



5. LEWISHAM'S PLACES

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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.

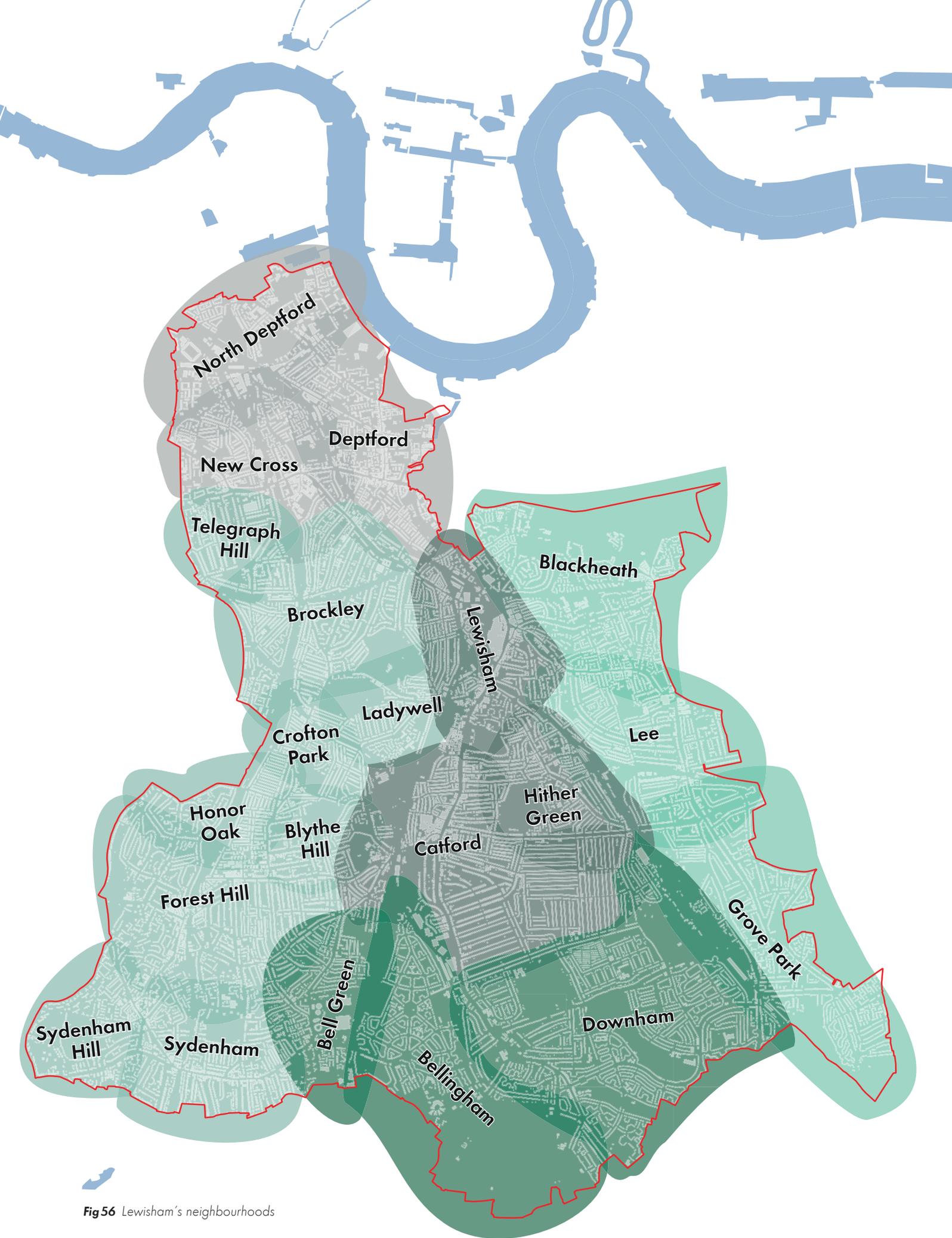


Fig 56 Lewisham's neighbourhoods

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

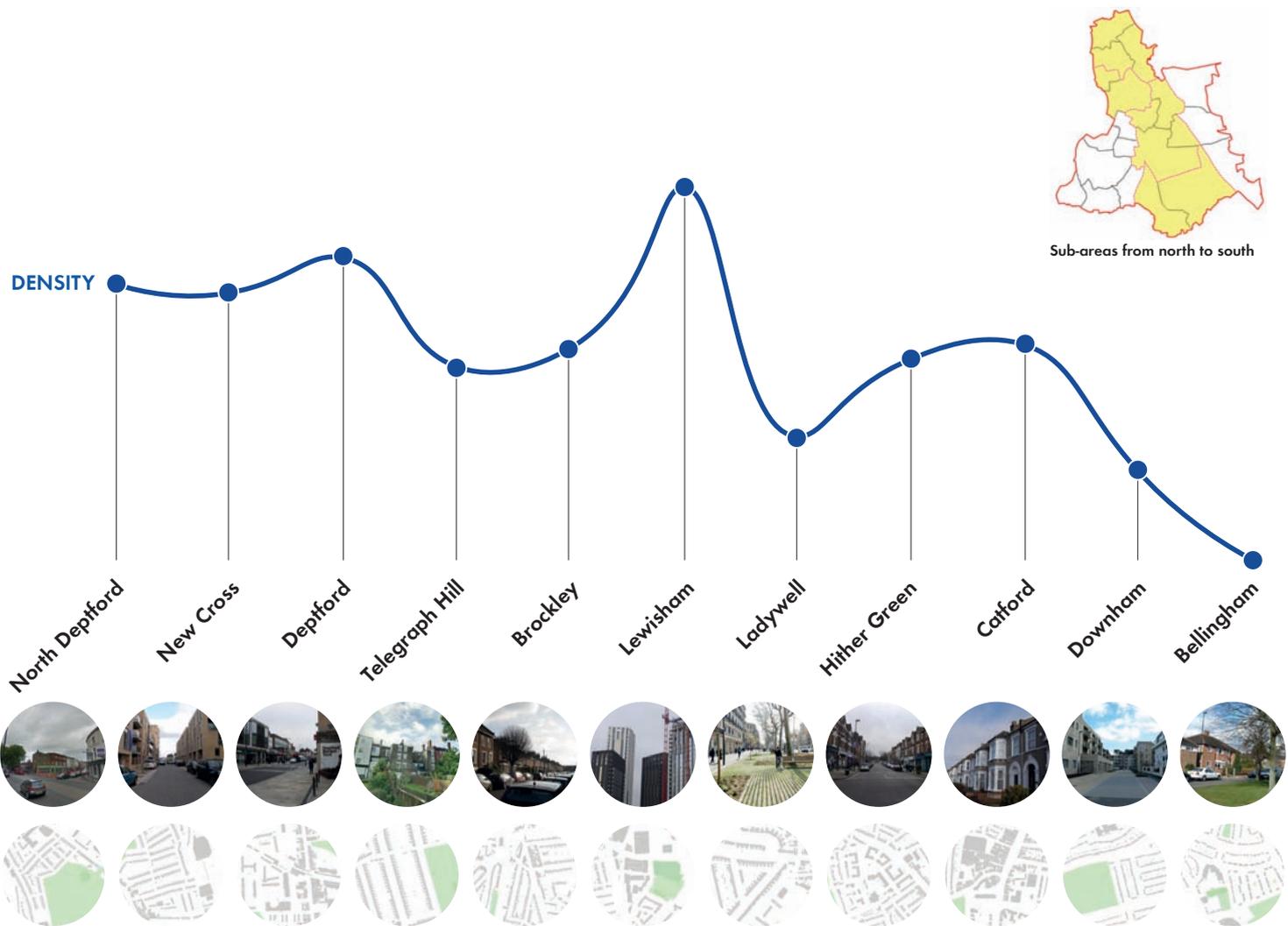


Fig 57 A cross-section of some of the neighbourhoods in the borough, highlighting approximate relative densities - a borough that reflects the wider cities diversity.





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 18th century the Victualling Yard was established. The area saw large-scale closure of private yards in the 19th 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 20th 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

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Deptford High Street, date unknown

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New Cross at corner with Pepys Road, 1950

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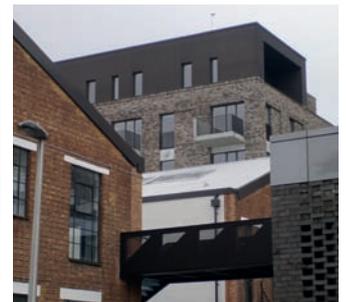
Heritage and key features

- 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.

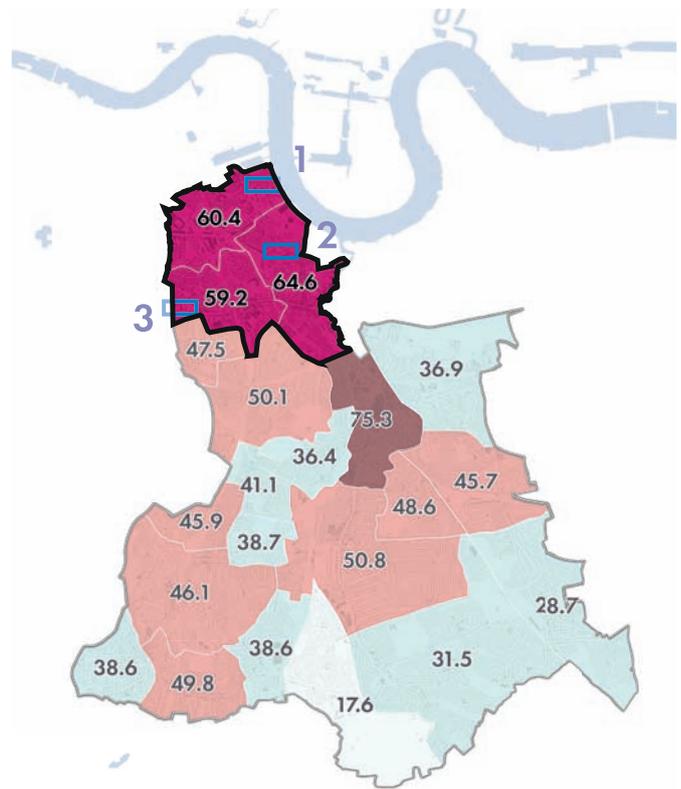
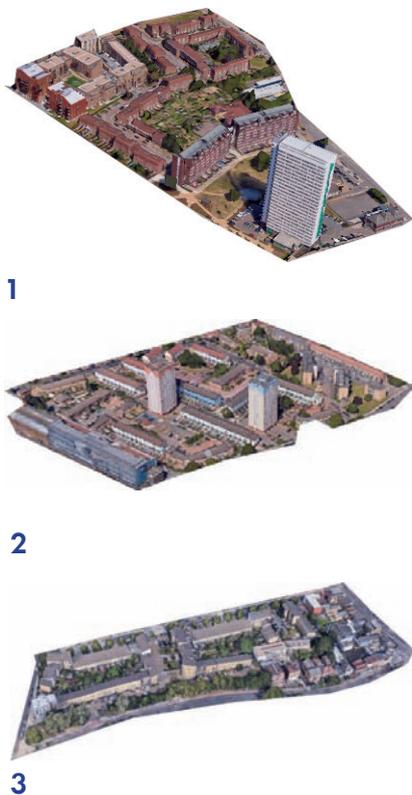


Fig 58 FAR in the northern area

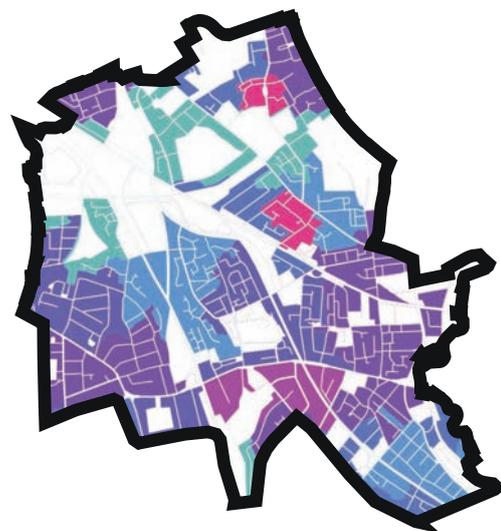


Fig 59 People per hectare in the northern area



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.

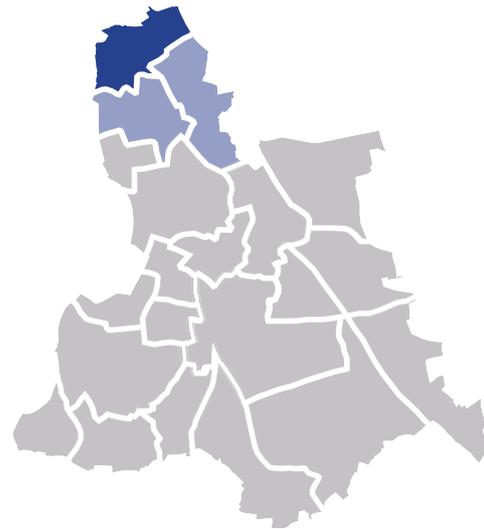


Fig 60 Typologies in North Deptford



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.

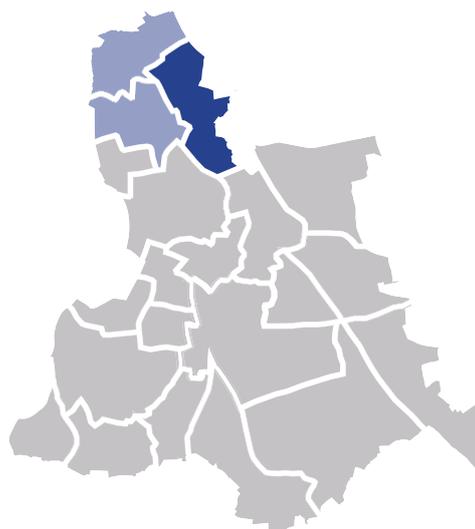
Deptford

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.

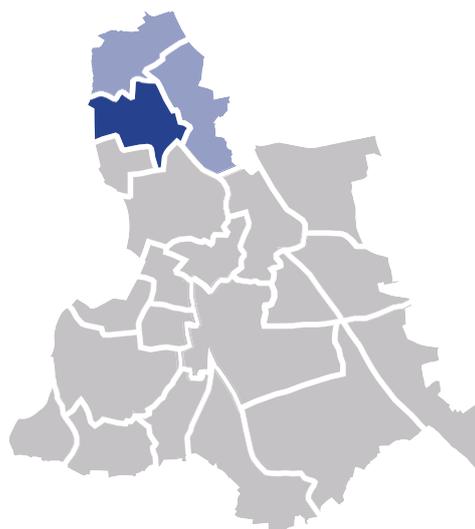


Fig 62 Typologies in New Cross



Historic fabric alongside modern development, Shardeloes 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.



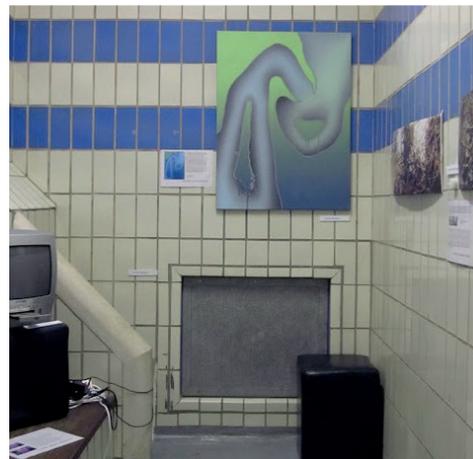
New green spaces along Grand Canal Avenue in Deptford are helping to integrate new and existing neighbourhoods

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 19th 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 20th 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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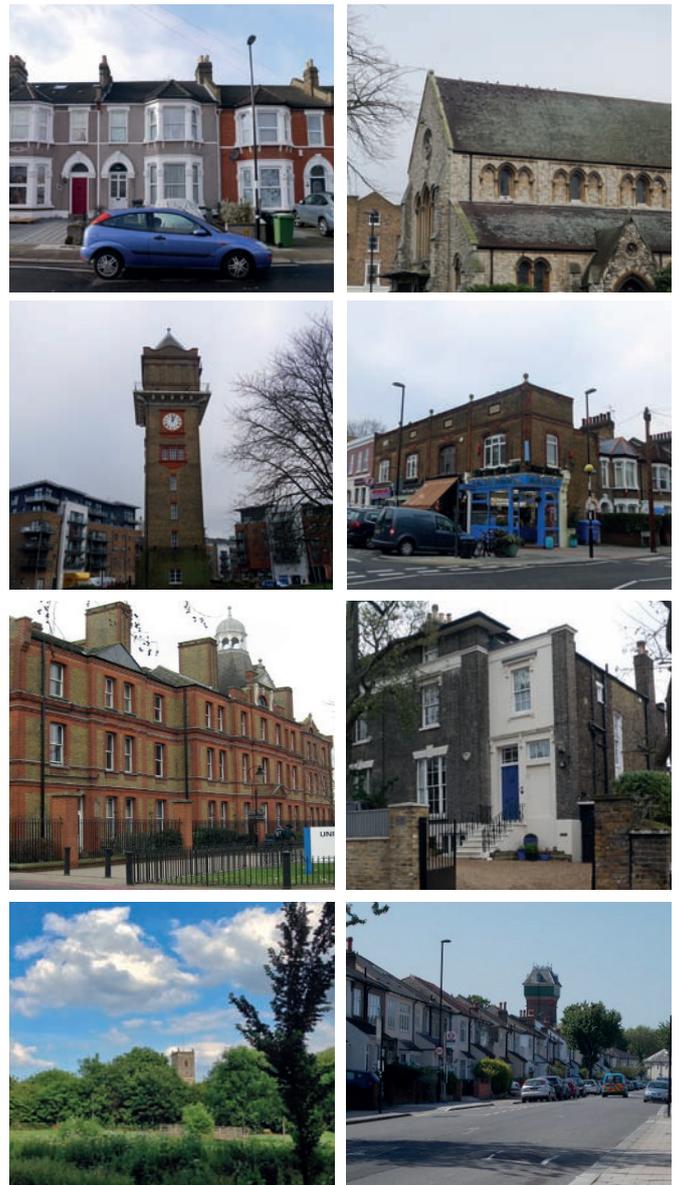
Catford Hill, 1904

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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.

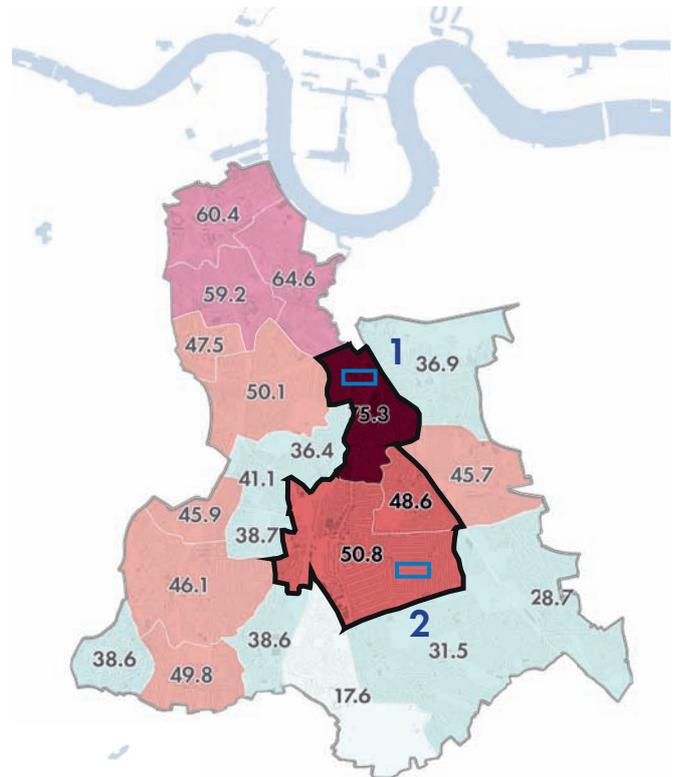


Fig 64 FAR in the central area

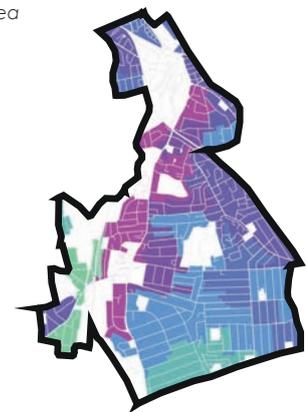


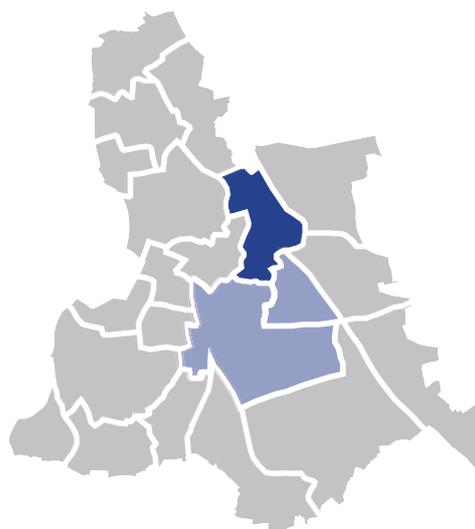
Fig 65 People per hectare in the central area



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.

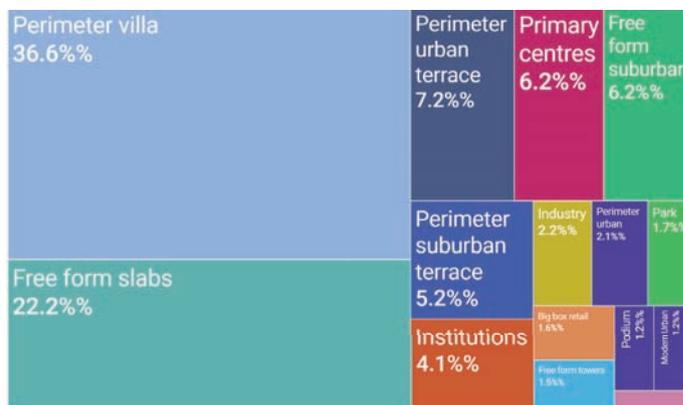


Fig 66 Typologies in Lewisham

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.



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



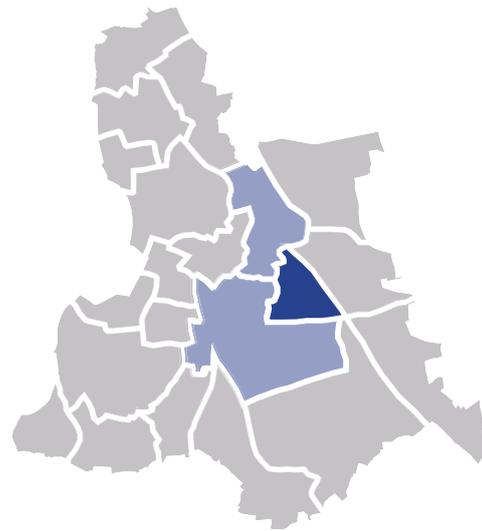
Lewisham High Street

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



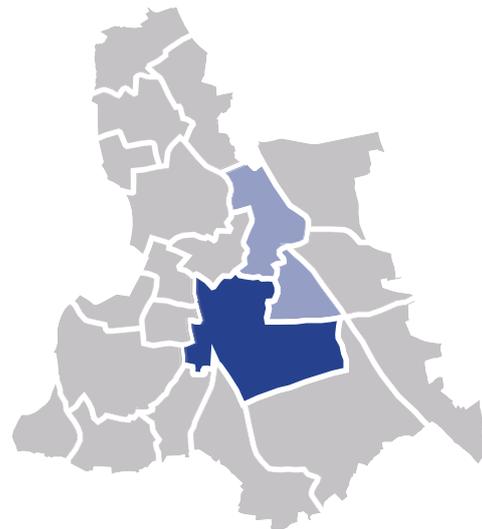
Urban terraces are a common typology at Hither Green



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

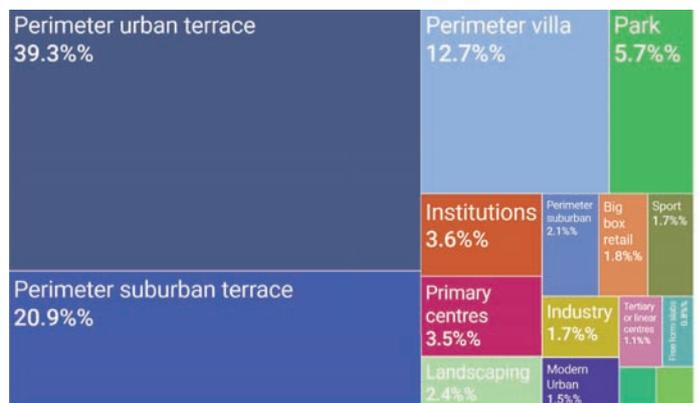


Fig 68 Typologies in Catford



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



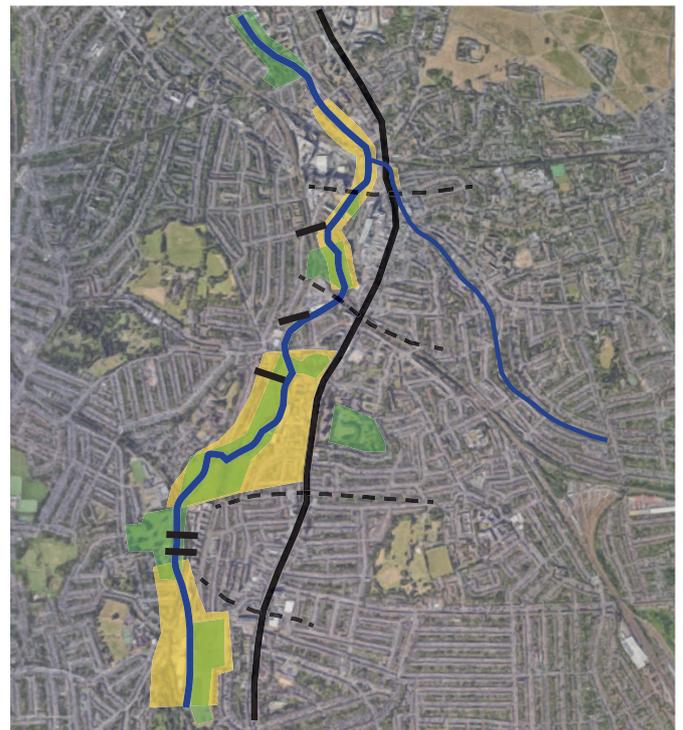
Lewisham High Street



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

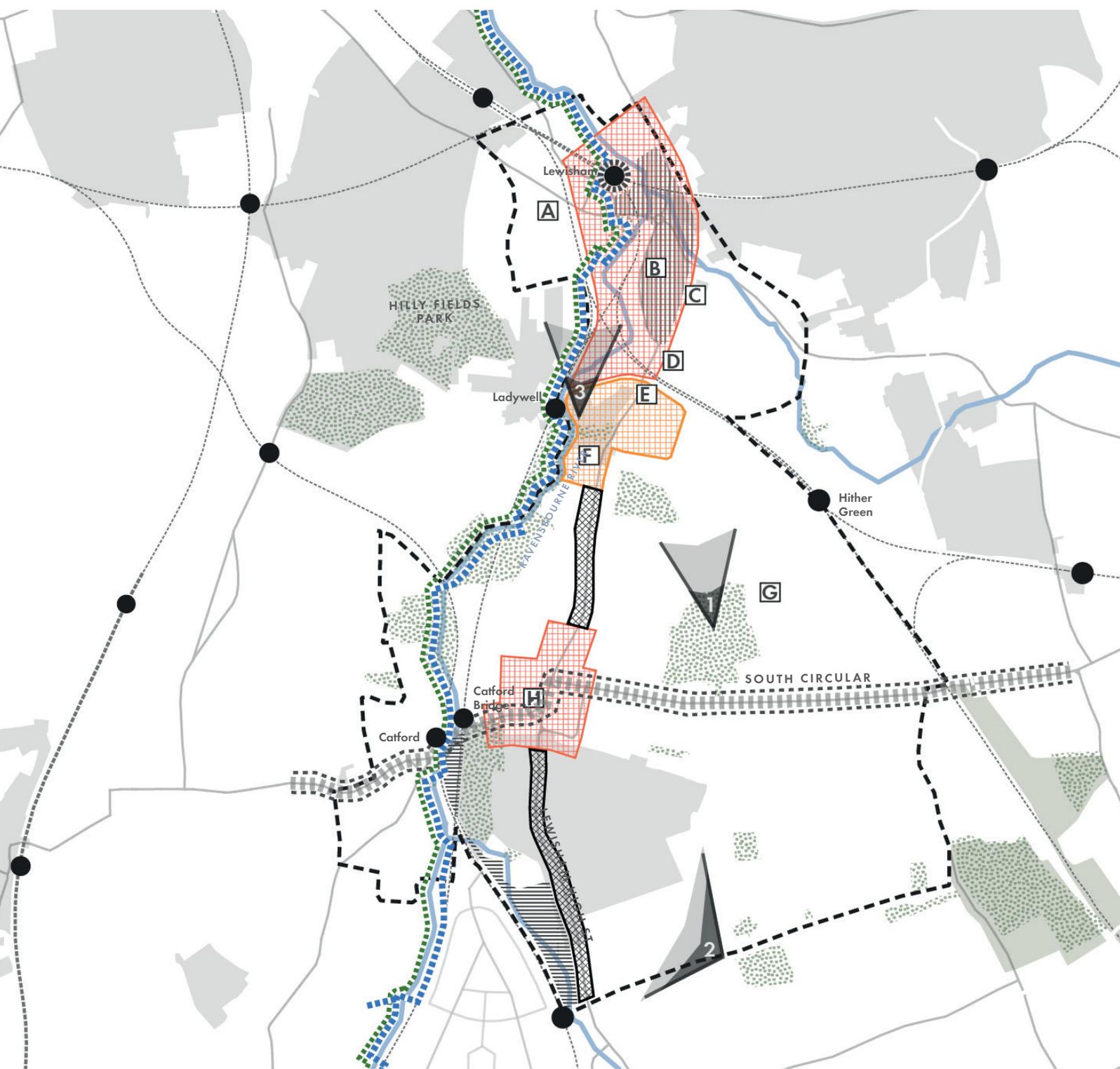


Fig 71 Central area summary framework plan

