

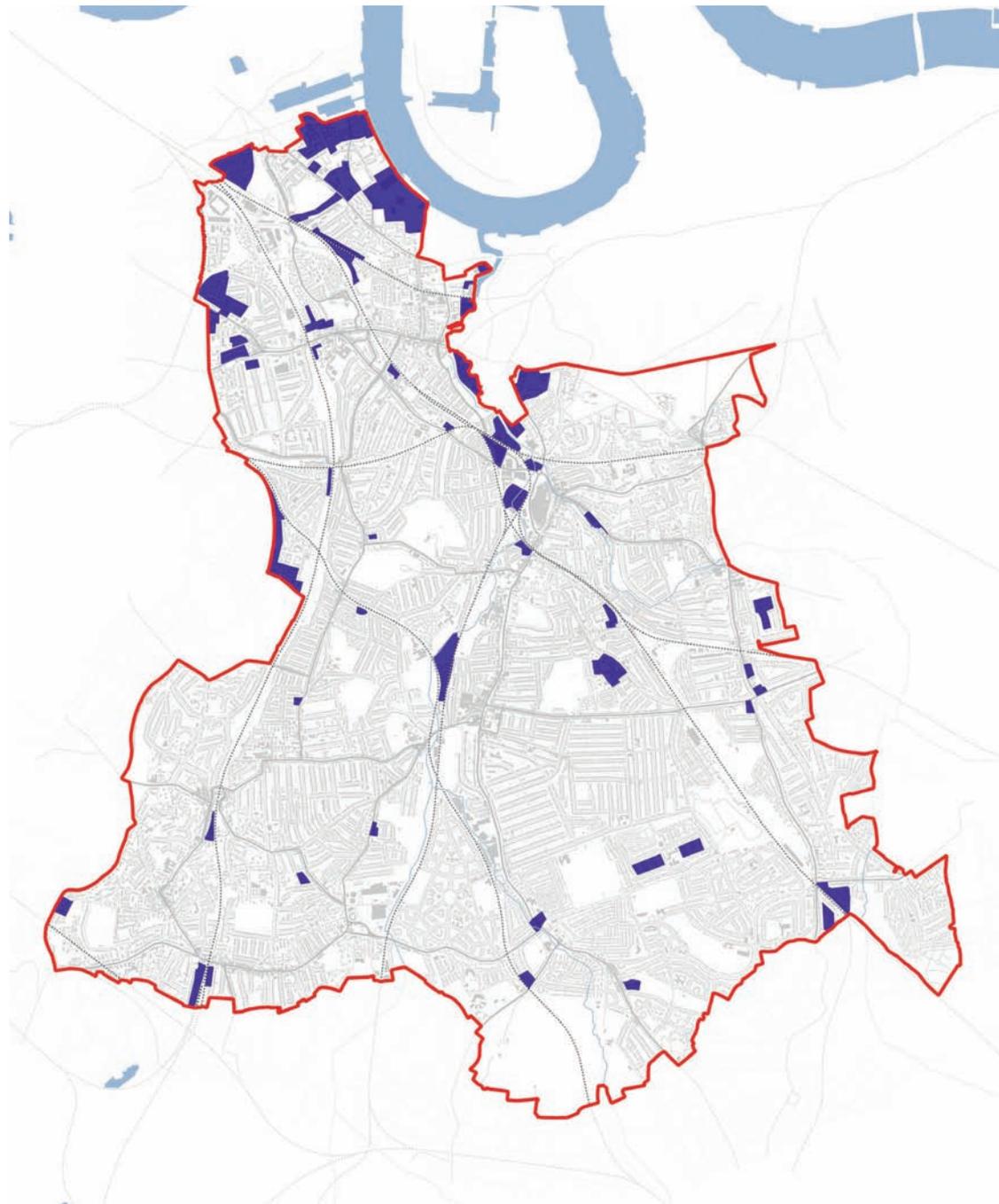
Parking: on-street parking, within the block, surface

Public open space: courtyards, playgrounds

Private open space: balconies, terraces



Photographs of the urban typology



**Fig 47** Lewisham's urban typology

## MODERN URBAN

4.4.48 This development is a typology that has only existed in the borough, and also across London, since the late 2000s. This is a typology that is growing across Lewisham. The blocks are distinct from the 'urban type' due to their very rectilinear structure, with a deeper plan form, often with more limited car parking provision.

### 4.4.49 **Urban Form**

4.4.50 This type of development is a modern variant on the Edwardian and early 20th century mansion block. As a type they are typically deep in plan, medium rise and deliver high density homes, generally as blocks of flats. Many of the borough's growing number of exemplary quality new developments fall into this category.

4.4.51 This type of development can successfully achieve high density without including significantly tall elements. The design and scale of these buildings need to be carefully considered in relation to the context given the pressure to deliver new homes in the borough. In order to improve integration and coherence between new development and existing neighbourhoods forms such as town houses can help to provide a step change in density.

### 4.4.52 **Buildings**

4.4.53 This modern typology is generally comprised of buildings with very rectilinear shapes, forming successfully simple streets and spaces. Blocks are usually made up of flats but can also include town houses or stacked maisonettes to help introduce larger family units, formed in perimeter blocks and providing a positive frontage to the street.

4.4.54 These modern buildings often have a framed construction, with a variety of cladding materials and a wide range of architectural expression, colours and textures.

4.4.55 With larger buildings the relationship with the street needs to be carefully considered. Any design must ensure that the blocks of flats have a good public/private space definition and active ground floors with doors and windows facing the street.

### 4.4.56 **Streetscape**

4.4.57 The shapes of blocks tend to create public spaces that are simple in form and successful in terms of being overlooked, fostering a feeling a safety. This is a positive development moving away from the spaces created in urban typologies, often dominated by parking courts.

4.4.58 High quality examples successfully provide private open spaces as well as attractive communal green spaces, well overlooked within the block pattern. Private space is provided via terraces and balconies.

4.4.59 Where large estates or areas of previously industrial land are redeveloped using this typology, a solely residential use should be avoided. A mix of housing types and land uses will help to foster existing and new communities. Enhancing existing neighbourhood parades will also be important.



The morphology of the modern urban type in Deptford

**key characteristics**

Typical storey height: 5 - 12

Typical street width: 20 - 30m

Typical block size: 75x90m

Parking: on-street parking, under-croft

Public open space: greens, playgrounds

Private open space: back gardens, balconies, terraces



Photographs of the modern urban typology

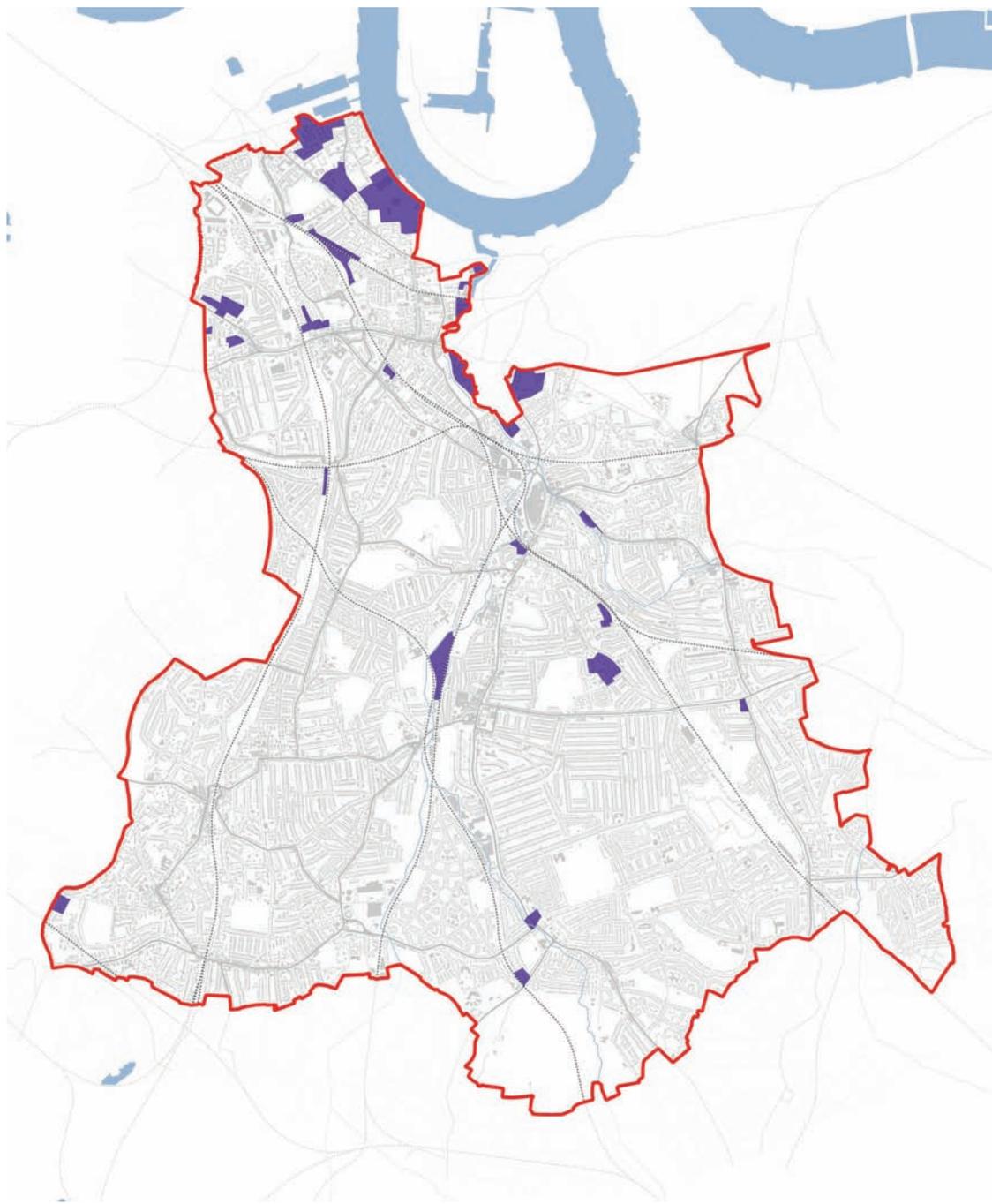


Fig 48 Lewisham's modern urban typology

## PODIUM

4.4.60 This typology is limited to Lewisham town centre. This is a development type that is distinct from any other development currently coming forward in the borough. It has a coarser block structure with large podiums to support tall towers of flats.

### Urban Form

4.4.61 This type of development is a densification of the modern urban form. At ground floor, the blocks tend to be made up from a large podium which forms the entire urban block. This results in a very coarse block structure and can have a significant impact locally in terms of the structure of streets. The size of the podiums often mean the number of streets and connections are reduced. The grain of the street and the animation and activity that multiple buildings generate is also lost.

4.4.62 Unless these podium blocks are very carefully designed there is also a tendency for large parts of the ground floor of the podium to have an inactive edge. Often this is because of the entrance to car parks or servicing.

### Buildings

4.4.63 The buildings are generally comprised of a mix of uses with the podium - retail and employment uses provide animation to the street. Car parking and servicing are integrated within the centres of podiums. Above these podiums are blocks of flats.

4.4.64 The tall towers, in places which rise up to 30 storeys, are sat on top of the podium blocks. These towers have an impact on the wider borough in terms of their impact on views to Lewisham.

4.4.65 The design and scale of these buildings sits awkwardly with the scale of many existing lower rise streets in Lewisham. These buildings feel alien to the character of the borough and do not integrate with the scale and grain of surrounding neighbourhoods. In order to improve integration and coherence between new development and existing neighbourhoods forms such as town houses can help to provide a more gradual step change in density.

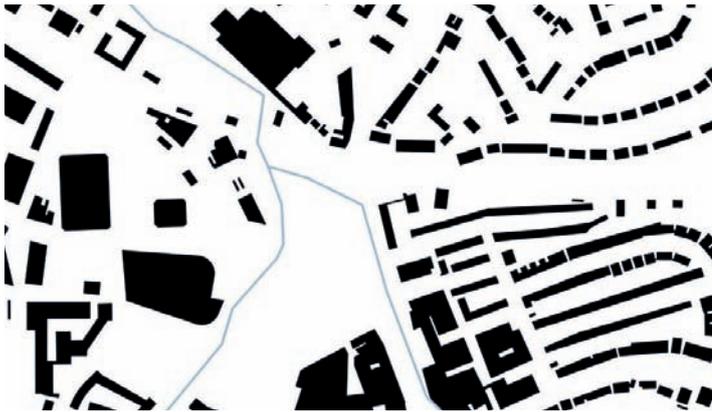
4.4.66 These modern buildings tend to be clad in materials of a range of colours and textures.

### Streetscape

4.4.67 The shape and massing of blocks means that the public space created is generally about wider pavements, rather than spaces within the centre or between blocks as with the modern urban typology. Schemes generally struggle to deliver active frontages on all sides.

4.4.68 The sense of activity and overlooking on streets is sometimes less successful due to the large box of the podium and a lack of balconies on lower floors.

4.4.69 High quality examples might provide private open spaces via roof terraces and winter gardens.



The morphology of the podium type in Lewisham (new OS data required)

### key characteristics

Typical storey height: 12+ (up to 30?)

Typical street width: 20 - 30m

Typical block size: 100x50m

Parking: on-street parking, within the block

Public open space: courtyards, playgrounds

Private open space: balconies, terraces



Photographs of the podium typology

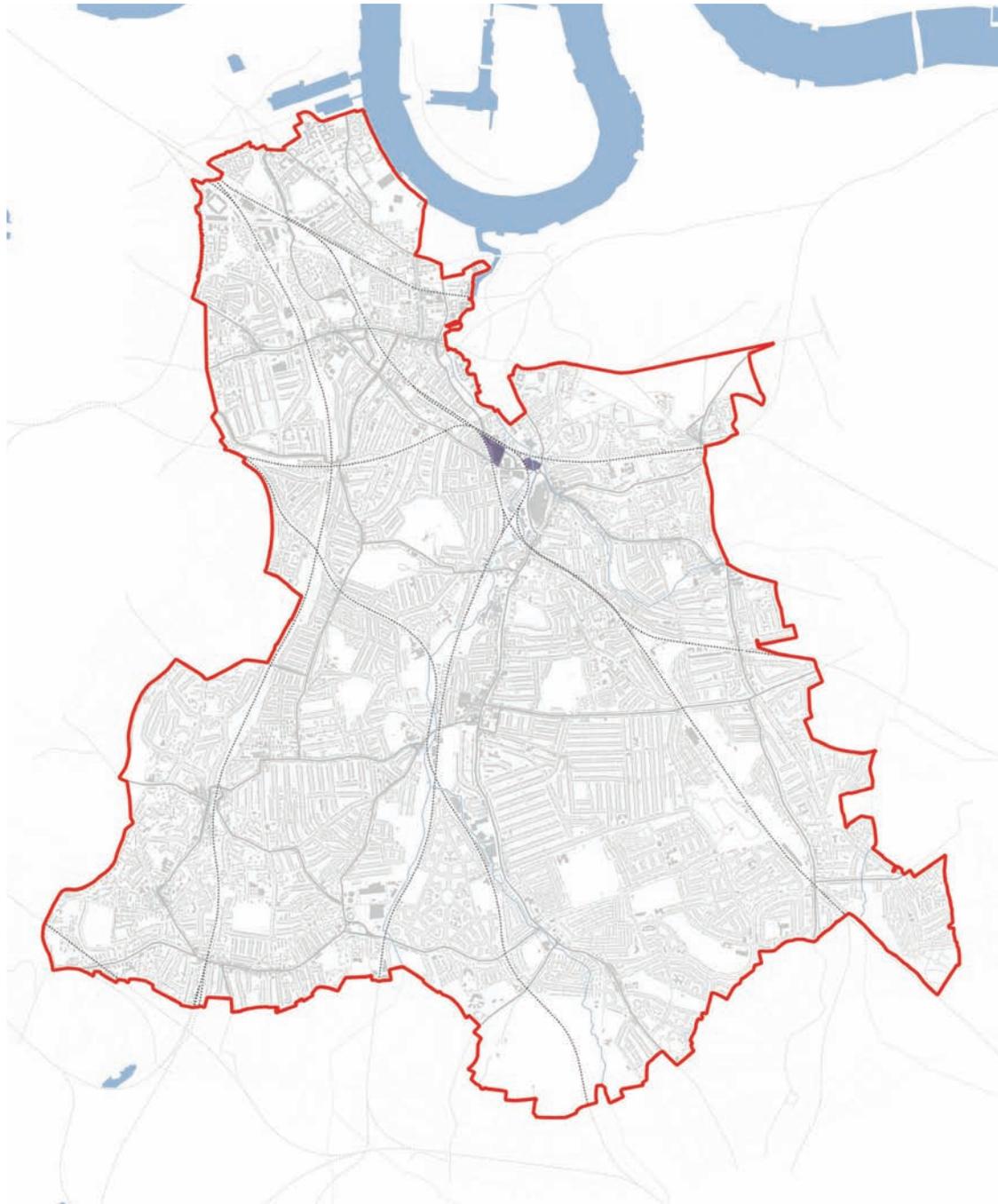


Fig 49 Lewisham's podium typology

### **Intensification opportunities for higher density perimeter block residential areas**

- 4.4.70 There are limits to how far it is possible to intensify a residential block, particularly those modern urban and podium typologies that are already delivering dense flatted homes. In many places in the borough, the surrounding scale and character will limit the potential for very dense forms and other factors such as sunlight and daylight standards may also be limiting factors.
- 4.4.71 There may be opportunities within the urban typology for some selected redevelopment of properties to densify plots and move away from typologies that provide large surface level parking courts.
- 4.4.72 Roof-top extensions provide a useful way of adding additional dwellings to existing blocks of flats, without the need for redevelopment.
- 4.4.73 Other more dense forms of perimeter residential development may be created by converting existing office buildings into residential. This has occurred in a number of locations in the borough such as at Arklow Road where a locally listed building has been converted into new homes, whilst retaining its original facade.



**Former Bovril House office building in Enfield, now with residential development above retail at ground floor**



**A three storey lightweight contemporary extension on Curtain Road, Shoreditch by Duggan Morris**



Arklow Road by Pocket living is an example of new development in the borough of higher density residential development. This is a successful example of the conversion of a locally listed non-residential building into new affordable homes



Conversion of an office building to 90 apartments by Moatti-riviere architects, France

### Non-perimeter blocks

- 4.4.74 The borough's neighbourhoods have been mapped and defined as perimeter or non-perimeter. Figure 50 illustrates a plan of how a non-perimeter block functions with an irregular block pattern and buildings facing alternative directions. Public and private space is generally poorly defined with areas of landscaping, car parking and play space randomly laid out between buildings. Streets can often feel illegible and residents' front doors are often harder to find than in a perimeter form, clustered together or accessed from the rear of the block.
- 4.4.75 The type includes a range of housing estates in the borough categorised by their density into three types, ranging from houses, slab blocks of flats and towers.
- 4.4.76 There is a higher concentration of these non-perimeter types in the north of the borough which suffered from heavy bomb damage during the war. Sydenham and Forest Hill also have a fairly high concentration of these forms.

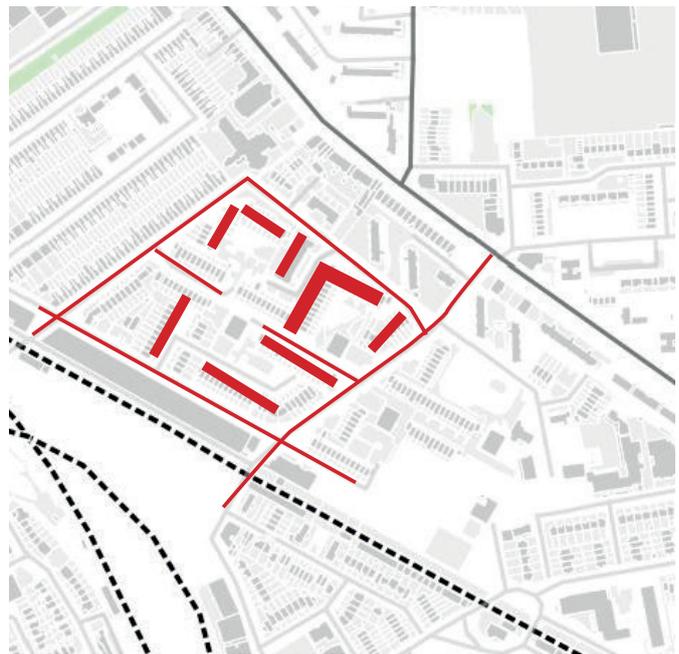
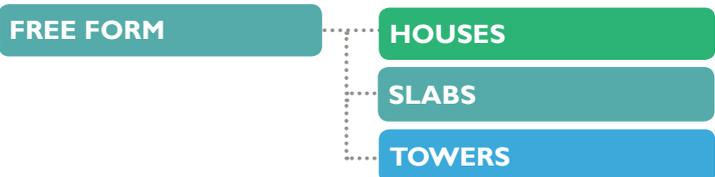
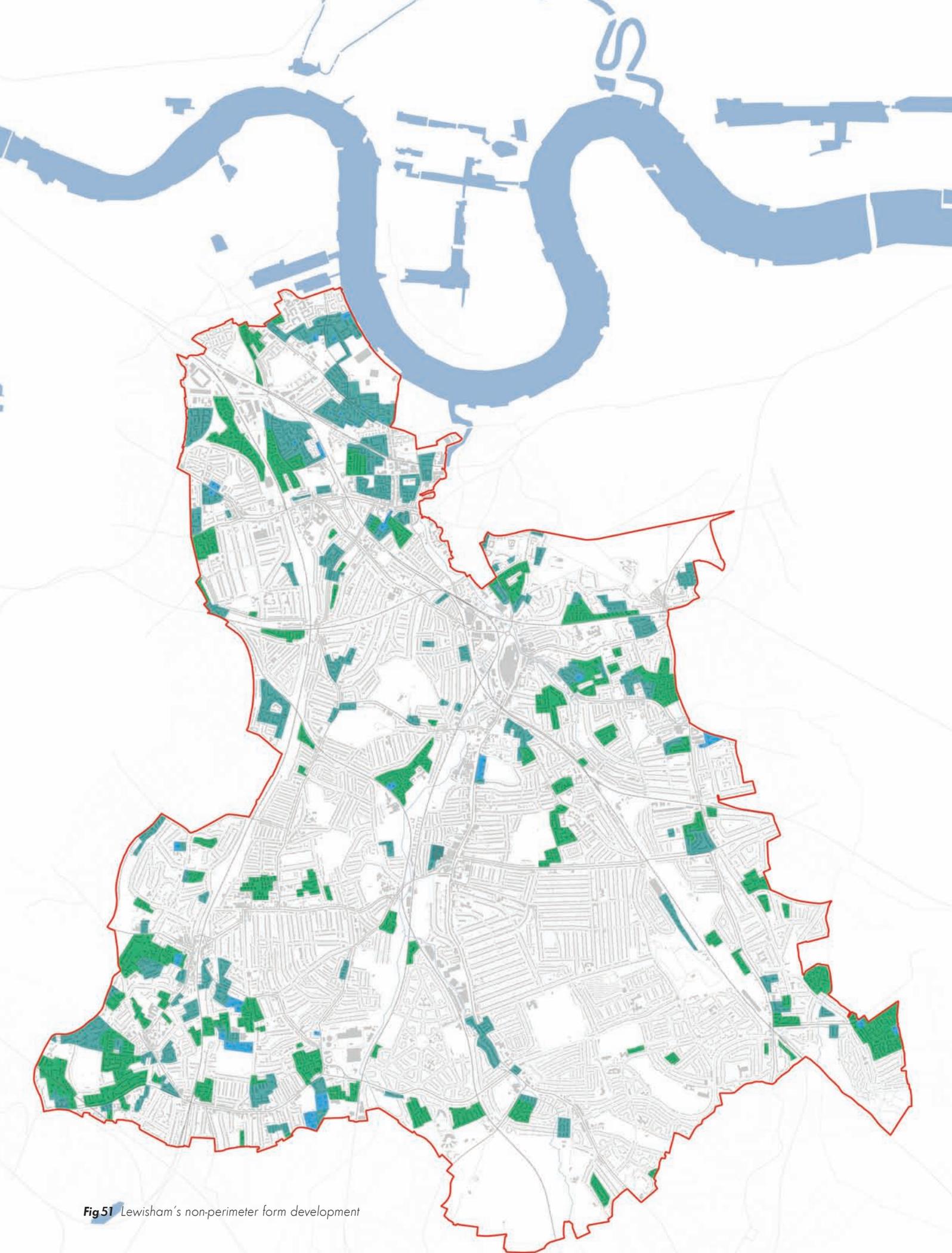


Fig 50 Non-perimeter form





**Fig 51** *Lewisham's non-perimeter form development*

## HOUSES

- 4.4.77 This type of development is typically a product of the early post-war period and cul-de-sacs from later twentieth century. Generally the density is low, with terraces and detached buildings which have a fragmented urban layout, generally with poor legibility.

### Urban Form

- 4.4.78 The cul-de-sac is the defining characteristic of the free form house typology. These appear in a number of forms across the borough.
- 4.4.79 The modern form of cul-de-sac development has had relatively little impact on the overall form of Lewisham, with the bulk of the urban area being built out before the form reached its peak period of development in the late Twentieth Century. However, cul-de-sacs do play a noticeable part in small to medium size infill projects, particularly towards the southern boundary of the borough. These streets lack legibility and permeability, where the street structure is dictated by buildings arranged to fit around a road and turning head.
- 4.4.80 Free form houses also appear in early post war housing where the urban form features cul-de-sacs that generally culminate in small parking courts, where residents then travel to their front doors along a pedestrian only route. The key intent behind this approach was to offer a pedestrian friendly environment which is away from cars and therefore feels inherently safer. However, in doing this, it creates routes which lack the clarity and safety of a more conventional block structure whilst also creating parking courts which typically expose the rear boundaries of gardens to the public realm, creating large areas of dead frontage.

### Buildings

- 4.4.81 Buildings within this type vary significantly in form and design. Cul-de-sacs from the later twentieth century are unlikely to have a tight relationship to the street and so can feature significant modelling to the front elevation, including substantial projecting elements such as porches or an integrated garage. In areas from the early post war period buildings are likely to

be grouped as terraces to a common design. This perhaps reflects the origins of the buildings in the public sector, with a greater emphasis on the communal identity and form as compared to the more individualistic emphasis found in private sector development.

- 4.4.82 Generally buildings are two storeys with relatively low floor-ceiling heights. External materials and details are likely to be from a simple and limited palette. Plot configurations vary enormously as most are grouped in an irregular way. However a common feature is that houses in this form rarely feature deep gardens.

### Streetscape

- 4.4.83 The street profile in this typology is variable. In some cases profiles are narrow with properties facing onto pedestrian walkways and shallow front gardens (often as little as 1 – 1.5m deep). In other examples, street profiles are wider with generous mown grass verges or front gardens separating properties from the road. The boundary between public highway and private garden and between the front gardens of adjacent properties is rarely marked with a wall or fence resulting in an open plan character to the streetscape. In some examples, housing is arranged in an informal layout resulting in an irregular street profile.
- 4.4.84 Typically, there is little vegetation in the streetscape with few street trees and little tree or shrub planting in front gardens. The streetscape character is typically quiet due to the absence of through routes, with low pedestrian, cycle and car movements and little activity on the streets or in front gardens.
- 4.4.85 In areas from the early post war period, open spaces and parking courts between residential units are common, particularly around road junctions. These tend to be areas of closely mown amenity grass.
- 4.4.86 Roads are typically concrete or tarmac with concrete road kerbs and standard highway lighting. Pavements are tarmac and are often set back from the road edge behind a wide grass area. Parking is rarely on both sides of the road and cars do not generally dominate the streetscape.



**key characteristics**

- Typical storey height: 2
- Typical street width: 21m
- Typical block size: 40x55m
- Parking: front yard and on-street parking
- Public open space: no
- Private open space: gardens

The morphology of the free form house type in Lewisham



Photographs of the free form house typology

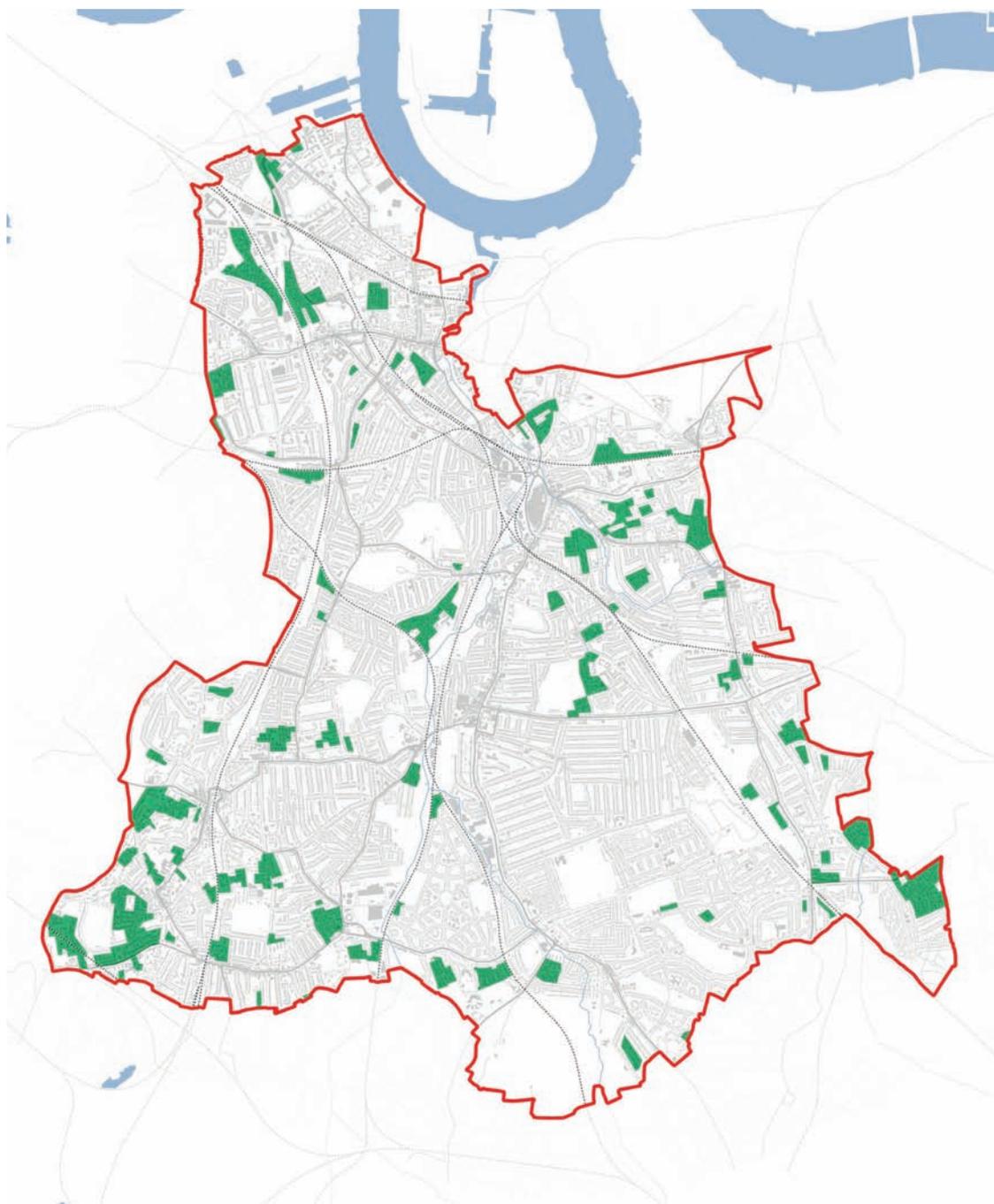


Fig 52 Lewisham's free form house typology

## **SLABS**

- 4.4.87 Slab block development is largely associated with post-war buildings which occur across the borough. However, it also relates to inter-war LCC development of low and medium rise flats.

## **Urban Form**

- 4.4.88 Slab blocks are a low to medium rise form of development, typically between four and eight storeys high. Many feature flats, but it is also common to see duplex development in four storey or six storey blocks with deck access walkways.
- 4.4.89 This form of development is particularly prevalent in the northern part of the borough where it features strongly in areas which were bomb-damaged in World War Two. In these locations it is very typical to see the blocks laid out to a rectilinear form as part of an overall composition containing houses and towers as well as areas of green space. However, what they notably fail to do is establish a clear structure of routes and private spaces and so although they provide a high degree of pedestrian permeability they also create a place which can be very illegible and which may lack a sense of ownership and surveillance necessary for a safe street.
- 4.4.90 In the some parts of the borough, including Blackheath and Forest Hill, slab blocks are set within mature landscape on sloping sites. Here the emphasis is more on adapting to the landscape and so curved and faceted block plans and irregular layouts are often adopted.

## **Buildings**

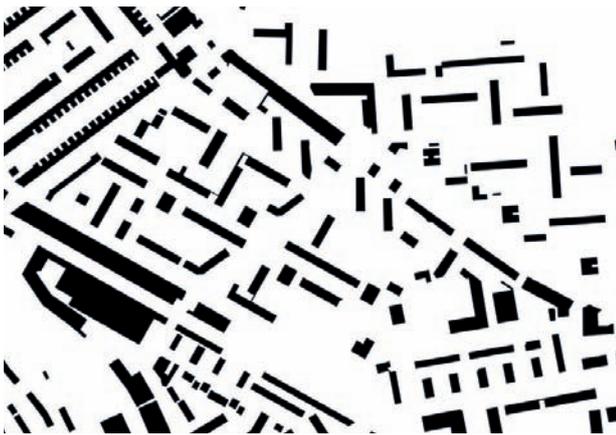
- 4.4.91 As with domestic buildings of the postwar period, slab blocks vary enormously in the mix of materials, details and styles. They include significant elements of yellow stock brick alongside rendered elements and panel systems.

Many feature external balconies although in some instances it is clear that these have been added as a new element during refurbishment.

- 4.4.92 Slab blocks of flats and duplex units are now generally recognised as a poor form of housing. The stairwell, corridors or decks which give access to a large number of units create an ambiguous area of semi-public space which is hard to police.

## **Streetscape**

- 4.4.93 Slab blocks in the north of the borough typically relate to pedestrian areas rather than conventional streets. Ground floor units often feature small enclosed gardens, but as can be seen with examples such as in the Pepys Estate, these back onto public routes and open spaces and so become vulnerable areas. Examples such as the estate to the south of Dragoon Road also show how buildings sometimes relate directly to green space. This creates an attractive visual amenity but leaves an element of ambiguity at ground floor level where flats open directly into public space.
- 4.4.94 Parking frequently accounts for a significant land take in large slab block estates, and in some it is clear that this is a later addition, sacrificing what had been open space.



**key characteristics**

Typical storey height: 3 - 7

Typical street width: 25m

Typical block size: 75x80m

Parking: street parking

Public open space: commons

Private open space: gardens, private greens

The morphology of the free form slab type in Lewisham



Photographs of the free form slab typology

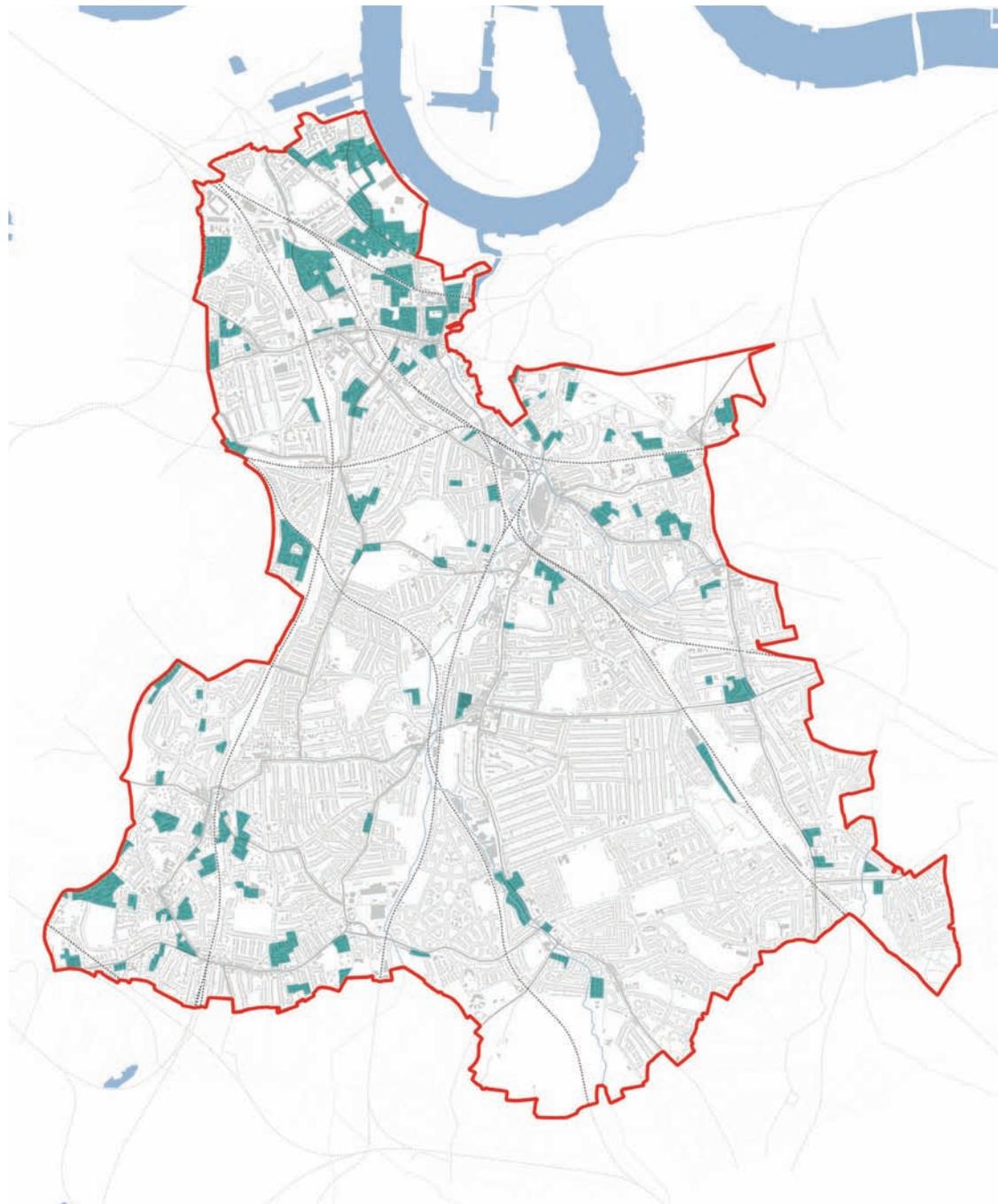


Fig 53 Lewisham's free form slab typology

## TOWERS

4.4.95 This typology refers to tall buildings that are set within areas of landscape and parking. These typically date from the 1960s and were built as part of public housing projects. They generally occur as part of a wider estate.

### Urban form

4.4.96 High rise residential buildings typically occur as part of a wider residential area. However, their special nature creates its own small area of character which breaks from the normal building-street relationship. They typically feature a single point of access which may relate to the street but may also relate to the location of parking.

4.4.97 Tall buildings are balanced by elements of open space, and particularly in the case of residential towers they are likely to sit within a space, either hard or soft landscaped. The spaces provide amenity for the residents of the tower and also frequently include elements of parking.

4.4.98 Some tall buildings, particularly in the southern part of the borough sit within mature woodland. This allows development to be present whilst also retaining a large proportion of trees and allowing the buildings to work within steeply sloping sites.

### Buildings

4.4.99 The examples of tall residential buildings in Lewisham typically date from the 1960s. Whilst they vary in height and form they are typically between ten and fifteen storeys tall although exceptions which exceed this include the three towers on the Pepys Estate in the north of the borough. The height of these buildings is not in keeping with the surrounding scale and should not be used as a justification for taller buildings in the future.

4.4.100 The residential towers, and particularly the taller ones, built during this period typically do not include any balconies or other private amenity space such as roof terraces and hence rely on the provision of amenity space in the surrounding area.

4.4.101 The majority of the towers in the borough do not engage in a positive way with the surrounding public space. This creates issues of management and security at ground level and fails to establish a strong frontage which would contribute to pedestrian safety.

### Streetscape

4.4.102 The streetscape and landscape in this typology is similar to that of the previous typology. Street profiles are generally wide with substantial areas of open space between the residential blocks and the surrounding roads. The spaces around the residential blocks are typically low key amenity spaces with substantial areas of mown grass areas and scattered blocks of low maintenance shrub planting (predominantly evergreen). Some include small paved seating areas with standard local authority benches and litter bins. The areas typically have a strong municipal character as the landscaped areas are generally designed and managed by or on behalf of the Local Authority with a limited palette of materials and planting species. The ownership of the landscape, however, is often ambiguous with no clear signs as to whether spaces are private for residents use only or are public open spaces for the wider community.

4.4.103 Roads are typically concrete or tarmac with concrete road kerbs and standard highway lighting. Footpaths are usually tarmac or concrete slabs. Parking is often prominent with considerable amounts of on street parking and large off-road parking areas.



**key characteristics**

- Typical storey height: 7 - 30
- Typical street width: 25m
- Typical block size: 40x60m
- Parking: street parking, small car parks
- Public open space: leftover green spaces, playgrounds
- Private open space: balconies, terraces

The morphology of the free form tower type in Lewisham



Photographs of the free form tower typology

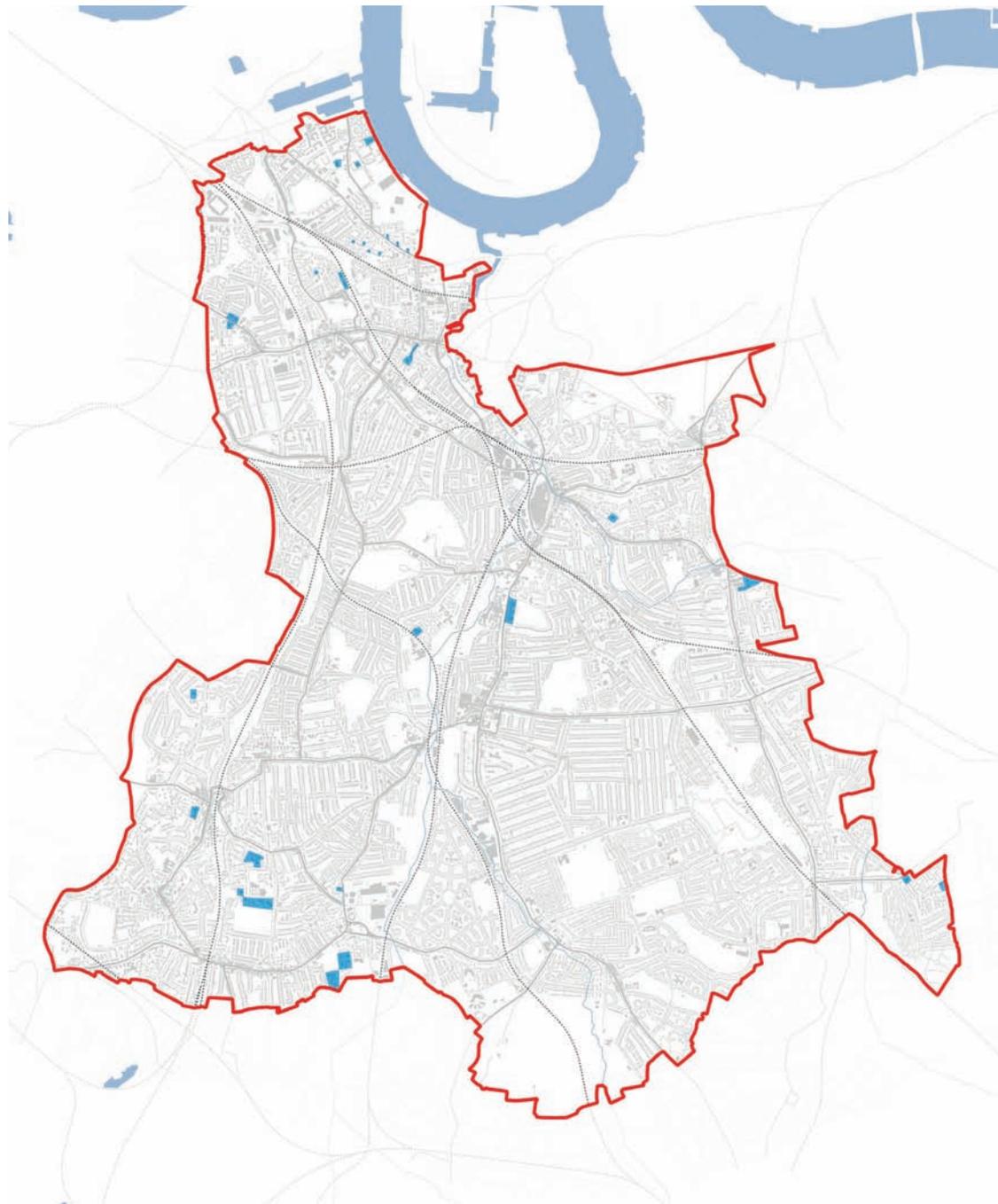


Fig 54 Lewisham's free form tower typology

### Intensification opportunities for Free-form - intensification and redevelopment

4.4.104 Free form slabs and tower typologies across the borough are likely to provide opportunities for densification given their irregular block patterns which often leave poorly defined spaces with areas of landscape and car parking. When planning new development there should be a value attributed to the existing character of estates and their surrounding neighbourhoods and the priority should be to work with the existing estate, rather than assume wholesale redevelopment to 'start again'.

4.4.105 Firstly, opportunities should be explored for infill or minor redevelopment to adjust the layout and enhance the character and feeling of safety in some of these areas. Given the age and building materials of some of these blocks that were built in the post-war period there may be opportunities for selective redevelopment to improve these homes and the legibility of the wider estate.

4.4.106 Kings Crescent Estate in Hackney (pictured right) is a successful example of how new homes can be integrated into a free-form estate whilst also adding improvements to the existing properties. The new blocks helped to improve the legibility of the estate, creating a new vehicular route through the centre.

4.4.107 Some estates have the potential for selective or infill development. The borough has recently seen the comprehensive redevelopment of estates at Heathside and Lethbridge and Excalibur.

4.4.108 Free-form house typologies, particularly those cul-de-sacs from the later twentieth century do pose limited opportunities to intensify. In limited cases there may be opportunities to the rear of properties as back-lands development or through extensions to individual properties.



**Kings Crescent Estate Masterplan**  
Karakusevic Carson Architects  
(photography © Mark Hadden)

Phase 1 and 2 of the masterplan created 269 new homes and refurbished 101 existing homes with new winter gardens and public spaces. Garages were converted into ground floor homes which has helped to increase street facing activity





**Hazelhurst Court**  
 Levitt Bernstein  
 (photography © Tim Crocker)

Phoenix Community Housing project to integrate 60 new homes and sheltered housing into an existing 1960s estate.  
 RIBA Awards 2018, London: Winner



**Kingsbridge Terraces, Gascoigne Estate East**  
 Allies and Morrison

One of the first phases to be built as part of a wider masterplan for the regeneration of the estate, Kingsbridge Terraces mediates between the Victorian terraced streets on the edge of the estate and the much higher density areas of the new estate. The development integrates a number of housing typologies including stacked maisonettes, illustrated in the axonometric above, to help deliver dense family sized units, each with their own entrance from the street.





# 5. LEWISHAM'S PLACES

## 5 LEWISHAM'S PLACES

### 5.1 NEIGHBOURHOODS AND SUB-AREAS

5.1.1 An understanding of local character must operate at a variety of scales. Chapter 3 and 4 together provide a borough wide picture as well as a detailed street scale appreciation. Between these two scales, is the geography upon which local people's understanding of character is based - one of neighbourhoods and areas.

5.1.2 Figure 56 illustrates our interpretation of the neighbourhoods in the borough. It has been developed in conjunction with local residents and stakeholders during workshops which were completed as part of the characterisation study. The plan sets out one representation of neighbourhoods in the borough. This is an inherently subjective exercise and it is acknowledged that places in the borough will mean different things to different people. Changes in administrative and borough boundaries will also have altered perceptions over time.

5.1.3 As set out in the historic analysis in chapter 2.1, many of Lewisham's places developed from a series of villages across the borough, alongside significant development at the edge of the River Thames. Later these villages were subsumed by London's expansion, but they still have an influence on the sense of place in these neighbourhoods.

5.1.4 Today, the borough comprises a series of places and neighbourhoods which each have a subtle character of their own. Each of the neighbourhoods overlap with each other to acknowledge the blurred edges of some places, whilst some boundaries are stronger as they are defined by a railway line or river. Some places are defined by a historic village, some by a high street and others by a green space or landscape asset. Other influencing factors include the



**Fig 55** Lewisham's five sub-areas

presence of a train station, historic assets, community facilities and association with more administrative cues such as postcodes.

5.1.5 The 21 neighbourhoods have then been grouped into five sub-areas. The neighbourhoods have been grouped by similarities in character and sense of place informed by: discussions at community workshops; the mapping of physical assets such as topography, landscape and urban morphology; the historic evolution of each area; and analysis of land use and housing typologies.

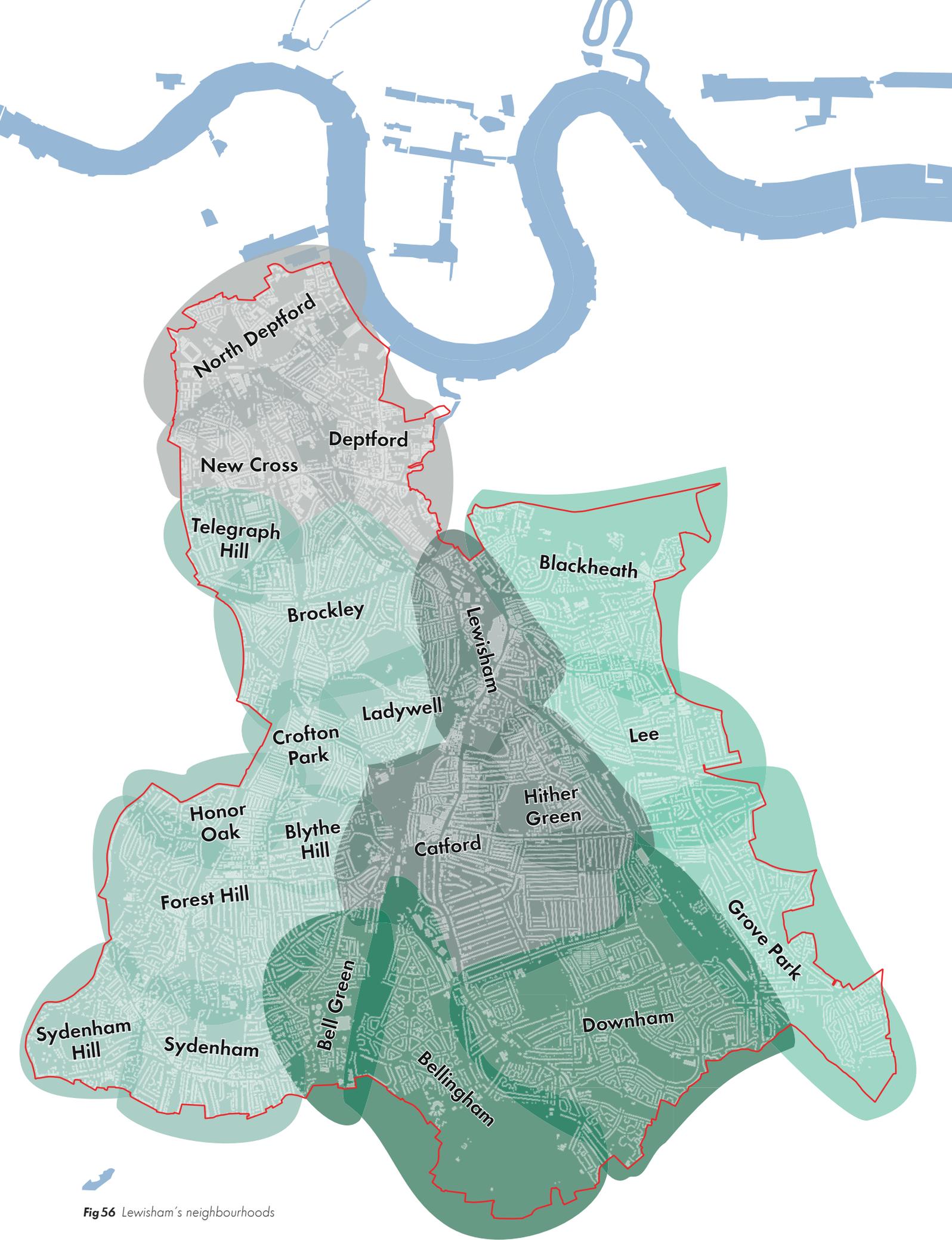


Fig 56 Lewisham's neighbourhoods

5.1.6 The purpose of this process is to help shape policies in the emerging Local Plan. The new Local Plan will be place-based and this process will ensure that policies for each of the sub-areas are tailored to the distinctive sense of place and character of different parts of the borough. Lewisham is a borough that reflects the diversity of London, with a character, identity and density in its north to that being very distinct to that in the south. New development and proposals for growth and change should reflect this and respond to the distinctive character of the five areas.

5.1.7 The following chapter describes the five broad areas in the borough with a view to identify the differences in character between Lewisham's neighbourhoods. Each sub-area chapter identifies the determinants of character and outlines which neighbourhoods are located in the area.

5.1.8 Each sub-area chapter has three key sections:

- An introduction to the sub-area setting out its historic evolution, heritage assets, key features and density mapping.
- Information about each of the neighbourhoods within the sub-area, setting out the location and key features, and identifying any significant issues and opportunities for each place.
- Finally, each chapter concludes by setting out some framework priorities for the area - identifying three or four key themes that describe what should be protected, what could be improved and where growth is considered most appropriate in the context of the character of each area.

5.1.9 Each of the chapters concludes with a key framework plan. The key for these plans is expanded in the adjacent column to explain in a bit more detail the propositions set out within the plans (please see figure 63, 71, 83, 90 and 97 for the framework for more detail about each sub-area and the proposals):

#### Detailed key to framework plans:

(see figures 63, 71, 83, 90 and 97)

-  An existing station
-  New Bakerloo line station
-  A neighbourhood landmark
-  A neighbourhood view
-  A railway line
-  The sub-area boundaries
-  Existing open space
-  The borough's conservation areas
-  An existing riverside route or opportunities to enhance or improve connectivity
-  Priority routes for walking, cycling and landscape enhancements - existing and proposed
-  Place intensification - re-examine - some more fundamental interventions possible to repair the existing character through the redevelopment of available sites along and behind the high street
-  Place intensification - reinforce - enhance the existing character of centres through sensitive infill and re-use of existing building fabric
-  Corridor intensification - opportunities for sensitive infill development to improve environments along key routes
-  Riverside regeneration - area of change with some available sites that must contribute and take account of the special riverside character
-  Urban regeneration - opportunity to re-knit with the surrounding character - usually as part of a significant infrastructure project, estate renewal or former industrial or big box retail use
-  Employment intensification - areas of existing employment where there is potential for mixed use development
-  Infill opportunities in Garden City Estates - potential backlands opportunities with blocks
-  Infill opportunities in Garden City Estates - enhanced frontage to green spaces
-  Proposals for a new or significantly enhanced centre
-  A proposals for a new urban park as part of the Mayor of London's National Park City
-  A project to improve the environment of the south circular - its frontage, public realm and impact of vehicles



**Fig 57** A cross-section of some of the neighbourhoods in the borough, highlighting approximate relative densities - a borough that reflects the wider cities diversity.





# 6. NORTHERN AREA

## 6.1 INTRODUCTION TO THE NORTHERN SUB-AREA - EVOLUTION AND CHARACTER

### Historic evolution

- 6.1.1 Deptford is named after a deep ford which crossed the River Ravensbourne at what is now Deptford Bridge. Once a fishing village, it became a large prosperous town built on the royal dockyards in Tudor times. In the 18<sup>th</sup> century the Victualling Yard was established. The area saw large-scale closure of private yards in the 19<sup>th</sup> century, replaced by military uses and heavy industry to exploit cheap labour and good transport links. Market gardens took advantage of the fertile land and was known as Deptford's 'second industry'.
- 6.1.2 Homes were built to house workers. One of the earliest developments was Deptford New Town around St. John's Station which was planned between 1805 and 1840. The London and Greenwich Railway opened in 1836 with a station at New Cross, spurring residential growth.
- 6.1.3 The Royal Dockyards closed in 1869 and the early 20<sup>th</sup> century was characterised by rising unemployment and deprivation. The area was heavily bombed in WW2 and interwar and post-war housing has given the area a very mixed character. This diversity has continued as more recent riverside development and redevelopment of industrial sites has led to pockets of newer homes.



**Deptford power station, 1968**

© Lewisham Local History Archives Centre (with permission)



**Deptford High Street, date unknown**

© Lewisham Local History Archives Centre (with permission)



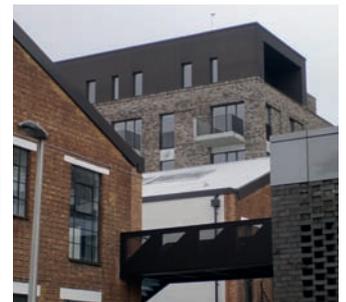
**New Cross at corner with Pepys Road, 1950**

© Lewisham Local History Archives Centre (with permission)



### Heritage and key features

- 6.1.4 This sub-area forms the northern edge of the borough, the Thames forming its northern boundary. Its Thameside position meant it developed earlier and was more prosperous than the rest of the borough and was well suited to support a wide variety of industry and commerce. This has resulted in large pockets of industrial land and a higher incidence of earlier buildings, including churches and Georgian townhouses.
- 6.1.5 Its association with the dockyards meant it was badly damaged during WWII. This has given the area a mixed built character, with the very old alongside the very new, including post-war flats and more recent riverside housing.
- 6.1.6 The historic road and railway infrastructure dissect the area and are prominent physical markers in the landscape. In places, the infrastructure adds character, for example the viaduct and associated railway assets. However, roads and railway lines have created awkward plots resulting in mono-use pockets and poor permeability.
- 6.1.7 The historic Deptford High Street and market has communal significance and is an enduring feature of the area.



Heritage and character of the northern area

### Density - floor area ratio and population

- 6.1.8 This area has a high level of density compared with southern and eastern parts of the borough, due to the housing typologies illustrated in the 3D views below. Towers are a dominant typology and are typically between ten and fifteen storeys tall, resulting in a high overall density.
- 6.1.9 Figure 59 illustrates that there are higher numbers of people per hectare living at Pepys Estate and Evelyn Estate.

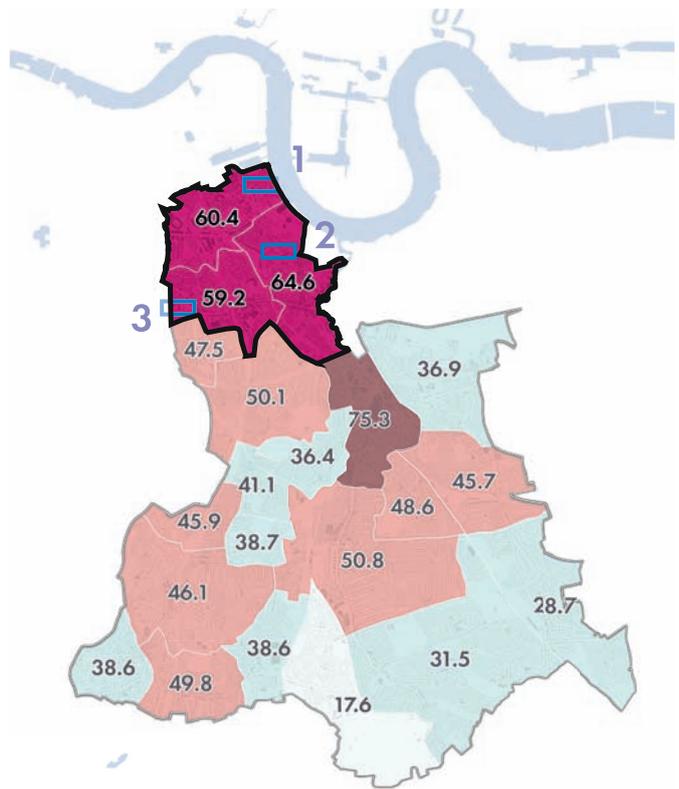
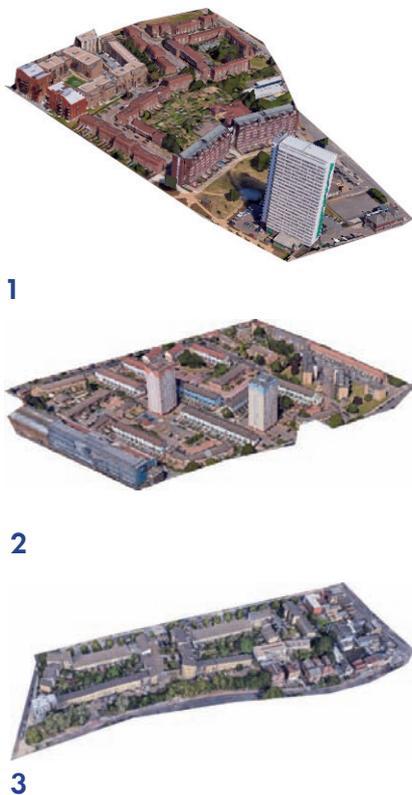


Fig 58 FAR in the northern area

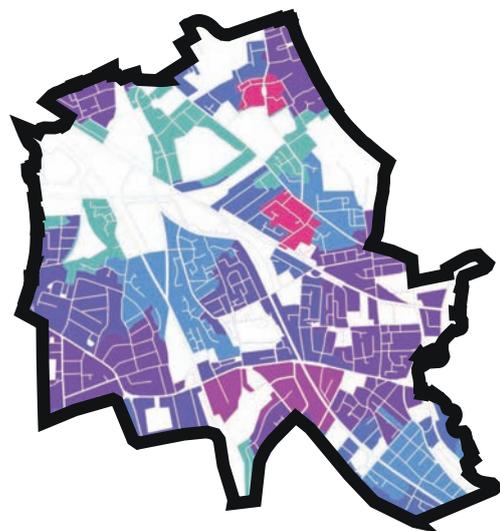


Fig 59 People per hectare in the northern area



## 6.2 NEIGHBOURHOODS

### North Deptford

6.2.1 The North Deptford neighbourhood stretches from the riverfront to the north to the railway lines in the south, just above New Cross Road. It shares its boundary with the borough on the western side, and Blackhorse Road forms its eastern boundary with Deptford. The neighbourhood takes in Bridgehouse Meadows, Folkestone Gardens, Pepys Park and Deptford Park, all important green spaces which provide breathing spaces in a predominantly hard urban environment. There is a sense of this part of the borough facing north to Surrey Quays.

6.2.2 The area has a varied and distinctive character, with a mix of industrial warehouses and big box retail alongside estates, perimeter / modern urban typologies and more recent development. The railway lines are a key feature in the area and act as a physical barrier, limiting connectivity in parts of the neighbourhood. The principal route is the B200 Evelyn Street, which connects Deptford and Lewisham with Rotherhithe and Bermondsey.

#### Issues

- Disjointed relationships between big box employment areas, estates and more recent development.
- Transition between Strategic industrial land and residential areas can often be sudden.
- Significant road and rail infrastructure causes severance between communities.
- A lack of active frontages on key routes through the area such as Surrey Canal Road and Evelyn Street.
- No real focus or centre to the area.
- Poor quality public realm particularly within estates.
- Poor public transport accessibility.
- Lack of tree coverage.

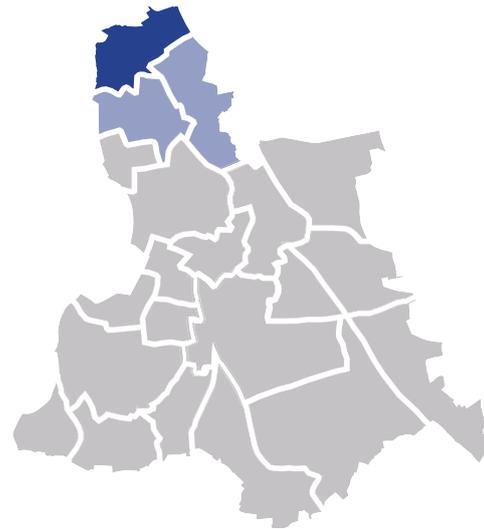


Fig 60 Typologies in North Deptford



Plough Way



brick warehouses on Sanford Street



Plough Way



Surrey Canal Road

### Opportunities

- Use of green routes (North Lewisham Links) to strengthen links between existing and future communities and links to existing and future transport nodes.
- Repair street frontages along key routes through the area to provide passive surveillance and activity.
- Improve existing green spaces to form focal points for existing and future communities such as Deptford Green, Surrey Canal Park, Sayes Court Park and Folkestone Gardens.
- Enhance and intensify employment areas.
- Explore options of collocation to transition between strategic industrial land and residential areas.
- Utilise vacant arches and space around railway infrastructure for active employment and other appropriate uses.
- Explore the opportunity for a new or revitalised local centre within or near the North Deptford.
- Improve public transport within the area. Committed projects thus far include the new Bermondsey station, New River bus service and improved bus services.
- Extension of the Surrey Canal linear park.

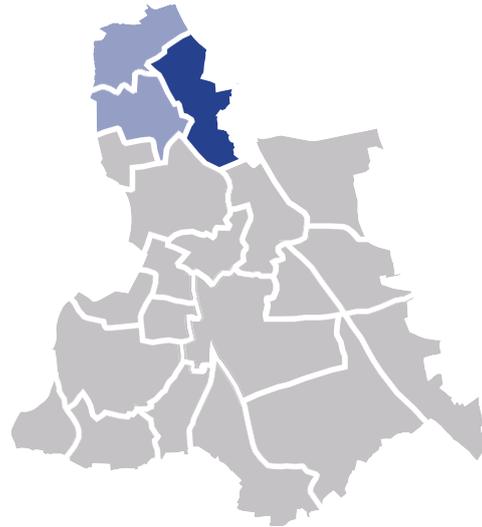
## Deptford

6.2.3 The Deptford neighbourhood is centred around Deptford High Street and its station, with residential neighbourhoods to the north and south. St. John's Station and Deptford Bridge are also stations within the Deptford neighbourhood. Deptford boasts several heritage assets, including Albury Street, St Pauls Church and some of the oldest houses in the borough, located on Deptford High Street and Tanners Hill. The neighbourhood was heavily bombed during the war, resulting in an area characterised by a patchwork of older Victorian streets and estates with more recent development. Convoys Wharf is the borough's largest development site that will create a new waterfront for the town with new homes and employment space.

6.2.4 New Cross Road and Evelyn Street are the main strategic roads and provide a strong east-west link. Commercial activity is focused along Deptford High Street which is a historic route that runs north-south through the area. The town centre is the third largest in Lewisham with a number of local shops specialising in 'ethnic' goods and a local market that serves the immediate population. It has a high number and variety of independent traders.

### Issues

- Deptford High Street conservation area is currently on the Heritage at Risk Register.
- Poor quality of public realm and environment particularly around Deptford Creek.
- Congestion and severance of the A2 corridor.



### Opportunities

- Protect and enhance Deptford Market.
- Work with TFL to transform the A2 corridor addressing the issues of severance and congestion.
- Protect and enhance the diverse nature of the high street.
- Enhance the heritage assets.
- Continue to invest in green routes to provide improved walking links and connections to open space, community facilities and public transport.
- Grow the number of creative industries within the neighbourhood.
- Reconnect Deptford High Street with the Thames and improve connections to Creekside.
- Opening up of convoys and integration of the development with the existing place.



Fig 61 Typologies in Deptford



The High Street is currently on the Heritage at Risk Register



Market Yard at Deptford Station, with independent shops and restaurants, utilising formerly vacant railway arches and space



Deptford Creek



Improve connections to Creekside



Enhance the setting of heritage assets like St. Paul's Deptford



Crossfields Estate



Terraces near Brookmill Park



Deptford High Street has some of the oldest buildings in the Borough



Protect and enhance Deptford Market and the diverse nature of the High Street

## New Cross

6.2.5 The New Cross neighbourhood is located to the north-western corner of the borough. New Cross Road (A2) is a busy linear route of a mixed character with shops and houses fronting the road. New Cross Road sits on higher ground than much of the land to the north so some of its historic assets such as Deptford Town Hall can be viewed for some distance. To the north, the Hatcham area has a far more consistent Victorian character. There are a number of larger estates further north. Goldsmiths is a principal cultural and educational asset which has played an important role in the recent growth of the neighbourhood.

6.2.6 New Cross is the fifth largest of the nine town centres in Lewisham. Its local centre provides for the needs of local people and particularly students from Goldsmiths College. The large Sainsbury's and its associated surface car parking has a negative impact on the area's continuity of character but provides an exciting opportunity for future enhancement and strengthening of the centre's retail and leisure offer. The area is served by two railway stations - New Cross and New Cross Gate and numerous bus routes.

### Issues

- The heavily trafficked A2 gives rise to a poor environment in terms of noise, dust and air quality.
- New Cross Road and the railway lines are significant barriers to movement.
- Poor quality of public realm and environment along the A2.

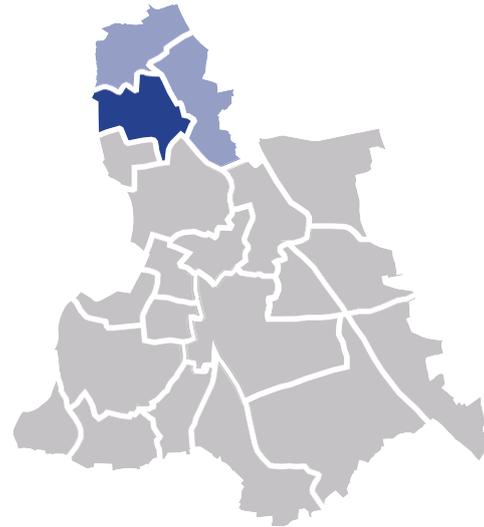


Fig 62 Typologies in New Cross



Historic fabric alongside modern development, Shardloes Road



Hatcham Conservation Area



Post war estates



West along New Cross Road



Batavia Road, New Cross



Victorian character and features of homes in surrounding streets



### Opportunities

- Encourage people to walk on routes such as Route 1, which are away from the busy A2. Seek opportunities for the creation of other such routes.
- Improve pedestrian and cycling connections across the railway lines.
- The established presence of Goldsmith's provides an opportunity to enhance the character and uses mix of the area and efforts should be made to ensure that their students remain in the area by providing affordable workspace.
- The future redevelopment of New Cross Gate station and associated sites for a new Bakerloo Line station.
- Improve the connections to open space such as Folkestone Gardens and create safer and more pleasant routes to stations from existing residential properties e.g. Woodpecker Way.
- Redevelopment of the sites either side of New Cross Gate Station gives the opportunity to reknit the high street frontage and to continue Route 1 across the railway line.
- Protect and enhance the historic buildings along New Cross Road, most of which are not listed.
- Grow the number of creative industries within the neighbourhood.

## 6.3 CHARACTER BASED GROWTH THEMES

6.3.1 For each of the sub-areas a summary plan has been created that sets out the framework priorities and character based growth opportunities (please see figure 63). Four priorities have been identified for the northern area:

### Theme 1: A new local hub for the northern area - the regeneration of the Evelyn Street precinct

6.3.2 The North Deptford area has seen significant growth in recent years and the local population has increased. The redevelopment of Convoys Wharf will continue to add to this growth.

6.3.3 Either side of Evelyn Street are a number of large and thriving housing estates. Evelyn Street forms a spine that connects this area south to Deptford and Greenwich, and north to Surrey Quays and Canada Water and beyond. It is a key axis and a focus of community and commercial activity and local bus services.

6.3.4 The retail needs of this growing population are currently met by the small parade of shops along Evelyn Street at its junction with Grove Street. This is a key node of activity and new community and commercial uses to meet the needs of a growing population should be concentrated here.

6.3.5 A new local centre designation should be considered, with investment and improvements to local facilities and the quality of the environment in this centre a priority as new development comes forward in northern area. A more detailed study to help promote this as an enhanced centre for the whole community, both new and existing, to help draw together the diverse character and patchwork of older estates and new development, blurring the boundaries between the existing and proposed.



Evelyn Street precinct as an improved local hub for the northern area

## Theme 2: A stronger identity for the northern area - enhancing a network of landscaped routes and linked places

- 6.3.6 With Deptford Park, Bridgehouse Meadows, Fordham Park and Folkstone Gardens, the northern area has some of the Borough's most important and most varied public open spaces. The open vistas along the paths along the River Thames complement these spaces.
- 6.3.7 However, with major railway viaducts converging on their approach to London Bridge, connections across the area are often compromised. A strategy to better connect these places and thereby the communities which sit between and straddle them would help to improve the character of the area and the quality of life for those who live there.
- 6.3.8 The strategy should develop on the work undertaken for the North Lewisham Links study which considers links that go beyond the borough boundary. The document promotes nature along corridors and seeks to improve health and wellbeing by moving people away from busy vehicular routes.



The morphology plan for this area illustrates the impact of the railway lines on this neighbourhood, compromising connectivity across the area



Green spaces across the area including at Plough Way, Deptford Park and at Deptford Railway Meadow and Friendly Gardens

### Theme 3: Blurring the boundaries of the existing and the proposed

- 6.3.9 Deptford and New Cross are amongst the most accessible locations in the Borough and benefit from very good public transport connections. They are also vibrant and dynamic centres with a good range of shops and services and strong community identities. These centres and their principal approach corridors are amongst the most sustainable locations in the Borough. Further investment and intensification of development will help to make these places appropriate locations for growth, underpinning their long term viability and vitality.
- 6.3.10 Crucial to good growth is to ensure existing and proposed communities are successfully integrated. The Council should seek to develop strategies for improving existing areas surrounding approved development, such as at Convoys Wharf and Plough Way.



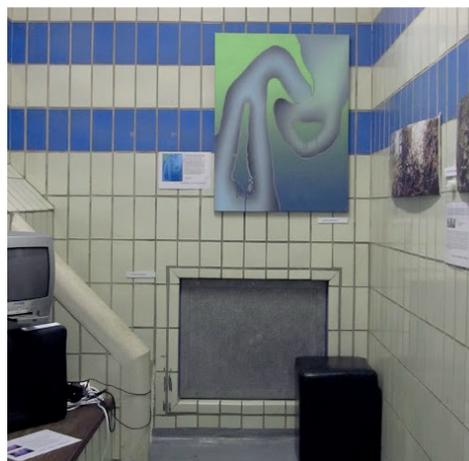
New green spaces along Grand Canal Avenue in Deptford are helping to integrate new and existing neighbourhoods

#### Theme 4: Celebrate the variety and diversity of workspaces to ensure the future success of our employment base

- 6.3.11 Perhaps the most distinctive aspect of the northern area's character is its diversity and variety. It is culturally rich, steeped in history and a focus for creative industries which are a key source of employment, innovation and productivity in the borough. These, as well as other employment uses, offer crucial support to many West End and central London businesses. Goldsmiths University is at the heart of the area's creative community, and affordable space for new ventures and flexible space for growing businesses to move in to whilst staying in the area will play an important role for the future of the area. Opportunities should be sought to provide affordable workspace to ensure students from Goldsmiths University, as well as Trinity Laban and Lewisham Southwark College, remain in the area.
- 6.3.12 The variety and diversity of the area is supported by its flexible and robust historic buildings and the fine grain nature of some of its employment locations. Policy should seek to protect this special character so that it can continue to underpin the area's continued economic diversity and success. In places where employment areas are more fragmented, policies should seek to improve the number and quality of connections to make them more accessible from the town centre and major transport hubs.

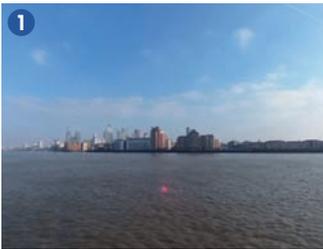
6.3.13 The New Cross, What's New? Area Framework (2018) sets out a series of principles relevant to workspace in the area. Principles include:

- Ensuring new development secures and helps to deliver affordable creative workspace and which support Goldsmiths as a key driver;
- Support the growth of unique local employment networks; and
- Provide a ladder of affordability to support a growing economy.



Artist's studios inside the former Police Station, Deptford

**Sub-area views:**



**Sub-area landmarks:**



A number of neighbourhood views and landmarks have been identified that contribute to the distinct character and sense of place of each sub-area. Views already identified in the Core Strategy have also been included. These views and landmarks were identified in conjunction with local residents and stakeholders at a series of workshops undertaken as part of this study. These views and landmarks are located on figure 63.

**Sub-area views:**

1. Prospect from the Thames foreshore at Deptford; north across the river to the Isle of Dogs and Canary Wharf, and east along the south shore, to Greenwich Royal Naval College and the chimneys of Greenwich power station. (Local View from Core Strategy)
2. New Cross Road looking west from the junction of Lewisham Way, along the curve of the terrace, with the flamboyant New Cross Inn in the foreground. Deptford Town Hall is a corresponding landmark on the south side of the street.

**Sub-area landmarks:**

- A. St Paul's Church - Grade I Listed Church but with a low profile locally and very few views to it from surrounding street. One of the country's finest Baroque churches, the spire can be seen from various places in Deptford.
- B. Deptford Station and Market Yard - The new station building, refurbishment of the listed Carriage Ramp and public space create a new focal point for Deptford High Street. This landmark more about the important role of the space that has been created rather than any individual building.
- C. Goldsmiths Campus - Deptford Town Hall is an elaborate stone facade with ornate clock tower and which projects forward on the street, this is a major landmark on this principal A road.
- D. Laban Centre - The Stirling Prize winning Herzog & de Meuron designed Laban Centre occupies a prominent site on a bend in Deptford Creek. It is an object building and forms the focal point of the ongoing regeneration of the Creek area. Laban's shimmering facade is instantly recognisable and is a landmark in views across Deptford Creek.
- E. Olympia Convoys Wharf - Part of the Deptford Royal Dockyard and listed Grade II which enjoys a prominent position on the banks of the River Thames and will be the centrepiece of the redevelopment of the site. It is highly visible from the Thames, and from the Isle of Dogs waterfront

-  New Bakerloo line station
-  Station
-  Landmark
-  View
-  Railway line
-  Sub-area boundary
-  Open space
-  Riverside connectivity
-  Strategic green corridors
-  Conservation area
-  Place intensification - re-examine character
-  Place intensification - reinforce character
-  Corridor intensification
-  Urban regeneration
-  Employment intensification
-  Riverside regeneration
-  An enhanced centre at Evelyn Street

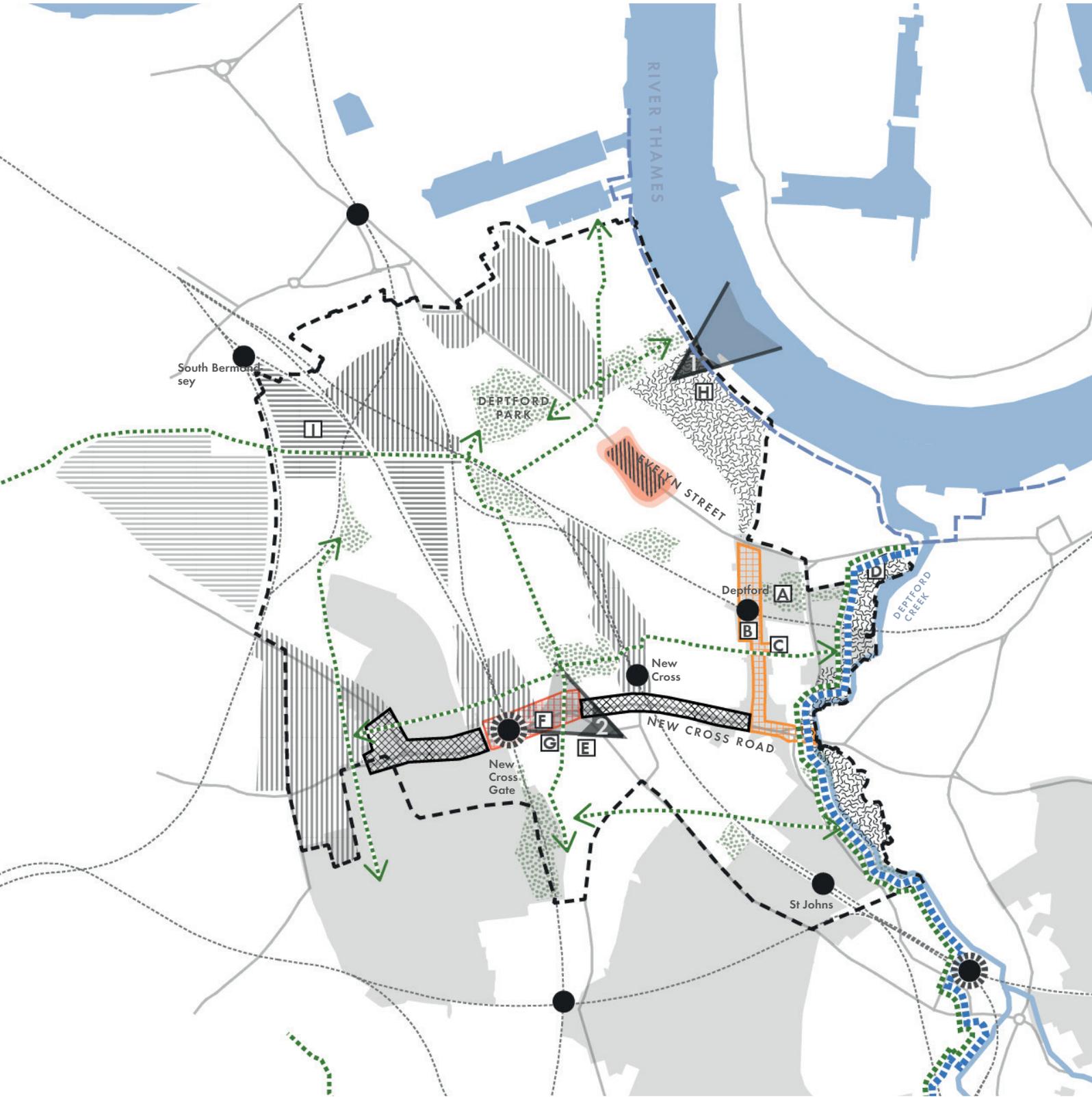


Fig 63 Northern area summary framework plan





# 7. CENTRAL AREA

## 7.1 INTRODUCTION TO THE CENTRAL SUB-AREA - EVOLUTION AND CHARACTER

### Historic evolution

- 7.1.1 Early development focused around the Ravensbourne river and its tributaries - the Pool and Quaggy. The Domesday Book of 1086 records 11 mills along the river, half of which were probably in Lewisham village. The mills ground corn, and later had various other uses, from grinding steel for weapons to tanning leather. Lewisham village formed at the confluence of the Ravensbourne and Quaggy rivers, with cottages clustered around St. Mary's Church and houses down the High Street.
- 7.1.2 Ravensbourne Park was the first significant planned housing development, built in the 1820s. These were mainly large houses with extensive gardens. The arrival of the Mid Kent railway in 1857 saw the rapid expansion of housing soon afterwards, and again after the arrival of trams which provided a cheaper means of commuting. The Corbett Estate was a significant development built in the late 19<sup>th</sup> century and stretches to Hither Green.
- 7.1.3 Larger-scale industry grew up along the river corridor and particularly in southern Catford. Pockets of employment land remain.
- 7.1.4 The 20<sup>th</sup> century is marked by the two world wars which had a lasting impact on the central corridor, bomb damage significantly altering its character, particularly that of Lewisham town centre.
- 7.1.5 More recently there has been a number of high-rise mixed use schemes which has a distinctly different character from the rest of the area.



**Catford Bridge Mill, date unknown**

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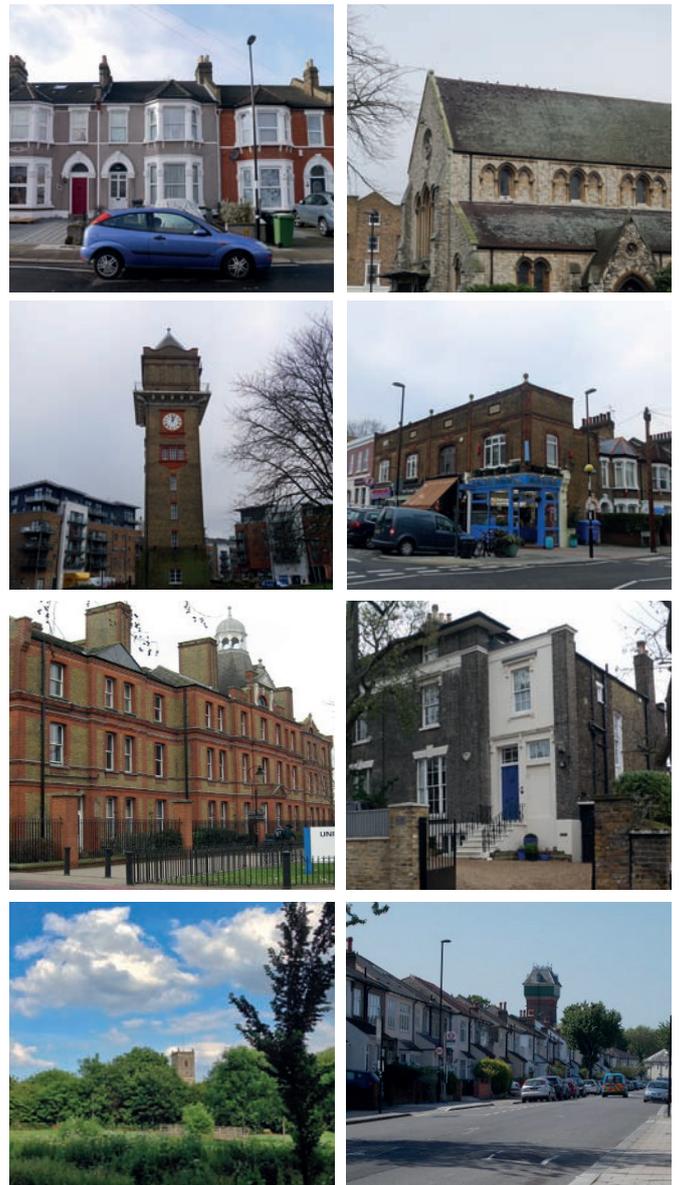
**Catford Hill, 1904**

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### Heritage and key features

- 7.1.6 A key historic characteristic of the central area is its strong relationship with the Ravensbourne, Quaggy and Pool rivers. Lewisham grew up at the confluence of the Ravensbourne and Quaggy, and rural industries developed along its length, specialising in corn milling, tanning, steel, silk and other fabrics. The presence of mills along the Ravensbourne are still reflected in place names, for example Silk Mills Path and Cornmill Gardens in Lewisham.
- 7.1.7 Many stretches of the waterways have now been culverted or concealed but are still revealed in places like at Ladywell Fields. Industrial areas and parks are often located along the river corridor, and the street patterns respond to the area's river valley, with neighbourhoods becoming more grid-like in the flatter-bowl like land around the Ravensbourne.
- 7.1.8 The area has a varied housing character, reflecting periods of growth and destruction. Parts of the area were badly damaged and destroyed during WWII, particularly in Lewisham and Catford town centres. This has resulted in a more varied character with later infill development and post-war tower blocks. The historic character of the area has been altered more recently with the development of high density housing around Lewisham town centre.



Heritage and character of the central area

### Density - floor area ratio and population

7.1.9 This area has the highest density in the borough, due to the housing typologies illustrated in the 3D views below. To the north, towers are a dominant typology and are typically between ten and fifteen storeys tall and relatively densely packed, resulting in a high overall density. Grids of terraces form much of the area to the south, resulting in medium density.

7.1.10 Figure 65 illustrates that there are higher numbers of people living nearer Catford and Lewisham stations with a far lower density furthest south and west.

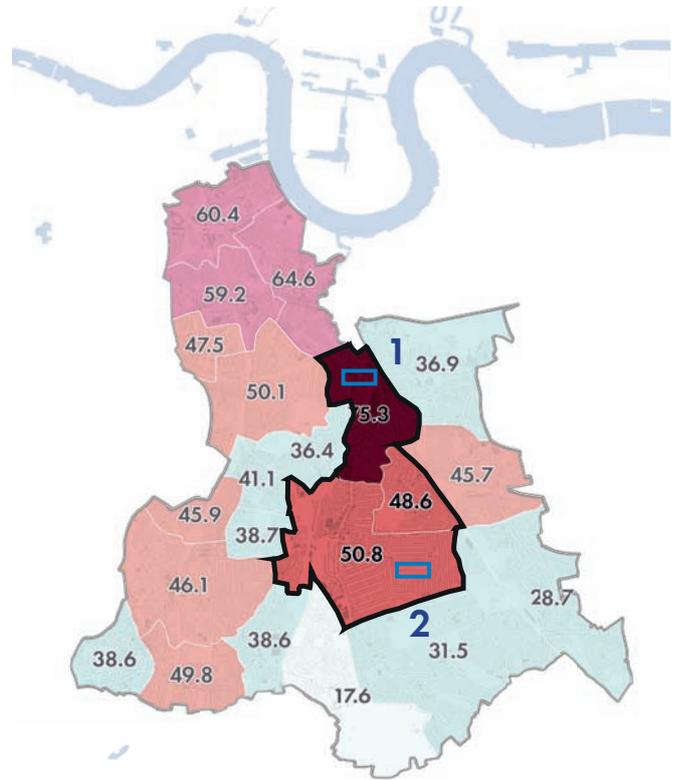


Fig 64 FAR in the central area

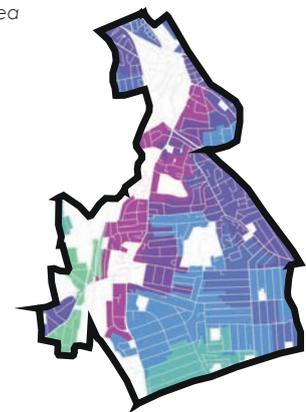


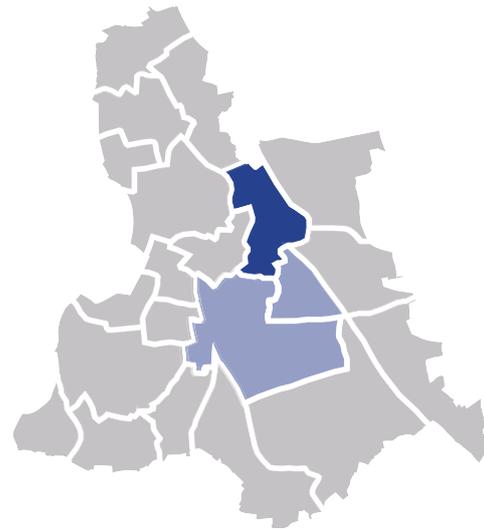
Fig 65 People per hectare in the central area



## 7.2 NEIGHBOURHOODS

### Lewisham

7.2.1 Lewisham grew up at the meeting point of the Quaggy and the Ravensbourne rivers. The arrival of the railway in 1849 established Lewisham as a centre for growth. The neighbourhood has a denser character than the rest of the borough and this is set to increase. The area is characterised by large scale buildings with a variety of land uses, including retail, services and leisure. Amalgamated plots and coarser blocks are an enduring legacy of post-war building and give the area a varied and piecemeal character. Large Victorian villas and estates are located on the edge of the centre. Principal thoroughfares include Lewisham High Street and Lewisham Way.



7.2.2 The town centre is the borough's principal shopping destination, attracting customers from a large catchment area with a wide choice of shops and services. To achieve the Council's ambition to make the centre a metropolitan centre in the London hierarchy, it will be necessary to increase both the quality and quantity of its retail offer.

#### Issues

- Lewisham Shopping Centre offers a poor quality retail and leisure offer.
- Poor quality public realm along Lewisham High Street.
- Lack of coherent, legible east-west links through the town centre.
- Domination of cars and buses around the town centre.

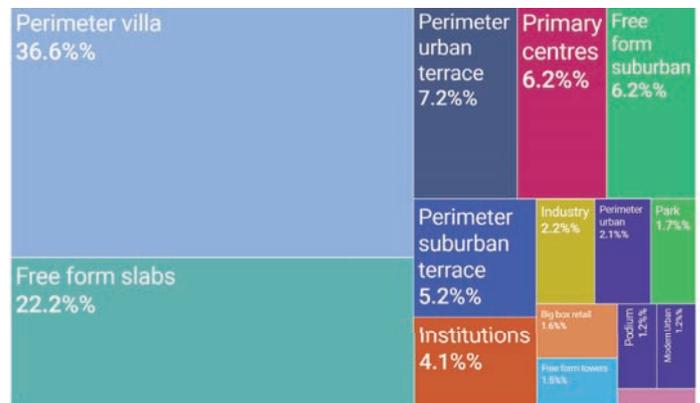
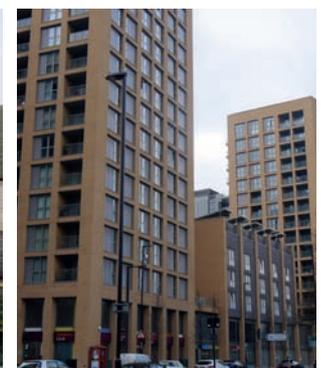


Fig 66 Typologies in Lewisham



St. Stephen's Church is an important historic asset



Lewisham Chapter - opportunities for responsive development along key corridors



Urban terrace typology



Taller development in Lewisham Town centre



Villa typology



Protect and enhance Lewisham High St



Celebrate the river corridor, improving links along it



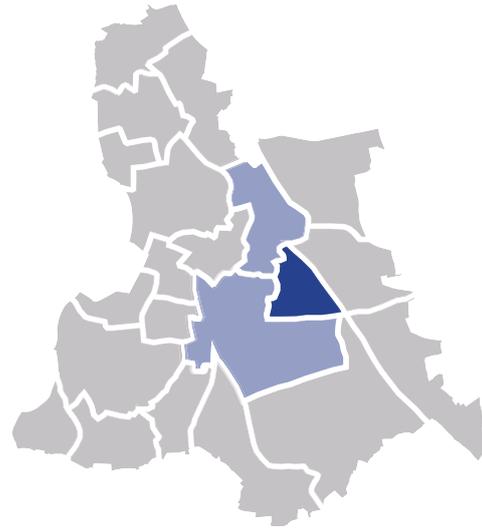
Lewisham High Street

### Opportunities

- Explore the opportunity of comprehensive redevelopment of the shopping centre and in doing so, look to achieve greater permeability, particularly east to west. Redevelopment will support Lewisham as a Metropolitan centre and a leisure and retail destination.
- Improvements to the High Street. Rebalance streets in the town centre favourably towards pedestrians, cyclists and public transport users.
- Strengthen east-west links between key assets such as Cornmill Gardens and the High Street.
- Protect and enhance Lewisham Market.
- Opportunities for responsive infill development along key corridors and within Lewisham town centre.
- Celebrate, re-naturalise and expose the river corridor and improve cycling and walking links along it.

## Hither Green

- 7.2.3 Hither Green is located between Lewisham, Lee and Catford. The convergence of two railway lines separates Hither Green from Lee to the east. The boundary runs along the South Circular to the south. The neighbourhood takes in Mountsfield Park which provides a valuable open green space.
- 7.2.4 The neighbourhood has a generally Victorian character of perimeter urban and suburban terrace typologies with some smaller estates interspersed. Smaller parades of shops are located near its train station.



### Issues

- The prominence of the rail lines limit connectivity to the surrounding neighbourhoods to the east of Hither Green and disrupts the urban form.

### Opportunities

- Intensify sites around the station to the west to provide better overlooking and activity.
- Reinforce the existing character of the centre by protecting its diverse land use mix and enhancing its historic built environment.
- Improve green routes to schools, open space and key transport nodes.
- Enhance connections across the rail line.
- Sensitive infill development where appropriate.



Fig 67 Typologies in Hither Green



Along Staplehurst Road towards the station - opportunities exist to improve connections across the railway line and to key transport nodes



Former Hospital site



Station Parade by Leahurst Road



Shopping parade along Staplehurst Road



Clock faced water tower



Old Biscuit Factory



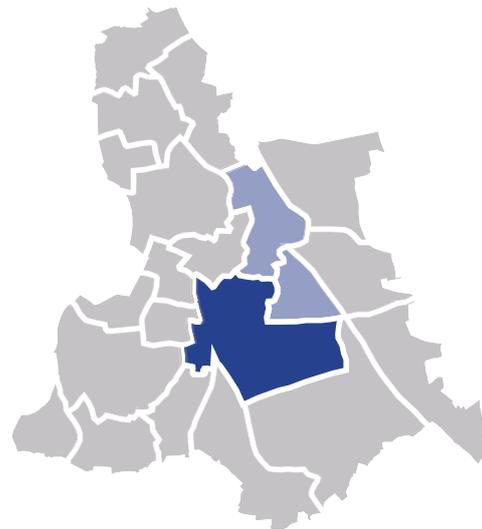
Urban terraces are a common typology at Hither Green



Terraces along Taunton Road

## Catford

- 7.2.5 The Catford neighbourhood has a very consistent residential character of urban and suburban rectilinear terraced streets. The grid pattern breaks down in the town centre with the shopping centre and bigger box retail uses. The parallel railway lines also contribute to breaking down the urban form.
- 7.2.6 Catford Town Centre is the second largest centre in the borough and provides a wide range of services to borough residents and a more local shopping offer. It plays an important role as the civic and entertainment centre, attracting visitors across the borough and beyond. Opportunities exist to improve the town centre through the redevelopment of some of the big box retail currently located on the edge of the centre and with the planned move of the South Circular Road.



### Issues

- The south circular produces a car dominated environment creating severance.
- Narrow footways and congestion result in a poor pedestrian experience.
- Poor quality buildings and environments of Catford shopping centre and Milford Towers.
- Out of town retail format in the heart of the town centre.
- Poor quality environment of Rushey Green with unnecessary clutter and barriers preventing the space being used more positively.



Catford Centre

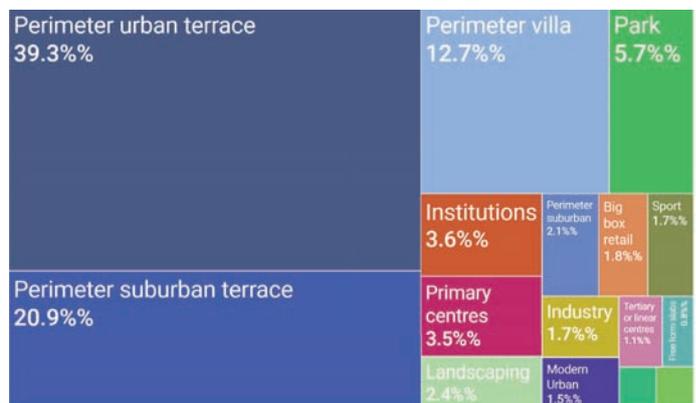


Fig 68 Typologies in Catford



The Broadway Theatre is at the focal point of the town centre



Catford Broadway



Car dominated environment



Catford Town Centre



An opportunity exists to strengthen the transition between the terraced streets, like Engleheart Road, and the town centre

### Opportunities

- Celebrate the Broadway Theatre at the focal point of town centre regeneration and make more of Catford as the Civic heart of the Borough.
- Opportunities to celebrate the river corridor by revealing the Ravensbourne and Pool river valleys more.
- Strengthen the transition between the terraced streets and the town centre.
- Strengthen the retail offer away from a proliferation of pound shops and less permanent tenants, introducing varied retail, commercial, food and beverage and entertainment offer.
- Create better connections from the town centre to local green space such as Beckenham Place Park.
- The potential arrival of the Bakerloo Line extension.



Make the most of Catford as the civic heart of the borough



Big box retail is located within the South Circular ring road - an out of town retail format in the centre of Catford

## 7.3 CHARACTER BASED GROWTH THEMES

7.3.1 For each of the sub-areas a summary plan has been created that sets out the framework priorities and character based growth opportunities (please see figure 71). Three priorities have been identified for the central area:

### Theme 1: Reinforce the high road

7.3.2 High Road routes such as Lewisham High Street / Bromley Road work best when they are well fed by a frequent network of connecting streets. A principle of feeding the high road with a finer grain network of streets and paths, and in particular re-opening lost connections should steer future change along the corridor. Opportunities to reverse the inflexibility that larger modern blocks along the high road have caused should be the focus.

7.3.3 Linkages on the western side of the high road are affected by the river valley and rail line. Extending the connections from the high road across valley and rail lines in the form of new paths, bridges and links would help draw surrounding neighbourhoods more closely in to the corridor.

7.3.4 The high road provides a strong north-south connection, one that is now supported by the Waterlink Way. Opportunities to improve east-west connections and public transport routes into centres should be explored to ensure the centres benefit from their full catchments.

— Existing connection  
 ..... Potential connection



Fig 69 Connections from the High Road



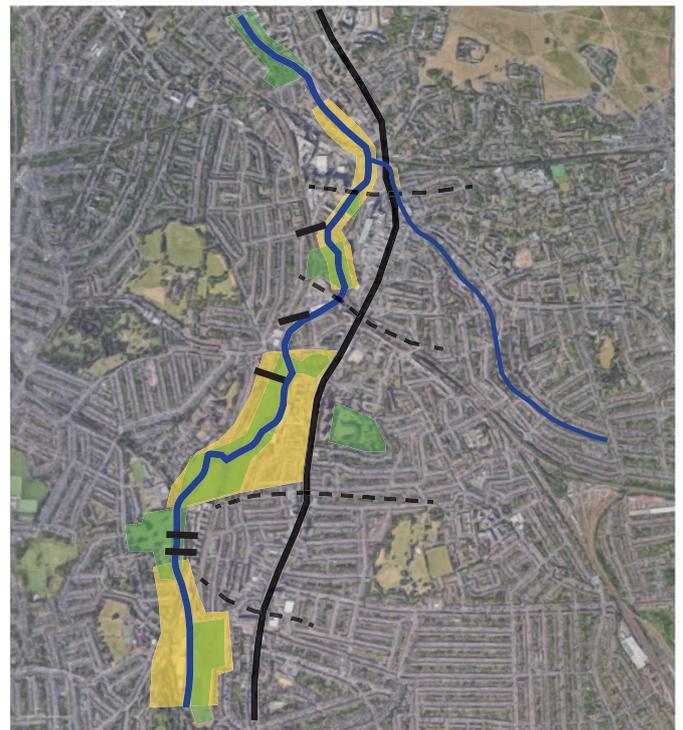
Lewisham High Street



Opportunities to improve connections to the high road and intensify key sites to reinforce the primary route

## Theme 2: Give prominence to the valley corridor

- 7.3.5 One of the underlying features of this area and corridor is the river valley network. The improvements along the Ravensbourne Valley / Waterlink Way have been hugely positive, and there is more that could be done to fully capitalise on these assets. Revealing both the Ravensbourne and Quaggy river valleys as much as possible would benefit the neighbourhoods across the area, whilst also contributing to wider environmental objectives associated with climate change adaptation.
- 7.3.6 In revealing the river valleys, there would also be scope to use the valley's proximity to the high road to reinforce its rhythm. Such an approach would reinforce the character of high intensity of Lewisham High Street in the town centre, and then the "breather" at Ladywell with lower density and greater landscape presence. Within the higher intensity of Lewisham town centre the crossing of the Quaggy could provide an attractive moment.
- 7.3.7 Overall the approach should be to celebrate the juxtaposition of nature and infrastructure, and enhance connections across rail line: thereby stitching the valley sides back together.



- - Shift in high road intensity
- Stitch across rail line
- Opportunity to reveal river valley

Fig 70 High Road and river corridor



Ladywell Fields

**Sub-area views:**



**Sub-area landmarks:**



A number of neighbourhood views and landmarks have been identified that contribute to the distinct character and sense of place of each sub-area. Views already identified in the Core Strategy have also been included. These views and landmarks were identified in conjunction with local residents and stakeholders at a series of workshops undertaken as part of this study. These views and landmarks are located on figure 71.

**Sub-area views:**

1. *Mountsfield Park (Local View from Core Strategy) - View north to Canary Wharf over the top of tree canopies which are an important element in this view. View west and southwest across Catford with Sydenham Hill and Forest Hill in the background.*
2. *Bellingham Road / Thornsbeach Road - View north west along Thornsbeach Road towards Deptford with Lewisham towers in foreground. View west / south west along Bellingham Road to Crystal Palace. A sense of undulating character of the south of the borough.*

**Sub-area landmarks:**

- A. *Lewisham Clock Tower (Landmark from Core Strategy) A focal point in Lewisham since its erection in 1897 to commemorate Queen Victoria's Diamond Jubilee.*
- B. *St. Stephen and St. Mark's Church, Lewisham (Landmark from Core Strategy) An important landmark near the bus and train station in the centre, set back behind the culverted river.*
- C. *Lewisham United Reformed Church on Courthill Road - this is a landmark with the campanile of St. Saviours RC Church.*
- D. *St. Mary's Church, Ladywell (Landmark from Core Strategy). 16th century tower highly visible across Ladywell Fields and along Lewisham High Street.*
- E. *Hither Green Clock and Water Tower (Landmark from Core Strategy). Former water tower to Hither Green Hospital. Now the emblem of the area.*
- F. *Broadway Theatre, Catford - Listed Grade II curved stone building with a domed octagonal cupola and spire. It is an art deco building on a prominent corner.*

-  New Bakerloo line station
-  Station
-  Landmark
-  View
-  Railway line
-  Sub-area boundary
-  Open space
-  Riverside connectivity
-  Strategic green corridors
-  Conservation area
-  Place intensification - re-examine character
-  Place intensification - reinforce character
-  Corridor intensification
-  Urban regeneration
-  Employment intensification
-  South Circular intensification

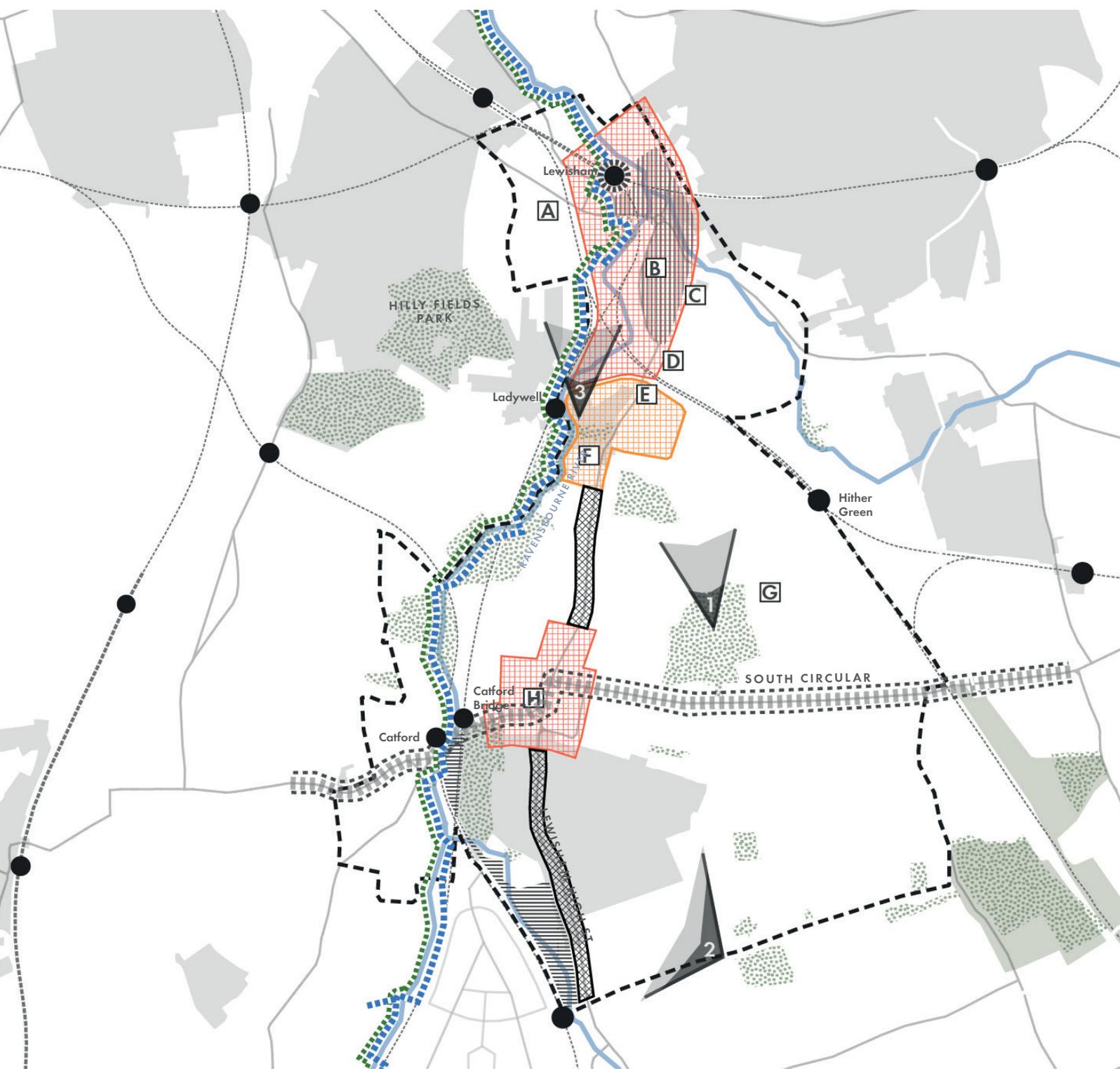


Fig 71 Central area summary framework plan





# 8. WESTERN AREA

## 8.1 INTRODUCTION TO THE WESTERN SUB-AREA - EVOLUTION AND CHARACTER

### Historic evolution

- 8.1.1 Up to the 17<sup>th</sup> century, much of the area was covered by The Great North Wood which extended from Croydon in the south to Deptford in the north. It gradually became fragmented by the emergence of London's suburbs in the 18<sup>th</sup> and 19<sup>th</sup> century. The discovery of medicinal springs at Sydenham Wells supported the early growth of Sydenham.
- 8.1.2 The opening of the Croydon Canal in 1809 and the arrival of the London to Croydon Railway in 1839 led to rapid development centred around train stations. Despite the economic failure of the canal, it made areas like Sydenham less isolated and helped to inform the location of the railway lines and sidings.
- 8.1.3 Growth fanned out from the south-west following the relocation of the Crystal Palace at Upper Norwood in 1854 which made the southern area around Sydenham and Forest Hill particularly desirable.
- 8.1.4 Brockley developed later in the latter half of the 19<sup>th</sup> century following the opening of Brockley station in 1871 and Crofton Park station in 1892. It had largely remained farmland until then and brickworks were common.
- 8.1.5 Hilly Fields opened as public park in 1896, following protests from the local community to keep it as an open space.
- 8.1.6 Today, the western area is defined by a series of historic villages on a north-south spine.



**Hilly Fields**

© Lewisham Local History Archives Centre (with permission)



**Brickmakers at work around Brockley, 1890**

© Lewisham Local History Archives Centre (with permission)



### Heritage and key features

- 8.1.7 The area is largely characterised by its development as a series of older villages on a north south spine which have grown around its railway stations. A strong east west link at Sydenham is a key feature.
- 8.1.8 The topography and green space are an integral part of its character, with open spaces at high ground providing impressive views towards London and Kent. The topography also allows for views up and down roads and of local landmarks like church spires.
- 8.1.9 Remnants of The Great North Wood are traced at New Cross, but also beyond the boundary at Sydenham Woods. Within the study boundary, the large mature street and garden trees give a sense of the once wooded character so integral to this area.
- 8.1.10 The railway lines, sidings, stations are both a functional and physical characteristic, cutting across from north to south. The sidings support a wide variety of plants and wildlife and contribute to the area's green character.



Heritage and character of the western area

### Density - floor area ratio and population

8.1.11 Some of the neighbourhoods in this area are surprisingly dense given their low rise character. However, the housing typologies illustrated in the 3D views below show the linear terraces with small gardens and narrow street sections which contribute to their relatively high density.

8.1.12 Figure 73 illustrates that there are higher numbers of people living nearer Brockley, Forest Hill and Sydenham stations, as well as to the west of the Catford stations.



1



2

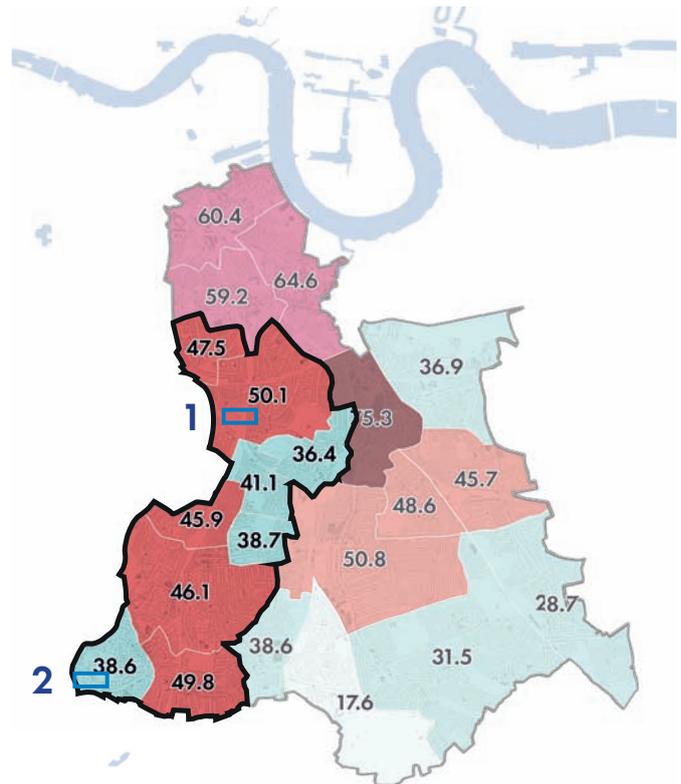


Fig 72 FAR in the western area

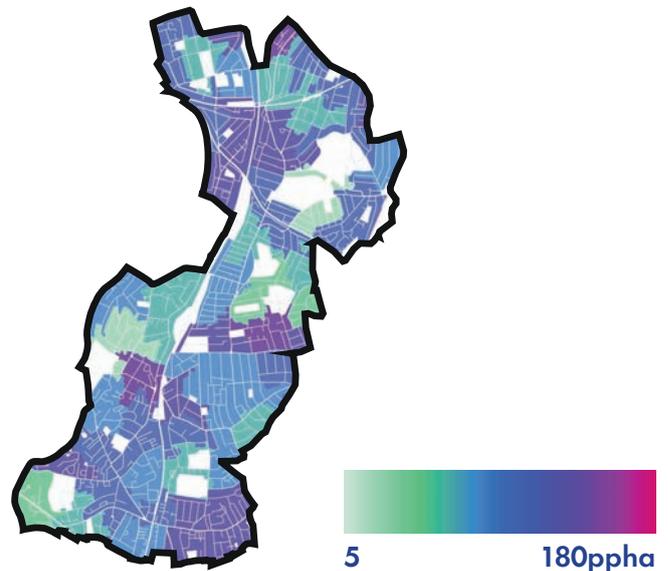


Fig 73 People per hectare in the western area



## 8.2 NEIGHBOURHOODS

### Brockley

- 8.2.1 Brockley is the most northerly of the western villages and is a residential area centred around its train station. The neighbourhood includes Hilly Fields which provide valuable green space and views into the centre of London. Brockley village was once centred further south, around the Brockley Jack and where Crofton Park railway station is located today. The area now known as Brockley was largely farmland until it developed speculatively after the opening of Brockley Station in 1871. Crofton Park opened later in 1892.
- 8.2.2 The area is characterised by large Victorian villas along wide tree-lined roads and grids of Victorian terraces with pockets of 20<sup>th</sup> century infill. The centre has a varied character with newer development and creative industry alongside Victorian shopping parades. Brockley Road, Wickham Road and Adelaide Avenue are the principal streets through the neighbourhood.

#### Issues

- Risk of losing street trees and verges due to the pressure for parking.
- Lack of entrance/gateway from the north.

#### Opportunities

- Reinforce the existing character of the local centre by protecting its diverse land use mix and enhancing its historic built environment.
- Strengthen the creative employment sector and links to Goldsmiths College.
- Opportunity to further intensify around the station.

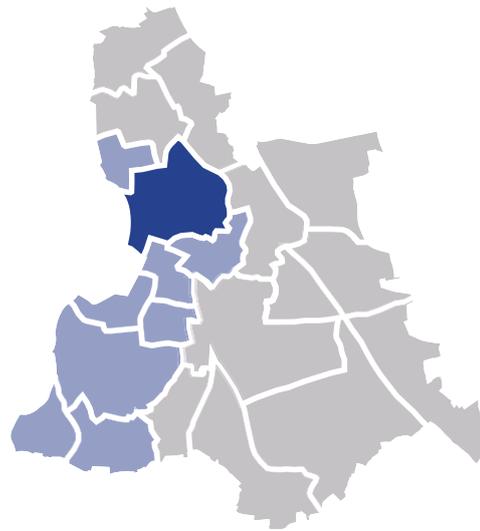


Fig 74 Typologies in Brockley

- Opportunities for corridor intensification along Brockley Road as well as improvements to pedestrian and cycling routes. Wide streets elsewhere further present great opportunities for improved cycle lanes.
- Protect and enhance views towards local landmarks and from Hilly Fields towards the city.



Enhance local character



Brockley train station



Brockley street art



Reinforce the existing historic environment



Opportunity to strengthen the creative sector in Brockley



Improve pedestrian and cycling routes



Protect and enhance views from Hilly Fields towards the city



Reinforce the existing character of the local centre



Perimeter villas are a common typology in Brockley

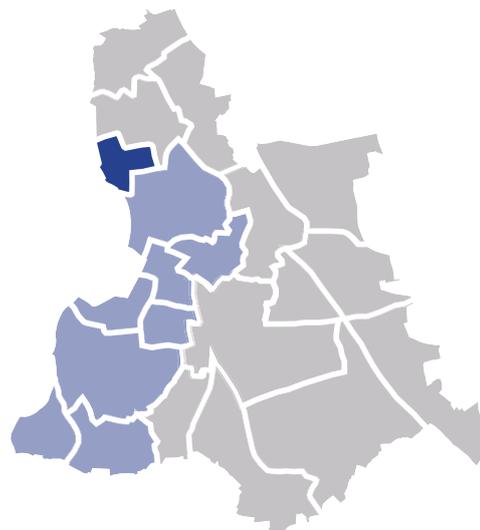


Opportunities to intensify further around the station like the recently developed Dragonfly Place, which offers creative workspace and townhouses.

## Telegraph Hill

8.2.3 Telegraph Hill is located in the northern most part of the Western area. It is centred upon Telegraph Hill Park, which is in two halves on either side of Kitto Road. There are extensive views from here towards the city.

8.2.4 Much of Telegraph Hill is designated as a conservation area, special for its highly consistent townscape and spacious streets, which afford long views up and down the hill. The area is mostly laid out on a grid aligned with New Cross Road, its most southern and eastern edges defined by the railway lines.



### Issues

- Risk of loss of street trees and verges due to pressures for parking.
- Some free form slab blocks and housing estates break the coherency of the urban fabric.

### Opportunities

- Protect and enhance views along streets and from Telegraph Hill Park to the city.
- Wide streets present opportunities for improved cycle lanes.
- Improve the setting and layout of New Cross Bus garage in the context of the special local character of this area.
- Explore opportunities at local estates to improve integration.



**Fig 75** Typologies in Telegraph Hill



Wide streets provide opportunities for cycle lanes



St. Catherine's Church is an important historic asset



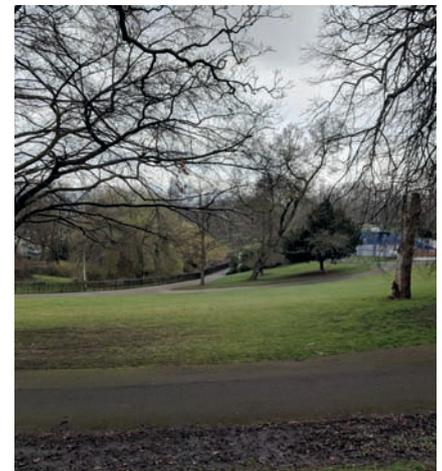
The topography offers extensive views down streets towards the city



Haberdasher's Aske's Hatcham College



The Hill Station at Telegraph Hill Park is a hub for the local community



Telegraph Hill Park



Protect and enhance views from Telegraph Hill Park to the city

## Ladywell

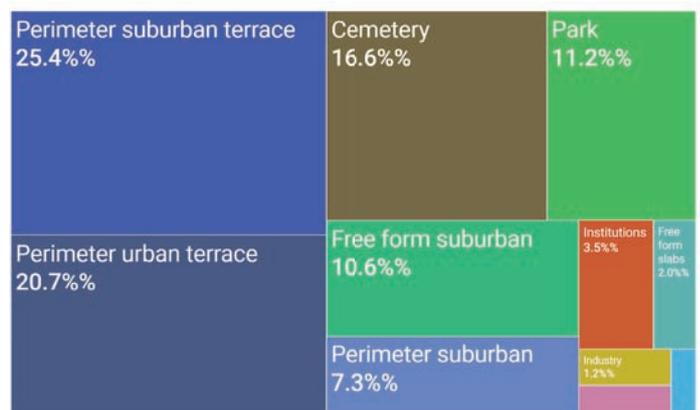
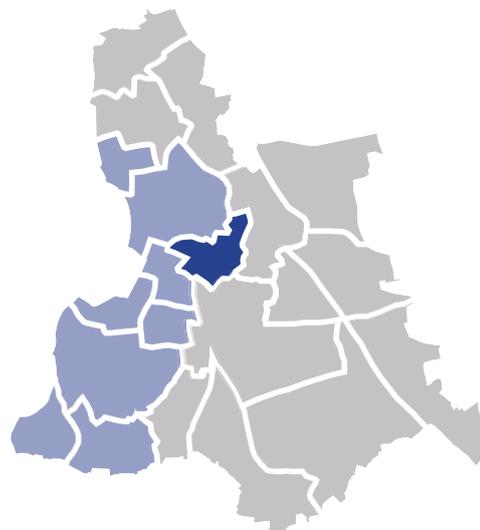
- 8.2.1 Ladywell is a varied neighbourhood centred around its railway station. It has a generally Victorian character of perimeter urban and suburban terrace typology with some smaller estates. Samuel J. Jerrard was an influential local builder who developed many of the roads to the east of Hilly Fields in the 1880s, providing a high quality and consistent character which distinguishes the area today.
- 8.2.2 There is a mix of layouts and architecture around the river valley and commercial development is focused along Ladywell Road, one of the main routes into Lewisham. The western part is defined by a strong grid of Victorian streets.
- 8.2.3 Ladywell includes Brockley & Ladywell Cemetery to the west. Ladywell Fields and the railway lines form its eastern and southern boundaries. The boundary runs along the southern edge of Hilly Fields Park with Ellerdale Street forming its boundary with Lewisham to the north.

### Issues

- Some vacant buildings and disused sites along Ladywell Road.
- The railway lines act as physical barriers, limiting access to open spaces, residential areas and the village centre.

### Opportunities

- Encourage the redevelopment of vacant sites and reuse of vacant buildings along Ladywell Road including the refurbishment of Ladywell Playtower.
- Improve pedestrian and cycling connections across the rail line and Ladywell Road.



**Fig 76** Typologies in Ladywell

- Reveal the Ravensbourne and river valley as much as possible.
- Protect and enhance views of local landmarks, for example St. Mary's Church and Ladywell Water Tower.
- Enhance the quality of the conservation area.
- Some public realm improvements including greening along main routes e.g. Ladywell Road, street decluttering and shopfront improvements.



Urban and suburban terraces are a common typology



Urban and suburban terraces are a common typology



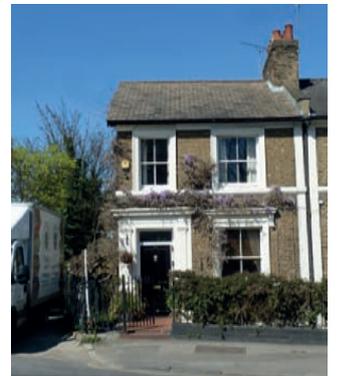
Railway lines can act as a barrier



Ladywell Village



Ladywell Cemetery



Opportunity to enhance the quality of the conservation area



Views towards St Mary the Virgin, a key historic asset, should be protected and enhanced.



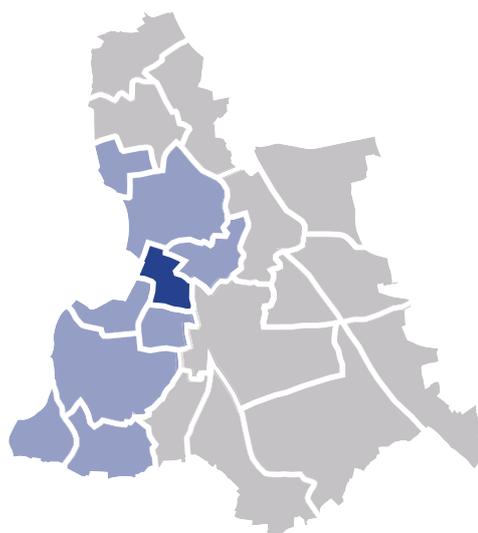
Reveal the Ravensbourne and river valley

## Crofton Park

- 8.2.5 The area now known as Crofton Park was once the historic heart of Brockley, centred around the Brockley Jack. The area was built up in the late 19<sup>th</sup> century and takes its name from the train station which opened in 1892.
- 8.2.6 Crofton Park is bound by the railway lines to the west, Stillness Road to the south and Manwood Road to the east. It is predominantly low rise late Victorian / Edwardian urban terraces interspersed with interwar 'garden city' style housing and post-war flats. Its layout has been influenced by the topography and the rail line.
- 8.2.7 The B218 Brockley Road is a key north-south route characterised by large Victorian housing and shopping parades which are local centres of activity. The northern part of Crofton Park north looks towards Ladywell and Brockley.

### Issues

- Poor quality, cluttered public realm overly dominated by cars along the Brockley Road.
- Poor connections and lack of green routes between green spaces.
- Loss of street trees and verges due to pressures for parking.
- South circular end of Brockley Road has a number of closed shops and poor public realm.
- Loss of front gardens in favour of car parking.



St Hilda's Crofton Park is a local landmark



Recent development at Hayward Mews



**Fig 77** Typologies in Crofton Park



The sports grounds offer an important green space



Encourage front garden planting to promote greening of streets



Interwar 'garden city' style housing

### Opportunities

- Reinforce the existing character of the local centre by protecting its diverse land use mix and enhancing its historic built environment.
- Improve pedestrian and cycling connections across and along the B218 Brockley Road.
- Promote greening of area including street tree planting as well as front and rear garden planting.
- Revitalise vacant properties on Brockley Road by looking at alternative uses such as small work units or shared work space.
- Opportunity to improve pockets of green space and under utilised space on wedge-shaped sites located at points where the B218 meets surrounding roads.



Enhance the historic environment



Street art adds to local character



Reinforce the existing character of the local centre

## Blythe Hill

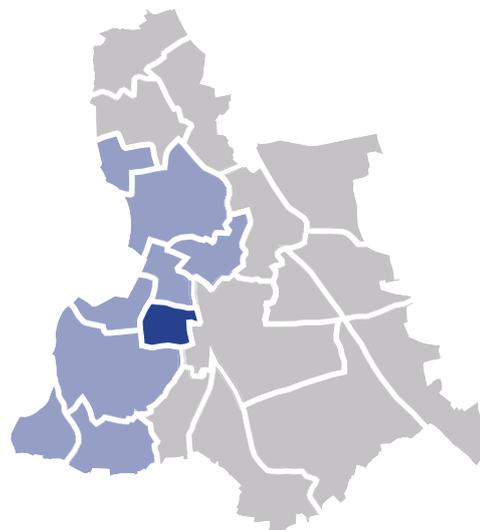
- 8.2.8 Blythe Hill takes in Blythe Hill Fields and the residential roads that lead up to it from Stanstead Road (the South Circular) and Brockley Road (the B218). These major routes are vehicle and traffic dominated. Blythe Hill shares its eastern boundary with Catford which runs along Ravensbourne Park.
- 8.2.9 The topography is a key characteristic of the area, with the majority of roads laid out on an incline. The area is largely comprised of low rise late Victorian / Edwardian urban and suburban terraces. Interwar houses are laid out on larger and less regimented blocks closer to the fields.
- 8.2.10 The Fields are a valued recreational asset and offer extensive views towards the city and surrounding hinterland.

### Issues

- Car dominated environment along the south circular.
- Loss of front gardens and architectural features and details in earlier streets, for example along Winterbourne Road and Blythe Hill.

### Opportunities

- Improve pedestrian and cycling connections along and across the south circular.
- Protect and enhance views from Blythe Hill towards the city and surrounding hinterland.
- Promote greening of area including street tree planting as well as front and rear garden planting.



**Fig 78** Typologies in Blythe Hill



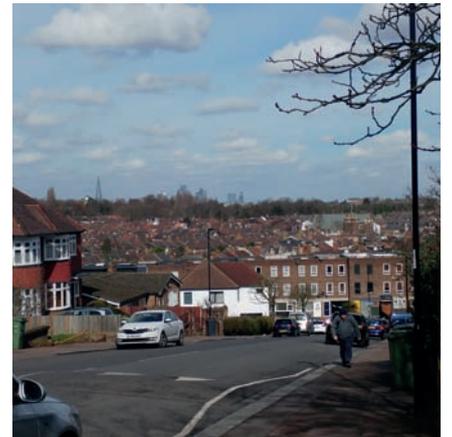
The Honor Oak pub



Opportunity to protect and enhance views from Blythe Hill towards the city



Terraces responding to the topography are a common characteristic



Views across Lewisham towards the city



The corner of Lowther Hill



Predominantly residential character

## Honor Oak

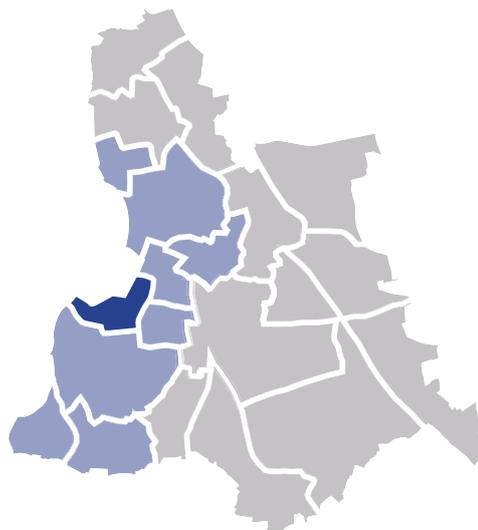
- 8.2.11 Honor Oak borders the Borough boundary to the north of Forest Hill, and takes in the residential roads from Canonbie Road and Dalmain Road to the south. Honor Oak is divided into two halves by the railway lines which are hemmed in by nature reserves on either side. Honor Oak Park Station opened in 1886 and is located to the north of the area.
- 8.2.12 The east of the railway lines is generally characterised by interwar terraces on a strong grid layout, intermixed with Victorian and Edwardian streets and free form suburban blocks further south towards Forest Hill. To the west, the area has a far less rigid form with curving and spacious streets with larger houses. The topography is a distinctive feature here with views down roads towards the city centre.
- 8.2.13 The neighbourhood has a vibrant Victorian shopping parade at Honor Oak Park, centred around its rail station.

### Issues

- Parking around Honor Oak Station
- Poor connections and lack of green routes between green spaces.
- Absence of sense of arrival to a residential area, especially from the South Circular road.

### Opportunities

- Protect and enhance the sweeping views down roads towards the city centre.
- Build on the area's woodland legacy by protecting and increasing the number and type of trees and seeking opportunities to link parks and for new greenways.

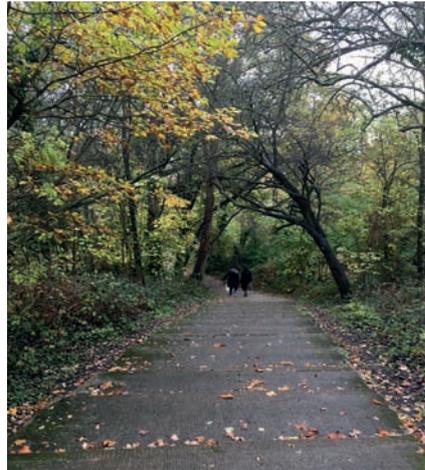


**Fig 79** Typologies in Honor Oak

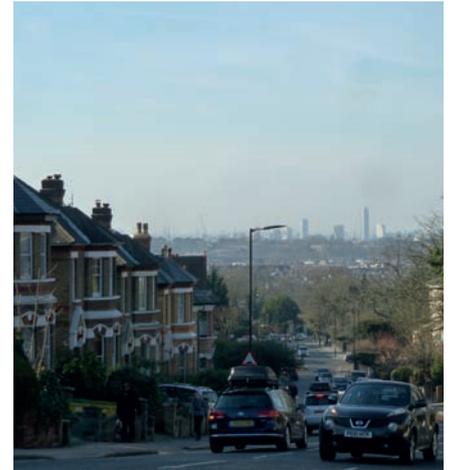
- Improve the arrival point to Honor Oak around the station with enhancements to the public realm and improved crossings.
- Reinforce the existing character of the local centre by protecting its diverse land use mix and enhancing its historic built environment.
- Improve pedestrian and cycling connections across and along the B218 Brockley Road.
- Promote greening of area including street tree planting as well as front and rear garden planting



Larger villas along sweeping roads to the west



Build on the area's woodland legacy



Protect and enhance views of the city skyline



Reinforce the existing character of the local centre



Honor Oak shopping parade



Honor Oak has a predominantly residential character



The urban terrace typology is a dominant type

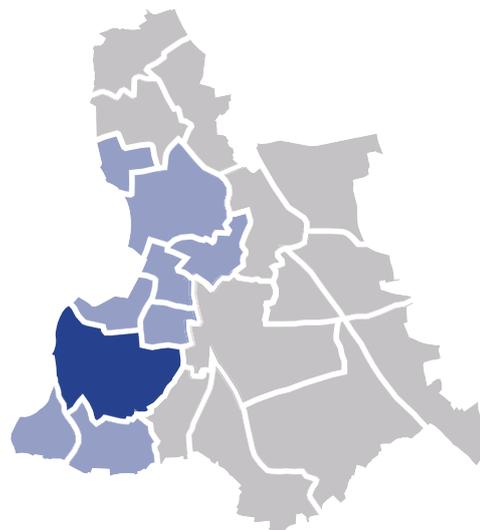
## Forest Hill

8.2.14 Forest Hill was one of the earliest parts of the Borough to grow. The area developed speculatively from 1800, with more rapid development following the arrival of the railways in the 1840s. The renaming of the station from Dartmouth Arms to Forest Hill gave the area its name. Its extent has increased from beyond the station's immediate vicinity to incorporate residential roads as far as Perry Hill to the east and Dacres Road to the south. It has a mixed character around the district centre, contrasting with a predominantly residential character elsewhere, from large villas on wide tree-lined roads to grids of Edwardian terraces further east. Interwar or post-war blocks are set within communal landscaped gardens.

8.2.15 Forest Hill is the sixth largest of the nine major and district centres in the Borough. Its role and function is as a local centre catering for the immediate population needs. The dominance of the busy roads, South Circular A205 and Dartmouth Road A2216, creates a difficult pedestrian environment and have a negative impact on the shopping and leisure environment in the centre.

### Issues

- Vacant and underutilised sites within the town centre.
- The train station is the focus of the centre but offers a poor arrival point.
- Poor quality, inaccessible existing pedestrian underpass connecting the east to the west.
- Poor quality station environment.
- Car dominated south circular.



**Fig 80** Typologies in Forest Hill



Horniman Museum and Gardens is a key local landmark with views towards the city centre



Opportunity for public realm improvements around Forest Hill station



Small sites offer an opportunity for development that positively contributes to the character of Forest Hill



Refurbishment of buildings can enhance local character



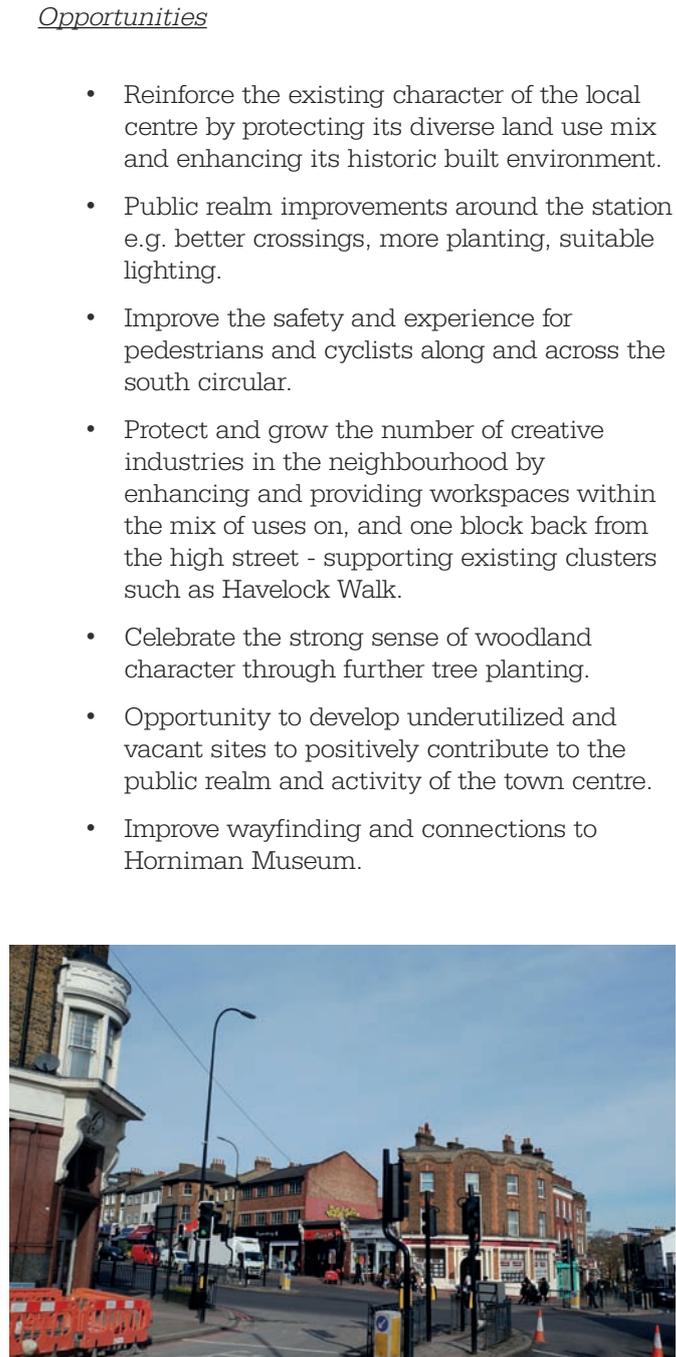
Celebrate the strong sense of woodland character



Opportunity to support existing creative clusters like at Havelock Walk



The existing character of the district centre should be reinforced



Forest Hill is dominated by the south circular - there is an opportunity to improve the safety and experience for pedestrians and cyclists along and across the road

Opportunities

- Reinforce the existing character of the local centre by protecting its diverse land use mix and enhancing its historic built environment.
- Public realm improvements around the station e.g. better crossings, more planting, suitable lighting.
- Improve the safety and experience for pedestrians and cyclists along and across the south circular.
- Protect and grow the number of creative industries in the neighbourhood by enhancing and providing workspaces within the mix of uses on, and one block back from the high street - supporting existing clusters such as Havelock Walk.
- Celebrate the strong sense of woodland character through further tree planting.
- Opportunity to develop underutilized and vacant sites to positively contribute to the public realm and activity of the town centre.
- Improve wayfinding and connections to Horniman Museum.

## Sydenham

8.2.16 Sydenham is located in the southern part of the Borough. It shares its western boundary with Sydenham Hill along Kirkdale Road (A2216) and Champion Road forms its eastern boundary with Bell Green. The area includes Mayow Park which is an important green space.

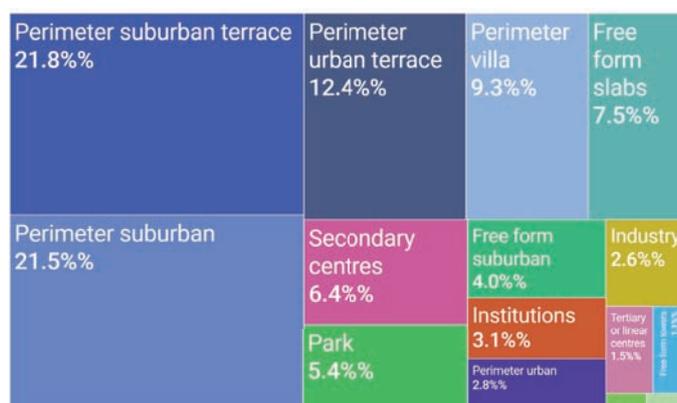
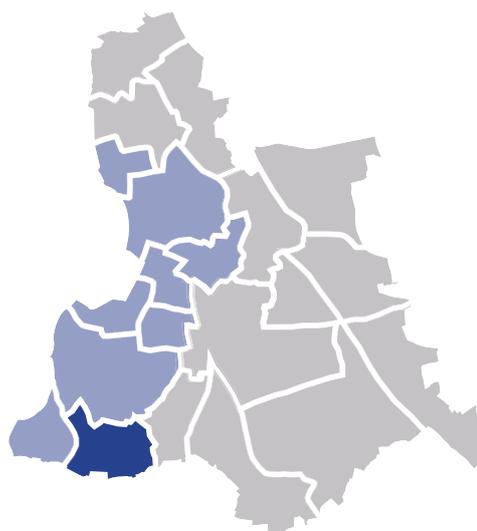
8.2.17 The area has a mixed character around its centre and a predominantly residential character elsewhere, with a range of typologies from large villas on wide tree-lined streets to grids of Edwardian and Victorian terraces. The relocation of Crystal Palace in the 1850s made this area particularly fashionable among the wealthy which saw the emergence of large villas on spacious streets. Sydenham Road is a strong east-west route and forms the commercial heart of the area with strong links with Sydenham station. The road is a busy and traffic dominated thorough-fare. Residential streets lie perpendicular to it. Sydenham is the fourth largest of the nine town centres and has a predominantly local function.

### Issues

- The train station is the focus of the centre but offers a poor arrival point. The station railings are an eyesore.
- Sydenham Road is car dominated.

### Opportunities

- Sensitive infill development along the High Street on underused sites and above single storey buildings. 'Future-proofing' the High Street to ensure it keeps its vitality.
- Public realm improvements around the station e.g. better crossings, more planting, suitable



**Fig 81** Typologies in Sydenham

lighting and celebrating the woodland legacy of the area.

- Improve the safety and experience for pedestrians and cyclists along Sydenham Road.
- Protect and enhance views of local landmarks which are important contributors of character.



Residential character with a mix of terrace and suburban typologies



Opportunities for sensitive infill development along the High Street to enhance the character of the High Street



Victorian shopping parade is a key feature of the area's character



St. Bartholomew's is a key local landmark, views to which should be protected and enhanced



Consistent terrace typology



Free form slabs set within ample green space also contribute to Sydenham's character

## Sydenham Hill

8.2.18 The Sydenham Hill neighbourhood is focussed on Sydenham Wells Park. The area is characterised by its free form suburban blocks set within communal landscaped gardens on spacious and tree-lined streets. The hilly topography is a key feature and many of the streets offer panoramas towards the city and the West End. The area has a more spacious and leafier feel to Sydenham to the east, of which Kirkdale Road (A2216) forms its boundary. The area is enclosed by the Borough boundary to the south, east and north.

### Issues

- Protect the diversity of landscape and woodland that characterises the areas streets and verges from use as car parking.
- Protect and unify the diverse character and development typologies in this area.

### Opportunities

- Further promote the very strong sense of woodland character in this area.
- Explore opportunities for street trees, SUDs and new greenways to enhance this character.
- As an Area of Special Character its architectural and townscape merit and local distinctiveness can be better protected.
- Views of landmarks, up / down roads and panoramas are an important contributor to its character and could be enhanced.

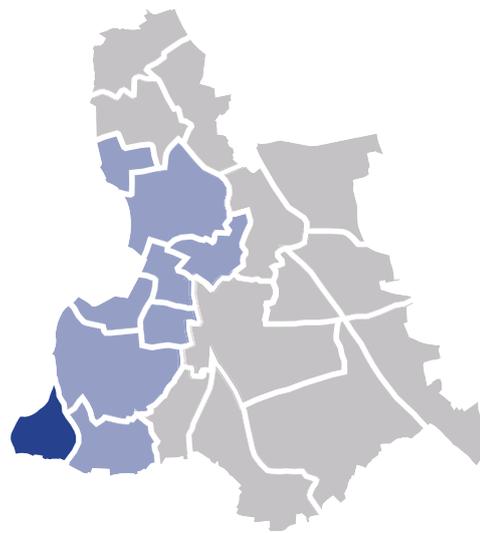


Fig 82 Typologies in Sydenham Hill



Free form suburban is the most common typology in Sydenham Hill



Protect and promote the area's wooded character



Trees contribute to the area's special character



Perimeter villa typology on Westwood Hill



Houses have generous front gardens with trees and planting



Westwood Hill



Sydenham Wells Park



Suburban character

## 8.3 CHARACTER BASED GROWTH THEMES

8.3.1 For each of the sub-areas a summary plan has been created that sets out the framework priorities and character based growth opportunities (please see figure 83). Three priorities have been identified for the western area:

### **Theme 1: Re-examine the character and historic fabric of Sydenham and Forest Hill**

8.3.2 The western area is characterised by a series of historic centres on a north-south spine, focused around their train stations. Forest Hill and Sydenham are the largest of these, designated as district centres in the borough's Core Strategy. They are vibrant and resilient hubs of activity supported by good public transport, where a wide mix of uses, such as shopping, services and other retail uses are concentrated. The history, existing scale, grain and massing of each centre should inform a tailored and place-based strategy for growth.

8.3.3 The built character of the centres are greatly defined by their Victorian shopping parades alongside post-war infill development where the original fabric has been lost. Some of these later buildings have a neutral or negative impact on the prevailing character of the High Street and are of lower density. There is an opportunity to repair the structure and fabric of the centres through sensitive redevelopment at an appropriate scale and character, which is informed by the historic grain that is still evident. This could be through the redevelopment of a small block or small parade along the high road which appropriately reinterprets the typical vertical rhythm and scale of buildings to strengthen the frontage and contribution to the street. Other opportunities include the redevelopment of larger sites one block back from the high road to provide new homes and workspace. Designs must incorporate safe access and legible routes.

8.3.4 Intensification of sites within district centres should be complemented by improvements to arrival points into Forest Hill and Sydenham, including around train stations, key road junctions and public transport interchanges. Cycling and walking should be made safer and a more enjoyable experience within and between the district centres and residential streets.

### **Theme 2: Intensification along key road corridors - Brockley Road and Stanstead Road**

8.3.5 Corridors are areas that are defined by the major historic routes through the borough. In the western area, the main corridors are Brockley Road (B218) and Stanstead Road (the South Circular). Lewisham Way is a key corridor which forms the area's boundary with New Cross to the north.

8.3.6 The diversity of uses, as well as the changing scale and width, historic fabric and accessibility, are key strengths that give these corridors a varied character and which provide a string of opportunities that make them appropriate for potential intensification. The historic routes have evolved as varied and robust places which are used to, and can adapt to change. Corridors are often seen as through routes and 'between places', yet they are important places for strengthening the local character by adopting a place-based approach to growth.

8.3.7 Opportunities along key corridors include:

- Infill opportunities between local centres to increase densities along connected corridors, for example on wedge-shaped under-utilised sites where Brockley Road meets surrounding streets.
- Reinforce the character and condition of local centres along these routes. Brockley, Crofton



**Intensification and infill opportunities in Sydenham and Forest Hill**

Park and Honor Oak are local hubs centred on a shopping parade and at train stations. There are also a number of smaller shopping parades between these. There is an opportunity to reinforce the current character and condition of these centres through sensitive and smaller-scale interventions, for example shop-front improvements and extensions to single-storey buildings.

- Enhancements to the transport network for pedestrians and cyclists, including improved crossings for pedestrians, measures to improve air-quality, traffic-calming measures, improved cycling routes, cycle parking and storage.
- Public realm improvements to enhance safety and experience, for example street greening, de-cluttering, lighting and pavement repairs.

### **Theme 3: Celebrating historic landscape character - woodland and topography**



**The wooded character of the western edge**

8.3.8 The western area was once covered by the Great North Wood, which extended from New Cross to Croydon south of the Borough. Much of the woodland was lost by the 18<sup>th</sup> century, but a strong woodland character prevails with the abundance of large mature street and garden trees, nature reserves along the railway lines, and allotments and other green spaces. Similarly, the undulating topography is a key feature of the area and provides expansive views towards the city from parks and along streets.

8.3.9 This special historic landscape character should be celebrated by protecting and enhancing important views, promoting tree planting and stitching green spaces together through the creation of a network of green infrastructure. A public realm framework and tree planting plan would be beneficial to develop this.

**Sub-area views:**



**Sub-area landmarks:**



the focal point of a framed view north along Lawrie Park Avenue and features in Pissarro's "The Avenue, Sydenham" painting, dating to 1871. The church was built in 1832 and is Grade II\* Listed.

- J Ladywell Water Tower, Dressington Avenue - A unique local landmark, marked by its distinctive brick tower which is in stark contrast with the low-lying housing that surrounds it. It has historical significance as part of the only new workhouse to be built specifically for the elderly in 1898-1900. It is Grade II Listed.

A number of neighbourhood views and landmarks have been identified that contribute to the distinct character and sense of place of each sub-area. Views already identified in the Core Strategy have also been included. These views and landmarks were identified in conjunction with local residents and stakeholders at a series of workshops undertaken as part of this study. These views and landmarks are located on figure 83.

**Sub-area views:**

1. Telegraph Hill – panoramic views northeast and northwest from Upper Park towards the city skyline which encompass landmark buildings such as the Houses of Parliament, Battersea Power Station, the BT Tower and the London Eye.
2. Hilly Fields Park – its elevated position gives extensive long distance views northwest and southwest from various points towards the city centre and south of London.
3. Horniman Gardens – the Gardens are located on the highest ridge of Forest Hill, offering panoramic views northwest towards the city skyline. Identifiable features include Wembley Stadium, St. Paul's Cathedral and the Gherkin. There are also panoramas southwest towards London's suburbs and Kent.
4. Blythe Hill Fields – extensive views in all directions from towards surrounding areas. Panoramas towards London's city cluster are perhaps the most significant.

**Sub-area landmarks:**

- A. St. Andrew's URC Church, Wickham Road - The 170-foot spire is highly visible, seen clearly against the sky along Wickham Road, Brockley Road and Friendly Street. Built in 1882, the church is a distinctive landmark which aids wayfinding.
- B. Brockley Jack, Brockley Road - A large and ornate public house, dating back to 1898. There has been an inn on this site since at least the 18th century, reflecting the evolution of the borough. The gabled tower is prominent when travelling north along Brockley Road. It is locally listed and highly valued by locals.
- C. St. Catherine's, Hatcham, Pepys Road - A locally listed landmark of historical significance, built as an integral part of the Haberdashers' estate in 1894. It sits at the highest point of Pepys Road, providing a useful wayfinding point.
- D. Horniman Museum, London Road - Sits atop of London Road and which makes a significant contribution in views looking up the hill westwards along London Road with the museum clock tower rising up above. The building is Grade II\* Listed and contributes to a strong sense of place.
- E. Christ Church Chapel-on-the-Hill, South Road - A large building with a prominent spire which has a clear vertical form in contrast with the residential character that surrounds it. It sits at the top of a gentle incline at the junction of Church Rise and South Road. It is a key reference point in this area.
- F. Forest Hill Pools and Library - their red brick Victorian facades provide a prominent focal point along Dartmouth Road. The buildings reflect an important part of the area's social history and are of architectural quality.
- I. St. Bartholomew's, Westwood Hill in Sydenham - easily recognisable when travelling southeast along Westwood Hill, its tower seen clearly against the skyline. It provides

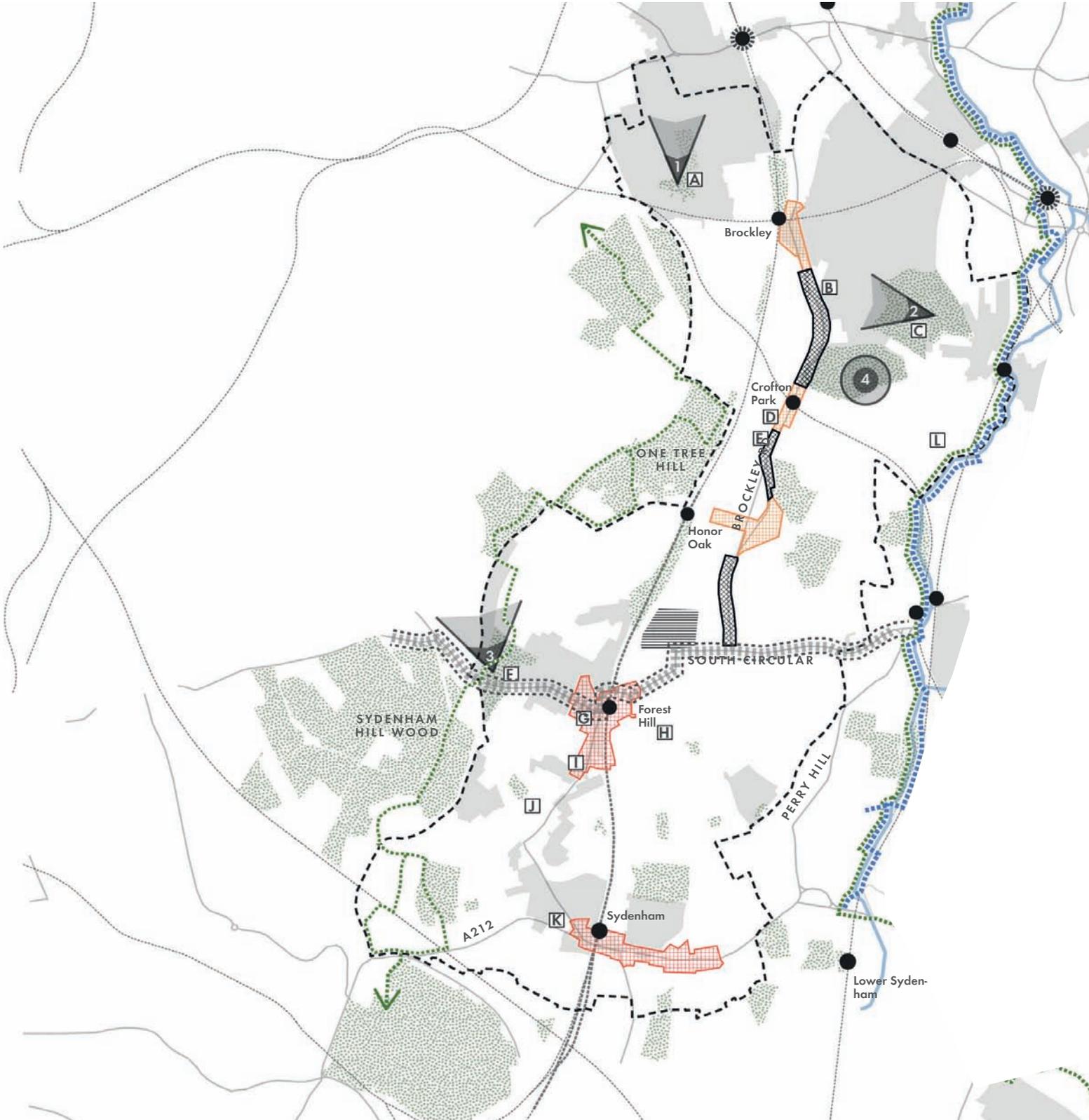
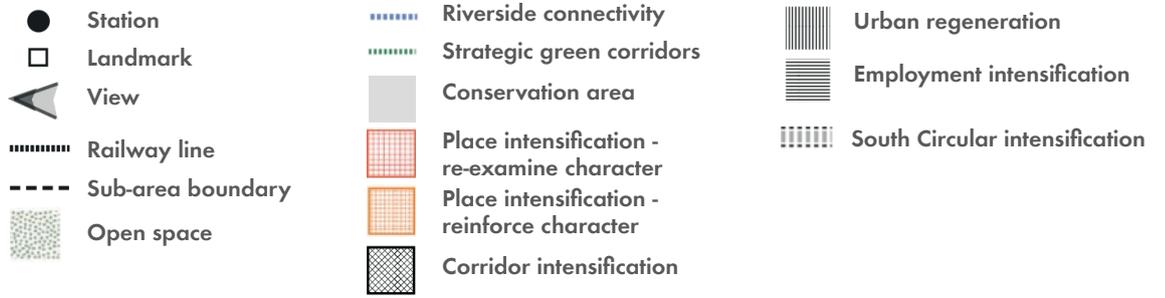
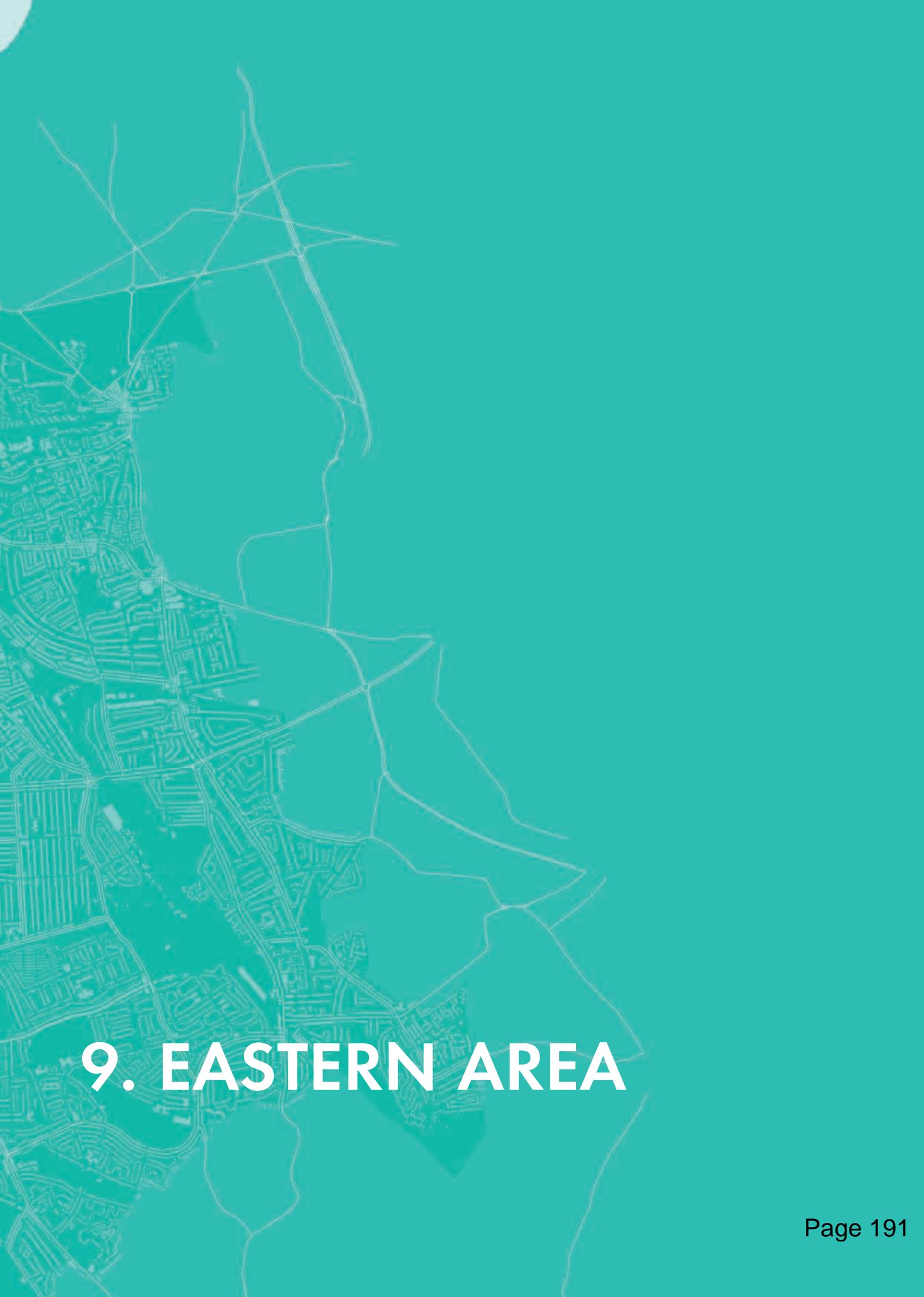


Fig 83 Western area summary framework plan





# 9. EASTERN AREA

## 9.1 INTRODUCTION TO THE EASTERN SUB-AREA - EVOLUTION AND CHARACTER

### Historic evolution

- 9.1.1 The eastern side of the borough transitions from a still discernible village at Blackheath to the Victorian urban centre of the borough; beyond, to the 20<sup>th</sup> century suburbs in parts of Grove Park in south. The area is defined by the borough boundary and the railway lines from Lewisham towards Orpington.
- 9.1.2 Blackheath is one of the oldest parts of the borough, recorded in 1166 but known as a gathering point since Roman times. The heath marked an important point on the Roman Road from London to Dover and has been the site of rebel gatherings, military encampments, festivals and sporting events. Today it is one of the largest areas of common land in Greater London. Development of the village took place on the edge of the heath, from the late 17<sup>th</sup> century and accelerated in the 19<sup>th</sup> century. Further south, Lee had developed as three centres with large houses built for wealthy London merchants around the church in Belmont Hill, in the Old Road area of Lee High Road, and at Lee Green.
- 9.1.3 Burnt Ash Hill is an important historic north-south route that connects from Blackheath to Lee whose development was influenced by the proximity to the heath. This area emerged as intensive middle class housing from 1830s onwards. Lee New Town was built from 1825 to house those working for wealthy residents in the area and neighbouring Blackheath.
- 9.1.4 The arrival of the railways unlocked the southern area of the borough with Lee station opening in 1866 and Grove Park in 1871. The opening of Lee station shifted the central focus of Lee to Burnt Ash Road around the station. Rapid growth in the early 20<sup>th</sup> century has resulted in a consistent form of development in the southern part of the borough and large areas of green space have been retained giving the area a more suburban feel. The Grove Park Estate was built by Lewisham Council in 1920s which altered the hitherto consistent character of Grove Park.



**Blackheath to Lewisham, 1823**

© Lewisham Local History Archives Centre (with permission)



**Lee Green, c.1905**

© Lewisham Local History Archives Centre (with permission)



**Durham Farm in Grove Park area, date unknown**

© Lewisham Local History Archives Centre (with permission)



### Heritage and key features

- 9.1.5 The three centres of Blackheath, Lee and Grove Park were historically three villages on the road to Greenwich. All three expanded dramatically with the development of the railways. Blackheath is the oldest of the three settlements and has a much higher concentration of historic assets and listed buildings than the other two.
- 9.1.6 This sub-area forms the eastern edge of the borough, a perception reinforced by the almost continuous run of green open spaces that stretch from the riverside and Blackheath in the north along a green finger of sports grounds and open spaces to Elmstead Wood to the south of the borough.
- 9.1.7 Generally development is of a low scale with a suburban feel, made up of Victorian terraces and 20th century housing. Key assets include;
- The grand and formal edge of Blackheath village forming a built and consistently historic edge to the natural heath.
  - The Georgian and Regency villas in Lee and Blackheath
  - A consistency in character of Victorian terraces and 20th century housing
  - Landmarks including church spires and public houses at the centres of villages



Heritage and character of the eastern area

### Density - floor area ratio and population

- 9.1.8 This is one of the lowest density areas in the borough, due to the 20th century and villa house types illustrated in the 3D views below. These homes typically have wide plots, large gardens and generous street sections.
- 9.1.9 Figure 85 suggests that the highest densities of people per hectare in the sub-area are in Blackheath while the FAR of the tightly terraced streets of Lee are higher than the varied built character of Blackheath.

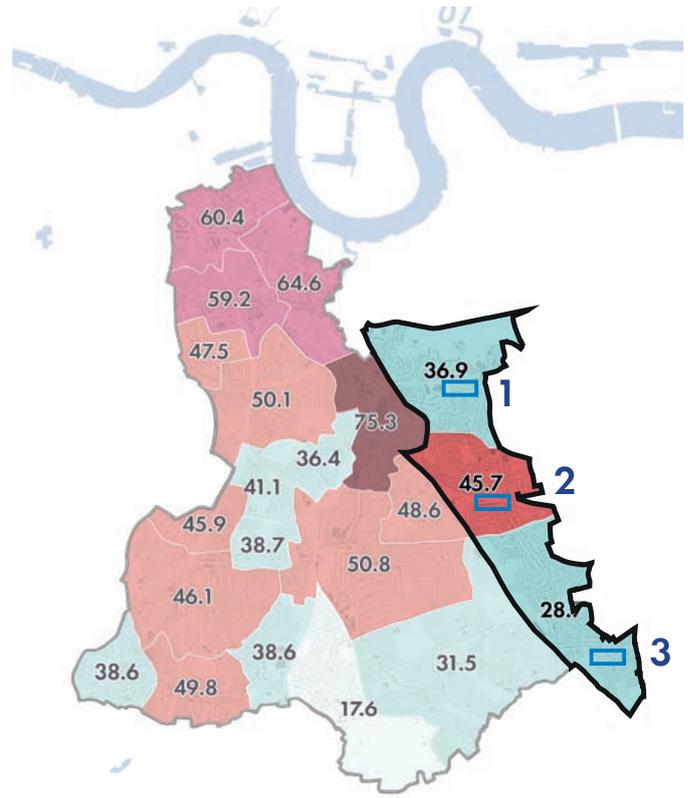


Fig 84 FAR in the eastern area

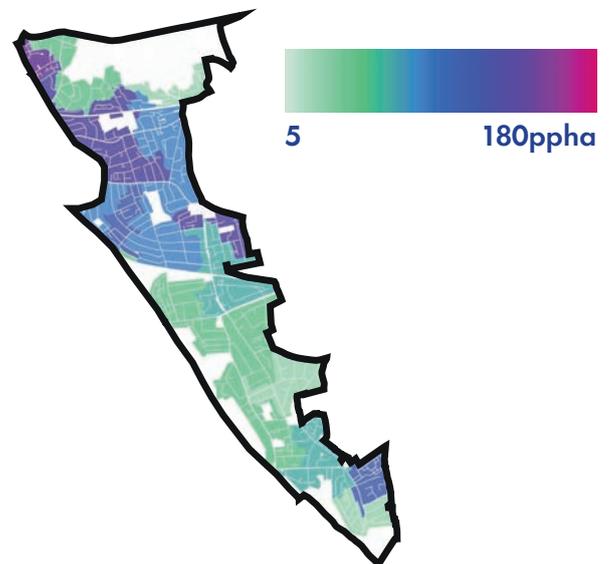


Fig 85 People per hectare in the eastern area



## 9.2 NEIGHBOURHOODS

### Blackheath

#### Location and context

9.2.1 Blackheath is one of the borough's smaller district town centres. It serves a local function but also given the quality of services, historic character and comparison shopping it draws visitors and tourists from a wider area. A range of bars, restaurants and venues such as Blackheath Halls means that the centre has an active evening economy.

9.2.2 The heath and the topography of the centre has a strong impact on its character, with a strong village identity. The heath itself is open, grassy, higher ground that is uncultivated which has an open character with few trees, affording longer views. The centre has an intimate quality, largely developed after the railway opened. The homes surrounding the village have a more varied character including development from the Georgian, Victorian and 20th century periods, although the houses fronting the heath are a significant historic set-piece.

#### Issues

- Traffic management and parking issues in the centre of the village.
- Ensure the historic centre is protected from the pressure which is placed on it from the large number of visitors and tourists.
- Impact of change in shopping patterns on high street retail.
- Issues with refuse collection need further investigation.

#### Opportunities

- Reduce street clutter and refuse
- Give greater consideration to the measures introduced to protect town centre visitors and users from traffic.



Fig 86 Typologies in Blackheath



Large villas



The Clarendon Hotel



The heath has a strong impact on the area's character



High numbers of visitors can place pressure on the historic centre



Perimeter villas are a dominant typology



Free form buildings contribute to local character



Shopping parade on Tranquil Vale



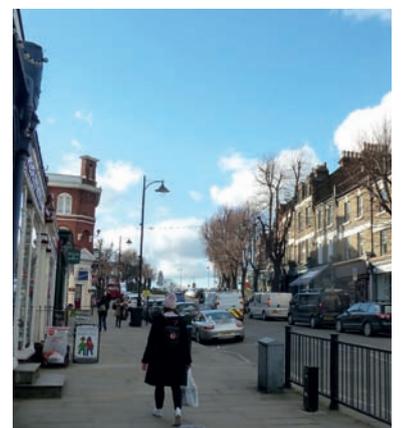
Reduce street clutter



Blackheath Halls



All Saints, Blackheath



Tranquil Vale

## Lee

### Location and context

- 9.2.3 This area includes both the area known as Lee Green and the area of Lee nearer the station around the High Road and Belmont Hill. The boundary of this neighbourhood includes the area between the borough boundary on the eastern side to the railway tracks at the west where Hither Green begins. The area is denser than Blackheath with more tightly developed terraces of Victorian properties and a number of estates from the 1960s and 70s.
- 9.2.4 Lee Green is designated as one of the smaller district centres and serves the needs of its immediate population with convenience shops including a large Sainsbury's. A significant amount of office space is located within the town centre.

### Issues

- The centre has the challenge of being split between two boroughs as the borough boundary with the London Borough of Greenwich runs through the centre of Lee Green.
- The triangle of land associated with Hither Green depot is an obstacle to movement.
- Few connections to the river.
- Main routes through the area are car dominated and difficult to cross.
- Relatively low levels of public open space within the neighbourhood (other than Manor House Gardens).



Fig 87 Typologies in Lee



Shopping parade on Burnt Ash Hill



Trinity School



Post-war development on Taunton Road



Opportunity for intensification



Public realm opportunities on Burnt Ash Road, currently traffic dominated



Urban terrace typology



Terraced streets are a dominant characteristic



Lee train station



Larger houses have generous front gardens

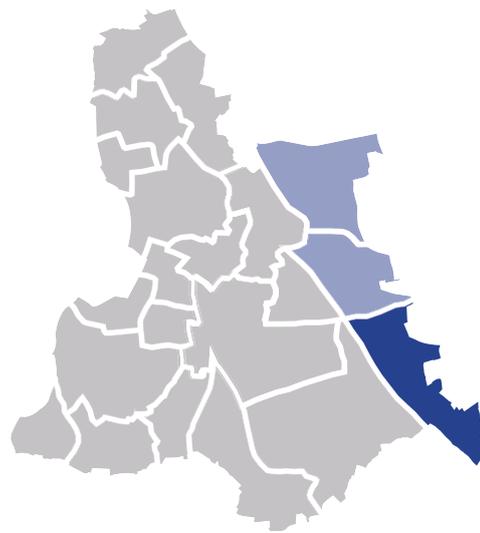
Opportunities

- Smaller infill development sites to improve the integrity of the conservation area.
- Opportunities for more tree planting on roads and public spaces.
- Reduce the dominance of traffic to improve the centre.
- Improve connections with the Quaggy and to open space.
- Increase tree planting and improve the public realm.
- Develop a strategy to bring a number of key sites into more intensive use.

## Grove Park

### Location and context

- 9.2.5 The density drops into the neighbourhood of Grove Park. Homes in this area are a mix of speculative interwar houses – mostly semis – and Council estates built in the interwar and postwar periods.
- 9.2.6 The neighbourhood is defined by the edge of the borough to the east and the railway tracks to the west, with the south circular currently forming a natural boundary with this area and Lee to the north. Streets are connected into a wider network with the Baring Road running from the north to the south of the area.

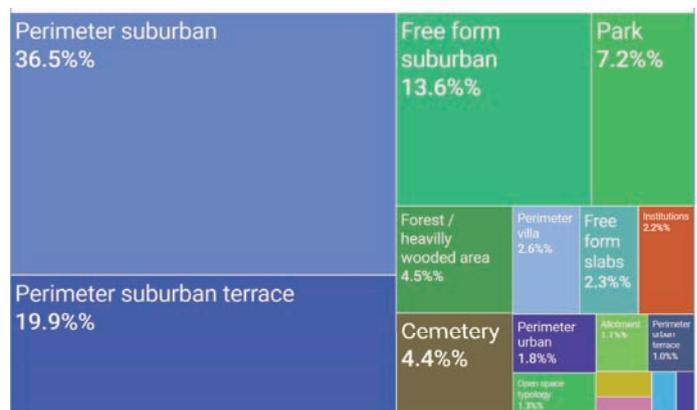


### Issues

- The area feels quite disconnected from the rest of the borough, with few connections over the railway line.
- Improve the environment along Baring Road.
- Streets around the station lack street trees, are in need of repair and upgrading.
- The area is dominated by two main roads with a very busy junction close to station.

### Opportunities

- Provide better links to open space and improve residents' access to nature and green spaces.
- Protect the character of the Chinbrook Estate designed by the GLC – an estate of mixed form and tenure, built with extensive community facilities, which has a fine-grained intimate character.
- Improve the area around Grove Park Station and the bus garage.
- Sites close to the station which could be better used.



**Fig 88** Typologies in Grove Park



Grove Park shops



Chinbrook Meadows



Perimeter suburban character of residential streets



Amblecote Close



Photos of the Chinbrook Estate designed by the GLC – an estate of mixed form and tenure, built with extensive community facilities, which has a fine-grained intimate character.

## 9.3 CHARACTER BASED GROWTH THEMES

9.3.1 For each of the sub-areas a summary plan has been created that sets out the framework priorities and character based growth opportunities (figure 90). Five priorities have been identified for the eastern area:

### Theme 1: Transform Lee Green from a crossroads to a meeting place

9.3.2 There are significant opportunities at Lee Green to help enhance this district centre. Currently two busy roads form a junction that dominates the centre and the high street has suffered as a result. There has been some investment in improving pedestrian crossings at the junction but further improvements such as cycle infrastructure, lane narrowing and shop front improvements would help to enhance the environment. These improvements could be delivered alongside the redevelopment of key sites including the Leegate Centre, the Sainsbury's and other former car garage sites. Opportunities for meanwhile uses prior to the redevelopment of the Leegate Centre should be investigated to avoid the centre stagnating and declining further whilst permission is obtained.

9.3.3 The corner site to the north of Lee High Road and to the west of Lee Road provides an opportunity to open up the Quaggy River and create a riverside space in the town centre.

### Theme 2: Opportunities at Grove Park

9.3.4 Grove Park is an important centre in the south of the borough and there are significant opportunities to improve the quality and first impression of the centre as you exit the station. A comprehensive plan for the area on the west side of Baring Road including the bus stand could deliver new homes, shops and improved public realm.



- Potential opportunity site
- A20 improvement
- Reveal the Quaggy
- Borough boundary



Fig 89 The opportunity at Lee Green

### Theme 3: A connected series of green spaces from the north to the south of the borough

- 9.3.5 Green spaces and streets characterise the eastern area. There are opportunities to further enhance these by improving the connectivity between, and access to, existing designated Metropolitan Open Land and sites of nature conservation. The Green Chain walk connects some of the green spaces in the south of the borough and this route could be enhanced through improved tree planting and signage. Similarly a route along Lee Park Road and Manor Lane could have focused landscaping and tree planting to enhance the connectivity between the green spaces in the north and the south of the area. The Neighbourhood Plan for Grove Park includes a proposal for an Urban National Park as part of the Mayor of London's plan to make the capital the first National Park City. These proposals suggest improvements to the continuity of spaces from Elmstead Wood through the network of green spaces along the railway line to Northbrook Park. More could be made of these spaces to improve them in terms of their amenity and there may also be opportunities for development around their edges to improve the sense of safety, activity and overlooking.

### Theme 4: Transform the South Circular from a barrier to a boulevard

- 9.3.6 Parts of the South Circular have a poor quality street environment, encourage faster moving traffic at the expense of street activity or a good pedestrian environment. However, the route is an important east west corridor across the borough. Improvements could be made through tree planting, cycle infrastructure and the removal of guard railings to encourage a more normal street environment. Improvements to public transport provision should also be explored. The development of infill sites may help to improve frontage and activity along the street.

### Theme 5: Continue to enhance and celebrate the special character of Blackheath - a borough gem

- 9.3.7 The architectural and historic qualities of this area are protected by a conservation area and new development must be of an exceptional standard in order to contribute to its special character. The centre needs careful management and joint working with the London Borough of Greenwich to manage the visitor demand and development pressure of this popular area.



The south circular - Top - a barrier for pedestrian movement and activity at Burnt Ash Hill junction, but a tree lined boulevard near Manor Lane? Lanes could still be narrowed to improve cycle infrastructure



Potential opportunity sites to enhance the character of the centre of Grove Park

**Sub-area views:**



**Sub-area landmarks:**



A number of neighbourhood views and landmarks have been identified that contribute to the distinct character and sense of place of each sub-area. Views already identified in the Core Strategy have also been included. These views and landmarks were identified in conjunction with local residents and stakeholders at a series of workshops undertaken as part of this study. These views and landmarks are located on figure 90.

**Sub-area views:**

1. Northwest from Shooters Hill, Blackheath, towards central London. A view from a publicly accessible space towards central London. Distinctive given the sense that Canary Wharf feels so close.
2. South from Blackheath towards Blackheath village and All Saints' Church. A view towards a local landmark and a significant cluster of highly graded heritage assets. From slightly higher ground back down to the centre of the village
3. View to Library north from within Manor House Gardens. A short range view towards a significant building, across an attractive, gently sloping green space.

**Sub-area landmarks:**

- A. All Saints Blackheath. Stands on open ground on the Heath. Its Gothic spire is a defining characteristic of Blackheath.
- B. St Margaret's Lee. One of South London's most notable early Victorian churches. The west tower and spire is the main landmark on Belmont Hill.
- C. Manor House Library Classical mansion. Grade II\* listed and prominent from the north and south of the park.
- D. Boone's Chapel, Lee High Road. One of the Borough's earliest and best-known historic buildings. Grade I listed. The building is on a prominent position on Lee High Road.

- Station
- Landmark
- ▲ View
- ⋯⋯⋯ Railway line
- - - Sub-area boundary
- ▨ Open space
- ⋯⋯⋯ Riverside connectivity
- ⋯⋯⋯ Strategic green corridors
- ▨ Conservation area
- ▨ Place intensification - re-examine character
- ▨ Place intensification - reinforce character
- ▨ Corridor intensification
- ▨ Urban regeneration
- ▨ Employment intensification
- ⋯⋯⋯ South Circular intensification



Fig 90 Eastern area summary framework plan





# 10. SOUTHERN AREA

## 10.1 INTRODUCTION TO THE SOUTHERN SUB-AREA - EVOLUTION AND CHARACTER

### Historic evolution

- 10.1.1 The southern area was the final part of Lewisham to be developed. Downham and Southend retained their rural character until the interwar years when the area experienced unprecedented housing growth in response to the shortage after WWI, and LCC and Lewisham Council built social housing at Bellingham and Downham.
- 10.1.2 Southend was the historic heart of the area, a village centre set out around a pond and chapel, seen on historic maps located on the high road since at least the 17th century. The village was surrounded by farms, fields, allotments and sports grounds until around the 1920s. The sense of a village centre in this location has now been lost and only the southend chapel remains.

- 10.1.3 The area evolved into a London suburb in 1920s and 1930s when LCC bought two local farms - Holloway and Shroffold Farm to provide homes for the 'Homes fit for Heroes' campaign. The construction of Bellingham Estate by the LCC in 1923 provided 2,700 homes and had a green and spacious quality and the Downham Estate was built between 1924 and 1930.
- 10.1.4 There have been records of Beckenham Manor since medieval times but was in the family of notable MP John Cator from the 17th to the 20th century, later a sanatorium and boys school. The house and park was bought by the LCC in 1927 and was a prisoner of war camp in WW2 and later became a golf course. Today the mansion is open to the public as an arts, cultural and community centre set within a public park.



**Bellingham Farm (replaced by the Bellingham estate)** © Lewisham Local History Archives Centre (with permission)



**Downham Estate in 1929**  
©Historic England (with permission)



### Heritage and key features

- 10.1.5 By far the newest area of the borough, the character and features of the area are dominated by the homes constructed by the LCC. These estates took their influence from Ebenezer Howard's Garden City principles, striving to build decent homes for working people, prioritising green spaces.
  
- 10.1.6 This has resulted in a homogenous physical environment across a large area of the borough with a low scale and a spacious layout with wide street sections. Buildings are commonly grouped in short terraces or symmetrical shapes that have an attractive overall composition, emphasising their collective identity. Budget restrictions for public housing in his era means that the buildings are simple and functional in their construction. Green spaces, privet hedges, and the cottage proportions and features of homes hint at the vision and original design intent. These are assets that should be protected and enhanced to preserve the integrity of the estates.
  
- 10.1.7 The residential neighbourhoods are punctuated with small parades of shops serving the local area, churches of a slightly grander scale than surrounding homes and schools. Schools and churches that were built in the cottage estate style are constructed of brick and sit quietly within their context.
  
- 10.1.8 Remnants of Southend village are visible on Bromley Road although the large Homebase and other retail sheds along the street undermine this character.
  
- 10.1.9 The area has a number of large parks and open spaces which are assets, strengthening the sense of suburban character and connection with the more rural Bromley.



Heritage and character of the southern area

### Density - floor area ratio and population

10.1.10 This is the lowest area of density across the borough, due to the housing typologies illustrated in the 3D views below. Homes have large gardens, streets are wide and there are large areas of open space, resulting in a low overall density.

10.1.11 Figure 92 illustrates that there are higher numbers of people living nearer Grove Park and Beckenham Hill stations.

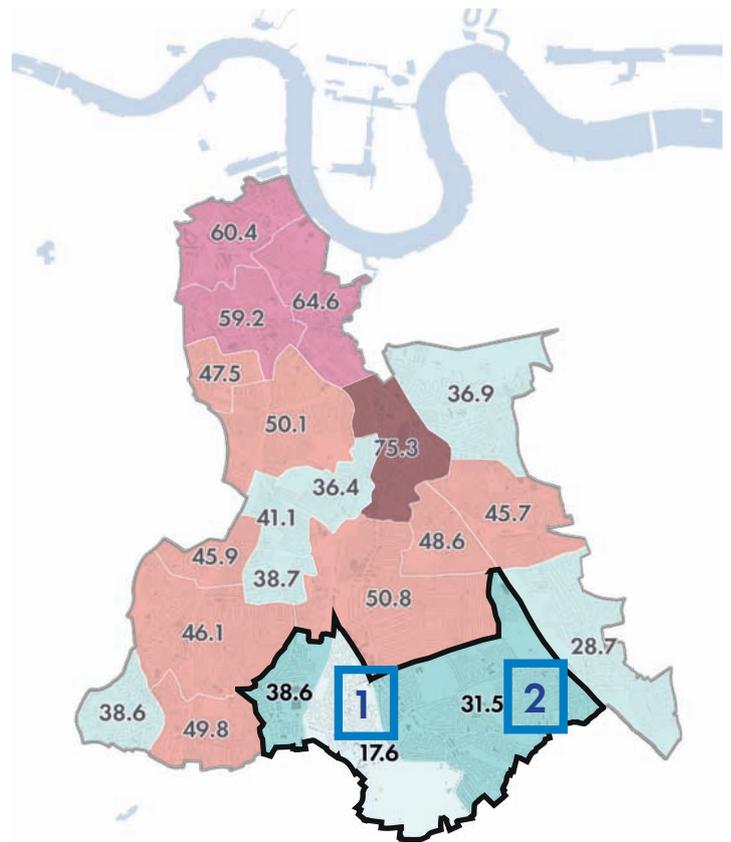


Fig 91 FAR in the southern area

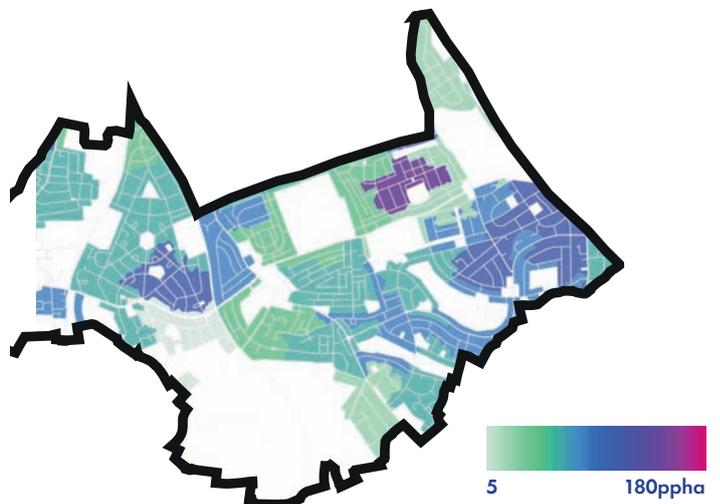


Fig 92 People per hectare in the southern area



## 10.2 NEIGHBOURHOODS

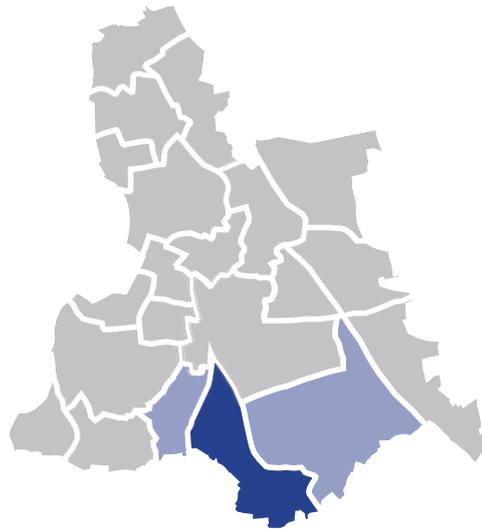
### Bellingham

10.2.1 Bellingham is one of the neighbourhoods to the furthest south in the borough and includes Beckenham Place Park at its southern border with Bromley. The north west and eastern borders of the neighbourhood are formed by the railway line and Bromley Road.

10.2.2 Bellingham is the sister estate to Downham, both developed by the LCC. Bellingham has a more formal plan with streets radiating from Bellingham Green which is its key distinguishing feature. Social and civic functions are clustered around the green and at Bellingham station. The neighbourhood has a consistency of character unlike many other parts of the borough with minimal development outside of the era the LCC estate was built.

#### Issues

- The neighbourhood is relatively mono-use. It is primarily residential with a small parade of shops at Bellingham station and schools are incorporated.
- Relative lack of social facilities or employment spaces mean residents have to travel.
- Low population density which results in insufficient critical mass to support public transport and shops
- The integrity of the overall design of the estate needs to be protected to maintain its cohesive appearance.
- Risk of loss of street trees and verges due to pressures for parking.
- Increased number of houses in multiple occupation.



**Fig 93** Typologies in Bellingham

#### Opportunities

- Wide streets present great opportunities for improved cycle lanes.
- Opportunities for infill development, carefully designed to celebrate the garden city character.
- Strengthen green chain walk and connectivity between green spaces.
- There are infill opportunities arising from the estates 'left-over' spaces.



Shops within the Bellingham Estate



Roads are spacious and tree-lined and give an opportunity for improved cycle lanes



Photos of the Bellingham Estate designed by the LLC - an estate with a more formal plan with streets radiating from Bellingham Green. The estate has a cohesive and consistent character.

## Downham

10.2.3 The Downham neighbourhood is of more of a mixed character than Bellingham. The area incorporates the LCC estate that has a more rectangular block structure than Bellingham with curved sweeping routes linking through linear open spaces. The area also incorporates later privately developed estates of semi detached homes nearer the Bromley Road. The railway line forms the boundary of the neighbourhood to the east, Bromley Road to the west and Hazelbank Road to the north where the character of houses changes at the edge of the Corbett Estate.

10.2.4 Downham is the smallest of the district town centres in the borough with a service and convenience orientated offer. Its role and function is as a local shopping centre, serving the needs of the local community. Downham Way is a neighbourhood centre ten minutes walk from Grove Park station which contains a number of schools, a leisure centre and local shops.

10.2.5 At Southend, on the Bromley Road, there are some elements of the former village which used to centre around the pond now outside Homebase.

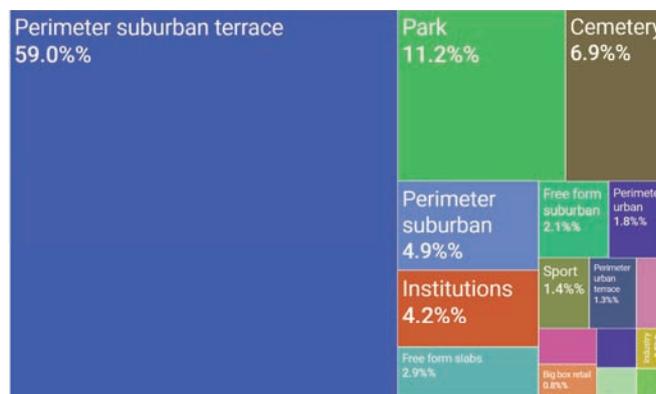
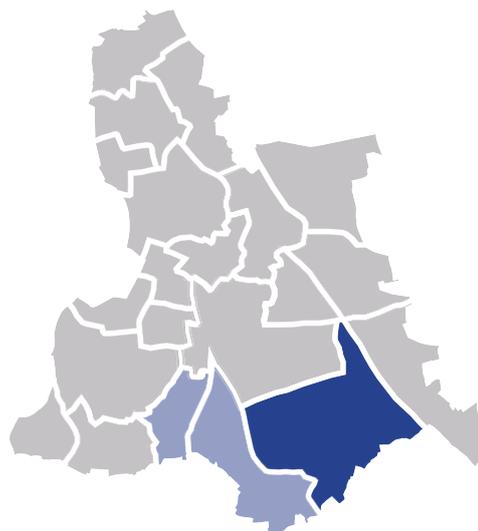


Fig 94 Typologies in Downham

### Issues

- Poor connections to local stations, services and the town centre.
- Localised services and retail in places such as the Excalibur Estate.
- Poor public realm along key corridors.
- Area is car dominant owing to lack of public transport accessibility.
- Need for more locally based employment opportunities.

### Opportunities

- Improve bus and cycle provision between Downham and other centres and stations.
- Improve the public realm and routes for pedestrians and cyclists along key corridors such as Bromley Road and Southend Lane.
- Improve appearance of the local centre through decluttering and shopfront improvements.
- Opportunities for infill development, carefully designed to celebrate the garden city character. Infill development should also be focused within 'left-over' spaces and along primary routes.



Opportunities for shop-front improvements in the centre



Consistent suburban residential character



The area boasts good views across the LCC estate towards the city centre



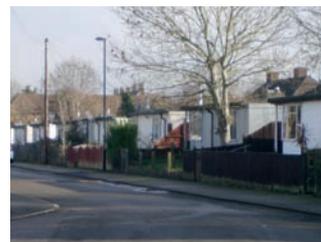
Suburban housing a common typology



New development by Beckenham Hill station



Excalibur Estate



Excalibur Estate



Improve bus and cycle provision along key corridors

## Bell Green

10.2.6 The Bell Green neighbourhood is dominated by a superstore, other big box retail and its car park, with two gasholders as prominent landmarks. Some modern blocks of flats have been delivered on the edge of this site.

10.2.7 The eastern boundary is formed by the Pool River, the south at the borough boundary and the north by a series of playing fields and sports clubs. The western boundary follows the shift in character from the inter-war semi-detached houses to the Victorian streets associated with Forest Hill.

10.2.8 The area contains a number of more strategic roads including Perry Hill - the main road between Sydenham and Catford and Stanton Way (A212) - an important east west link towards Downham. South of the A212 the neighbourhood is characterised by free form tower blocks set within communal grounds.

### Issues

- A need for a comprehensive development brief for the area to prevent piecemeal development.
- Difficult to cross roads to get to Bell Green Retail Park.
- Heavily trafficked roads around Bell Green Retail Park.
- Poor connections to the station and from the residential properties to the retail and business uses.

### Opportunities

- To restructure vehicular and pedestrian routes to improve connections and reduce dominance of cars.

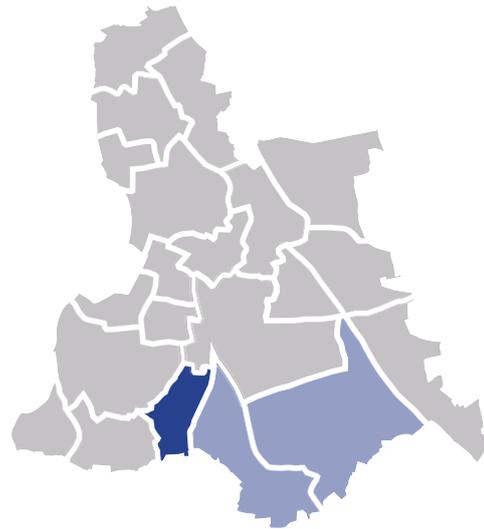


Fig 95 Typologies in Bell Green

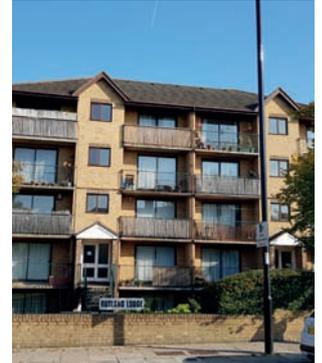
- To improve the integration with the surrounding neighbourhoods and connections over the Pool River.
- Investment in public realm alongside infill sites along the more strategic roads.
- To provide a wider range of services at Bell Green.
- Possible arrival of the Phase 2 Bakerloo Line Extension.



Big box retail along strategic roads provide opportunities for investment



Houses fronting Perry Hill



Rutland Lodge



The most common typology is the perimeter suburban terrace



Urban terrace



Bell Green gas holders



More recent development contributes to the area's mixed character



Perry Hill and Rutland Park junction

## 10.3 CHARACTER BASED GROWTH THEMES

10.3.1 For each of the sub-areas a summary plan has been created that sets out the framework priorities and character based growth opportunities (please see figure 97). Three priorities have been identified for the southern area:

### Theme 1: A district hub for Bromley Road and Bellingham

10.3.2 There is currently no neighbourhood centre allocated in the Bellingham area even though there are two small parades near the station, at the junction with Bromley Road. There is an opportunity to think in a joined up way about the future growth and development in this area along the Bromley Road, between Beckenham Hill Road and Aitken Road. Currently, development is coming forward in a piecemeal way that is not always in keeping with the character of the area. Looking back at the historic plans and sense of place at Southend village should be the inspiration for better placemaking in this area in the future.

10.3.3 Key opportunities include;

- Rediscover the historic focus and sense of place once clustered around Southend Pond. The Homebase retail shed and associated car park provide a significant opportunity for a new centre and new homes.
- Other potential opportunities for intensification of an appropriate scale and character along the Bromley Road include the police station, South Lewisham Health Centre, car garages and grassed areas on the edges of housing estates which currently present a soft and inactive edge to the road.
- Improve and intensify the edge of Bromley Road Retail Park, the bus garage, and parade of shops to the east of Bellingham station on Randlesdown Road to provide an active frontage and intensity to the centre.
- A major improvement of the physical environment to reduce the impact of traffic



**Fig 96** Historic plans from 1894 illustrate the lack of development in the southern area and show Southend Village clustered around the pond on Bromley Road. The Crystal Palace District Gas Works is also visible on the plan at Bell Green

and enhance the public realm will be required to improve the sense of place along the Bromley Road, alongside any development of sites. Improving the setting of heritage assets and existing green spaces such as Peter Pan Park will also be a priority.

- 10.3.4 The seeds of change are already beginning at Bellingham following confirmation of Heritage Lottery Funding to Phoenix Housing for the Fellowship Inn to be restored as a cinema, venue, cafe, music studio space, pub and microbrewery. This is an important piece of social history, built as the first pub on the LCC housing estate. One local resident said, "the only reason people go to Bellingham station is to get somewhere. We want people to come to us and get off at Bellingham to enjoy the pub next door." The venue is due to open in 2018.

### **Theme 2: Valuing and celebrating the cottage estate character**

- 10.3.5 The Garden City heritage deserves to be celebrated, given its importance in shaping this part of the borough. The original principles are to be admired and are still relevant today. These should be used to inspire existing residents and define a unified vision for improving the estate, celebrating what is special about it including its symmetry, scale and green spaces.
- 10.3.6 A design guide is needed to help inform what development should look like within the estates to encourage development that is in keeping with the existing character. This should set guidance for the material palette, scale and features to help reinterpret the cottage estate character for new development.
- 10.3.7 A design guide would set a context for the regulation of the physical adaptation of the original housing stock. Superficial changes such as cladding or pebble dash, structural changes such as dormers, elemental changes to doors and windows, and boundary treatments can

all have an impact on the group character of the streets. A public realm audit should also be completed to assess the consistency and quality of paving, incidental green spaces and parking.

- 10.3.8 Figure 97 also identifies potential locations for appropriate backlands development, within the centre of large blocks and green edge intensification or frontage enhancement where there are currently available edge sites. Sensitive infill development, carefully designed to celebrate the garden city character, could help address the low population density which results in insufficient critical mass to support public transport and shops. Infill opportunities that sensitively increase density may help to improve the legibility and street hierarchy - helping to signal the primary routes through the area. These routes are generally the most sustainable locations for development given the bus routes that operate along them. Bromley Road is the most significant opportunity, while other routes such as Southend Lane, Whitefoot Lane and Downham Way may present smaller scale opportunities.

### **Theme 3: A regional park for the southern area**

- 10.3.9 Alongside development proposals for the southern area, the spectacular green space assets in this part of the borough shape the character of the area and deserve to be enhanced and better connected. The Green Chain Walk connects Beckenham Place Park with Grove Park and the proposed Urban National Park for this area. This route should be enhanced with tree planting and better cycle provision and connection onwards to Waterlink Way from here should be improved. As part of The Mayor of London's plan to make the capital the first National Park City, Beckenham Place Park has received funding for improvements including tree planting and the creation of a new wild swimming lake.

**Sub-area views:**



**Sub-area landmarks:**



*A number of neighbourhood views and landmarks have been identified that contribute to the distinct character and sense of place of each sub-area. Views already identified in the Core Strategy have also been included. These views and landmarks were identified in conjunction with local residents and stakeholders at a series of workshops undertaken as part of this study.*

**Sub-area views:**

1. *View southeast from Beckenham Place Park. A view across the gentle slopes of the parkland from in front of the 18th century Beckenham Place Mansion (listed Grade II\*) and into Bromley. A view capturing the green and open character of this part of the borough.*
2. *View north west from Forster Memorial Park (allocated in the core strategy). A long panorama into central London included for its contribution to wayfinding.*
3. *View west towards Crystal Palace from Whitefoot Lane. A long straight view of the rising topography and the distant landmark - the Crystal Palace telegraph mast.*
4. *View from Kings Church, Downham Way. A long and wide panorama from the public open space adjacent to the church, into central London including the Shard, city cluster and Canary Wharf.*

**Sub-area landmarks:**

- A. *St Dunstan Church, Bellingham - a church of an impressive scale located on the set piece of Bellingham Green.*
- B. *St John Baptist, Bromley Road - a Grade II listed church that is set back from Bromley Road - a building of a significant scale and an important heritage asset in its context.*
- C. *St Barnabas, Downham Way - long view east to church along Downham Way, although some tree management required to improve impact.*

- Station
- Landmark
- ◀ View
- ⋯⋯⋯ Railway line
- - - Sub-area boundary
- ▒ Open space
- ⋯⋯⋯ Riverside connectivity
- ⋯⋯⋯ Strategic green corridors
- ▒ Conservation area
- ▒ Place intensification - re-examine character
- ▒ Place intensification - reinforce character
- ▒ Corridor intensification
- ▒ Urban regeneration
- ▒ Employment intensification
- Backlands opportunities
- - - Potential green space frontage
- ▒ A new centre for the south

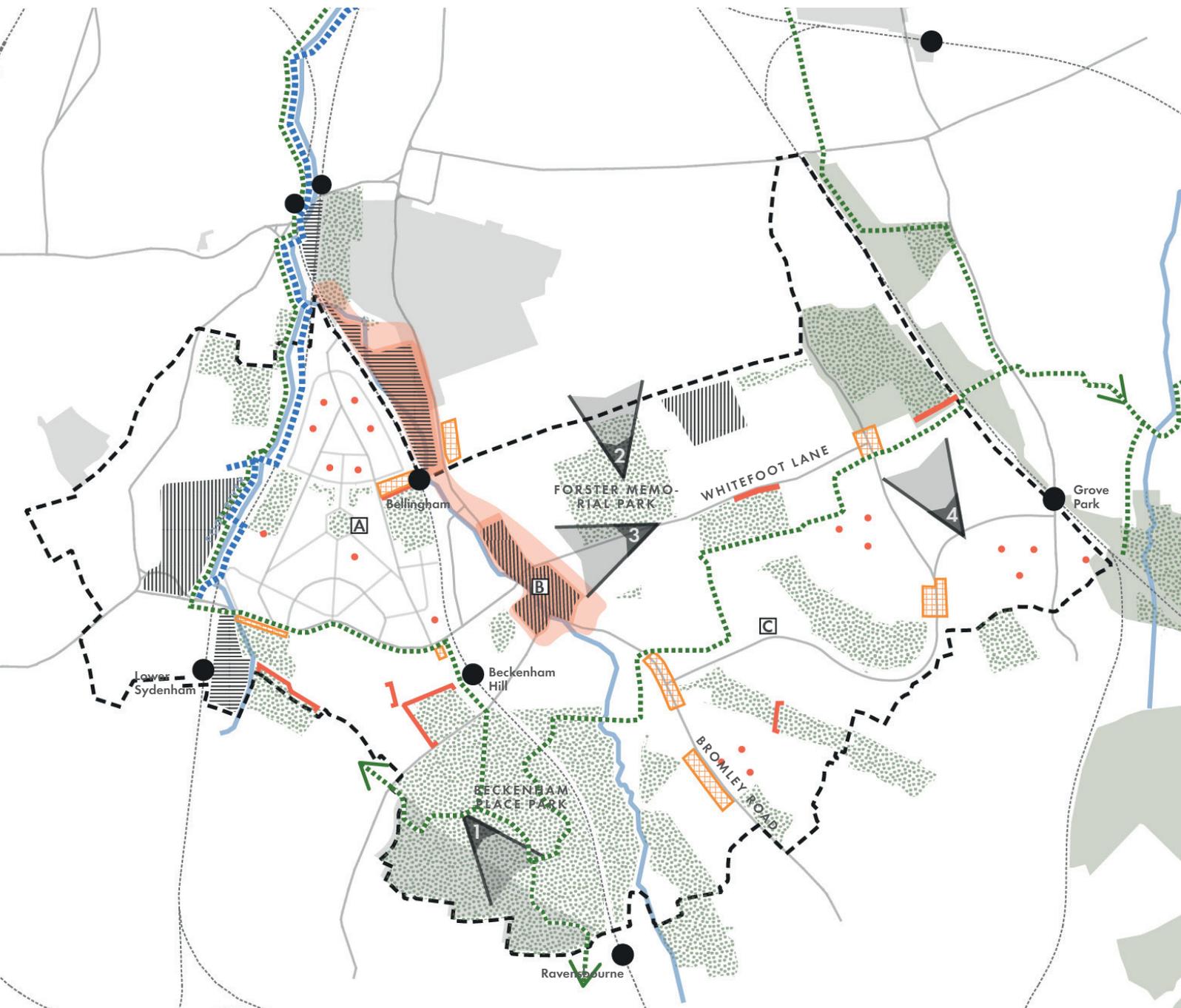


Fig 97 Southern area summary framework plan



An aerial photograph of a city, likely San Francisco, is overlaid with a semi-transparent teal color. The map shows a dense network of streets and buildings, with a prominent body of water (the bay) visible on the right side. The overall aesthetic is modern and clean.

# 11. CONCLUSION – A PLACE-BASED APPROACH TO GROWTH

## 11.1 A PLACE-BASED APPROACH TO GROWTH AND CHANGE IN LEWISHAM

### Introduction

11.1.1 This characterisation and growth study has defined five sub-areas within the borough, each with its own distinctive character, evolution and series of neighbourhoods. The characterisation and analysis of these sub-areas and neighbourhoods will directly inform the emerging Local Plan. The understanding of these characteristics has allowed a context-led strategy for growth and intensification to be developed. The chapter on each sub-area has identified the features which should steer the design of future development and a series of growth priorities, tailored to each of the areas. In many ways Lewisham exhibits the diversity of London's character, and this has been illustrated by a cross section of the borough and the five sub-areas which help to draw out this variety and distinctiveness.

11.1.2 There are also some themes that need to be addressed at a borough wide scale, drawing together many of the proposals and priorities which have been identified within each of the five sub-areas. The following series of diagrams sets out a summary of some of the key character based spatial themes which include:

1. *Strategic growth designations and major infrastructure investment*
2. *A tailored approach to growth in the borough's centres*
3. *The intensification of the borough's corridors*
4. *Strengthening green and blue infrastructure*
5. *Character based borough wide growth*

### 1. Strategic growth

11.1.3 The London Plan and the Borough's Core Strategy and emerging Local Plan identify two opportunity areas that cover much of the northern area and the Lewisham and Catford central corridor. Opportunity areas are London's major source of brownfield land which have significant capacity for development – such as housing or commercial use - alongside improved public transport access.

11.1.4 The Greater London Authority have identified that a minimum of 8,000 new homes and 6,000 new jobs will be delivered through intensification and regeneration in the area. This growth should be delivered alongside the Bakerloo line extension and improvements to the areas green spaces, public realm, poor legibility, severance and traffic congestion issues.

11.1.5 The opportunity areas within the borough sit adjacent to two other opportunity areas in the London Borough of Southwark - Canada Water and the Old Kent Road and in Greenwich – part of the The Deptford Creek/Greenwich Riverside Opportunity Area - illustrating the major cumulative change expected in this area of London.

11.1.6 A series of further stations have been identified if the line was extended further south in the much longer term. Potential sites should be safeguarded to be intensified alongside this significant infrastructure investment to be delivered in the longer term.

11.1.7 This strategic growth will need to be carefully considered alongside the sensitive enhancement of designated conservation areas within the northern and central area, as well as the everyday character that defines the identity of each of the neighbourhoods.

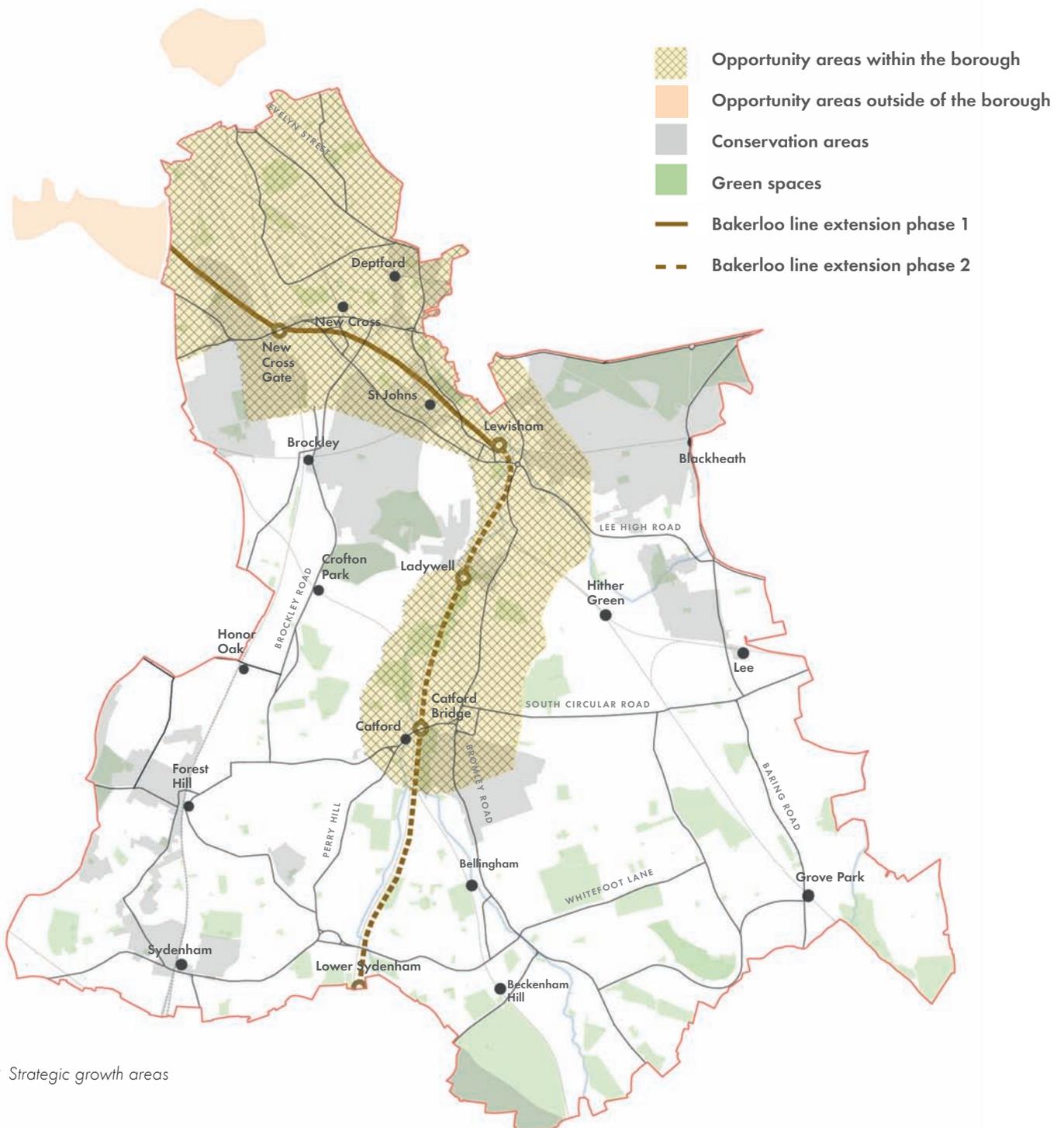


Fig 98 Strategic growth areas

## 2. A tailored approach to growth in the borough's centres

11.1.8 The plan below (Figure 99) shows the borough's existing town centre hierarchy. With the continued growth of the borough, many of these centres will change in their role and position in the hierarchy, and new places will need to be created or enhanced to support new and existing communities.

11.1.9 Figure 100 illustrates how Lewisham's centres could evolve in the future, taking into account existing character and infrastructure investment. Many of the borough's centres are sustainable locations due to their higher PTAL and access to services, and each should see some level of growth. Lewisham is proposed as a Metropolitan Centre due to its retail role in serving both the borough and wider areas of south east London. Catford will continue to expand as a major centre in the borough, with further growth that is in keeping with its existing scale and grain.

-  Major centres
-  District centres
-  Neighbourhood local centres
-  Out of Centre
-  Opportunity areas
-  Conservation areas
-  Green spaces
-  Bakerloo line extension phase 1
-  Bakerloo line extension phase 2

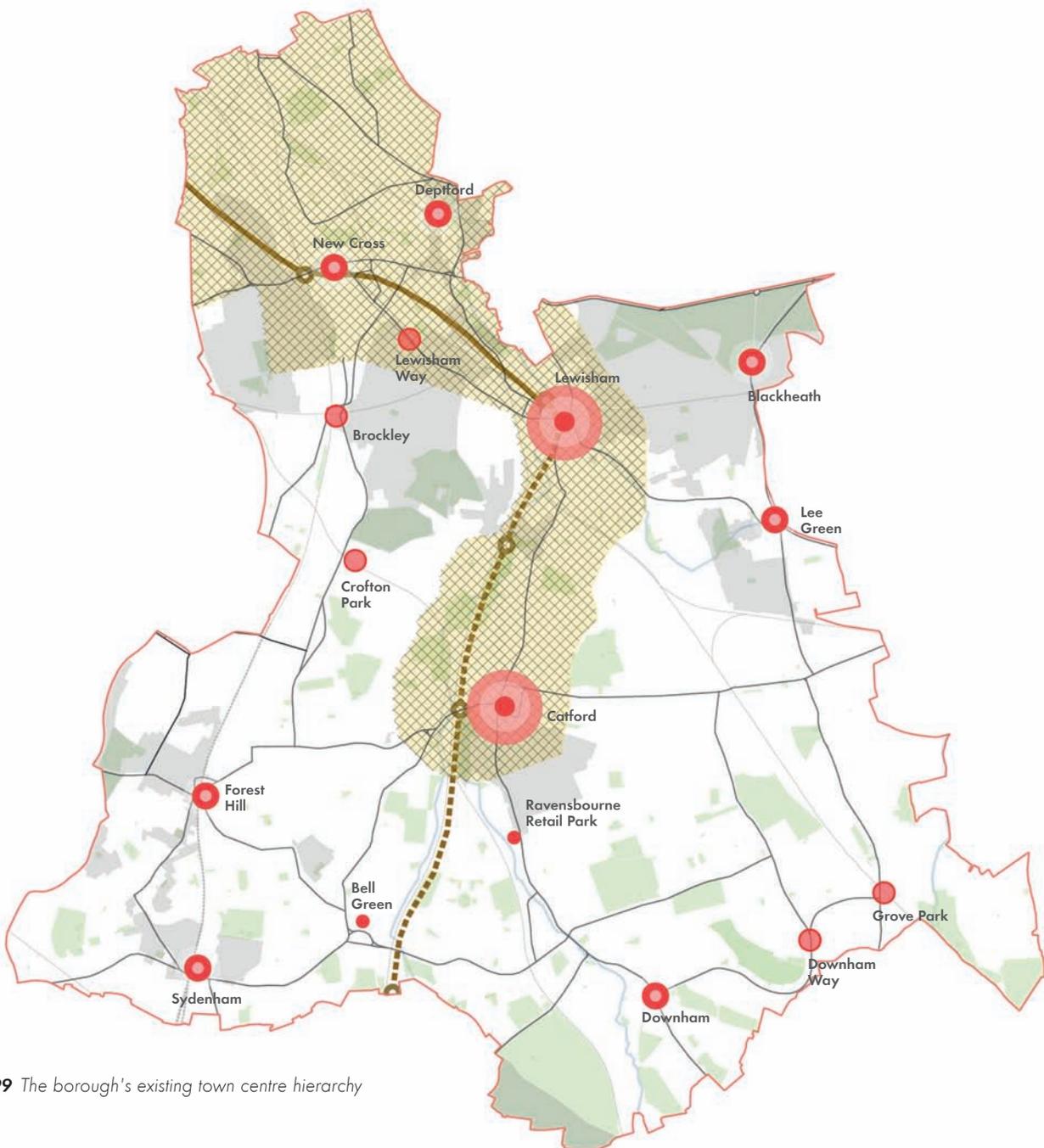
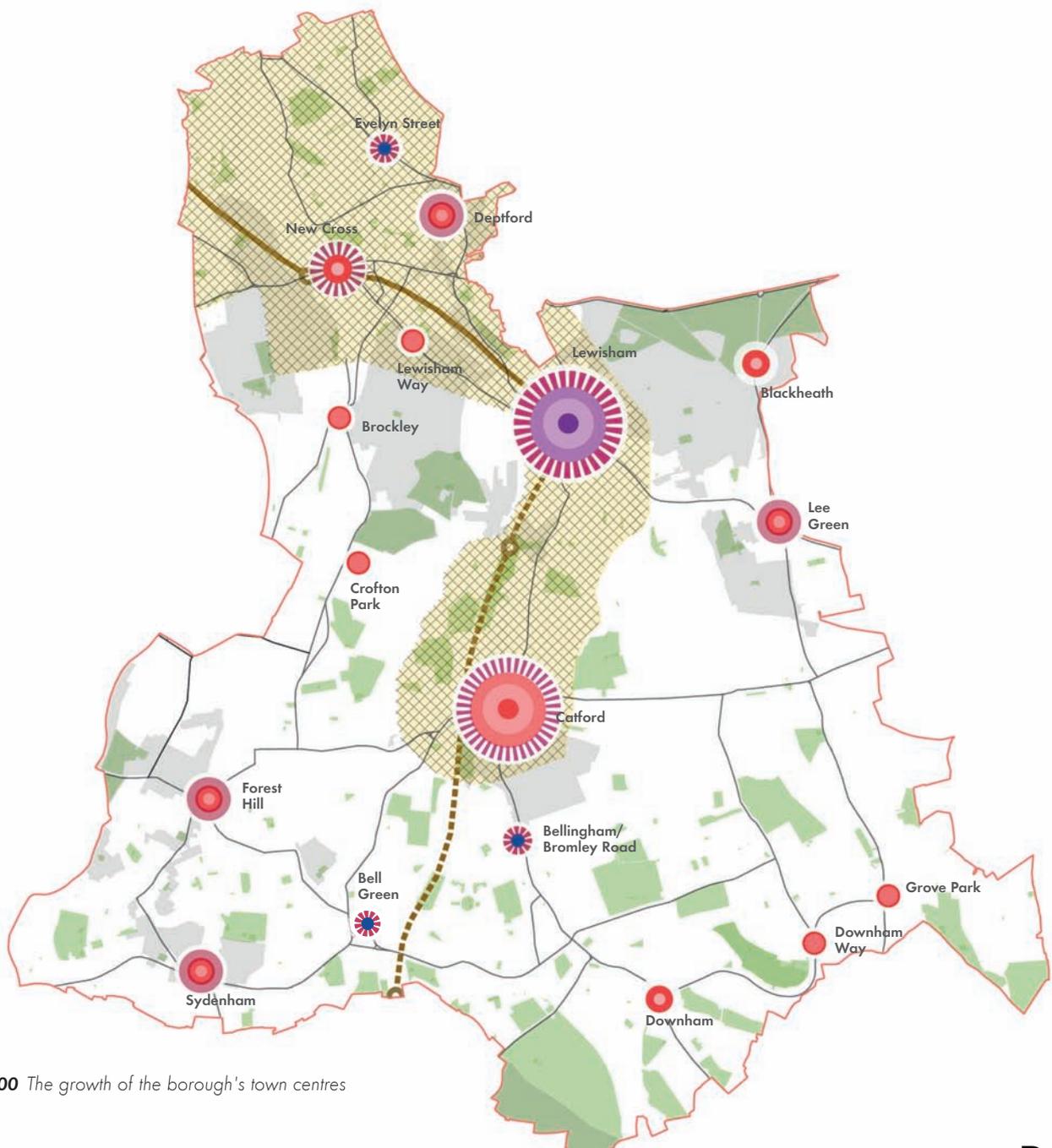


Fig 99 The borough's existing town centre hierarchy

11.1.10 Some of the borough's district centres will see more significant growth and change such as at New Cross alongside a new Bakerloo Line station. Deptford, Lee Green, Forest Hill and Sydenham also all have sites and opportunities which should be brought forward to help enhance and repair the distinct character of each of these centres.

11.1.11 New local centres within the town centre hierarchy are proposed at Bellingham and Evelyn Street. Both of these examples are proposed in locations where an existing parade should be significantly improved alongside new development, to serve the existing and new community.

-  Metropolitan centre
-  Major centre with significant change
-  District centres
-  District centres with significant change
-  District centres with some change
-  Neighbourhood local centres
-  New local centre



**Fig 100** The growth of the borough's town centres

### 3. Road corridor intensification

11.1.12 The corridors identified on Figure 101 are some of the oldest routes through Lewisham, many of which are still the busiest and more significant routes through the borough today. Given the age of the routes, they have seen many layers of change over history. As such they have a diversity in their character that can be further enhanced and strengthened. They are good opportunities for growth given their accessibility and existing mix of scale and uses. Many of the borough's corridors have sites which are currently underused such as single storey sheds or opportunities to add a storey to an existing parade.

11.1.13 These sites should be developed alongside highways improvements to improve the pedestrian and cycle environment, make traffic less dominant and create roads that have easy and logical crossing places rather than forming a barrier. Public realm, urban greening and shop front improvements will also help to enhance the character of these places.

Corridors with opportunities for change:

- ↔ Changes along entire road corridor
- ↔↔ Opportunities along sections of corridor
- ⋯↔ Opportunities for localised improvements

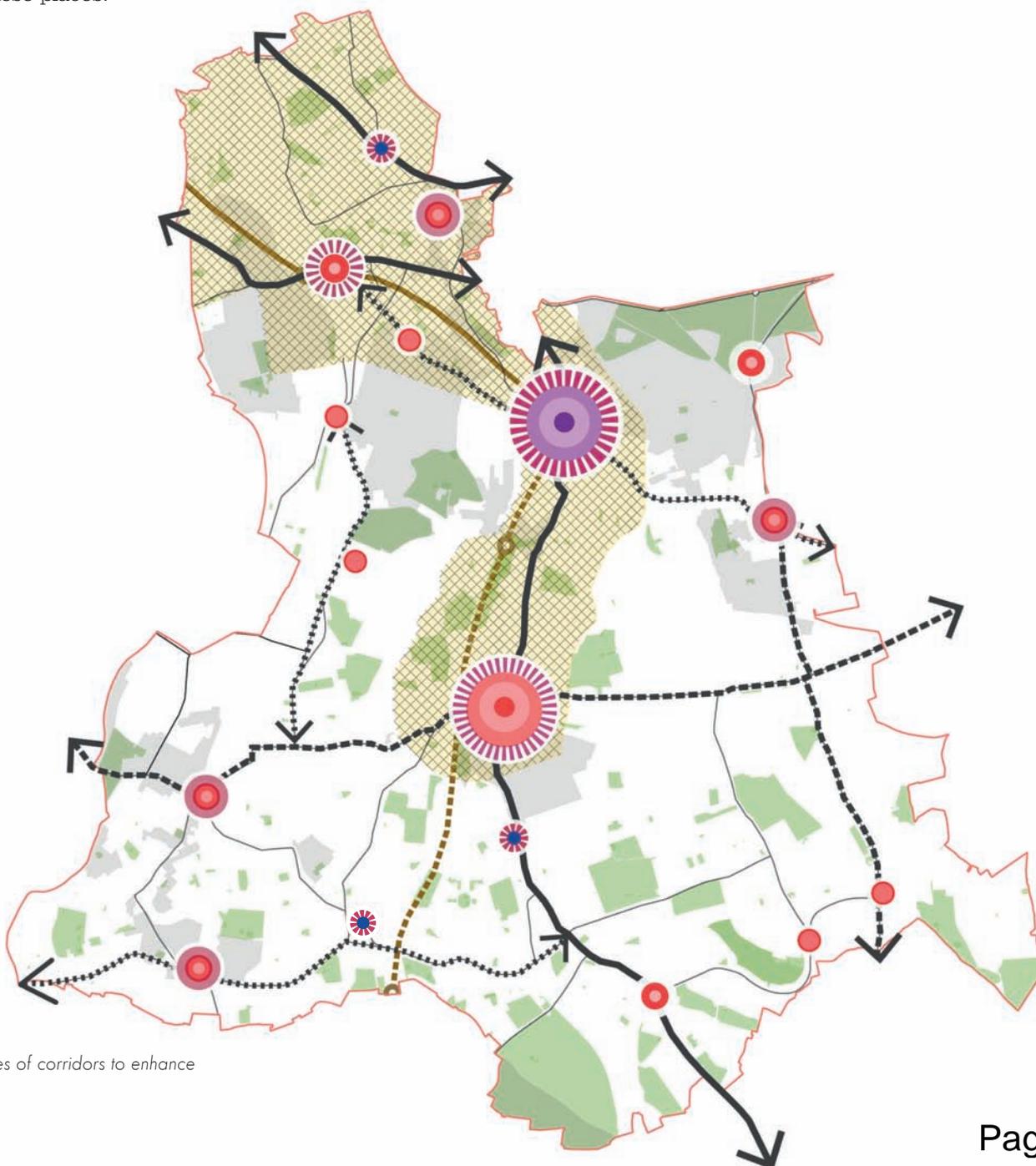


Fig 101 A series of corridors to enhance

#### 4. Strengthening green and blue infrastructure

11.1.14 Alongside new development across the borough there must be further investment in the green and blue infrastructure network. This has been a key theme in each of the five sub-areas. This will include improvements to pedestrian and cycle routes including the Green Chain, connections between existing green spaces and improved connectivity between regeneration areas. The borough also has a blue infrastructure network which form important routes through the borough including Waterlink Way and the Thames Path. Improvements should be made to the Quaggy River so that this can be enhanced as both a habitat and route.

11.1.15 Improvements to the borough's existing green spaces including a new regional park in the east of the borough, further investment in many of the borough's existing parks and new strategies to help celebrate the historic woodland landscape character in the west will all help to strengthen the green and blue character of Lewisham.

-  Existing green space
-  Regional park proposals
-  Riverside connectivity
-  Strategic green corridors

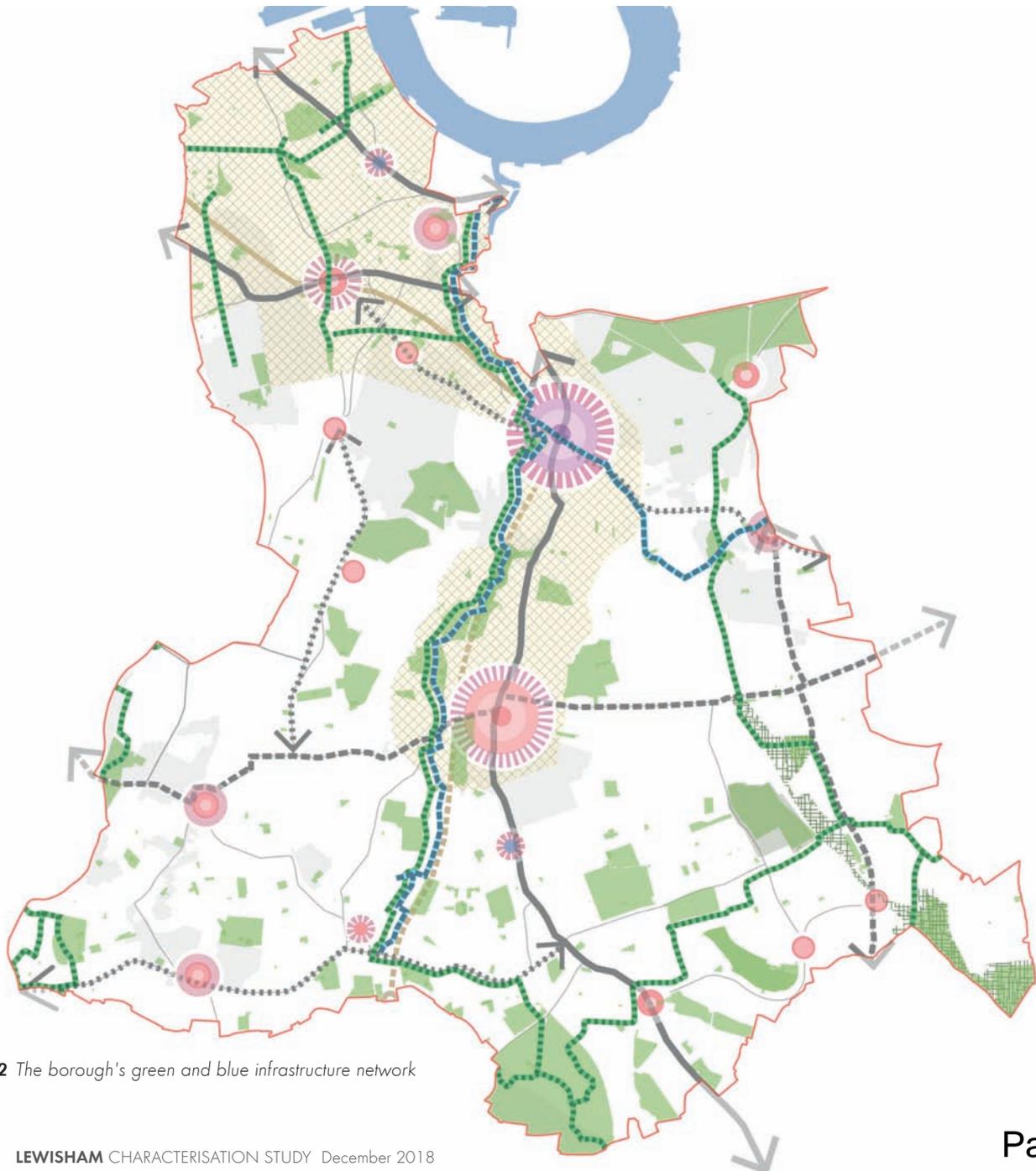


Fig 102 The borough's green and blue infrastructure network

## 5. Character based growth

11.1.16 Following this borough wide character study and the growth priorities identified for each of the five sub-areas, an overarching context-led approach to growth in the borough has been developed. This plan acknowledges the need for growth, change and enhancement to be borough wide, shown in the lighter tones on the spectrum below (Figure 103 below). Borough wide growth will be delivered by reinforcing the character in even the most sensitive historic settings through high quality infill and re-use of the existing built fabric, and through the development of smaller opportunities sites in all residential areas across the borough. Any new development must respond to the distinct character of the neighbourhood in which it sits and be informed by the existing grain, historic evolution, building typologies and the growth priorities identified for the sub-area.

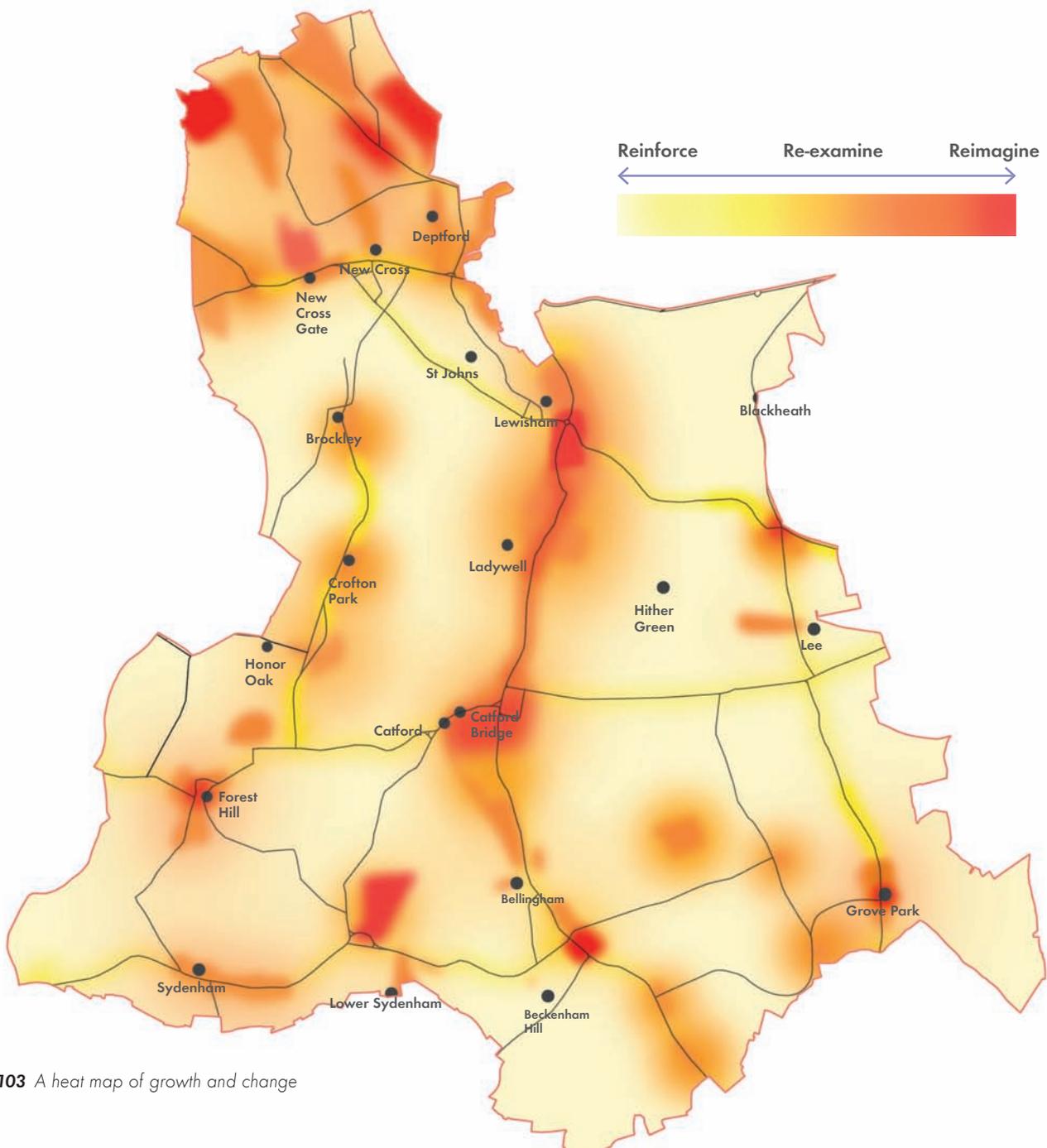


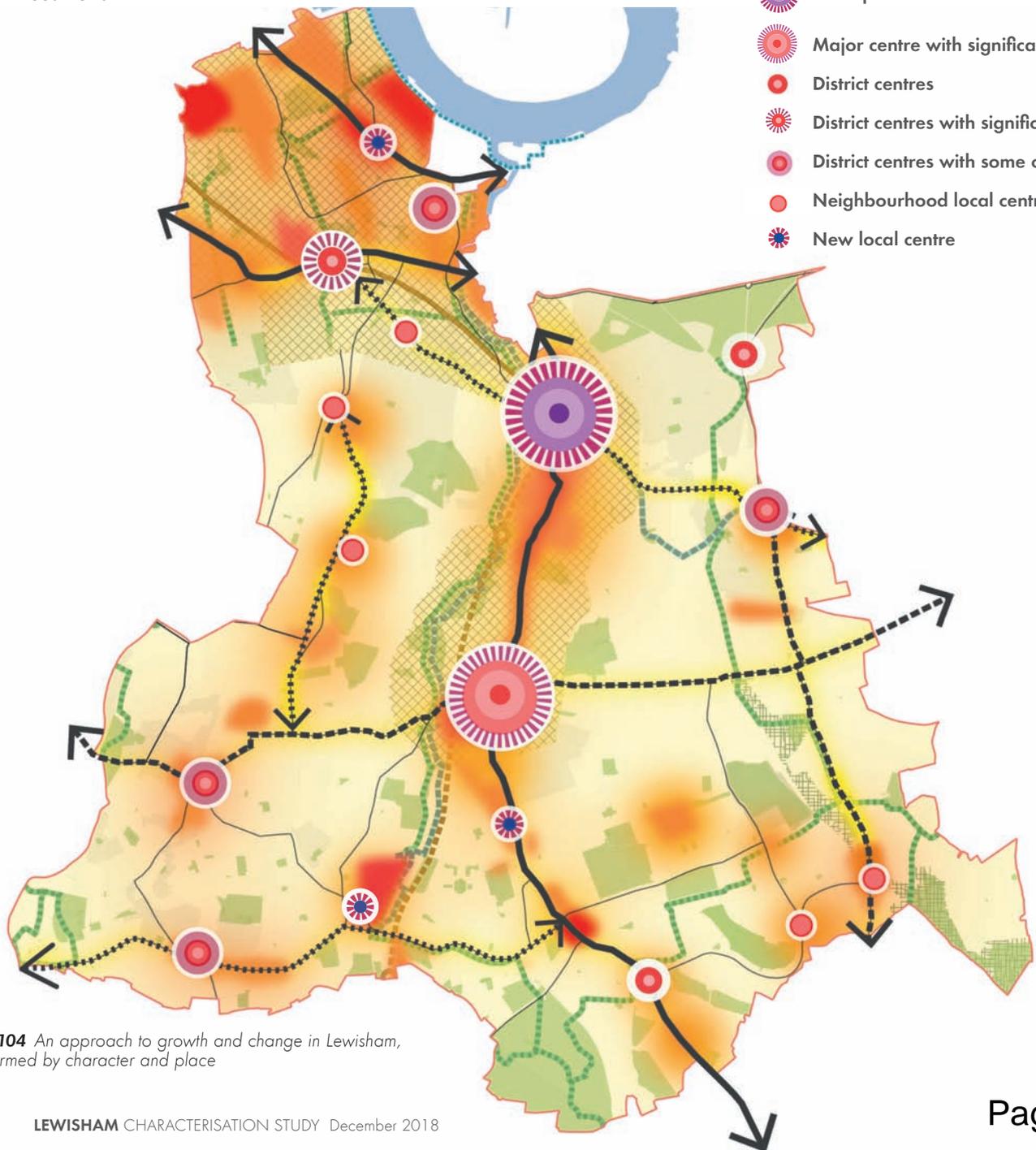
Fig 103 A heat map of growth and change

11.1.17 Within this framework some locations can take a greater intensity of growth. Opportunities to re-examine the existing character are shown by the orange and bright yellow tones which include opportunities along the borough's corridors, within town centres where there are available sites and where there are opportunities for urban regeneration of areas to re-knit with the surrounding character.

11.1.18 Redder tones on the plan illustrate specific opportunities for reimagining or "re-finding" the character of a place through new development. This highest level of change will only occur in town centres with major infrastructure improvement projects or in locations with significant sites highlighted for potential redevelopment such as big box retail locations.

11.1.19 If the Bakerloo Line were extended further south a number of other existing stations within the borough which sit on the Hayes Line would be affected. Potential sites, adjacent to those stations should be safeguarded for intensification alongside this significant infrastructure investment.

-  Opportunity areas
-  Conservation areas
-  Green spaces
-  Bakerloo line extension phase 1
-  Bakerloo line extension phase 2
-  Corridors with significant opportunities
-  Corridors with opportunities
-  Corridors with some opportunities
-  Existing green space
-  Regional park proposals
-  Riverside connectivity
-  Strategic green corridors
-  Metropolitan centre
-  Major centre with significant change
-  District centres
-  District centres with significant change
-  District centres with some change
-  Neighbourhood local centres
-  New local centre



**Fig 104** An approach to growth and change in Lewisham, informed by character and place

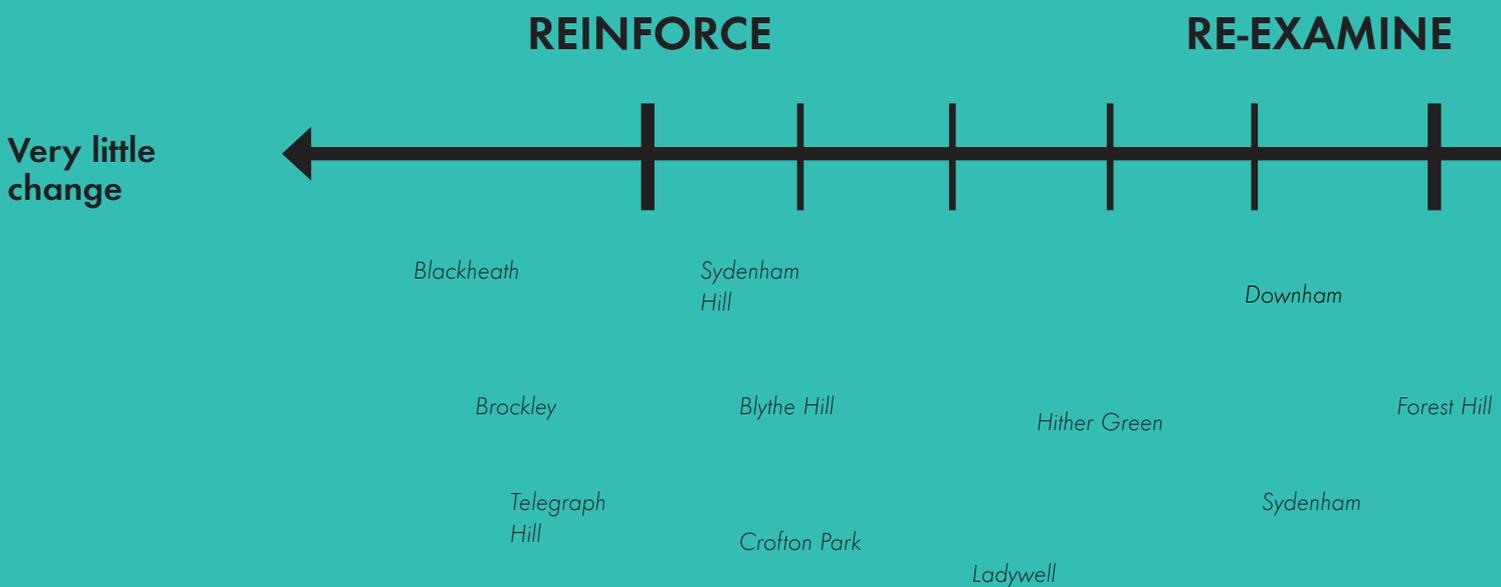
## 11.2 CONCLUSIONS

11.2.1 The purpose of this report is to draw out the character that makes different parts of Lewisham unique and identify the features which should steer future development. The specific way in which intensification should be realised across the borough in response to local character has been explored.

11.2.2 The purpose of this process is to help shape policies in the emerging Local Plan. The Local Plan will be place-based and this process will ensure that policies for each of the sub-areas are tailored to the distinctive sense of place and character of different parts of the borough. Lewisham is a borough that reflects the diversity of London, with a completely distinct character, identity and density in its north to that in its south.

11.2.3 New development and proposals for growth and change must be distinct and tailored to each of the five areas. The nature in which intensification and interventions should differ across the borough in response to character has also been considered, providing an indication of where key areas of growth sit on the spectrum of reinforce - re-examine - reimagine. The diagram below illustrates how the nature of intensification should vary across key areas of the borough.

11.2.4 All interventions should be informed by the historic evolution and character of the area. Within this framework a greater intensity of growth is appropriate in some locations, while the strategy should be focused on re-use and infill in other parts of the borough.

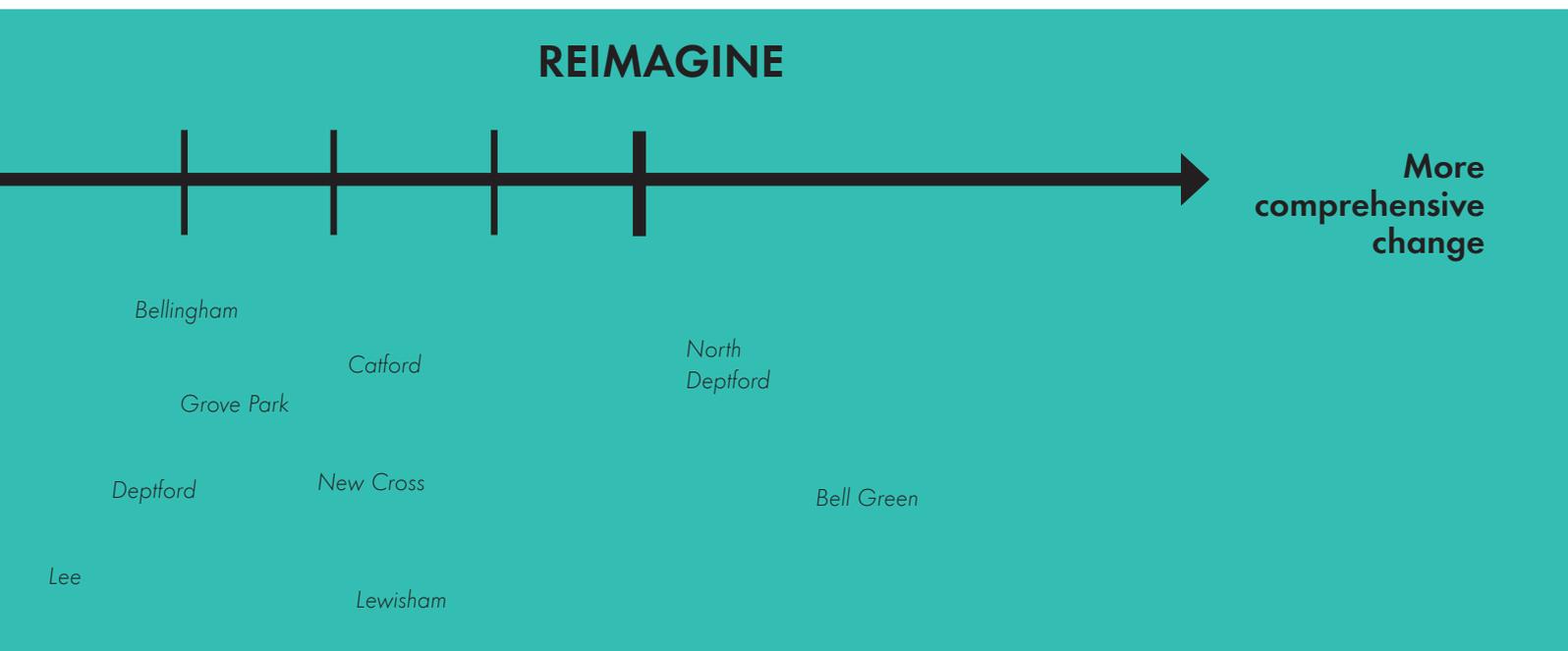


11.2.5 In the northern area the priorities relate to promoting greater change and there are some areas where more comprehensive reimagining would be appropriate alongside major infrastructure investment, influenced by the character of surrounding neighbourhoods. Large big box retail sites, for example in Catford or at Bell Green, present opportunities for more fundamental intervention to reimagine the area through redevelopment that creates better connectivity and knits into the surrounding neighbourhood.

11.2.6 For centres such as Grove Park, Forest Hill and Sydenham the emphasis should be on re-examining character. Although many of these places are attractive historic centres, there are some more fundamental interventions which

could help to repair the existing character through the redevelopment of available sites along and behind the high streets.

11.2.7 For centres such as Brockley and Crofton Park, the emphasis should be on reinforcing and protecting the existing fabric and condition, enhancing the existing character through sensitive infill and re-use of existing building fabric. Similarly, there will be opportunities throughout the borough, in residential areas for sensitive infill development that helps to raise the quality of neighbourhoods and complement the existing character.



## GLOSSARY

- **areas of special local character:** these are areas identified based upon their architectural or townscape merits, but they also include other elements of the historic environment such as locally important archaeology, landscapes or areas of distinct topography e.g. Sydenham Hill. Some of these areas may qualify for conservation area designation in the future.
- **block:** The area bounded by a set of streets and undivided by any other significant streets.
- **built form:** Buildings and their structures.
- **character:** A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.
- **characterisation:** The process of appraising an area to identify its historical, social, functional and physical associations that give it its local distinctiveness.
- **conservation area:** Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.
- **density:** Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares. The site area includes roads and open spaces.
- **floor area ratio:** The ration of a building's total floor area to the size of the piece of land upon which it is built.
- **grain:** The nature and extent of the subdivision of the area into smaller development parcels showing the pattern and scale of streets, blocks and plots and the rhythm of building frontages along the street as a reflection of the plot subdivision.
- **heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
- **infill development:** Development that takes place between existing groups of buildings, normally within a built-up area.
- **intensification:** increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use.
- **legibility/legible:** The degree to which a place can be easily understood and navigated.
- **locally listed building:** These are buildings that do not meet the national criteria for statutory listing but do add to the local distinctiveness of the borough. Local listing status is a material consideration in the development control process and we have to take into account the desirability to sustain and enhance such assets.
- **local plan:** Abbreviation used to describe the statutory plan adopted by the Council.
- **listed building:** Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.
- **massing:** The combined effect of the arrangement, volume and shape of a building or group of elements. This is also called bulk.
- **non-perimeter block:** non-perimeter blocks are a development type that function with an irregular block pattern and with buildings facing alternative directions. Public and private space is generally poorly defined with areas of landscaping, car parking and play space randomly laid out between buildings. Streets can often feel illegible and residents' front doors are often harder to find than in a perimeter form, clustered together or accessed from the rear of the block.
- **regeneration:** The process of putting new life back into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.
- **perimeter block:** perimeter blocks are a development form with buildings facing the street, set within a regular and legible street pattern. Back gardens are enclosed within the block. Streets generally have a repeating and regular pattern of block form. Front doors face onto the street, providing activity, surveillance and a feeling of safety on overlooked streets.
- **piano nobile:** The main floor of a Renaissance building.

- **PTAL:** A measure of connectivity to the public transport network in London. It is an acronym for Public Transport Access Level. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The highest level of connectivity has a PTAL of 6b and the lowest has a PTAL of 0.
- **public realm:** The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.
- **streetscape:** The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc., that combine to form the street's character.
- **sub-areas:** A smaller area with a distinct character, identified as such so that it can be protected or enhanced by planning policy.
- **typology:** Classification of physical characteristics commonly found in buildings and urban places, according to their association with different categories.
- **urban morphology:** The study of the physical form of settlements and the process of their formation and transformation to understand the spatial structure and character of an area.



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Allies and Morrison Urban Practitioners accepts no responsibility for comments made by members of the community which have been reflected in this report.

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