

# New Cross Gate Supplementary Planning Document

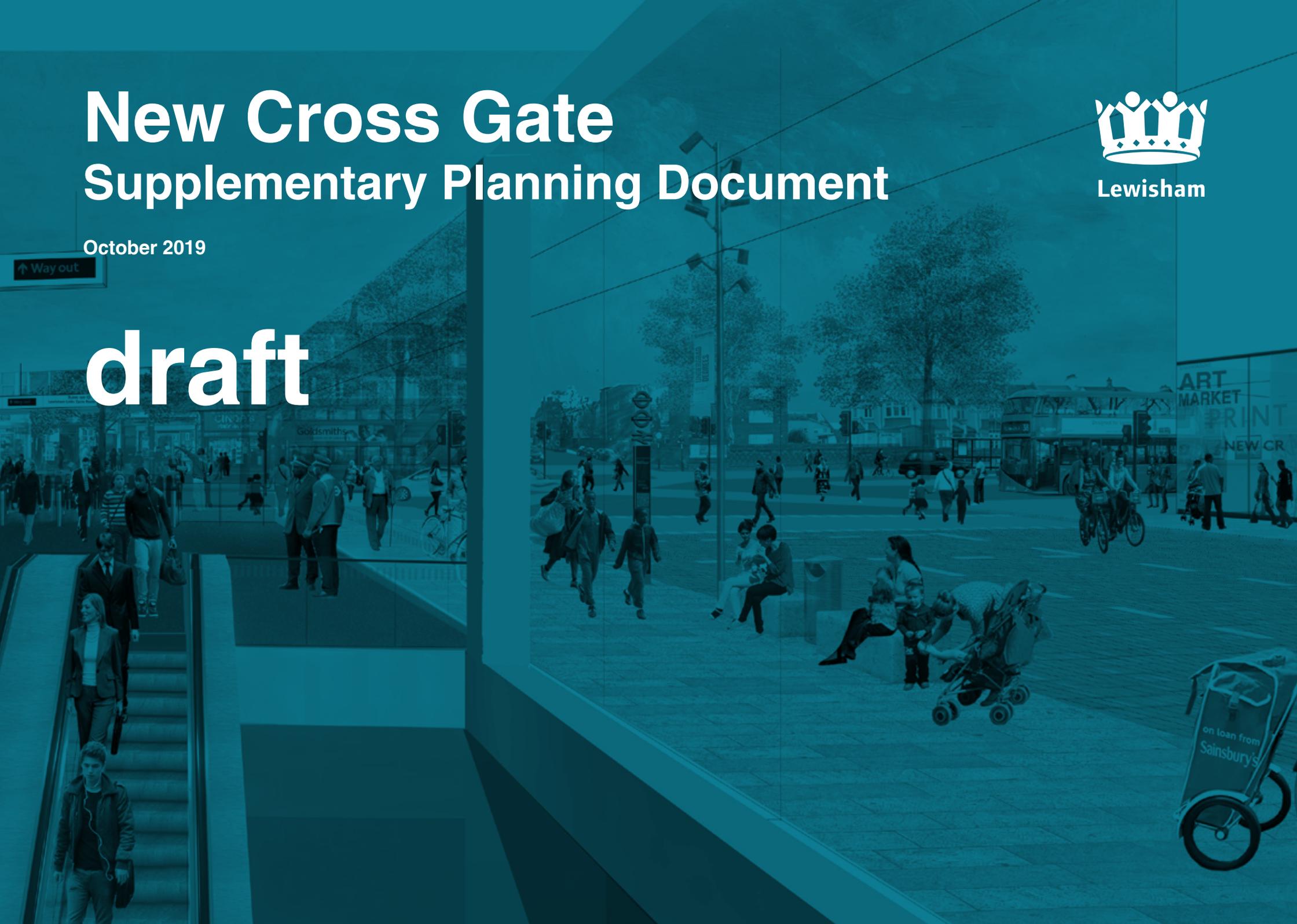


Lewisham

October 2019

draft

↑ Way out





NEW CROSS INN

BRANDY

New Cross Inn

EA64 AXP

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201E

HEALTHY RECORDS  
VINYL  
RECORDS

# New Cross Gate

## Supplementary Planning Document

Prepared for:



**Lewisham**

By:

**5<sup>th</sup>**  
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# 1 Introduction



# 1.1. Introduction

The Draft New Cross Gate Supplementary Planning Document (SPD) has been prepared in accordance with the National Planning Policy Framework (NPPF) and Town and Country Planning (Local Planning) (England) Regulations 2012.

The SPD supplements the adopted Lewisham Local Plan by providing additional guidance to help ensure that forthcoming developments are planned in a coherent way and deliver a high-quality built environment and public realm.

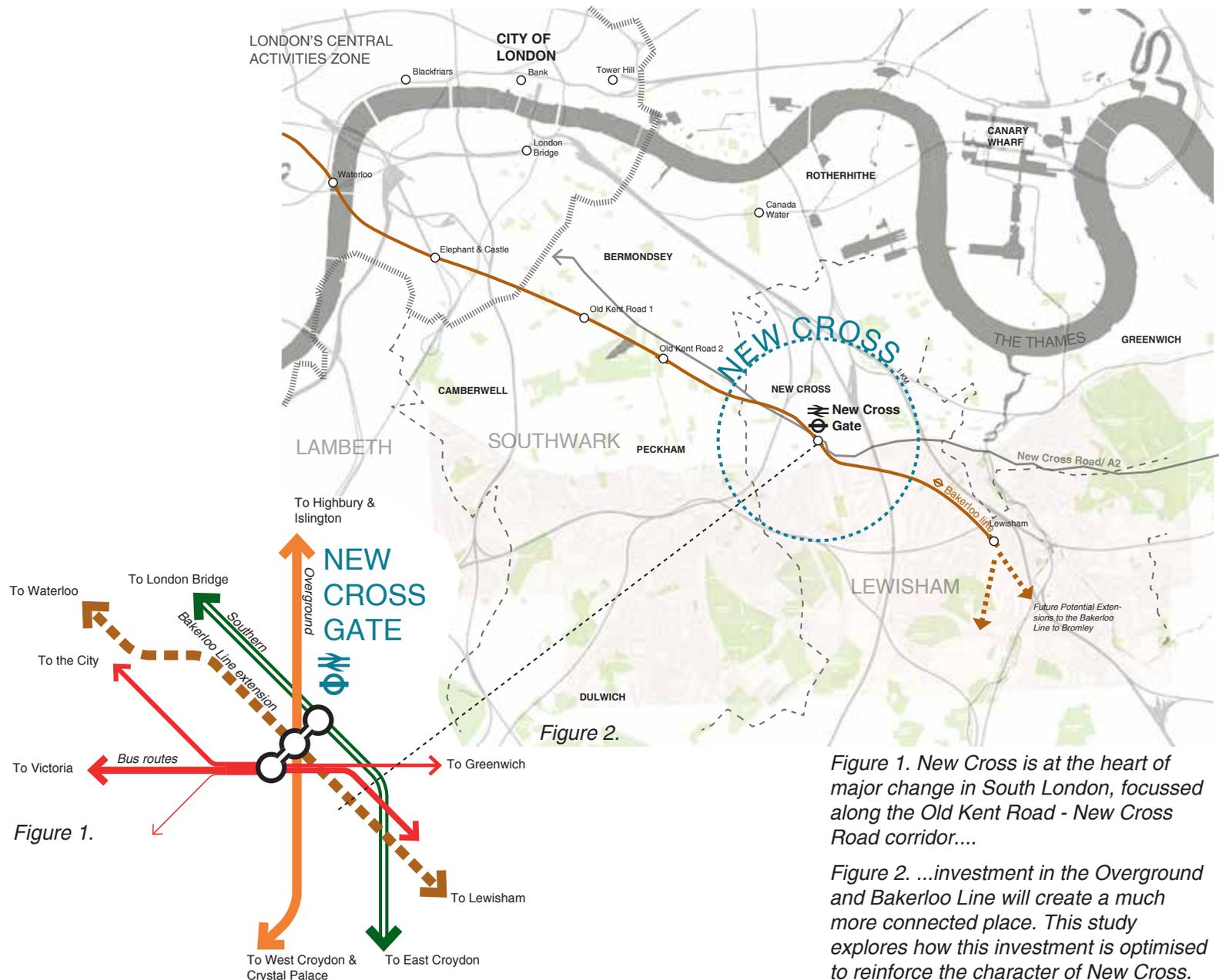


Figure 1. New Cross is at the heart of major change in South London, focussed along the Old Kent Road - New Cross Road corridor....

Figure 2. ...investment in the Overground and Bakerloo Line will create a much more connected place. This study explores how this investment is optimised to reinforce the character of New Cross.

## What is an SPD?

Supplementary planning documents add further detail to policies in the Local Plan. They are a material consideration in the determination of planning applications, which means that in addition to satisfying the requirements of national, regional and local planning policies, proposals also need to demonstrate how the guidance in this SPD has been taken into account.

They can be used to provide further guidance for development on specific sites, or on particular issues, such as design.

## How to use the SPD

The SPD does not establish new policies. Its purpose is to provide further guidance and explanation of policies which have been adopted in the Development Management Local Plan, Site Allocations Plan, Core Strategy and the London Plan. The SPD must be read in the context of policies in those documents which apply to all developments in the SPD area.

## What is the structure of the SPD?

Section 1 is the Introduction which covers the role and background to the SPD.

Section 2 provides a overview of the area today.

Section 3 Provides a review of relevant Policies.

Section 4 provides background on the Bakerloo Line Extension including the proposed route alignment and the TfL consultation.

Section 5 is the Design Framework which sets out the vision and the key principles which should underpin any future development within the area.

Section 6 Sets out an illustrative masterplan which shows how the two sites within the SPD Area could be developed by using the guidelines set out in the SPD and complying with adopted policy.

## Consultation and how to respond to this SPD

Public consultation on the draft SPD will take place over a six-week period from 4th November 2019 until 16th December 2019.

1.4. This SPD can be read and downloaded on our website: **INSERT WEB LINK**

1.5. Paper copies of the SPD consultation documents are available to view during normal office hours at:

The Planning Information Office, Ground Floor, Laurence House, 1 Catford Road, London SE6 4RU Respond through the consultation hub or:

By post to:  
Strategic Planning,  
Planning Department,  
LB Lewisham,  
Laurence House,  
1 Catford Road  
SE6 4RU.

By email to:  
planning.policy@lewisham.gov.uk

It would be helpful when giving your comments that you could clearly set out which page number, paragraph or diagram your comment relates to.

## Time Table

Consultation 4th November - 16th December 2019.

Mid December until January 2020- Representations made will be collated and analysed.

January 2020 - publish our response to representations on our website and incorporate them as appropriate.

Then the Council will seek to adopt the revised version of the SPD. It is intended that this will take place in early 2020.

## 1.2. Background

The area covered by this SPD is located around New Cross Gate station and falls within the Lewisham, Catford and New Cross Opportunity Area as designated by the London Plan 2016.

The SPD Area sits north of New Cross Road (the A2) and is bisected by railway lines running down through the site. On the eastern side is the Goodwood Road site (also known as the Reliant site). The other, on the western side is Hatcham Works (also known as the Sainsbury's site or New Cross Retail Park). This document refers to both sites and the Network Rail land between as the SPD Area.

New Cross is experiencing great change. It sits within one of London's Creative Enterprise Zones and is a hub for creative industries. It has a growing night time economy and is in close proximity to the Old Kent Road regeneration area. It is also a vibrant and dynamic district centre with a good range of shops and services and has a strong community identity.

Goldsmith's University campus is located to the south east of the New Cross Gate SPD. This has led to clusters of creative industries and studios being grouped close to the University in some of the typically industrial areas.

Schemes such as Batavia Road, Deptford Green School and improvements to Fordham Park and Margaret McMillan Park have transformed parts of the local area.

It is currently one of the most accessible and sustainable locations in the Borough, and to create greater capacity and resilience, there are planned improvements to East London Line services which stop at New Cross Gate station, as well as the TfL proposal for a Bakerloo Line Extension station at New Cross Gate.

The possibility of the Bakerloo Line Extension coming to New Cross Gate (and Lewisham) is strongly supported by the Council. It is considered that it could bring transformative benefits to the borough, including increased rates of housing delivery, improved productivity, improved access to employment markets and increased transport capacity and connectivity. The London Mayor has renewed his commitment to the Bakerloo Line Extension (BLE) and his draft London Plan contains policies which safeguard for future infrastructure which includes the BLE. TfL is advancing with its plans for the BLE and is currently preparing for its third round of consultation on the route which will run from Lambeth North to Elephant and Castle, two stations on the Old Kent Road, New Cross Gate and Lewisham.

All of these factors make New Cross Gate an exciting prospect for new development and there has been developer interest in the two sites within the SPD area. Planning applications are expected to come forward on both sites in the near future. Both sites have their own

opportunities and challenges and this document seeks to provide guidance for both to create an interesting, high-quality and coherent built environment.

The council considers there to be a need for further guidance in addition to existing

planning policies, to help guide future development proposals to make the best use of available land whilst respecting the area's historic and established context, ensure the delivery of affordable new homes and high quality public realm, and to strengthen and enhance New Cross as a district centre.

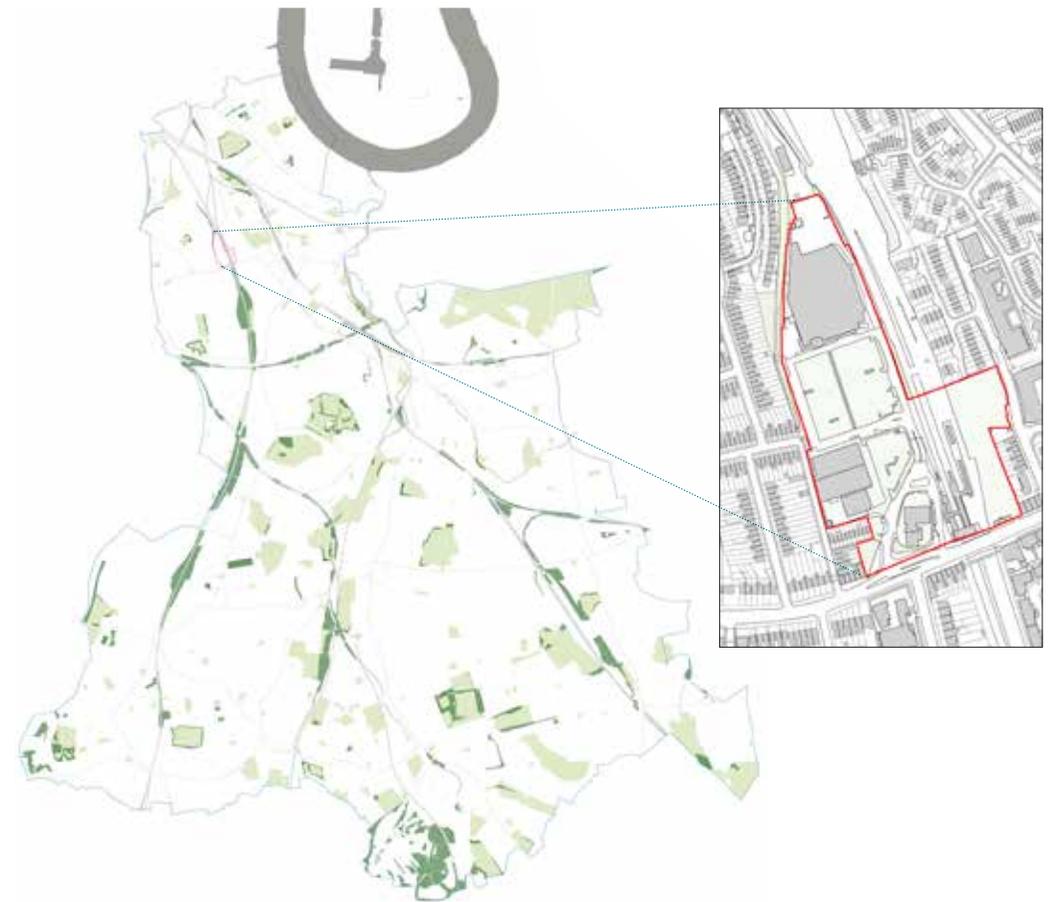


Figure 3. The London Borough of Lewisham Map and SPD area.

### 1.3. The Development of the SPD

The New Cross Gate SPD has been informed by national, regional and local policies and a technical, evidence-based study, known as the New Cross Area Framework and Station Opportunity Study (NXAF and SOS). The NXAF and SOS was produced by 5th Studio, We Made That and Alan Baxter Associates who were commissioned by the Council, TfL and the GLA to look at how the Bakerloo Line Extension would impact on the immediate area around New Cross Gate station and an area 1km around the station.

The purpose of the study was to develop an aspirational and practical vision that captures the unique character of New Cross, and address the opportunities and challenges it faces in light of the Bakerloo Line Extension proposals to New Cross Gate. The majority of the study area sits within the Lewisham, Catford and New Cross Opportunity Area identified in the London Plan. It aimed to maximise the benefit of infrastructure investment in terms of supporting Good Growth, through co-ordinating, negotiating and considering the needs and desires of all those that have a stake in the future of New Cross.

The study undertook a vast amount of research and provided a detailed understanding of the area's history, demographics, uses, connections and routes, and culture; as well as considering matters such as where tall buildings could be located, new routes, and potential BLE station locations.

The study focused on an area of approximately 1km radius around New Cross Gate station, identifying the existing character of the area, and establishing a vision for its future development and growth.

A more focused piece of work, the 'Station Opportunity Study' looked at the immediate area around New Cross Gate Station. This part of the study considered how a new Bakerloo Line station might benefit New Cross Gate in the future, established objectives for the redevelopment of the two sites either side of the station, looked at ways that these sites could be developed, and considered opportunities for public realm improvements.

The document was finalised at the Mayor and Cabinet meeting in April 2019 where it was also decided that the Framework should be taken forward as a SPD. This approach has support from TfL and the GLA.

The Framework has been very well received by the public, other consultees and local Councillors and has recently won the 2019 NLA Award for Masterplanning.

The strategies and visioning elements in the Framework will be taken forward within the Local Plan. The New Cross Gate SPD will focus on the area of New Cross immediately around New Cross Gate station. Taking this part of the document forward will mean that it has more weight in decision making

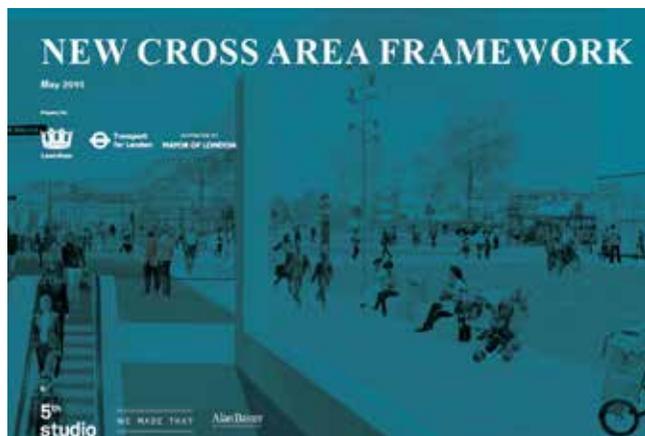


Figure 4. New Cross Area Framework cover, 2019.

## 1.4. History of the Sites

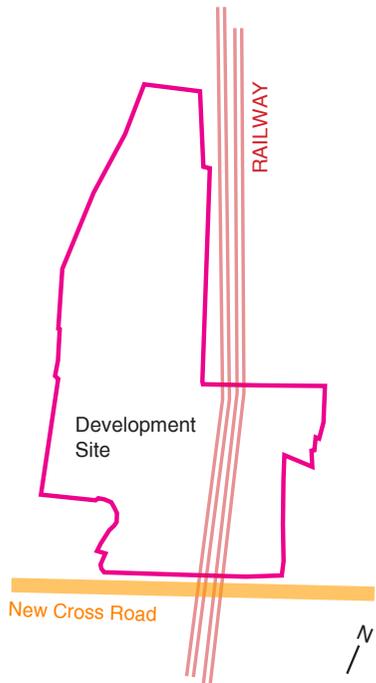


Figure 5. SPD area today



Figure 6. SPD area 1742

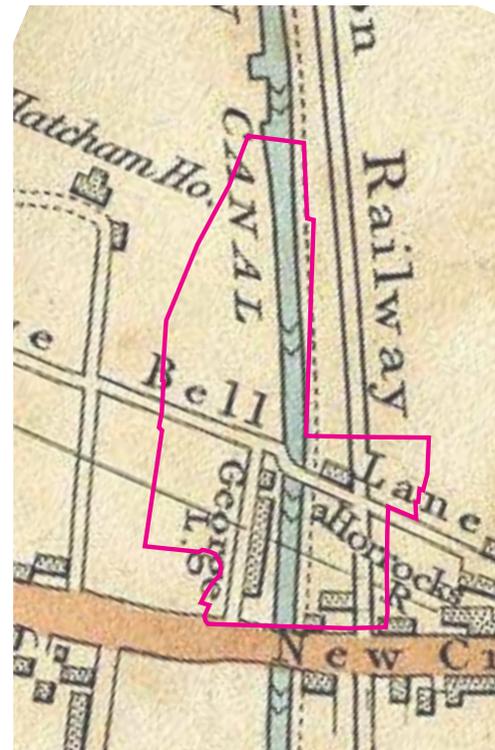


Figure 7. SPD area 1837



Figure 8. Bridge over the canal on Five Bells Lane..



Figure 9. Hatcham House.

### Today

The Hatcham Works site is cut-off from the adjacent network of streets. To the east it is bounded by the railway. To the west there is an embankment and a drop down by several meters. This current day arrangement has resulted from flattening the site to create railway sidings in the 19th century.

### 1742

Before the arrival of the railways, Five Bells Lane and George Lane made connections across the site as shown on the maps above.

### 1837

This map shows the Croydon Canal, which bisected the site 1809-1836. Five Bells Lane continued over the canal via a bridge.

In 1836 the Croydon Canal was bought by the London & Croydon Railway Company, changing access to the site forever.

Before the arrival of the railway Five Bells Lane connects east-west. The Five Bells pub remains today. Also note 'George Lane', a north-south route parallel to the canal.

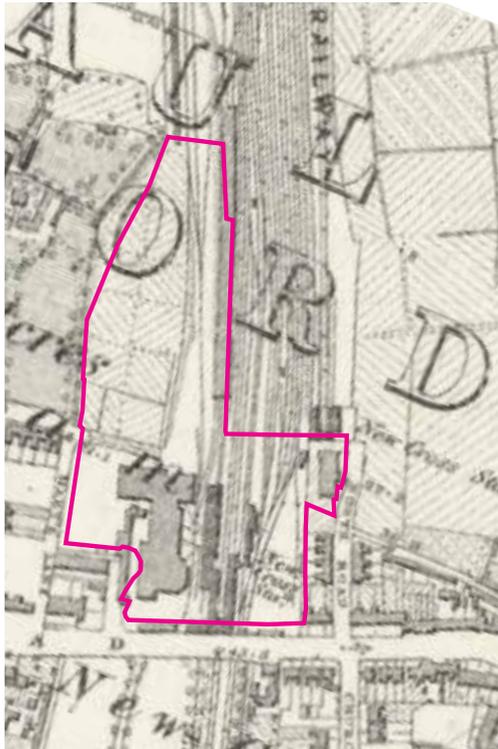


Figure 10. SPD area 1862



Figure 11. Croydon Railroad - view in progress bridge at New Cross



Figure 12. Railway at New Cross (now known as New Cross Gate), 1839

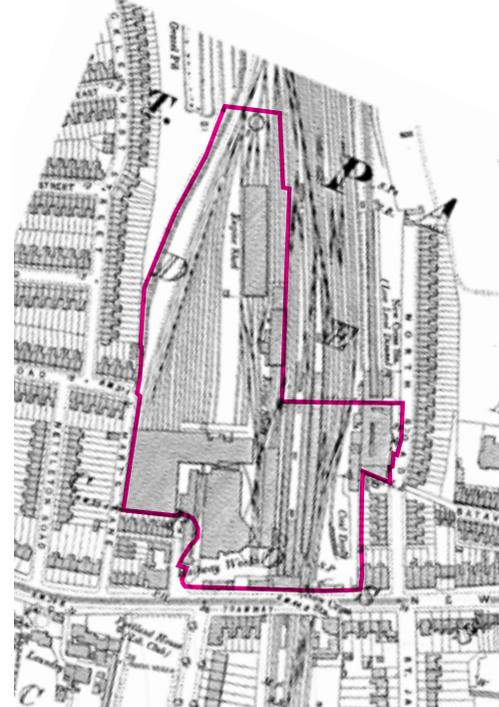


Figure 13. SPD area 1890

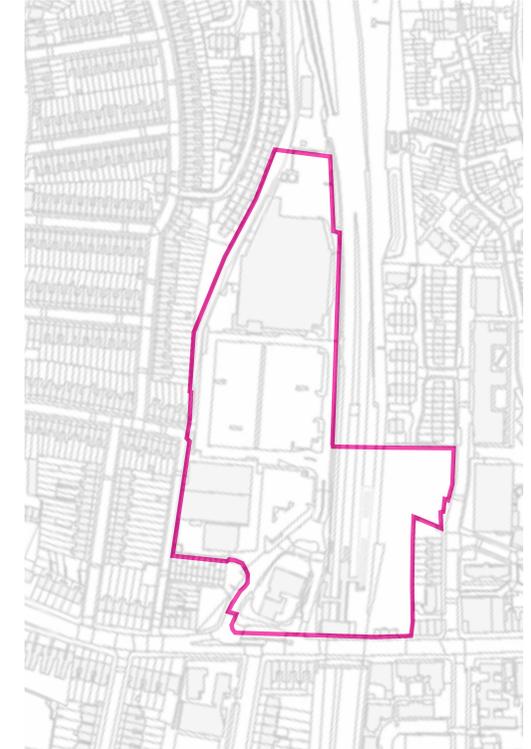


Figure 14. SPD area 2018

## 1862

From the 19th Century, the development of New Cross has been dominated by the railway. The site became an important freight depot and locomotive workshop on the London, Brighton and South Coast Railway line.

A portion of the site to the north is still occupied by orchards belonging to Hatcham House.

## 1890

New Cross Gate Station was built as 'New Cross Station' by the London, Brighton and South Coast Railway in 1839.

A second station named New Cross was built later in 1849 by another company, the South Eastern Railway (SER). New Cross Gate was given its current name in 1923 when the SER acquired both stations.

## Now

Currently the site plan shows Sainsbury's and its associated retail park on the site of the old railway sheds. A portion of the old wall to the railway depot continues to mitigate the level change between the west of the site and Hatcham Park Road.

# 2 The Area Today



## 2.1. Key Projects in Area

There are a number of different projects proposed and underway around the study area. These are being delivered to varying time frames by a range of bodies including LB Lewisham, TfL and individual developers.

### Key

- LB Lewisham development projects
- LB Lewisham public realm projects
- North Lewisham Links (LB Lewisham)
- Other development projects
- Proposed extension to Bakerloo line
- Proposed Bakerloo Line box at New Cross Gate
- Proposed TfL Cycling Improvements
- Proposed pier & river crossing at Convoys Wharf
- New Cross Area Framework Study Boundary

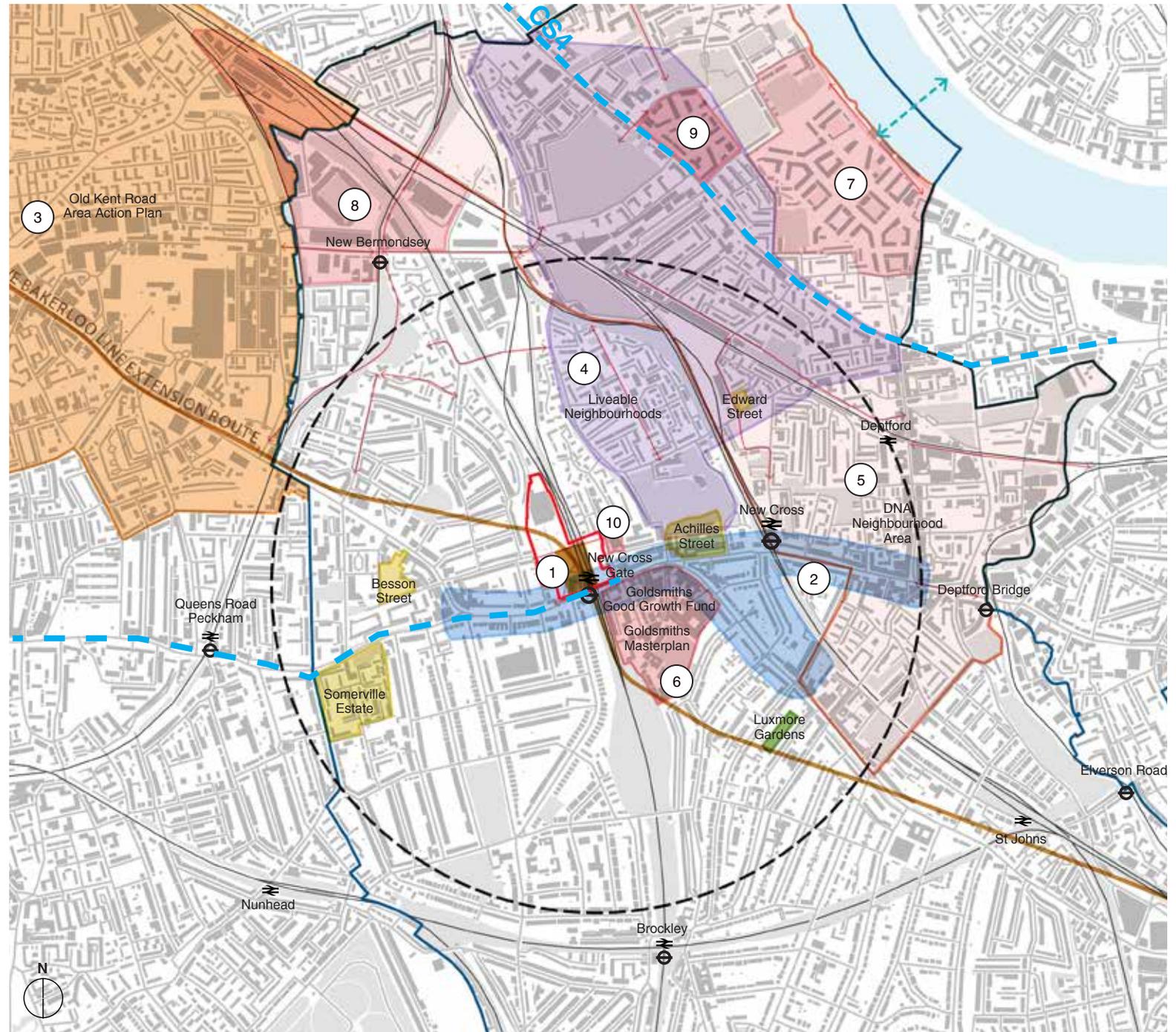


Figure 15. Plan of projects in the area

## Projects and Masterplans

1

### Bakerloo Line Extension & New Cross Gate Station

If a new BLE station were to be built at New Cross Gate it would be integrated with the current station to allow passengers to interchange between London Overground and National Rail services. Project team: TfL.

Time scales: 2030/31 depending on securing consent for the scheme and funding.

2

### TfL A2 Corridor Study

This study has been produced to inform future regeneration and transport investment priorities for the New Cross area, and to provide a framework for future policy documents.

Project team: TfL.

Time scales: Ongoing.

3

### Old Kent Road Area Action Plan

The plan will guide new development in the area over the next 20 years, outlining a strategy for growth in business & industry, new homes, a revitalised high street, improvements for pedestrians & cyclists, an extension to the Bakerloo Line and new social infrastructure.

Project team: LB Southwark.

Time scales: Consultation on Further preferred option 2017, publication

of submission version of AAP 2019, submission to Secretary of state 2020, Examination in Public 2020 and Adoption 2020.

4

### Liveable Neighbourhoods

Traffic in North Deptford will be reduced due to new restrictions. Walking & cycling will be transformed by a new traffic-free route along the former Grand Surrey Canal, new Copenhagen crossings, cycle parking, and street lighting. New cycle routes will link to the proposed new Bakerloo Line station at New Cross Gate.

Project team: LB Lewisham; TfL; Deptford Folk; Sustrans.

Time scales: Ongoing.

5

### Deptford Neighbourhood Action (DNA) Neighbourhood Forum

Project description: The Mayor approved the application to designate the DNA Neighbourhood Area and create the DNA Neighbourhood Forum at the Mayor and Cabinet meeting in February 2016. As a result of the Mayor's decision, the DNA neighbourhood forum was authorised to prepare a neighbourhood development plan.

Project team: Deptford Neighbourhood Action.

Time scales: Ongoing.

6

### Goldsmiths College Campus Masterplan

Strategic vision for the Goldsmiths estate. Project team: Goldsmiths.

Time scales: The current masterplan considers 2009-2023.

## Development Activity

This includes pre-applications (where in public domain) and planning applications.

7

### Convoys Wharf

Outline planning permission granted by the permission granted by the Mayor of London in 2015 for up to 3,500 new homes, up to 15,500 sqm of employment floorspace, new shops and restaurants, community space, hotel accommodation, and a river bus jetty.

Project team: Convoys Properties Limited

Time scales: TBC.

8

### Surrey Canal Triangle

Identified as one of five strategic sites identified in the LB Lewisham Local Development Framework Core Strategy for significant mixed use development.

Time scales: Planning permission was granted for a regeneration scheme in 2012. An SPD is also being produced for this area.

Completion TBC.

9

### Deptford Timberyard

Planning permission granted 2017 for up to 1132 new homes and 10,413 m2 non-residential floorspace.

Project team: Lendlease.

Time scales: Ongoing.

10

### Bond House, Batavia Road

Planning permission was granted in 2016 for a mixed use scheme containing 89 residential units and 862m2 of commercial floor space.

Project Team: Crest Nicholson.

Timescales: Complete.

## 2.2. Site Analysis

The SPD area is bisected longways by five railway lines used by National Rail services. New Cross Gate station is located in to the south of the SPD Area on the northern side of New Cross Road.

The SPD Area falls within the designated New Cross/New Cross Gate District Centre as designated by the Core Strategy and noted in table A2.1 of the adopted London Plan, where it also notes that New Cross/New Cross Gate has a night time economy cluster. The adopted plan envisages medium growth in New Cross/New Cross Gate district centre as well as regeneration.

New Cross Road to the east of the SPD area forms the New Cross Gate/New Cross district centre and is characterised by a variety of three/four storey retail/residential units with a range of small independent shops, cafés and fast food operators. Further east is New Cross station (c.600m) where London Overground and National Rail lines stop. To the west on the northern side of the road are residential properties which are set well back from the street, in front of these properties is a cluster of bus stops. Approximately 1km to the west is another retail area also known as New Cross, although the two are disconnected.

- Key
-  The SPD area
  - 1** Hatcham Works Site
  - 2** Goodwood Road Site



Figure 16. SPD area

### Goodwood Road site

The site is largely empty, although includes a row of three single storey shops located on the southern boundary of the site fronting onto New Cross Road. These shops fall within the Deptford Town Hall conservation area.

The site slopes down as it runs north by about 5m and the existing buildings on the New Cross Road frontage are about 2m higher than the site immediately behind it.

The site forms an L-shape, which is relatively long and narrow. The south-eastern boundary of the site fronts New Cross Road. To the west, the site abuts railway tracks and New Cross Gate Station. To the east, the site is for the most part bounded by the rear of dwellings fronting Goodwood Road though it has a frontage to Goodwood Road at its north eastern corner.

The flanks of properties fronting Auburn Close bound the north of the site. Auburn Close is characterised by two-storey, brick- built, suburban style houses built around a cul-de-sac.

Goodwood Road lies to the east of the site and is characterised by a mixture of building typologies. On the west side there is a terrace of two storey cottages and a four storey 1930s mixed-use block of flats on the corner of Goodwood Road and New Cross Road (within the Deptford Town Hall conservation area). On the

opposite side of Goodwood Road is Batavia House a four storey block of flats and Bond House a newly built mixed use block of 10 storeys. To the north of Bond House is Ewen Henderson Court a five-storey building incorporating a medical clinic at ground floor level with student residential accommodation on the upper floors.

The site currently has vehicular accesses directly onto New Cross Road and Goodwood Road. The New Cross Road access is currently used by Network Rail as maintenance access to the rail line, and there is a way-leave on the site under which Network Rail would retain access to the railway, if the site were developed.



Figure 17. Existing shops in use on New Cross Road



Figure 18. Goodwood Road from New Cross Road



Figure 19. Batavia Road on Route 1



Figure 20. Garages on Goodwood Road



Figure 21. Boundary fence between Auburn Close and Goodwood Road brownfield site



Figure 22. Boundary fence between Goodwood Road brownfield site and East London Line

## Hatcham Works site

To the rear of the Hatcham Works site, and taking up almost half of the site is a large, single storey Sainsbury's foodstore which has a large surface level car park to the south and east. To the south of the foodstore and to the west of the site is a small group of retail sheds which also have a large car parking area. These are currently tenanted by Dreams and TK Maxx. To the south eastern corner of the site, close to New Cross Road is a petrol filling station.

Beyond the northern boundary of the site is a compound which is currently used for Thameslink operations and is accessed via a vehicular access from New Cross Road and runs alongside the railway line through the site.

The north western side of the site sits approximately two storeys higher than the houses on Brocklehurst Street and Robert Lowe Close. The northern part of the site's western boundary is well treed, and the southern part is formed by a 3m high wall fronting onto Harts Lane. Harts

Lane which sits to the west of the site is a two way street which is closed at the southern end so cars cannot enter or exit onto New Cross Road. Harts Lane has 5 properties which front onto it which are located at its southern end and for the most part it is rear garden fences which create the boundary with the street.

Cutting into the site on its western side is Brighton Grove which is at a right angles to Harts Lane. It is bounded on two sides (north and east) by a high wall which separate Brighton Grove with

the Hatcham Works site. The street is comprised of a row of two storey, terraced properties facing south.

There are significant land levels changes across the site, particularly notable are the slope down into the site from the New Cross Road frontage, and from the site down to Hatcham Park Road.



Figure 23. The exit from the Hatcham Works site onto New Cross Road, with New Cross Gate Station in the foreground.



Figure 24. The exit from the Hatcham Works site onto New Cross Road, seen from the south. The route ramps up to meet the street and is bounded on one side by utilitarian palisade fencing alongside the railway tracks. The environment for pedestrians is poor, with unclear paths back into the site crossing traffic.



Figure 25. There are challenging levels and access issues for the creation of streets across the Hatcham Works site. This is looking from Hatcham Park Road up towards the back of the Dreams store. This is a popular route allowing access to Sainsbury's and other shops in the retail park as well as New Cross Gate Station.



Figure 26. On the Hatcham Works site the car parks and access into them dominate the public realm. Tall fences divide the site from the railway, and also exist between the retail areas.

## 2.3. Land Use

Within 1km of the SPD area are 560 businesses, the three most common types of businesses found are services (30%) restaurants, cafés, takeaways (17%) and retail (14%). In terms of employment, the sectors which employ the greatest number of people are education, retail and the arts and culture sector.

Goldsmiths University have a significant influence on land use around the SPD area as key land owner and employer. Additionally many of their past students set up small businesses locally.

Currently, there is very little active frontage across the frontage of the SPD area, there are three shops fronting on to New Cross Road as well as station. Whilst there is a petrol station at the front of the Hatcham Works site it is set well back from the road and at a lower ground level so is not considered to be active use.

Within the SPD Area there are few uses at present, with only three small shops on the Goodwood Road site. The Hatcham Works site has a large Sainsbury's store which comprises of a food store, a pharmacy, a cafe, a learning centre, an Argos click-and-collect and a petrol station. The retail park also includes TK Maxx, Dreams, and Harveys Furniture Store in a separate block to the south of the site.

### Areas

**Hatcham Works Site**  
 Sainsbury's Store: 6065m<sup>2</sup>  
 Car parking spaces: 360 + 100  
 Other retail: approx 4200m<sup>2</sup>  
 Car park 362 spaces

**Goodwood Road**  
 Shops fronting NXR 88m<sup>2</sup>

### Key

- 1 Hatcham Works Site
  - 2 Goodwood Road Site
  - 3 Wandle Housing
  - 4 LB Lewisham owned
  - 5 Network Rail Site
  - 6 Supermarket petrol station
  - 7 Shops on Goodwood Road
-  The SPD area
  -  Supermarket
  -  Supermarket entrance
  -  Other retail
  -  Existing Residential
  -  Existing New Cross Gate Station
  -  Vehicle Access
  -  Network Rail Access



Figure 27. Existing site layout and land use plan

## 2.4. Designations Covering SPD Area

### Mixed Use Housing Sites

LB Lewisham's Site Allocations June 2013, identifies both the sites below as mixed use housing sites. The following text was extracted from the site allocations document:

#### SA5 - Goodwood Road

There is the opportunity to provide a sense of orientation towards the Railway Station from New Cross Road, Batavia Road and Goodwood Road and, orientation from New Cross Gate Station to Goldsmith's University; provide appropriate legible, safe and secure access to the site, public amenity space and public realm improvements; create strong frontages, particularly towards New Cross Road, which contributes to vibrancy and overlooking; and provide a sense of arrival from the station and improvement to the vitality and viability of New Cross Gate district centre.

SA6 - Hatcham Works/ Sainsbury's Site  
The allocation will contribute to improving the vitality and viability of New Cross/ New Cross Gate District Centre. There is opportunity for proposals to: provide a strong frontage that addresses New Cross Gate Station as a vibrant, pleasant and attractive area; provide clear access to Sainsbury's and the new development, particularly routes for pedestrians and cyclists across the site and near the station; to improve bus stops/stands at the site; and to provide appropriate scale and massing in relation to the surrounding

area. Applicants should involve Transport for London in the design of any new station entrance and changes to bus stops to ensure it meets operational requirements.

#### Key

-  The SPD area
-  LBL mixed use housing region designation
- SA6 Hatcham Works Site - New Cross Gate Retail Park (adjoining Sainsbury's Superstore), New Cross Road, SE14. Mixed use retail, housing, community facilities and a new station access and public space (station square)
- SA5 Goodwood Road Site - site between New Cross Station and 267 New Cross Road & 23-27 and 29 Goodwood Road, SE14. Mixed use retail, business and housing.
- 1  New Cross Gate Station
-  LBL green corridor region designation
-  LBL site of importance for nature designation
-  LBL secondary shopping frontage designation
-  LBL major district centre designation



Figure 28. Designations and land use plan

## 2.5. Heritage Designations and Views

Much of the built history of New Cross and Deptford is protected by various heritage designations. These include areas of archaeological interest, designated conservation areas and nationally listed buildings. LB Lewisham also holds a local list of architecturally significant buildings. The photographs on this page are examples of local areas and buildings subject to heritage designations within New Cross and Deptford.

### Listed Buildings

There are 34 nationally listed buildings within 1km of the SPD area. These include industrial structures, churches, houses and examples of municipal architecture.

- ① Deptford Town Hall. Grade: II  
List UID: 1193691
- ② 207 - 219, 221, 223 - 229 New Cross Road. Grade: II  
List UID: 1079966
- ③ K2 Telephone kiosk at Junction with New Cross Road. Grade: II  
List UID: 1358483
- ④ K2 Telephone kiosk at Junction with New Cross Road. Grade: II  
List UID: 1079949

### Locally Listed Buildings

There are more than 30 locally listed buildings within 1km of the SPD area. The list gives details of a variety of residential, civic and pub buildings.

### Unlisted Buildings

There are a number of buildings of significant character that remain unlisted which sit close to the SPD area. The New Cross Inn is one of a few such buildings along New Cross Road. To the north the railway viaducts and industrial buildings are an important part of the area's heritage.

Although there are no listed or locally listed buildings within the SPD Area, there designated and non- designated heritage assets should be taken into account where development is proposed such as the New Cross Inn and the three Conservation Areas covering and close to the site.

### Conservation Areas

**A** Hatcham Conservation Area covers a commercial area along New Cross Road as well as a residential area of terraced housing between New Cross Road and New Cross Gate station.

**B** Telegraph Hill Conservation Area encloses a well- preserved planned development of late 19th century terraces and pairs of houses built under the control of the Worshipful Company of Haberdashers.

**C** Deptford Town Hall Conservation Area. Designated in 2000, the area is one of the most historically important areas of Deptford, as the formation of the new Borough of Deptford in 1895 allowed it to become the centre of local life.

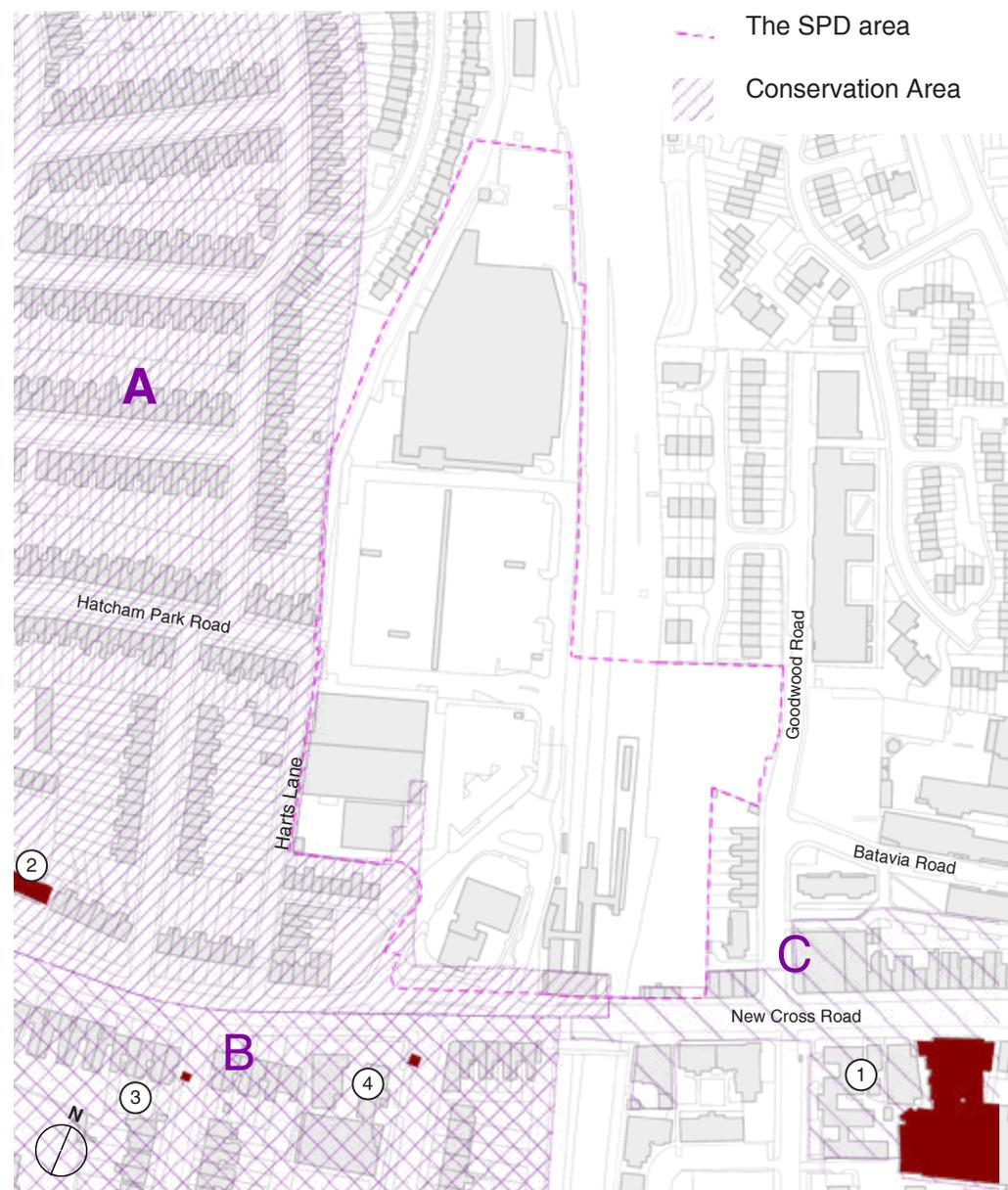


Figure 29. Heritage designations

## Views

The NXAF and SOS established important views and locations where the setting of heritage assets could be affected by tall or large buildings which are insensitively positioned or too large.

Views from or towards designated heritage assets and their setting or identified local views can be particularly sensitive to change and they must be protected from development that has a negative effect on their value.

When looking at where appropriate locations for buildings of height and mass could be located within the SPD area, various different massing and height scenarios were modelled using 3D-computer software and tested in different views. From this an assessment of the impact of massing and heights on the views was made. As a result it was clear that there were only limited places where height could be located which did not harmfully intrude on views. As such it is considered appropriate to have a coordinated approach which accepts taller buildings can form part of the development of the sites in the SPD area, but limits their location and height to that which has been tested.

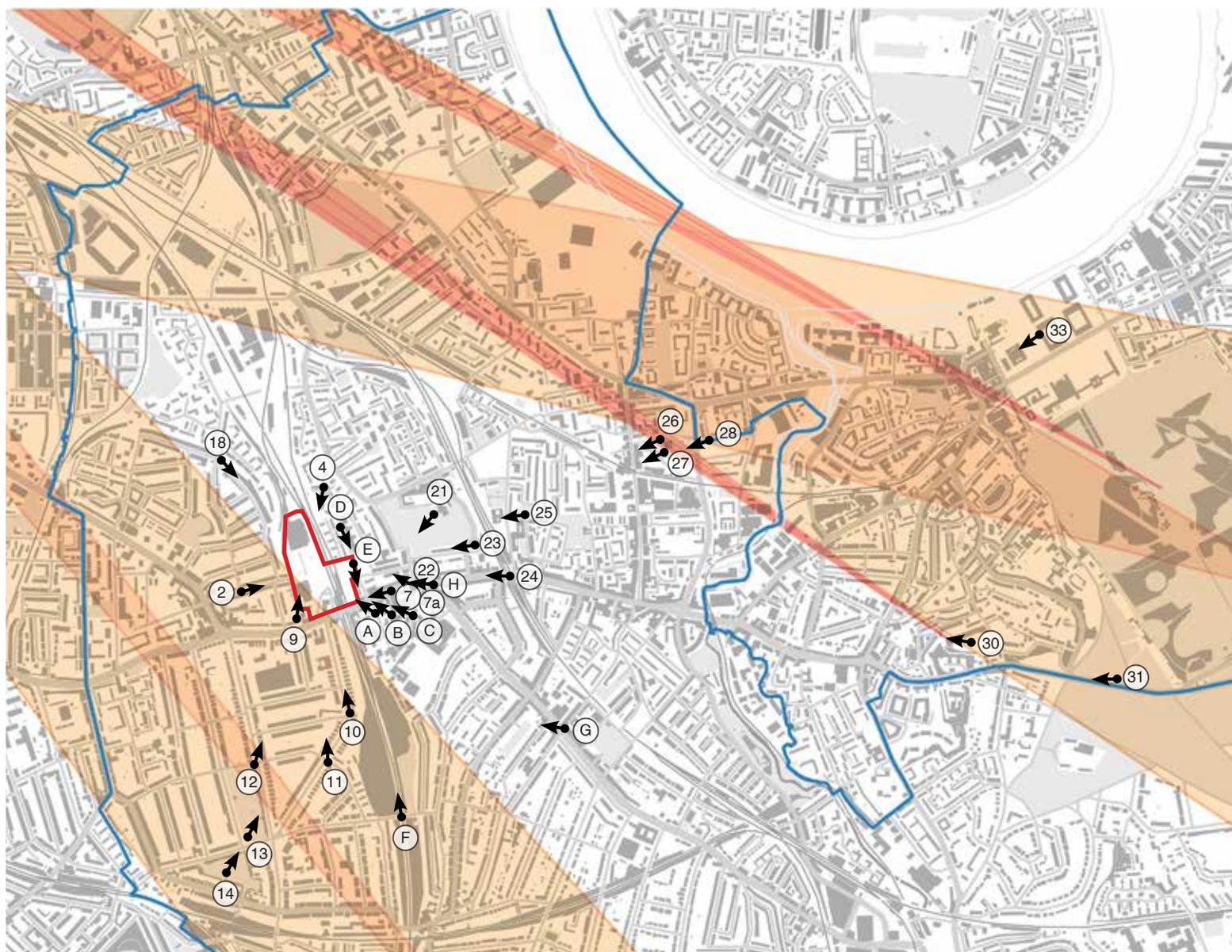


Figure 30. Map of key views and protected vistas - refer to key on page 21

## Important and Protected Views Key

### Protected Vistas

- LVMF Protected Vistas 6A1 and 5A2 from Greenwich to St Paul's Cathedral
- Area within background of LVMF Protected Vista

### PSC view number and location

- ② Junction end Hatcham Park Road and Camplin Street
- ④ North-end Tarragon Close
- ⑦ Outside Deptford Town Hall, New Cross Road facing west along New Cross Road
- ⑦a Outside Deptford Town Hall, New Cross Road facing north west
- ⑨ Junction Troutbeck Road and New Cross Road
- ⑩ Junction Ommaney Road and Jerningham Road
- ⑪ Junction Sandbourne Road and Jerningham Road
- ⑫ Telegraph Hill Lower Park NE gate
- ⑬ Telegraph Hill Lower Park SW gate
- ⑭ Telegraph Hill Upper Park
- ⑱ Junction Brocklehurst Road and Camplin Street
- ⑳ In Fordham Park
- ㉑ New Cross Road opposite top of Clifton Rise
- ㉒ East-end Batavia Road
- ㉓ Traffic Island outside Amersham Arms (junction New Cross Road and Amersham Road)
- ㉔ Junction Amersham Vale and Douglas Way
- ㉕ In front of St Paul's Church, on Crossfield Street to the south of St Paul's and from Sue Godfrey gardens to east of St Paul's.
- ㉖ West side of Deptford Bridge DLR station
- ㉗ Blackheath Point
- ㉘ Junction General Wolfe Road and Shooters Hill
- ㉙ From Royal Naval College
- ㉚ North-end of St James'
- ㉛ Outside entrance to Goldsmith's Centre for Contemporary Art
- ㉜ Junction Laurie Grove and Dixon Road
- ㉝ Auburn Close
- ㉞ South up Goodwood Road from northern edge of site
- ㉟ From Vesta Road railway bridge
- ㊱ Junction Tanners Hill and Lewisham Way
- ㊲ Traffic Island junction New Cross Road & Lewisham Way



Figure 31. View from New Cross Road opposite top of Clifton Rise

## 2.6. Transport and Connections

### 1. New Cross Road

This historic route into London has many competing demands upon it while accommodating large volumes of people. New Cross AOP – plan to transform New Cross Road – improve cycling and walking routes.

### 2. Route 1

Originating from the North Lewisham Links document. Much of the route has been delivered along Batavia Road, Deptford Park, Margaret McMillan park and on to Deptford town centre.

### 3. The Deptford Parks Liveable Neighbourhood (DPLN) project.

Project will unlock new cycling and walking links, including the removal of local traffic, road closures, the creation of a north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools.

### 4. Cycleways (previously called Cycle Superhighways and Quietways)

Cycleway formerly known as the Quietway 1 runs along Evelyn Street to the north.

The New Cross Road AOP does not propose a cycleway as such as cyclists cannot be segregated along the whole route but it will bring improvements for cyclists.

### Key

-  The SPD area
-  Hatcham Works Site
-  Goodwood Road Site
-  Network Rail Site
-  Existing pedestrian access via ramp
-  Entrance to New Cross Gate Station
-  LBL Route 1 - existing
-  LBL Route 1 - proposed
-  Network Rail Access (to be maintained)
-  TfL Bus Stops
-  TfL London Overground Station
-  National Rail Station

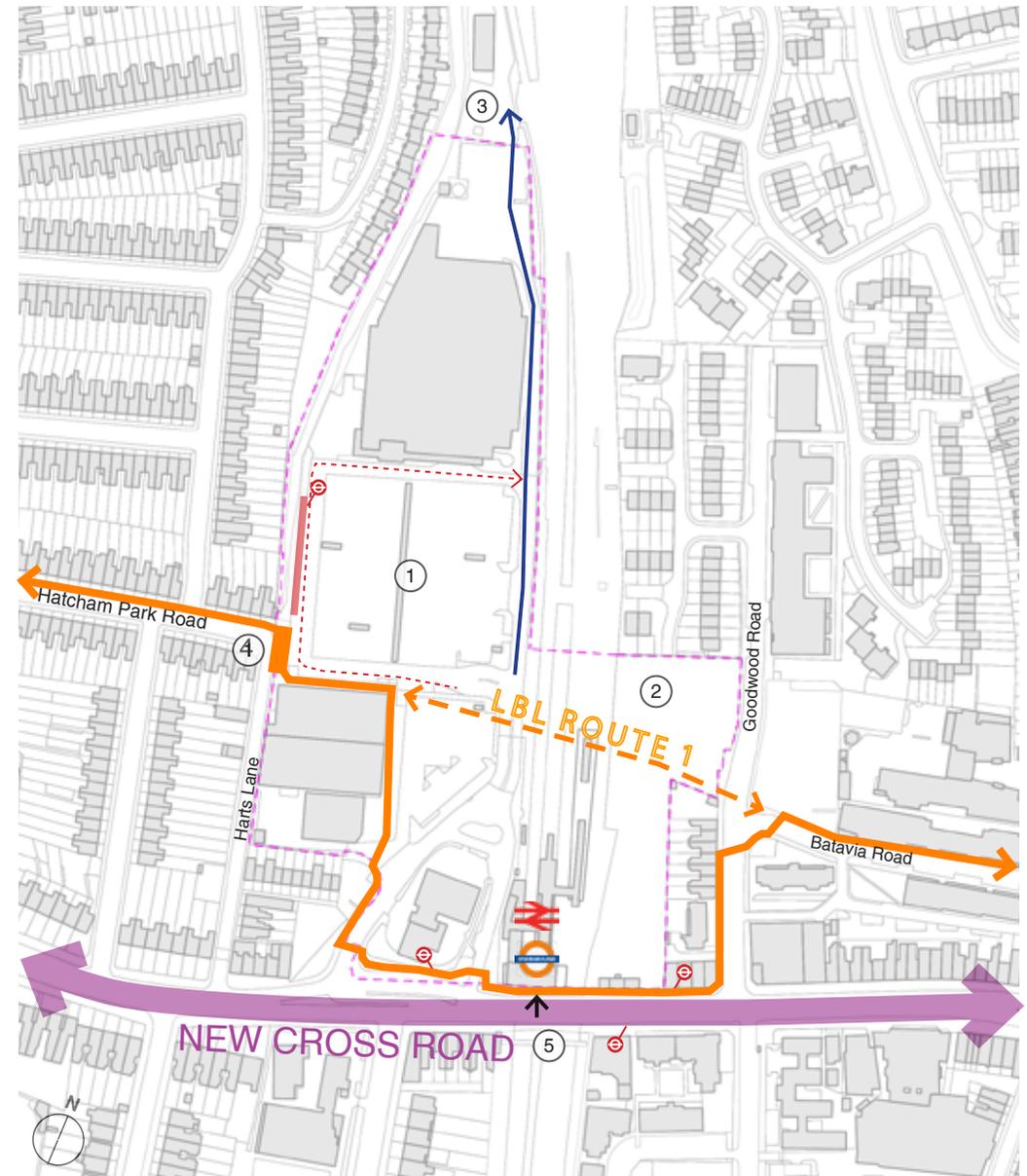


Figure 32. Transport and Connections

## Public Transport

The SPD area has excellent public transport connectivity with PTAL of 6b (maximum) on New Cross Road, reducing to 5 at the rear of the site. New Cross Gate station provides an important link into London via London Overground and Southern services as well as interchange with buses on New Cross Road. Southeastern rail services and London Overground also run from New Cross.

The 321 and P13 stop within the site to serve the supermarket and are provided with standing space.

## Pedestrians and cycles

There are no pedestrian or cycle connections on the Goodwood Road site and the site is bounded by fences.

On Hatcham Works pedestrian and cycle connections are very poor, with the area being dominated by car parks and access roads. Despite this the pedestrian ramp from Hatcham Park Road to the site is very well used, as it provides a more direct link to New Cross Gate station from the residential areas to the north and west. There is no step free access into the site from the west and no other pedestrian routes into or through the site except via the main vehicle accesses. There are no designated cycle routes through the site, although there is cycle parking provided at the retail units and by New Cross Gate station.

The site is bounded by fences, walls and embankments with the exception of the edge along New Cross Road, a ramp down to Hatcham Park Road, and the private access to the network rail site to the north. The diagram below shows the disconnected street grain, with dead-end routes surrounding the Hatcham Works site, particularly to the west. In addition, there are significant level differences between the site and its surrounding context.

New Cross Gate station is accessed from New Cross Road where the footway is only around 2.5m. This is in contrast to TfL recommendations for widened footways outside major stations. The footway accommodates a significant volume of pedestrians, around 14,000 during the day, and is therefore very congested at peak times.

## Cars

There are vehicular accesses in and out of the Hatcham Works site from New Cross Road. The petrol filling station is adjacent to New Cross Road, although with no active frontage, and is accessed from the internal roads.

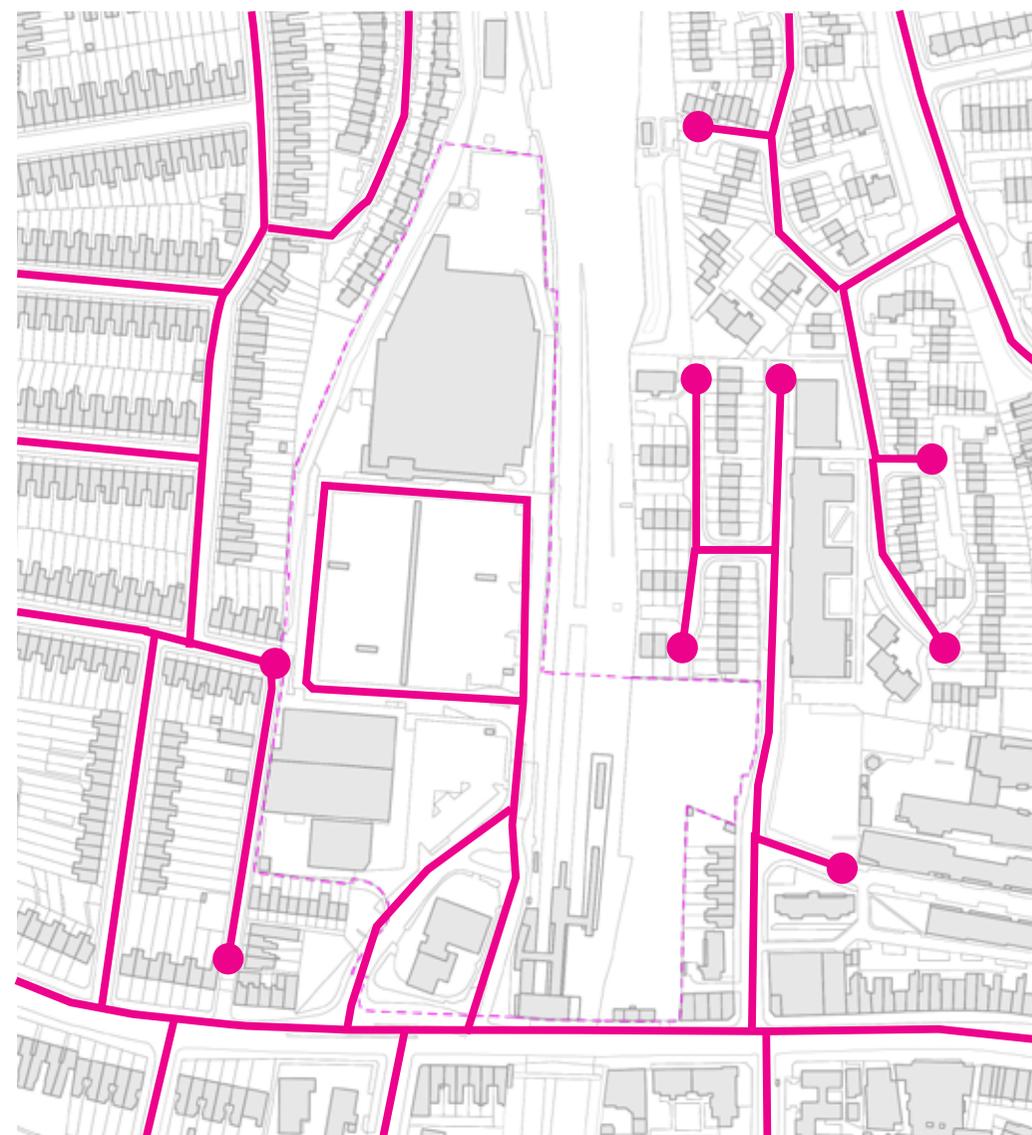


Figure 33. Poor connectivity - lack of east-west connections due to railway, brownfield site and cul-de-sac streets

# 3 Policy Context



### 3.1. Planning Policy Context

The content of this SPD has been prepared in accordance with and is consistent with the NPPF, the London Plan and Lewisham’s Local Plan in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 (“the Regulations”) and the Council’s Statement of Community Involvement 2008.

Any development proposals in the New Cross Gate SPD area should comply with and support the aspirations of national, regional and local planning policies.

### 3.2. National Planning Policy

Planning policy at the national level is set out in the National Planning Policy Framework (NPPF).

The development plan for Lewisham comprises of the London Plan and Lewisham’s Local Plan.



**National Planning Policy Framework 2019 (NPPF)**

“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development” (NPPF, 2019).

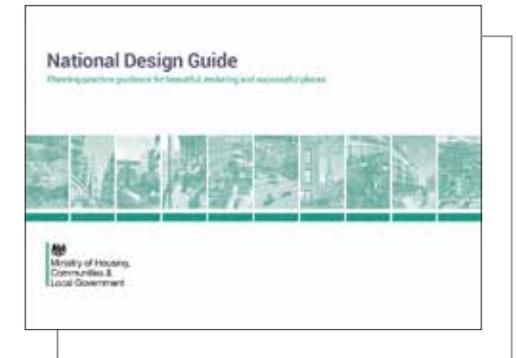
Making effective use of land in para 117 it states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

In terms of achieving well-designed places para 124 states that “ Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.”



**National Planning Practice Guidance (NPPG)**

The NPPF and Planning Policy Guidance highlights the importance of high quality public realm and the key role that the public realm plays in the creation of sustainable, inclusive and mixed communities, as well as attractive and walkable environments.



**National Design Guide**

In September 2019 the government published the National Design Guide which forms part of National Planning Practice Guidance. The NPPF makes clear that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and the National Design Guide illustrates how well-designed places can be achieved in practice.

The guidance sets out that the fundamental principles for good design are that it is: ‘fit for purpose; durable; and brings delight’

### 3.3. Regional Policy

The London Plan is the overall strategic plan for London and forms part of Lewisham's development plan.

The London Plan 2016 identifies New Cross and New Cross Gate as a district town centre with a night time economy cluster. It also falls within the Lewisham, Catford and New Cross Opportunity Area and is designated as a Regeneration and Growth Area.

With regard to Opportunity areas Policy 2.13 is key, it states that development proposals within opportunity areas and intensification areas should seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.

In terms of the provision of infrastructure to support housing growth, London Plan Policy 6.1 states that the Mayor will work with relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1, and a list of how this will be achieved is set out.

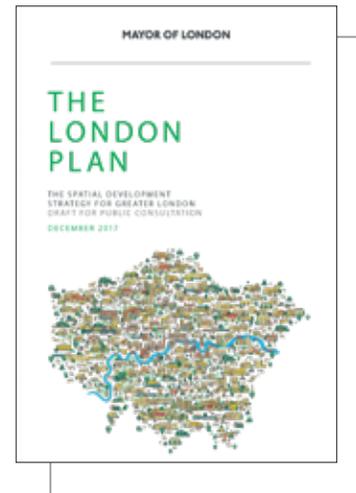
Integrating transport and development Policy 6.2 states that development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused. To ensure that future transport infrastructure is

safeguarded Policy 6.2 states: Strategic

A The Mayor will work with strategic partners to:

- a. improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system
- b. co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable
- c. increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1.

In relation to design, policy London Plan Policy 7.1 states that, 'The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.' and London Plan Policy 7.6 states that, 'Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape.'



#### Draft London Plan (2017)

Whilst we recognise that the draft London Plan is not yet adopted and does not form part of the statutory development plan, it is a material consideration in making decision on planning applications. It been through Examination in Public and the Examiner's Report is expected imminently. Once adopted it will form part of our statutory development plan and the policies below will be relevant to a revision of this SPD.

The designations covering New Cross remain in place in the new plan.

The draft London Plan sets out a number of key policies to ensure 'good growth' which is sustainable growth that works for everyone. Making the best and most efficient use of land is a thread running through the plan and is found in many

policies including GG2 Making the best use of land, SD1 Opportunity Areas, D1B Optimising site capacity through the design-led approach, D6 Optimising Density, T1 Strategic approach to transport and T6.3 Retail parking

Key policies in the emerging London Plan relevant to this SPD are as follows:

Policy GG2 – Making the best use of land seeks to create high-density, mixed-use places that make the best use of land and the development of Opportunity Areas, brownfield land and sites which are well-connected by existing or planned Tube and rail stations should be prioritised and the potential to intensify the use of land to support more homes, promoting high densities and on well-connected sites and applying a design-led approach should be proactively explored.

Policy H1 – Increasing Housing Supply sets out the ten-year targets for net housing completions which each local planning authority should plan for. It seeks that boroughs optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity: especially on sites with existing or planned public transport access levels of 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary.

Part B of Policy SD1 Opportunity Areas requires boroughs to support development that creates employment opportunities and housing choice and supports wider regeneration and ensure that proposals integrate with surrounding areas.

Part A of Policy D6 – Optimising Housing Density states: “Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. the site context
2. its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)
3. the capacity of surrounding infrastructure...”

Proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

In the supplementary text, paragraph 3.6.1 explains that to optimise housing density, it will mean developing at densities above those of the surrounding area on most sites. A design-led approach to optimising density should be based on an evaluation of the site’s attributes, its surrounding context and capacity for growth and the most appropriate development form.

The draft London Plan has significantly increased the housing targets for boroughs. Policy H1 Increasing housing supply sets out in Table 4.1 the ten year targets for net housing completions. For Lewisham, the ten-year target is a net completion of 21,170 units at 2,117 units per annum.

The Bakerloo Line Extension and its associated growth corridor is key component of London’s Spatial Strategy which is shown on Key Diagram Figure 2.1.

Policy T3 Transport capacity, connectivity and safeguarding seeks that development plans and decisions ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport including by identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing. It goes onto state that

“Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion

of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.” and “In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo Line extension, river crossings and an eastwards extension of the Elizabeth line.”

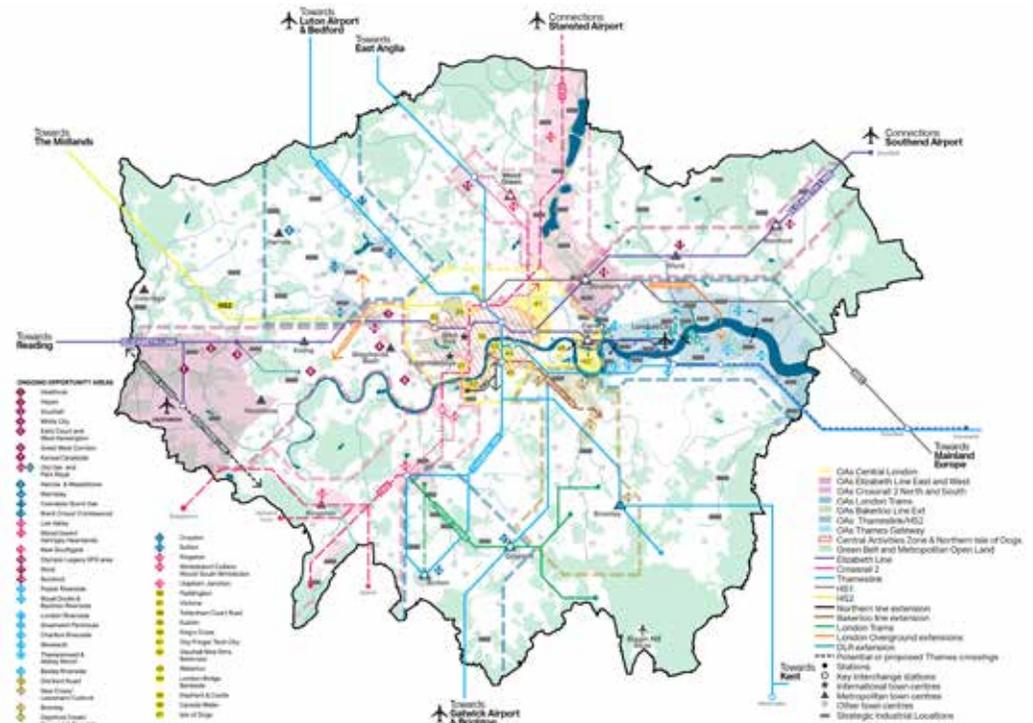
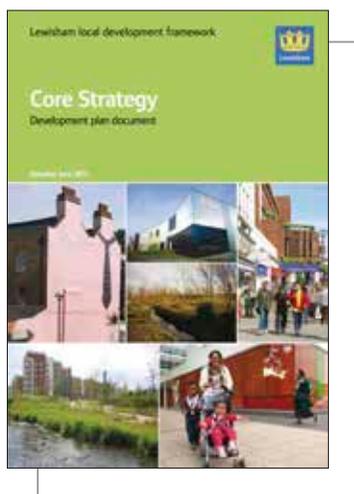


Figure 34. “Figure 2.1 Key Diagram” of London’s Spatial Strategy showing the Bakerloo Line Extension and its associated growth corridor



Core Strategy Spatial Policy 2 concerns Regeneration and Growth Areas (RGAs) and confirms that they will provide key regeneration and development opportunities focused in Lewisham, Catford, Deptford, Deptford Creekside and New Cross/New Cross Gate and will be the prime location for new development comprising at least 14,975 new homes, 100,000 m<sup>2</sup> of employment floor space and 62,000 m<sup>2</sup> of new retail floor space by 2026

The spatial strategy for the borough is contained within Core Strategy Strategic Policy 1: Lewisham Spatial Strategy. This policy requires all new development to contribute positively to the delivery of the vision for Lewisham and the strategic objectives. It confirms that higher density development must be in highly accessible locations. It also seeks to protect open space and to increase the amount across the borough, confirms that developments must be of the highest quality, sustainable design whilst protecting heritage assets and that schemes may be required to contribute to negate any adverse impacts of the development.

The policies in the Core Strategy, whilst noting the need for additional infrastructure, pre-date the specific BLE proposals, however, Core Strategy Policy 14 Sustainable movement and transport states that the Council will work with TfL, Network Rail and other partners to ensure the delivery of necessary transport infrastructure.

## Local Plan

Lewisham's Local Plan is made up of the Core Strategy (2011), Development Management Local Plan (2014), Site Allocations Local Plan (2013), and Lewisham Town Centre Local Plan (2014).

## Lewisham Core Strategy

Adopted in June 2011, Lewisham's Core Strategy contains a robust spatial strategy which focuses on new housing, retail and employment uses within Regeneration and Growth Areas (RGAs). The RGAs are places that benefit from higher levels of public transport accessibility and contain land that is available and deliverable (figure 35).

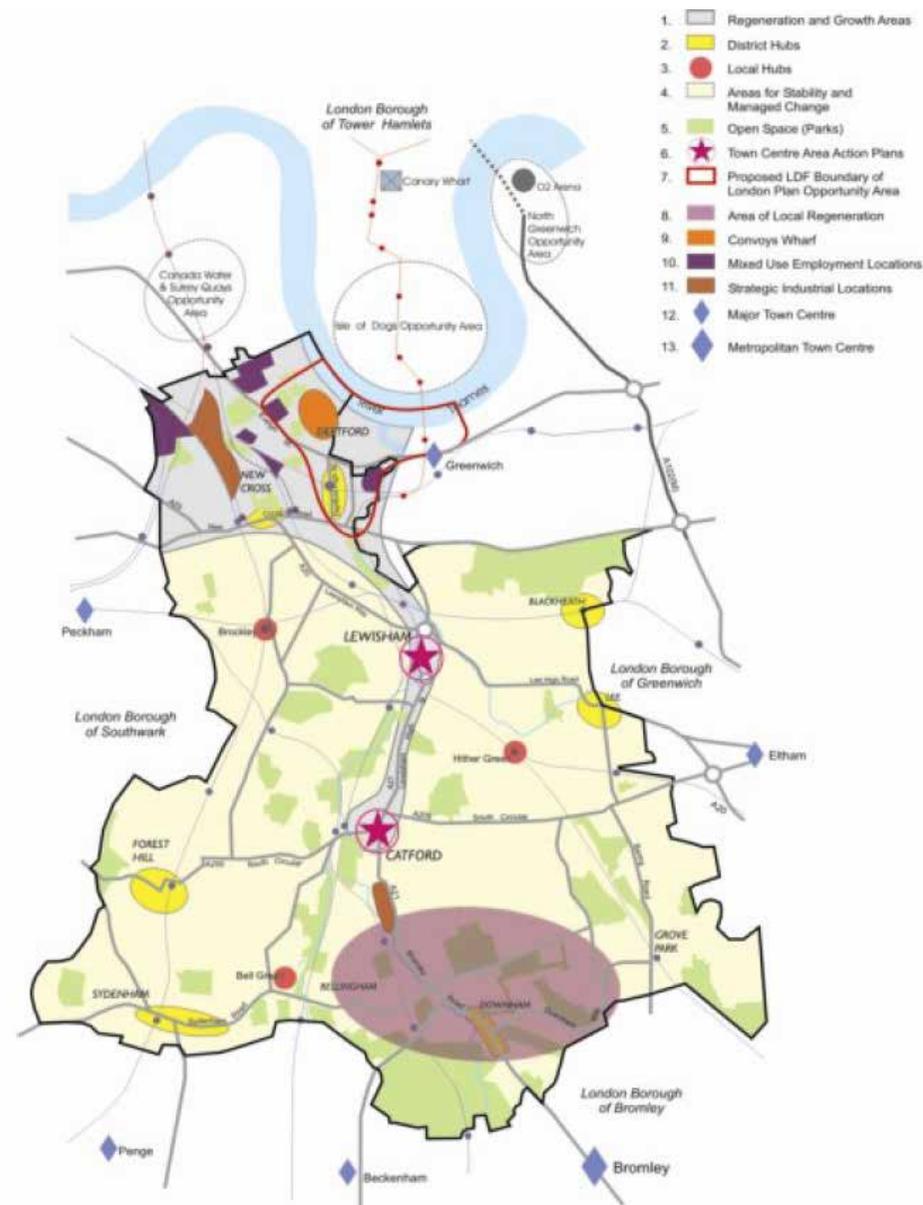


Figure 35. Lewisham's Core Strategy Key Diagram

In regard to the delivery of the BLE itself the policy states that ‘the Council, working with its partners, will secure the necessary infrastructure to support the planned levels of growth and will maximise the physical, social and environmental regeneration opportunities new development will bring for the benefit of existing and future residents, to address deprivation issues, particularly health inequalities, to improve well-being.’

4.31 In paragraph 7.144 of the Core Strategy it states that the ‘Council supports the southern extension to Lewisham of the London Underground Bakerloo Line as outlined in the Mayor’s Transport Strategy and Draft Replacement London Plan, and will work with Transport for London and other transport providers to ensure a suitable route.

Policy CP 15: High quality design for Lewisham requires all new development to:

- a. Apply national and regional policy and guidance to ensure highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character;
- b. Ensure design acts to reduce crime and the fear of crime;
- c. Apply the housing densities as outlined in the London Plan, except

where this is not appropriate to preserving or enhancing the characteristics of conservation areas;

- d. Use Building for Life standards to assess major planning applications to ensure design quality in new housing schemes, and
- e. Ensure development is flexible and adaptable to change
- f. ensure any development conserves and enhances the borough’s heritage assets, and the significance of their settings, such as conservation areas, listed buildings, registered parks and gardens, scheduled monuments and the Maritime Greenwich World Heritage Site”.

Policy in regard to Regeneration and Growth Areas:

3. Development should achieve the following design aims:

- a. Achieve ‘central’ density levels within the Lewisham Major Town Centre.
- b. Achieve ‘urban’ density levels in Catford Town Centre.
- c. New developments in Lewisham and Catford town centres should result in a radical upgrading of the social and physical environment and, in order to be successful, will need to allow for tall buildings of the highest design quality where they improve and add coherence to the skyline, and do not cause harm to the surrounding environment, including the significance of heritage assets.
- d. In the Deptford and New Cross

area, urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. Tall buildings may be appropriate in certain locations subject to Core Strategy Policy 18.

- e. The New Cross/New Cross Gate Town Centre has a number of development opportunities which need to preserve and respect the character of the adjacent conservation areas and the setting of listed buildings.

It goes on to state that development in the Regeneration and Growth Areas should also achieve, inter alia, the following design aims:

“In the Deptford and New Cross area, urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. Tall buildings may be appropriate in certain locations subject to Core Strategy Policy 18.

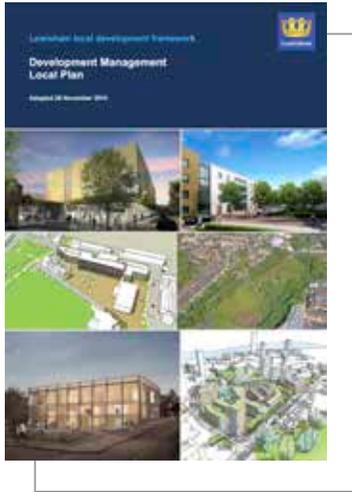
Core Strategy Policy CP1 sets out the position on affordable housing provision being that the Council will seek a strategic target for 50% affordable housing from all source and provided at 70% social rented

and 30% intermediate housing.

Core Strategy policy 17 ensures that protected vistas and the London panorama are protected in their role in creating identity and assisting wayfinding and that local views, landmarks and panoramas are managed to ensure that new development does not impede or detract from local views or obscure local landmarks.

Core Strategy Policy 18 states that tall buildings will be considered inappropriate where they would cause harm to the identified qualities of the local character, heritage assets, landscape and open space features such as London panoramas, protected vistas as defined in the London Plan and local views and landmarks, conservation areas and their settings, listed buildings and their settings and existing residential environments and their amenity.

Core Strategy Policy 18: The location and design of tall buildings (above) states that tall buildings will be considered inappropriate where they would cause harm to the identified qualities of the local character, heritage assets, landscape and open space features listed below which include conservation areas and their settings and listed buildings and their settings.



**Development Management Local Plan (2014)**

2.26 DM Policy 14 District centres shopping frontages sets out a list of criteria which applications to change frontage uses in retail areas shall meet and confirms that ground level residential uses within the primary and secondary shopping frontages.

2.27 DM Policy 25 Landscaping and trees requires a landscaping scheme are submitted with applications.

2.28 DM Policy 30 Urban design and local character requires all development proposal attain a high standard of design, are compatible with/or complement the urban typologies and address design and environmental issues in Table 2.1. It seeks a site specific design response on

matters such as to existing townscape, topography, opens spaces or the creation of urban form which contributes to local distinctiveness such as plot widths, building features, uses, roofscapes, open space, views, panoramas, vistas; height, scale and mass should relate to the urban typology of the area, layout and access arrangements and how the scheme relates to the scale and alignment of the existing street including building frontages. The policy also contains detail on clearly delineating public routes by new building frontages, that development at ground floor should provide activity and visual interest as well as natural surveillance. If a development has an impact on a heritage asset a statement which describes the impact is required.

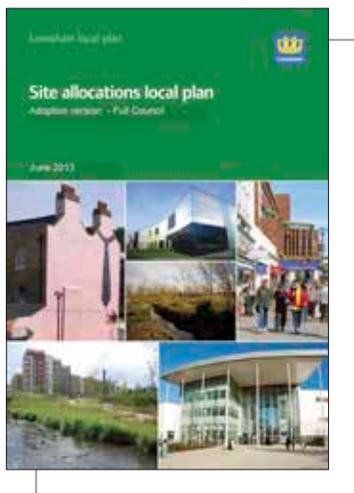
2.29 DM Policy 32 Housing design, layout and space standards requires housing development to be of the highest quality internally, externally and in relation to their context. It also seeks to ensure that new residential development provides a satisfactory level of privacy, outlook, direct sunlight and daylight. It also states that new housing should be provided with a readily accessible, secure, private and usable external space and includes space suitable for children’s play. It also sets out a number of criteria that must be met in new housing developments such as minimum space standards, ceiling heights, outlook, shape, dual aspect, family and single person units and storage space.

2.30 DM Policy 35 Public realm requires that public spaces should be designed to be safe, inclusive, accessible, attractive and robust enhancing connections and providing new connections as appropriate and conserve and enhance any historic fabric, features and assets and establish trees wherever possible.

2.31 DM Policy 36 New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens. Generally the policy seeks an assessment to be made if proposals affect a heritage asset which should include clear justification if it is to be harmed or lost. Wider public health benefits will be considered. With regard to conservation areas, planning permission will not be granted if new development is incompatible with the special characteristics of the area, its building, spaces, settings, plot coverage, scale, form and materials, if it cumulatively would adversely affect the character and appearance of the conservation area or if development adjacent to a conservation area would have a negative impact on the significance of the area.

2.32 DM Policy 37 Non-designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest, generally this policy seeks to protect the borough’s local distinctiveness by

sustaining and enhancing the significance of non designated heritage assets and to conserve, protect and enhance the borough’s archaeological heritage



### The Site Allocations Local Plan 2015

Since the adoption of the Site Allocations Local Plan in 2013 the policy landscape has changed dramatically. London's housing crisis has resulted in Lewisham having a significantly increased yearly housing target (increase of over 1700 units per year) (NPPF).

The figures stated in the sites allocations should be seen as minimums and any schemes which come forward on these sites are expected to make the best and most efficient use of land, and as a result deliver a greater number of housing units than the site allocations state.

In summary the site allocations for the two sites within the SPD area are:

#### Hatcham Works (Site Allocation SA6):

The allocation is for mixed use retail, housing, community facilities, a new station and public space.

The allocation will contribute to improving the vitality and viability of New Cross/ New Cross Gate District Centre. There is opportunity for proposals to: provide a strong frontage that addresses New Cross Gate Station as a vibrant, pleasant and attractive area; provide clear access to Sainsbury's and the new development, particularly routes for pedestrians and cyclists across the site and near the station; to improve bus stops/stands at the site; and to provide appropriate scale and massing in relation to the surrounding area. Applicants should involve Transport for London in the design of any new station entrance and changes to bus stops to ensure it meets operational requirements

#### Goodwood Road (Site Allocation SA5):

The site allocation is for Mixed use retail, business and housing.

There is the opportunity to provide a sense of orientation towards the Railway Station from New Cross Road, Batavia Road and Goodwood Road and, orientation from New Cross Gate Station to Goldsmith's University; provide appropriate legible, safe and secure access to the site, public amenity space and public realm improvements; create strong frontages, particularly towards New Cross Road, which contributes to vibrancy

and overlooking; and provide a sense of arrival from the station and improvement to the vitality and viability of New Cross Gate district centre.

### **New Lewisham Local Plan**

The new Local Plan will set out the planning strategy for how we will deliver the new homes and the related infrastructure needed over the next 15 years, from 2018–33.

It will identify the areas in the borough where growth is expected and how these areas are likely to change in order to accommodate that growth. It will contain the planning policies that will be used to assess planning applications in the future. It will be a single comprehensive plan that will cover all relevant planning topics for the whole borough, and will eventually supersede the current suite of local plans in the Local Development Framework.

As with the existing local plan the focus for good growth in the borough will be in places which are well connected and sustainable. The Bakerloo Line extension coming to the Borough will support the delivery of new homes and jobs and is expected to ensure that the spatial strategy set out in the new Local Plan is delivered more effectively and efficiently.

# 4 Bakerloo Line Extension



## 4.1. Bakerloo Line Extension

New Cross is already well served by public transport and has a public transport accessibility level of 6. However, as passenger numbers using the station and interchanging are projected to grow significantly, securing the BLE to New Cross Gate and Lewisham would improve connectivity for residents, capacity and journey times.

If the BLE were to come to New Cross Gate station there is the potential for it to become a key interchange between the BLE, London Overground and buses and with Network Rail at New Cross station which is a short walk eastwards (c.600m).

The BLE could have a dramatic impact on the patterns of movement across the New Cross area, and be a catalyst for changes to the physical and social environment.

TfL's reasons in promoting the BLE to Lewisham are:

- SE London is currently relatively poorly served by the Underground network and Lewisham is not served at all.
- London's population is forecast to grow to more than 10 million people by 2030.
- SE London has significant potential to support this growth, in particular the corridor stretching from Elephant & Castle to Lewisham and Catford.
- Improved transport services in south east London are required to unlock this growth and improve customer journeys.

The extension would benefit existing and new communities by:

- Offering a new direct link into central London, with connections to every other Underground line,
- Providing capacity for at least 60,000 extra journeys in both the morning and evening peak periods,
- Relieving congestion on roads, reducing CO2 emissions and air pollution,
- Reducing journey times along the extension to central London by up to nine minutes,
- Providing an Underground train every two to three minutes from Lewisham across central London, and
- Supporting new homes and jobs in south east London.

### TfL Consultation 2017

The 2017 consultation confirmed Hatcham Works to be TfL's preferred location for a station and main works site. This was confirmed in their Issues and Responses to consultation document (2018).

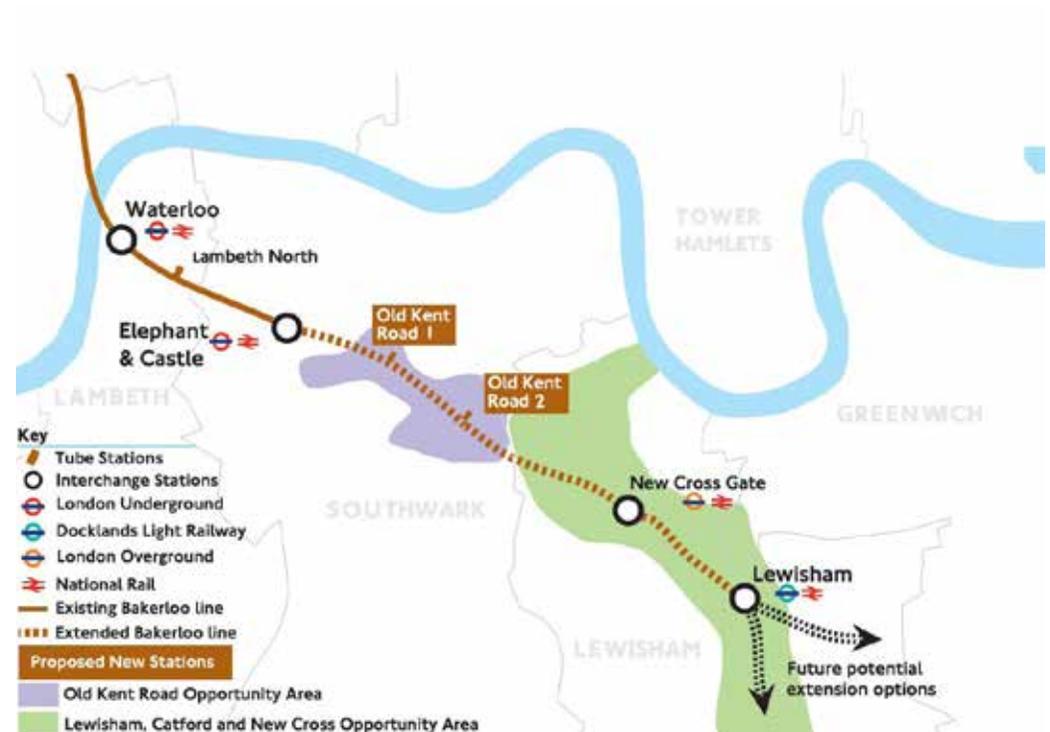


Figure 36. Plan taken from TfL's 2017 Consultation documents

## TfL Consultation 2019

TfL published their third consultation on the 14th October 2019 and again confirmed Hatcham Works as the preferred site for a station and main work site. Since the 2017 consultation TfL have developed their proposals and consider this location to be the only viable location for a station at New Cross Gate and as the main worksite for entire extension where tunnel boring machines could be launched.

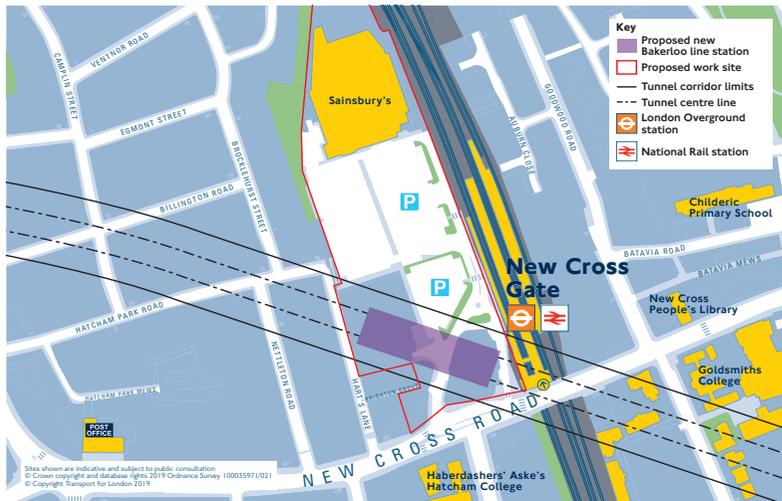


Figure 37. Plan taken from TfL's 2019 Consultation documents

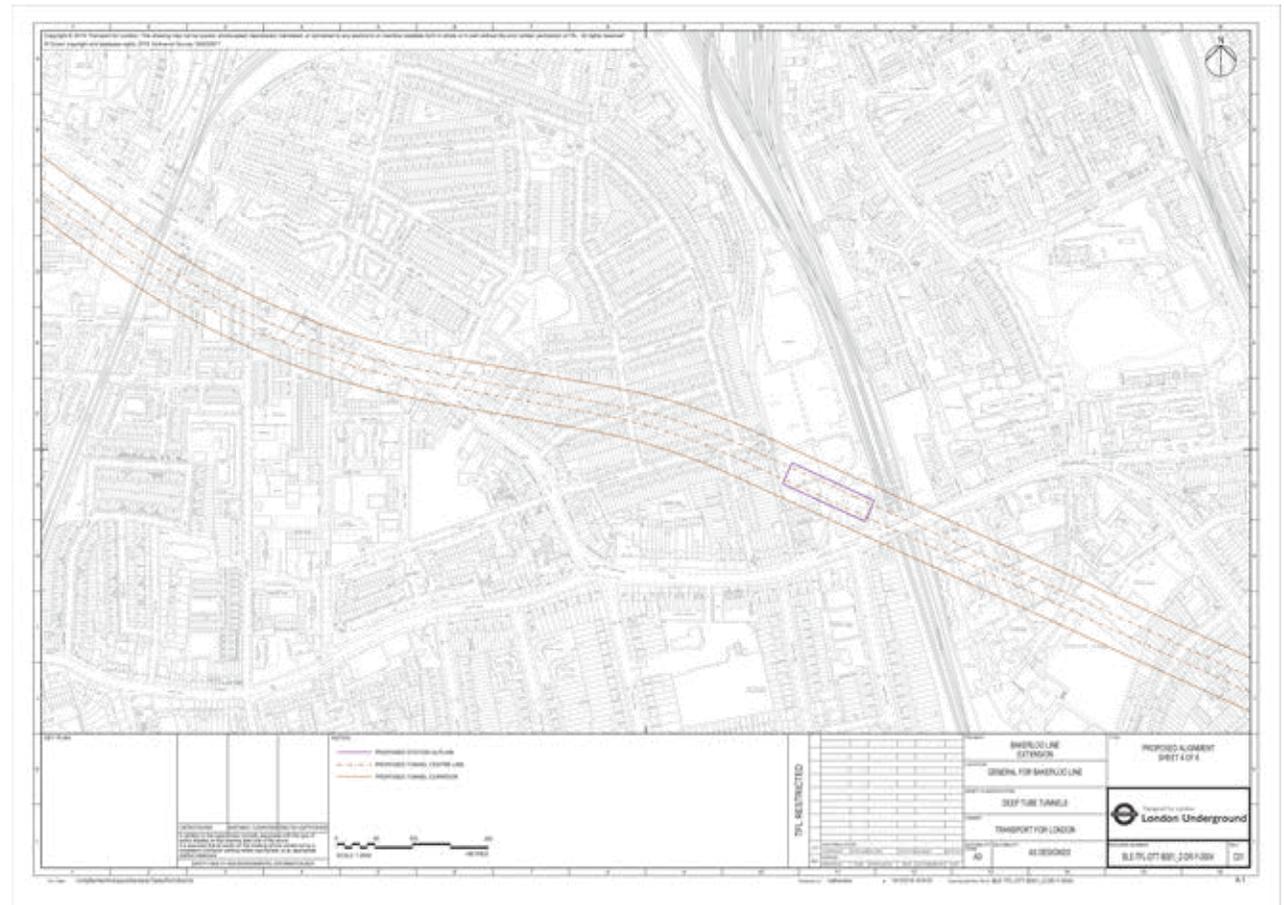


Figure 38. Proposed alignment map taken from TfL's 2019 Consultation documents

# 5 The Design Framework



## 5.1. Challenges and Opportunities

### Key challenges

- The existing station at New Cross Gate is the busiest in the area and becomes highly congested at peak times.
- The existing station building is not large enough for the current volume of passengers using the station.
- The narrow footway outside the station is overcrowded, particularly around bus stops.
- A lack of safe cycle provision causes issues outside the station as cyclists often use the footway.
- New development in areas of significant heritage value need to be carefully managed so that it enhances the character of the existing area and respects the existing context.
- The New Cross Road frontage to the south of the SPD area forms a fragmented frontage to New Cross Road, which is out of character with its town centre location. There is a lack of active uses on the high street.
- The public realm across the front of the SPD area is traffic dominated and of poor quality.
- The railway and Goodwood Road brownfield site obstruct Route 1, bringing additional footfall and cycles onto New Cross Road.
- The supermarket has a large amount of surface car parking, typical of out of town retail parks. The car park is underused, and creates a hostile environment for pedestrians accessing the store.

- The level changes between the Hatcham Works site and surrounding streets have resulted in poor connectivity to the surrounding area. Where connections have been made such as the ramp between Hatcham Park road and the Hatcham Works site, these are of poor quality and do not create direct visual connections.

### Key opportunities

- To join disconnected sections of the high street, increasing activity, creating more space for businesses and improve the street environment for pedestrians.
- A development on both sites offers the opportunity to complete Route 1 by connecting into existing streets at Hatcham Park Road and to Goodwood Road and Batavia Road via a footbridge and routes across both sites.
- To improve routes across the Hatcham Work site for cyclists, wheelchair users and prams and establish a street level connection to neighbourhoods that lie north west of the Hatcham Works site.
- As the land level drops down towards the middle of the site, where any future route 1 route would be located it offers opportunities to place taller buildings that do not impinge on key views across New Cross such as that looking north west towards the New Cross Inn and will avoid tall buildings being sited on the low rise New Cross Road frontage.
- The Hatcham works site is long and narrow and provides the opportunity to create a new north south route.

## 5.2. Vision

To transform this poorly functioning part of the New Cross Gate, which is extremely well connected into a flourishing part of the Borough. Building on its unique qualities and potential.

This will be achieved by:

- Making the best and efficient use of land to ensure the delivery of high quality private and genuinely affordable housing for all, provision of a new food store, provision of employment and creative uses which strengthen the New Cross district centre.
- Supporting TfL's Bakerloo Line Extension proposals.
- Integrating these sites into the surrounding historical context and connect them with each other and key routes.
- Creating active and positive spaces which reflect the character of the place.
- Ensuring that the essence of New Cross is central to any proposals for redevelopment – reflecting the place, context, culture and uses.
- Creating a healthy and sustainable place at the heart of an existing town centre.
- Embracing the area's multi cultural community.
- Ensuring future development complements and responds in a positive manner to heritage assets and their settings, on and around the site.

### Objectives

High Density Mixed use development	Enhance the high street	Created a connected piece of city
Provide a mix of uses.	New buildings to sensitively reinforce the high street bridging the current gap across the front of the site.	Connect routes across the sites and make them safe and secure.
Provide genuinely affordable homes.	Strengthen the existing high street and district centre by increasing the number of uses along the New Cross Road frontage.	Improve the junction with New Cross Road and make it easier and safer for pedestrians.
Provide access into deep Hatcham site which has activity on both sides.	The location of tall buildings must be sensitively sited to avoid harmful impacts on heritage assets and views.	Bus routes to continue running into the site.
	Future development should complement and respond sensitively to heritage assets and their settings on and around the site.	<i>Figure 39. Future Aspiration: Connection to Robert Lowe Close.</i>

### Key principles

- SPD 1 Delivery of the BLE.
- SPD 2 Access and movement.
- SPD 3 Public realm.
- SPD 4 Land uses.
- SPD 5 Heights, scale and massing.

## 5.3. SPD1: Delivery of the BLE

### SPD1: Delivery of the BLE

The adopted London Plan contains Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport which states, in regard to planning decisions:

“Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused.”

TfL is progressing their plans regarding the BLE and any schemes which come forward will be assessed against London Plan Policy 6.2 and other relevant policies.

The Council’s priority is to ensure the delivery of the Bakerloo Line Extension. TfL have chosen the Hatcham Works site as their preferred option for a new station and construction site.

### The most relevant policies are:

Adopted London Plan Policy 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport) states:

#### Strategic

A The Mayor will work with strategic partners to:

- Improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system,
- Co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable, and
- Increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1.

#### Planning decisions

B Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused.

LDF

C Boroughs and any other relevant partners must ensure the provision of sufficient land, suitably located, for the development of an expanded transport system to serve London’s needs by:

- Safeguarding in DPDs existing land used for transport or support functions unless alternative facilities

- are provided that enables existing transport operations to be maintained,
- Identifying and safeguarding in DPDs sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision, including those identified in Table 6.1.

The policies in Lewisham’s Core Strategy, whilst noting the need for additional infrastructure, pre-date the specific BLE proposals. However, Core Strategy Policy 14 Sustainable movement and transport states that the Council will work with TfL, Network Rail and other partners to ensure the delivery of necessary transport infrastructure and Spatial Policy 2 Regeneration and Growth Areas states that the Council, whilst working with its partners, will secure the necessary infrastructure to support the planned levels of growth and will maximise the physical, social and environmental regeneration opportunities new development will bring for the benefit of existing and future residents and will address deprivation.

Core Strategy paragraph 7.144 makes reference to the fact that the ‘Council supports the southern extension to Lewisham of the London Underground Bakerloo Line as outlined in the Mayor’s Transport Strategy and Draft Replacement London Plan, and will work with Transport for London and other transport providers to ensure a suitable route’.



Figure 40. Plan from TfL 2019 consultation showing the chosen station location and all line construction site

Scheme	Description	cost	Anticipated completion		
			2013-2015	2017-21/22	post 2022
Central line	Central line upgrade: including new energy efficient and high capacity rolling stock and signalling	M			
Bakerloo line	Bakerloo line upgrade: including new energy efficient and high capacity rolling stock and signalling	M			
Bakerloo line	Bakerloo line southern extension; potential scheme and route under investigation	H			

Figure 41. An extract from Table 6.1

## 5.4. SPD2: Access and Movement

### SPD 2: Access and movement

Route 1 must

- Be delivered as part of any redevelopment scheme (the full extent of this route can be seen on figure 42). In order to realise this an east west connection linking the wider neighbourhood, provision must be made for it within both schemes. To achieve the link across the railway, a bridge would have to be constructed which is expected to be delivered through s106 Agreements.

The Hatcham Works site must:

- Incorporate a north south route to enable permeability through the site. As suggested in the text regarding the Lewisham New Cross and Catford Opportunity Area in the London Plan, and
- Provide a link to Hatcham Park Road which overcomes the significant land levels changes in an attractive and simple way.

All routes proposed in the scheme must:

- Be well designed with good sightlines,
- Take into account all users and their experience,
- Be simple to navigate, logical and intuitive,

- Have active frontages along them so that users feel safe and routes are well used,
- Include proposals lighting, street furniture and surfacing which responds to the character of the area and be robust and of high quality,
- Consider cyclists and how they connect into the existing cycle network,
- If any route is also to be used as a shared space care must be taken to accommodate all users including those with disabilities and in designing the space priority should not be given to vehicles, and
- Incorporate green infrastructure, including street trees to, help improve air quality and contribute to biodiversity.

Vehicular Access should comprise:

Hatcham Works:

- A primary access from New Cross Road and in any new junction arrangements should give a safe and easy crossing point for pedestrians, and
- A secondary access from Hatcham Road;

Goodwood Road:

- Primary vehicular access from Goodwood Road, and

- Pedestrian access onto New Cross Road.

Any applications which involve changes to the junction on Hatcham Park Road or entering or exiting Harts Lane may impact on junctions further along New Cross Road and it is likely that TfL will require VISSM modelling to be undertaken to assess the impact.

Buses:

Any scheme on Hatcham works must include the retention of the two bus routes which currently run onto the Hatcham works site, unless an alternative can be proposed which meets TfL's requirements or TfL confirm otherwise.

### **This is because:**

This is an opportunity to improve connections to, from, across and within the sites, improve New Cross Road by reducing congestion where possible and making the experience for cyclists and pedestrians significantly better.

### Public Transport

The SPD area has excellent public transport connectivity with PTAL of 6b (maximum) on New Cross Road, reducing to 5 at the rear of the site. New Cross

Gate station provides an important link into London via London Overground and Southern services as well as interchange with buses on New Cross Road. South eastern rail services and London Overground also run from New Cross.

The 321 and P13 stop within the site to serve the supermarket and are provided with standing space.

Pedestrians and cycles

There are no pedestrian or cycle connections on the Goodwood Road site and the site is bounded by fences.

On Hatcham Works pedestrian and cycle connections are very poor, with the area being dominated by car parks and access roads. Despite this the pedestrian ramp from Hatcham Park Road to the site is very well used as it provides a more direct link to New Cross Gate station from the residential areas to the north and west. There is no step free access into the site from the west and no other pedestrian routes into or through the site except via the main vehicle accesses. There are no designated cycle routes through the site although there is cycle parking provided at the retail units and by New Cross Gate station.

The site is bounded by fences, walls and embankments with the exception of the edge along New Cross Road, a ramp down to Hatcham Park Road, and the private access to the network rail site to the north. The diagram below shows the

disconnected street grain, with dead-end routes surrounding the Hatcham Works site, particularly to the west. In addition, there are significant level differences between the site and its surrounding context.

New Cross Gate station is accessed from New Cross Road where the footway is only around 2.5m. This is in contrast to TfL recommendations for widened footways outside major stations. The footway accommodates a significant volume of pedestrians, around 14,000 during the day, and is therefore very congested at peak times.

#### Cars

There are vehicular accesses in and out of the Hatcham Works site from New Cross Road. The petrol filling station is adjacent to New Cross Road, although with no active frontage, and is accessed from the internal roads.

A key aspect of the success of the Design Framework for the SPD Area will be its ability to enable better routes and connections within the sites, through the sites and with the wider area.

Any future schemes on the SPD Area should be structured around legible routes that are primarily defined by the existing street pattern. Every opportunity must be taken to unlock barriers to movement such as creating the Route 1 connection

through both sites and over the railway lines, which is a long term aspiration of the Council. The route runs from Kender to the Creek (figure 42).

The part of LBL Route 1 which sits to the east of the SPD Area has been delivered already. This route was proposed in the North Lewisham Links document which was first published in 2009 and revised in 2012. In the SPD Area it would run from Batavia Road in the east and Hatcham Park Road in the west and to achieve a direct connection it would need to run over the railway line in a bridge. Whilst not a simple route to connect the benefits to the local area would be substantial as it would mean pedestrians and cyclists have a direct, quiet and safe route to use which is away from the busy and congested New Cross Road.

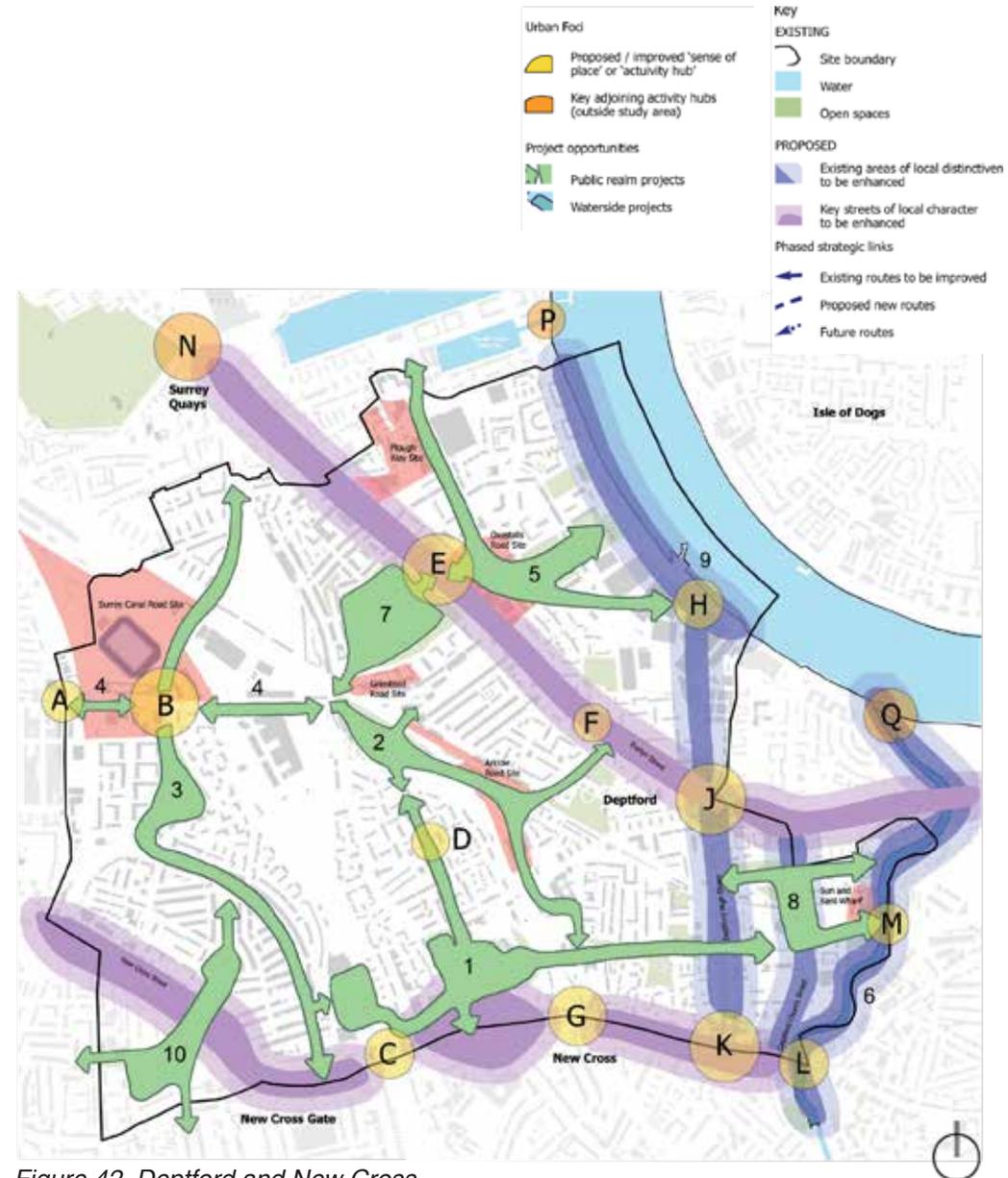


Figure 42. Deptford and New Cross Masterplan (2007)

**Most relevant Development Plan Policies:**

Adopted London Plan Policy 6.7 seeks the implementation of London wide improvements to the quality of bus, bus transit and tram services.

Core Strategy Policy 14 Sustainable movement and transport promotes and prioritises the access and safety of pedestrians and cyclists throughout the borough confirms that a network of high quality, connected and accessible walking and cycling routes across the borough will be maintained and improved and new connections throughout the Deptford New Cross area.

Core Strategy Spatial Policy 2 Regeneration and Growth Areas states that development opportunities should be used to improve connectivity throughout the area for pedestrians and cyclists.

DM Policy 30 contains detail on clearly delineating public routes by new building frontages, that development at ground floor should provide activity and visual interest as well as natural surveillance.

DM Policy 35 Public realm requires that public spaces should be designed to be safe, inclusive, accessible, attractive and robust enhancing connections and providing new connections as appropriate and conserve and enhance any historic fabric, features and assets and establish trees wherever possible.

The National Design Guide offers detailed advice on movement and states in para 74 that patterns of movement for people are integral to well designed places and contribute to making high quality places for people to enjoy. It states that their success is measured by how they contribute to the quality and character of the place, not only how well they function.

Figure 43 shows access to and movement across the SPD area.

**Key**

-  The SPD area
- ① New Cross Road - High Street
- ② Primary north south route
- ③ LBL Route 1 - bridge over rail tracks
- ④ Secondary access to Hart Lane via Hatcham Park Road - suitable for bus traffic
- ⑤ Link to Robert Lowe Close



Figure 43. Access and movement plan

## 5.5. SPD3: Public Spaces

### SPD 3: Public Spaces

Both sites must:

- Provide adequate additional public realm adjacent to the future station interchange at New Cross Gate Station,
- Link route 1 across both sites into new public realm which create spaces where people can linger, points of interest and places for social interaction,
- Carefully design the points where Route 1 comes into the sites, whether that be within a building or not, they will be public spaces which need to be safe, easily navigable and attractive, and
- Thoughtfully design children's and young people's play space and information recreation facilities to a level which meets policy requirements and ensure that it is fit for purpose and visually integrated.

All public space within the SPD Area should:

- Be of high quality, robust and fit for purpose,
- Have sufficient sunlight penetration and be protected from wind to make them an enjoyable place to linger,
- Have buildings around the edges of a space,
- Have active frontages along its

edges, provided by entrances onto the space and windows overlooking it, so that people come and go at different times,

- Include natural elements such as tree planting or water within the space its self or the backdrop,
- Natural surveillance from inside buildings provided by windows and balconies, so that users of the space feel they might be overlooked by people from inside,
- Be designed so that landscape influences the microclimate and promotes a sense of tranquillity, and
- Have risk assessment and mitigation at an early stage of the design process, so security measures can be integrated into positive design features.

#### This is because:

Currently neither site has public realm of value. The Goodwood Road site is inaccessible and the Hatcham Works site's main public realm consists of surface level customer car parks and vehicular access routes. As such any scheme which come forward on the sites must include the provision of high quality public spaces.

#### Most relevant Development Plan Policies:

Adopted London Plan policy 7.4 Local Character states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, and contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area, and are informed by the surrounding historic environment.

Adopted London Plan policy 7.5 Public Realm states that 'London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.' It goes on to say that development should make the public realm 'comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space.'

Adopted London Plan Policy 3.6 sets out the requirements for children and young people's play and informal recreation facilities

Core Strategy Spatial Policy 2 Regeneration and Growth Areas states that development opportunities should be used to provide new accessible public space.

DM Policy 30 Urban design and local character requires a development proposals, including open spaces, contributes to local distinctiveness and that delineating public routes by new building frontages and to ensure that development at ground floor provides activity and visual interest as well as natural surveillance.

DM Policy 32 Housing design, layout and space standards requires housing development to have a readily accessible, secure, private and usable external space and includes space suitable for children's play.

DM Policy 35 Public realm requires that public spaces should be designed to be safe, inclusive, accessible, attractive and robust enhancing connections and providing new connections as appropriate and conserve and enhance any historic fabric, features and assets and establish trees wherever possible.

## 5.6. SPD4: Land Uses

### SPD4: Uses

- Optimise the delivery of housing on the site whilst not harmfully affecting local character, respecting the local context, avoiding harm to views and heritage asset and being of high quality design.
- Provide residential units alongside a mix of other uses such as retail and commercial.
- Include affordable housing at a level which is in line with the London Plan and local plan policies and maximise of the yield of genuinely affordable housing (market rent and London affordable) in accordance with Lewisham's definition of genuinely affordable housing.
- Include a mix of uses including retail, leisure and commercial in light of the growing creative sector it is suggested that commercial uses include space for creative industries.
- Locate active uses on New Cross Road, other important routes and fronting onto public spaces to ensure activation, safety and surveillance.
- Provide spaces for non residential uses which build in flexibility for the future and evidence must be provided that the proposed spaces are fit for

purpose and that they can be used flexibly by a number of uses (which must be demonstrated at application stage).

The Hatcham Works scheme must:

- Provide a food store capable of meeting local residents main/bulk food shopping needs.

### This is because:

Within 1km of the SPD area are 560 businesses, the three most common types of businesses found are services (30%) restaurants, cafés, takeaways (17%) and retail (14%). In terms of employment, the sectors which employ the greatest number of people are education, arts and culture sector and retail.

New Cross has a cluster of creative uses within it, sits within the borough's Creative Enterprise Zone. Goldsmiths University have a significant influence on land use around the SPD area as key land owner and employer. Additionally many of their past students set up small businesses locally so are key to the success and continuation of the creative base in the area. The provision of space for creatives is encouraged and should be provided at affordable levels.

New Cross High Street is a busy and diverse place, it weakens at the SPD area given the gaps across the frontage

and the out of town style uses which are set well back from the street. Currently, there is very little active frontage across the frontage of the SPD area, there are three shops fronting on to New Cross Road as well as station. Whilst there is a petrol station at the front of the Hatcham Works site, it is set well back from the road and at a lower ground level so is not considered to be active use. To strengthen the frontage and improve the vitality and viability of the centre, to infill these gaps with retail or other town centre compatible uses is essential.

Within the SPD Area there are few uses at present, with only three small shops on the Goodwood Road site. The Hatcham Works site has a large Sainsbury's store comprises of a food store, a pharmacy, a cafe, a learning centre and Argos click-and-collect and a petrol station. The retail park also includes TK Maxx, Dreams, and Harveys Furniture Store in a separate block to the south of the site.

### Most relevant Development Plan Policies:

The London Plan states in regard to the New Cross /Lewisham /Catford Opportunity Area that there remain significant opportunities for redevelopment especially around stations, which should complement the existing education, leisure, employment and retail offer as well as provide additional housing, public realm and highways improvements. It confirms that the established commercial centre is capable of supporting commercial expansion and diversification, building on the existing assets such as Goldsmiths College, University of London areas of artistic and cultural character.

Adopted London Plan Policy 4.7 states that when making decisions on proposed retail and town centre development, a number of principles should be applied: 'the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment' and 'retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport.'

Adopted London Plan Policy 3.7 encourages proposals for large residential developments including complementary non-residential uses in areas of high public transport accessibility.

Support for convenience retail in town centres is provided in Lewisham Core Strategy Policy E9 Retail, markets and hot food takeaways, as in those places there is less need to travel.

The site allocation for the Hatcham Works site (SA6) in the Site Allocation Local Plan is for mixed use retail, housing, community facilities and a new station access and public space and states that there is opportunity for proposals to: provide a strong frontage that addresses New Cross Gate Station and for the Goodwood Road site (SA5) the site allocation is for mixed use retail, business and housing.

The Council produced its Lewisham Retail Capacity Study in 2017 and during that time there have been significant changes in retail patterns such as online shopping and the closure of many high street retailers. In light of this an update to the study has been produced by consultants Urban Shape. In regard to New Cross the update states:  
 ‘Any redevelopment of the site should incorporate a foodstore capable of meeting local residents’ main/bulk food shopping needs, as the existing Sainsbury’s store plays a role in serving the food shopping needs of the New Cross / Deptford areas.’

Figure 44 indicates proposed land uses within the SPD area. The layered hatches indicate that whilst residential uses may be suitable for the whole site, in some locations, they should be combined with a mix of uses on lower floors.



Figure 44. Proposed Land Uses

## 5.7. SPD5: Height, Scale and Massing

### SPD 5: Height, Scale and Massing

- The scale and massing of buildings must respond to positively to the character of the adjacent conservation areas, existing residential environments and New Cross Road;
- Tall buildings must be sited in the locations identified as suitable in on the heat map;
- Tall or large buildings should not cause harm to existing residential environments and their amenity;
- Tall buildings must be positioned in locations which are logical and legible and on key routes;
- Tall buildings must be informed by an assessment of views at local and cross London levels, as identified in Lewisham's Local Plan and the London View Management Framework as shown on figure 30;
- The scale and massing of buildings must provide an appropriate transition in scale between taller elements and the areas surrounding heritage assets which are typically 2 to 4 storeys
- Buildings of height must be positioned so that there is daylight and sunlight penetration to open spaces and public realm so that they are fit for purpose and are useable, pleasant spaces

for long periods during the day. Siting tall buildings to south of open spaces where they are in shadow for long periods of day should be avoided.

- In terms of the building itself a tall building must comprise:
  - Lower floors: active frontages with a mixture of uses and clear entrances;
  - Middle floors: articulated façade, balconies/winter gardens, vertical expression, façade proportion and modelling;
  - Upper floors: opportunities for varying the building line with setback/frame
- Architecture of buildings must be varied to provide interest but there should be some common language between buildings to create a cohesive development.

### This is because:

New Cross Gate is a historic district centre with a prevailing height which is generally of 2-4 storeys occasionally interspersed with buildings which are taller; although those taller elements do not exceed 10 storeys. Part of the SPD is covered by a conservation area designation, there are important heritage assets close to the site and it sits within key local views.

### Heritage Designations and views

Much of the built history of New Cross and Deptford is protected by various heritage designations. These include areas of archaeological interest, designated conservation areas and nationally listed buildings.

### Listed Buildings

There are 34 nationally listed buildings within 1km of the SPD area. These include industrial structures, churches, houses and examples of municipal architecture.

### Locally Listed Buildings

There are more than 30 locally listed buildings within 1km of the SPD area. The list gives details of a variety of residential, civic and pub buildings.

### Unlisted Buildings

There are a number of buildings of significant character that remain unlisted which sit close to the SPD area. The New

Cross Inn is one of a few such buildings along New Cross Road. To the north the railway viaducts and industrial buildings are an important part of the area's heritage.

Although there are no listed or locally listed buildings within the SPD Area the designated and non designated heritage assets should be taken into account where development is proposed such as the New Cross Inn and the three Conservation Areas covering and close to the site.

### A Hatcham Conservation Area

Hatcham conservation area covers a commercial area along New Cross Road as well as a residential area of terraced housing between New Cross Road and New Cross Gate station.

### B Telegraph Hill Conservation Area

The Telegraph Hill Conservation Area has a hillside location on the slopes of Telegraph Hill. The conservation area encloses a well preserved planned development of late 19th century terraces and pairs of houses built under the control of the Worshipful Company of Haberdashers.

### C Deptford Town Hall Conservation Area

Designated in 2000, the area is one of the most historically important areas of Deptford, as the formation of the new Borough of Deptford in 1895 allowed it to become the centre of local life.

## Views

The NXAF and SOS established important views and locations where the setting of heritage assets could be affected by tall or large buildings which are insensitively positioned or too large.

Views from or towards designated heritage assets and their setting or identified local views can be particularly sensitive to change and they must be protected from development that has a negative effect on their value.

When looking at where appropriate locations for buildings of height and mass could be located within the SPD area, various different massing and height scenarios were modelled using 3D-computer software and tested in different views. From this an assessment of the impact of massing and heights on the views was made. As a result it was clear that there were only limited places where height could be located which did not harmfully intrude on views. As such it is considered appropriate to have a coordinated approach which accepts taller buildings can form part of the development of the sites in the SPD area but limits their location and height to that which has been tested.

## **Most relevant Development Plan Policies:**

Adopted London Plan policy 7.6 states that when making decisions buildings and structures should 'be of the highest architectural quality', 'of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm' and does 'not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings.'

Lewisham Core Strategy Policy 15: High quality design for Lewisham contains guidance on height, scale and massing. It seeks to ensure highest quality design, protect or enhance the historic and natural environment, optimise the potential of sites, be sensitive to the local context, respond to local character and conserve and enhance heritage assets and their settings.

With regard to Regeneration and Growth Areas, Core Strategy policy 15 is specific in regard to the Deptford and New Cross area; that urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. It goes on to state in regard to the New Cross/New Cross Gate

Town Centre that it has a number of development opportunities which need to preserve and. In regard to tall buildings, it states that they may be appropriate in certain locations subject to Core Strategy Policy 18.

Definition tall within the SPD area:

Whilst tall buildings are defined in the London Plan those greater than 30m Above Ordnance Datum (AOD). Lewisham's Core Strategic Policy 18 (Policy justification 7.167), defines tall buildings as:

- buildings that are significantly taller than the predominant height of buildings in the surrounding area;
- buildings that have a notable impact on the skyline of the borough and/or;
- buildings that are more than 25 metres high adjacent to River Thames or more than 30 metres high elsewhere in the borough.

Core Strategy Policy 17 new development does not impede or detract from local views or obscure local landmarks.

Given its location within a Regeneration and Growth Area tall buildings are suitable within the SPD Area (as confirmed in Core Strategy Policy 15). However tall must be considered in the local context.

The following methodology was applied to establish a heat map which identifies where taller buildings can be located in the SPD area:

1. Understand and take into account the topography;
2. Identify important views and locations where the heritage asset and its setting could potentially be impacted;
3. Test height scenarios through 3D modelling;
4. Identify sensitive relationships with surrounding low rise residential properties;
5. Identify key routes and connections as places which may be suitable to place a taller building

Having assessed the above a heat map showing locations which are suitable for buildings which are tall in a New Cross context has been created (figure 45).

Massing is another important consideration as blocks which are too large can also adversely affect light penetration to spaces around buildings, as such if they are located to the south of public spaces or private amenity areas they should be reduced in height that will ensure sufficient sun and day light exposure into open areas.

Figure 45 illustrates proposed building heights within the SPD area.

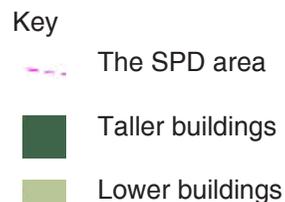


Figure 45. Proposed building heights

④ Route 1 to continue across the site, with new bridge over the railway tracks and ramps integrated into the streetscape with emphasis on creating high quality, attractive environment for pedestrians and cyclists. Footbridge and surrounding buildings to be configured to enable long views along adjacent streets.

⑤ New north south connection made on Hatcham Site. This follows the existing ladder of streets in New Cross.

⑥ Opportunities across the site to located commercial uses, on Route 1 and Goodwood Road.

⑦ Buildings of height located away from sensitive New Cross Road frontage and low rise neighbouring properties. Height has been placed back from the high street close to the new Rote 1 connection as it takes advantage of the topography so the buildings cannot be easily seen behind the frontage buildings on New Cross Road;

⑧ Scale and mass of buildings shows respect for surrounding context which in many places has a fine grain.

⑨ Bus stands and stops to be retained on the site, with new circular route via Harts Lane'.

⑩ New junction on New Cross Road to be designed to accommodate cycle

facilities and pedestrian crossings outside the station. These improvements are required in order to re-balance the street enabling, New Cross to fulfil its role as a district centre and safe pedestrian environment, while also maintaining traffic flow.

⑪ Mixed-use development on the Goodwood Road site. New residential development to be provided alongside significant commercial floorspace, serviced at street level from Goodwood Road. Detailed proposals for this site to balance overall quantum of development with the massing constraints imposed by the site, which is bounded to the north and east by existing 2 storey housing vulnerable to overshadowing.

⑫ Retained retail uses and new development on Goodwood Road to support use of Goodwood Road as extension of the high street.

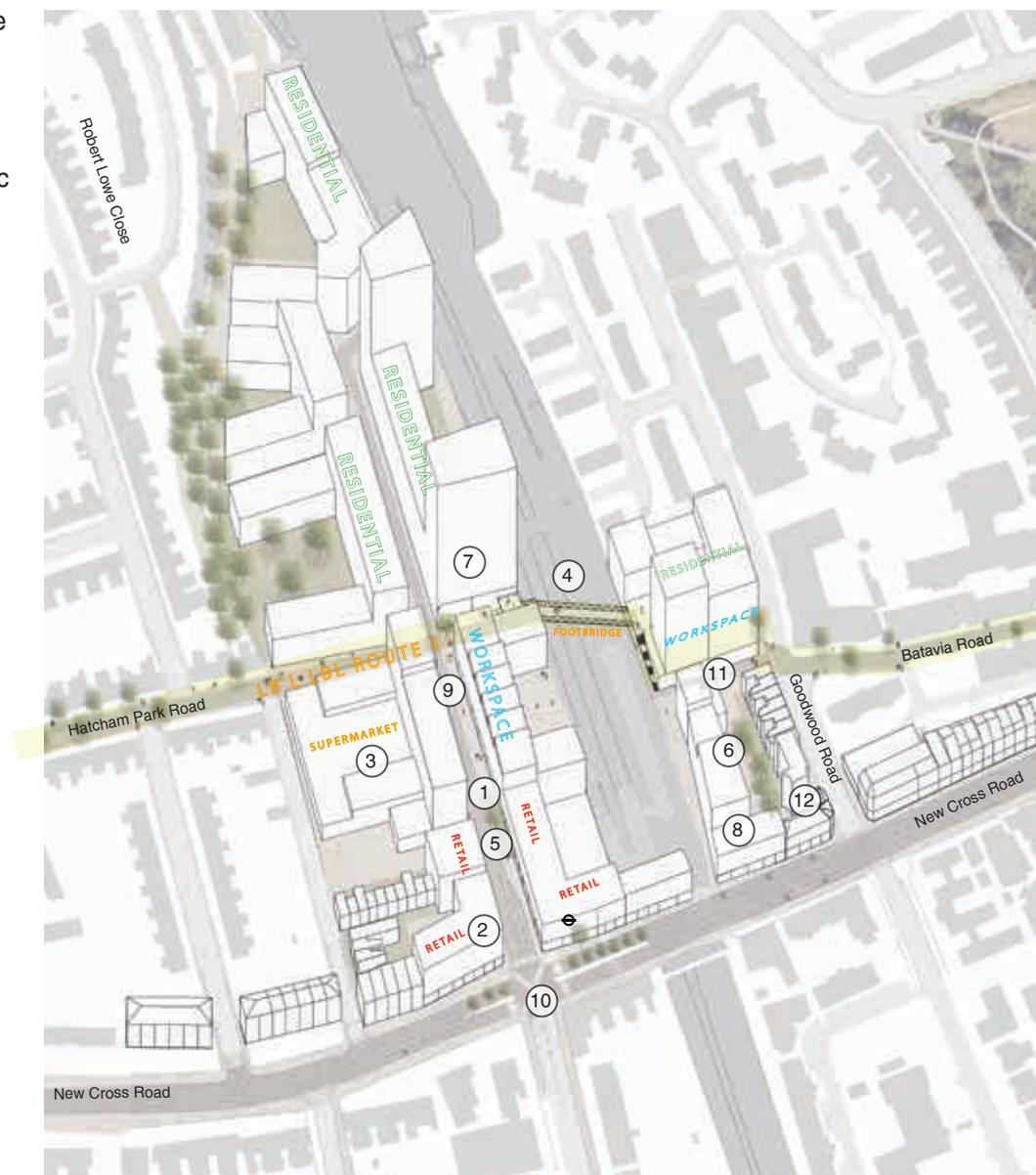


Figure 46. Illustrative masterplan overview

## 5.8. Illustrative Masterplan

To demonstrate that the Vision, Objectives and Key Principles within this SPD can be delivered an illustrative masterplan for the area has been prepared including schemes for both Hatcham works and Goodwood Road.

Whilst not a requirement for an SPD document the Council has also carried out a high level financial viability on the illustrative masterplan to ensure that it not only meets the SPD requirements as outlined above but is robust in its deliverability. The viability testing included s106 contributions and the cost of delivering a bridge over the railway to create the Route 1 link.

The illustrative masterplan is simply one design response and should not be read as a definitive proposal.

The illustrative masterplan delivers the following land use mix:

Approximate Residential Units:

Hatcham Works Site Circa 1000 units  
Goodwood Road Site Circa 240 units

The key components of the illustrative masterplan include:

- ① Two-sided streets designed to accord with the Mayor's Healthy Streets Approach, bounded by active ground floor uses and frontages onto the street.
- ② New buildings to sensitively reinforce the high street, bridging the current gap across the front of this site.
- ③ Large grocery food store brought to front of the site to improve vitality and viability of New Cross district centre and strengthen the shopping frontage. Also by bringing buildings to the frontage it re-knits the built form and provides activity.

### Key

- The SPD area
- Retail
- Workspace
- Residential
- Residential - above first floor
- Supermarket
- Station
- Route 1
- \* Main Station Entrance



Figure 47. Illustrative masterplan

# 6 Glossary



## **Glossary**

### Active frontage

The front of a buildings with openings onto the space that generate activity and engagement between the building interior and the space outside, particularly entrances.

### Amenity space

The outside space associated with a home or homes. It may be private or shared, depending on the building it serves.

### Design concept

The basic design ideas on which a proposal will be based, often expressed in a combination of words and visual material.

### Copenhagen crossings

Blended crossings are designed to slow down vehicles when entering or exiting side roads

### Creative Enterprise Zones

Creative Enterprise Zones are a new Mayoral initiative to designate areas of London where artists and creative businesses can find permanent affordable space to work; are supported to start-up and grow; and where local people are helped to learn creative sector skills and find new jobs.

### Development

This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

### Heritage assets

Are the valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by the local authority (including local listing) during the process of decision-making or plan making.

### Illustrative Masterplan

Illustrates the framework and the layout of streets and routes, the location, arrangement of the development blocks.

### Liveable Neighbourhoods

Is a programme gives boroughs the opportunity to bid for funding for long-term schemes that encourage walking, cycling and the use of public transport

### Natural surveillance:

When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

### London panoramas

Panoramic views across substantial parts of London.

### Mixed use development

Development for a variety of activities on single sites or across wider areas such as town centres.

### Open space

All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

### Opportunity areas

London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

### Public realm

This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces

### Public transport accessibility levels (PTALs)

Are a detailed and accurate measure of the accessibility of an area to the public transport network, taking into account walk access time and service availability. PTALs reflect:

- walking time from the area of interest to the public transport access points;
- the reliability of the service modes available;
- the number of services available within the catchment; and
- the level of service at the public transport access points - i.e. average waiting time. PTALs do not consider:
- the speed or utility of accessible services;
- crowding, including the ability to board services; or,
- ease of interchange.

### Setting of a heritage asset

Is the surrounding in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

### Section 106 Agreements

These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

### Shared space

A concept defined in the Mayor's Transport Strategy as one which suggests a degree of sharing of streetscape between different modes and street users, requiring everyone to consider the requirements, aspirations and needs of each other. Key to successful implementation of schemes is a reduction in dominance of motor vehicles in streets, especially where there are heavy pedestrian flows, and a degree of negotiation between road users. Each improvement must be designed in local context, be consulted on (including with blind and visually impaired groups) and be carefully monitored.

### Strategic views

Views seen from places that are publicly accessible and well used. They include significant buildings or urban landscapes that help to define London at a strategic level.