



3. BOROUGH WIDE ANALYSIS

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3.1 TOPOGRAPHY

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

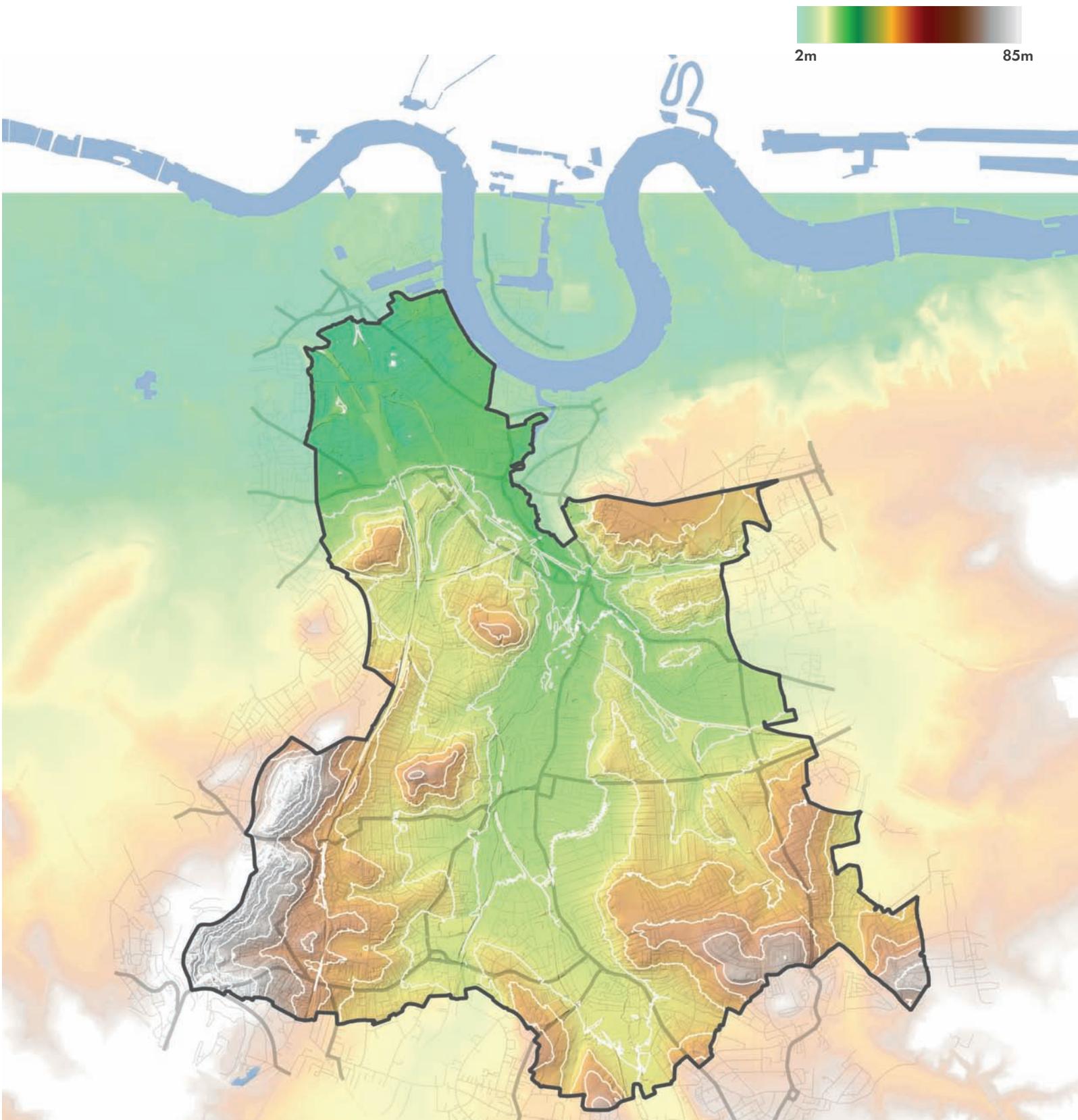


Gently rising topography



High points offer panoramas towards the city

Fig 18 Topography



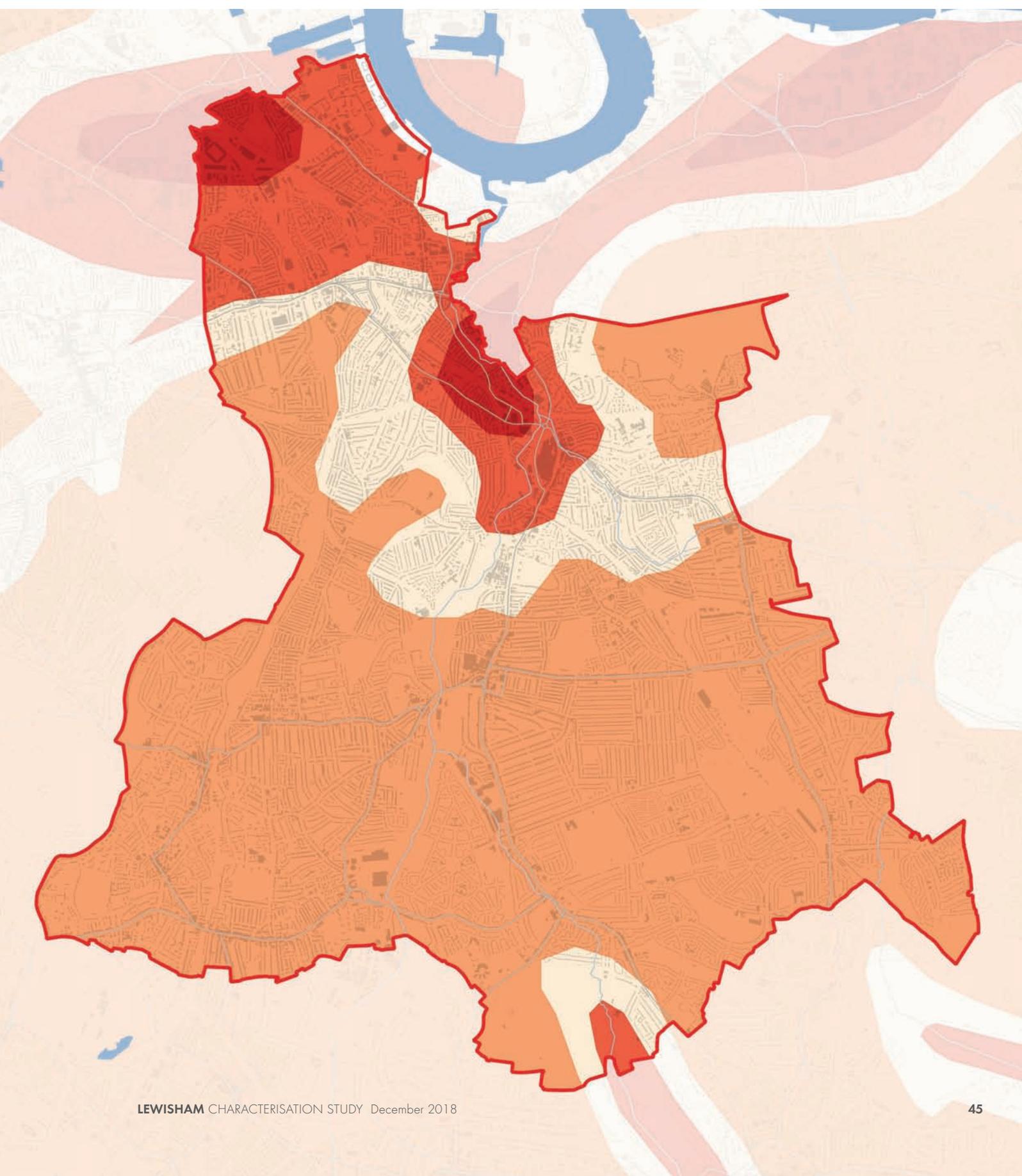
3.2 GEOLOGY

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

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

Fig 19 Geology - bedrock

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



3.3 WATERWAYS AND FLOODZONES

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



River Ravensbourne at Bellingham



River at Cafford



River at Deptford

Fig 20 waterways and indicative floodzones

- Waterways
- Flood zone 3
- Flood zone 2



3.4 LANDSCAPE, GREEN SPACE AND TREES

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



Fig21 Tree coverage in the borough

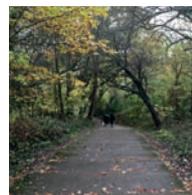
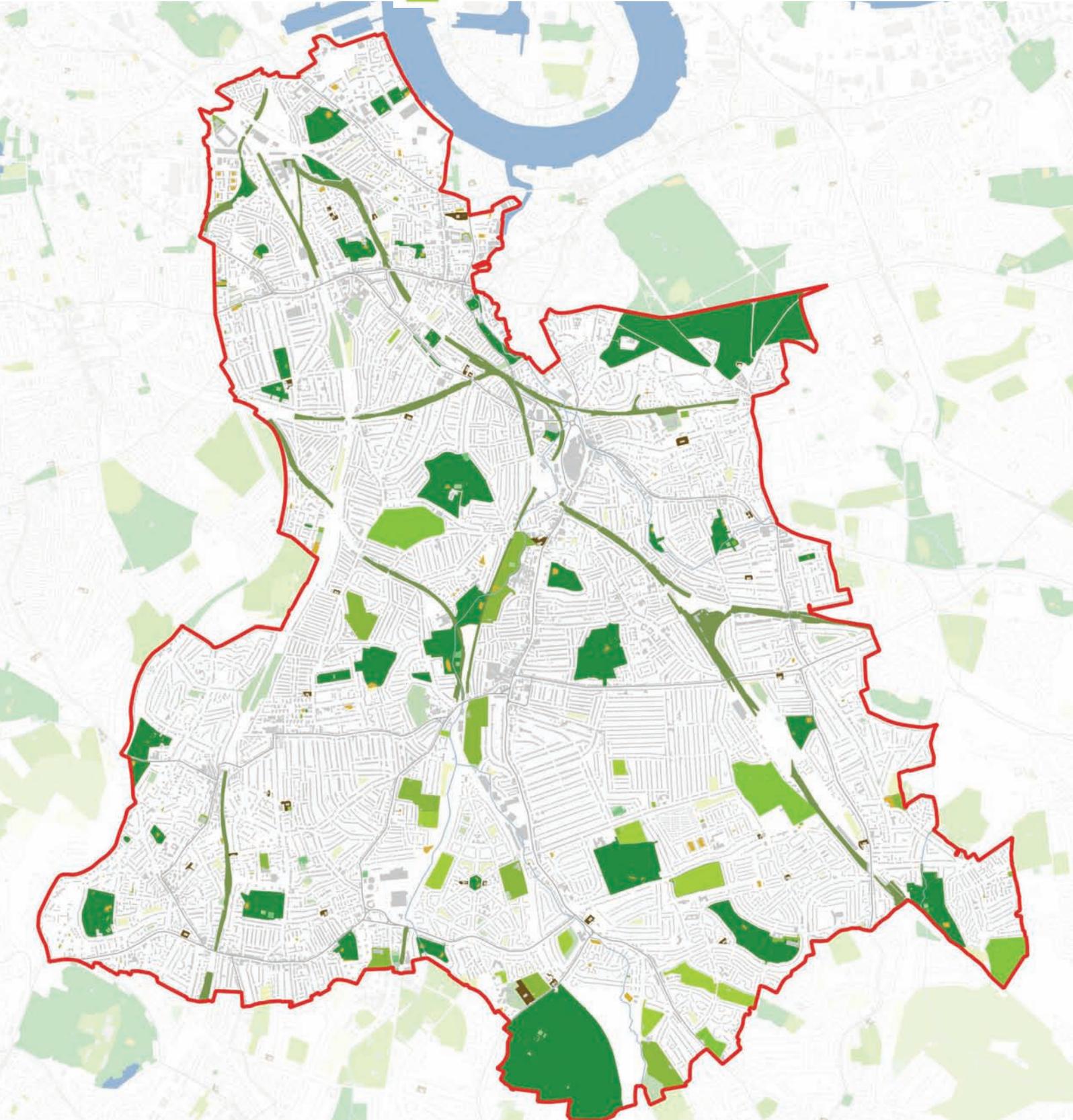


Fig 22 Green spaces

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



3.5 TRANSPORT

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

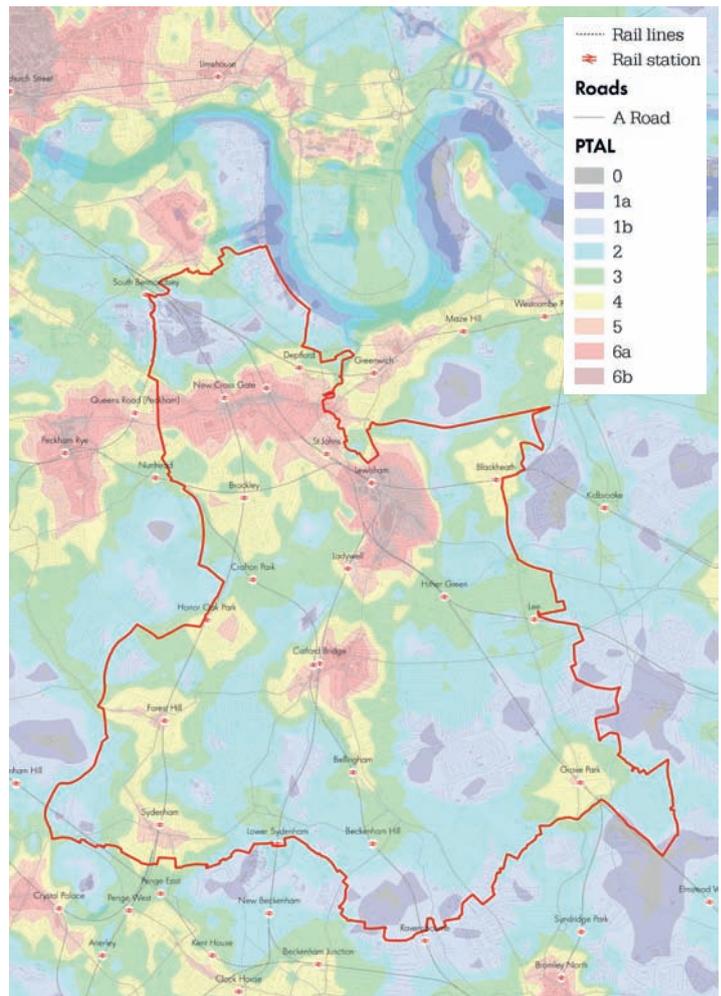


Fig 23 Existing borough PTAL rating - a low number indicating very poor transport accessibility and a high number indicating excellent transport accessibility



Fig 24 Transport network

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



3.6 URBAN MORPHOLOGY AND BUILDING HEIGHTS

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

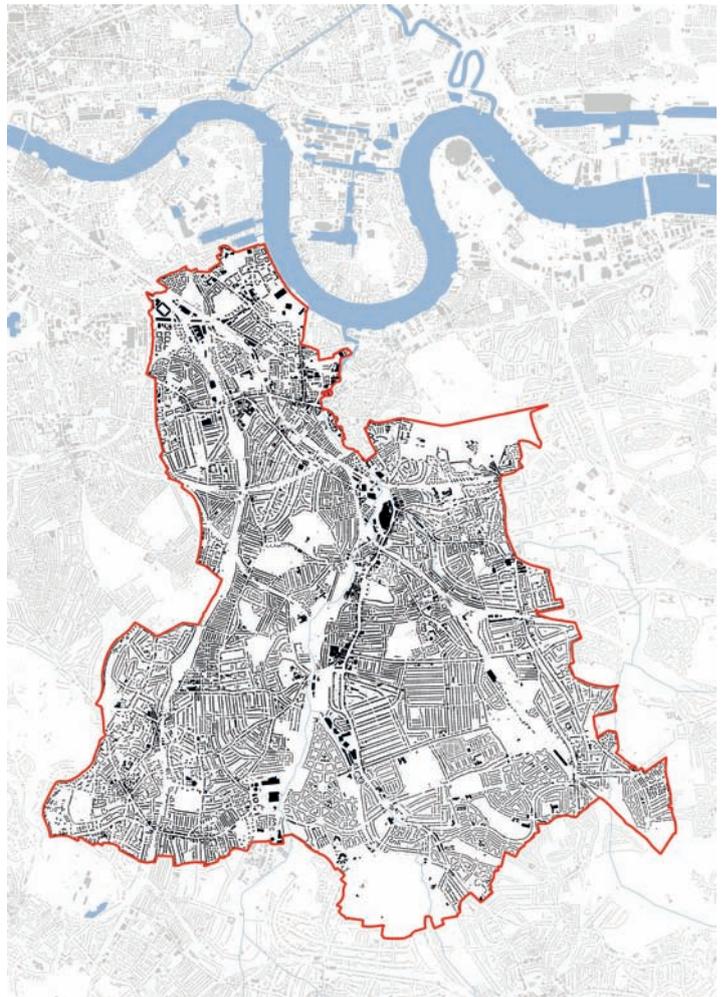
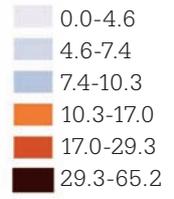


Fig 25 Figure ground



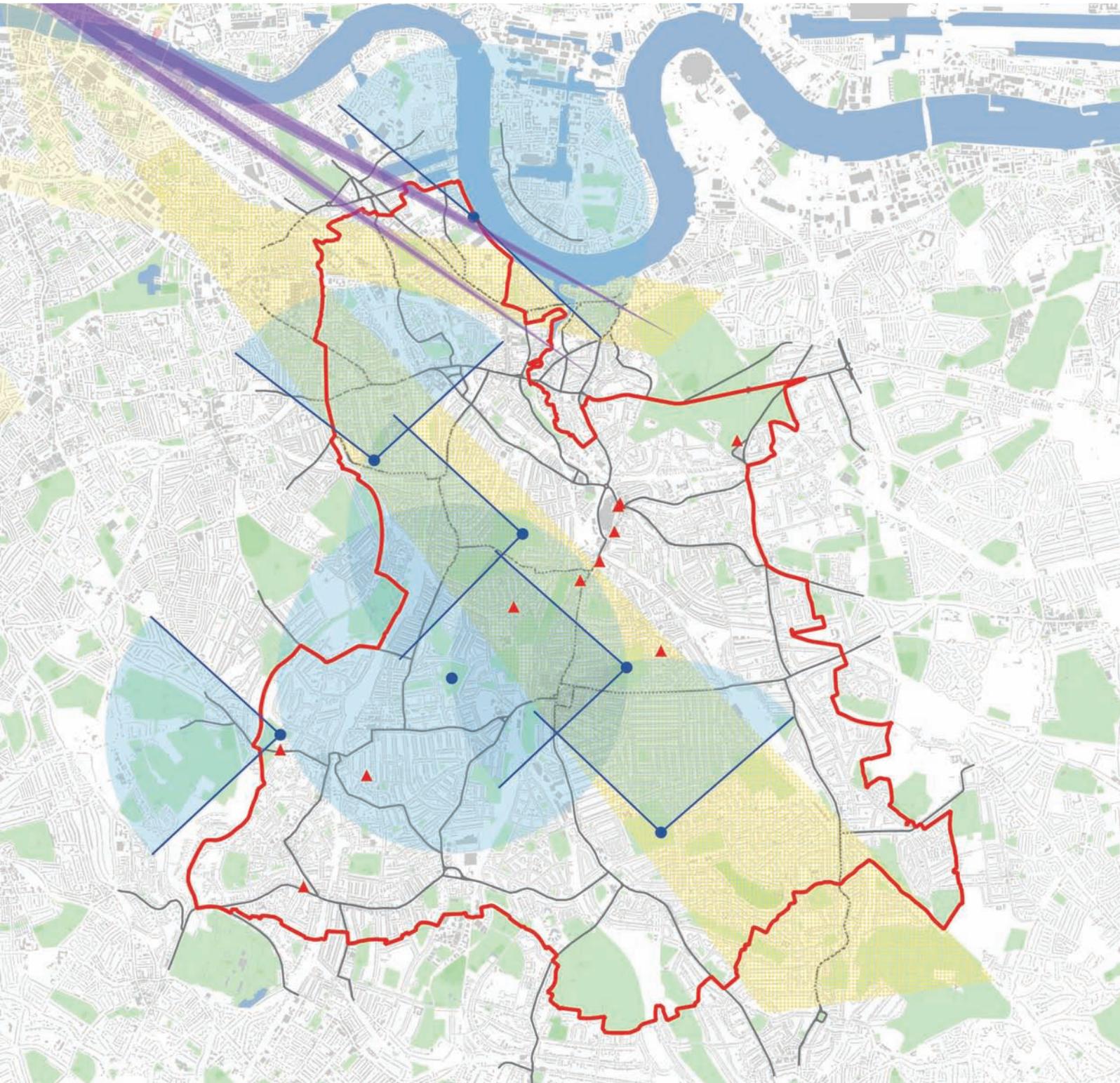
Fig26 building heights (metres)



3.7 VIEWS AND LANDMARKS

- 3.7.1 The borough topography rises gently southwards from the Thames, and up the slopes of the Ravensbourne valley. There are numerous mounds and hillocks, represented in such names as Forest Hill, Sydenham Hill, Vicars Hill, Hillyfields, Belmont Hill, Westwood Hill and Telegraph Hill. These places afford views across the borough and sometimes beyond, to Greenwich, Crystal Palace, Canary Wharf and the City of London. The new towers springing up at Battersea and Vauxhall can also be seen.
- 3.7.2 Lewisham has only a short frontage on the Thames but its concave shape provides a substantial river prospect, taking in the Isle of Dogs and the Greenwich waterfront.
- 3.7.3 The value of views is threefold:
- To enable people to enjoy the qualities of cherished landmarks;
 - To aid wayfinding, by being able to relate to familiar features on the skyline; and
 - To strengthen the distinctiveness of places, helping to show their relationship to one another.
- 3.7.4 There are a variety of views experienced within or across the borough. Some are panoramas, such as the wide sweep across the townscape from a hilltop. Other views may be channelled between buildings or trees. Some views are 'kinetic', unfolding progressively as the viewer moves through space. Some views are more important at certain times of the day, or after dark. Some views have a seasonal quality, affected by the length of shadows, or the colour and density of tree foliage.
- 3.7.5 Views are not constant; new buildings are added to the skyline and sometimes gaps open up to reveal hitherto unexpected views of landmarks or features.
- 3.7.6 Lewisham's current local plan (policy CS17) identifies seven views, generally from public spaces within the borough. These are to be maintained by resisting large scale, bulky developments close to the edges of the parks or at the foreshore in Deptford. The views are:
- LV 1 Horniman Gardens City cluster
 - LV2 Blythe Hill to Canary Wharf
 - LV 3 Hilly Fields
 - LV4 Telegraph Hill – to Vauxhall and Canary Wharf
 - LV5 Mountsfield Park – towards Catford and Sydenham Ridge
 - LV 6 Forster Memorial Park - to Crystal Palace radio mast and the ridge
 - LV 7 Thames Foreshore, Deptford A 180 degree river prospect taking in the Isle of Dogs, Deptford Creek and Greenwich

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



Landmarks

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

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

Neighbourhood views and landmarks

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

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

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

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

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

LOCAL LANDMARKS FROM CORE STRATEGY

1 All Saints, Blackheath



2 St Stephen's Church



3 Lewisham Clock Tower



4 St Saviours Church



5 United Reformed Church



6 Church of St. Mary the Virgin



7 Ladywell Water Tower, Dressington Avenue



8 Hither Green Hospital Clock and Water Tower



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



10 Horniman Museum



11 St Bartholomew's



LOCAL VIEWS FROM CORE STRATEGY

1 View from Foreshore, Deptford



2 View from Telegraph Hill park



3 View from Hilly Fields park



4 View from Mountsfield Park



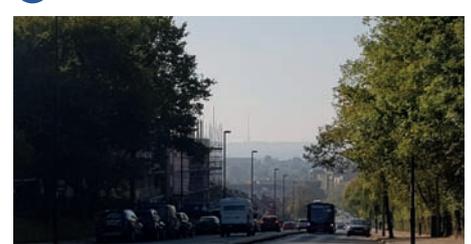
5 360 degree view from Blythe Hill Fields



6 Horniman Gardens panoramic view towards south and central London



7 View from Forster Memorial Park



3.8 HISTORIC ASSETS

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

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

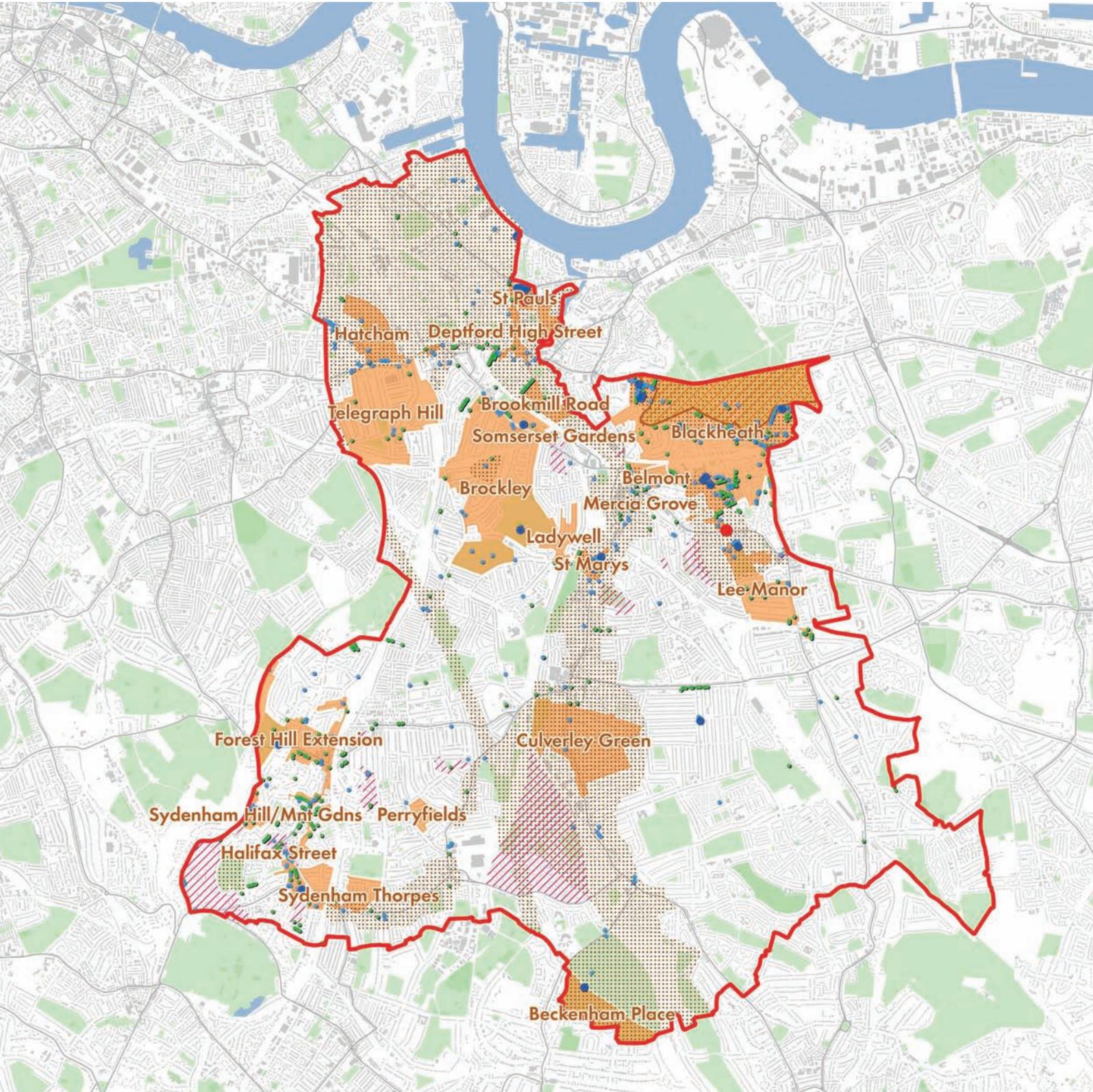


Fig 28 Heritage assets in the Borough

3.9 FUNCTIONAL CHARACTER AND TOWN CENTRES

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

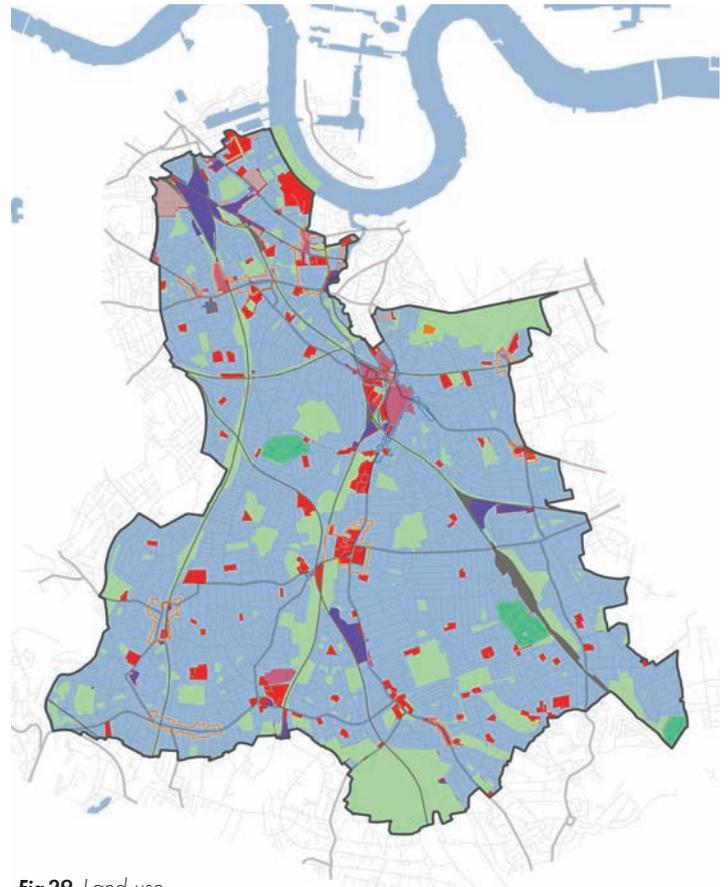


Fig 29 Land use

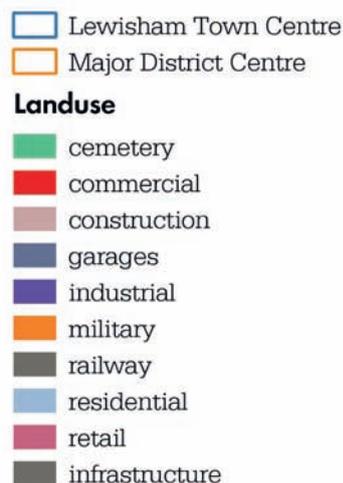
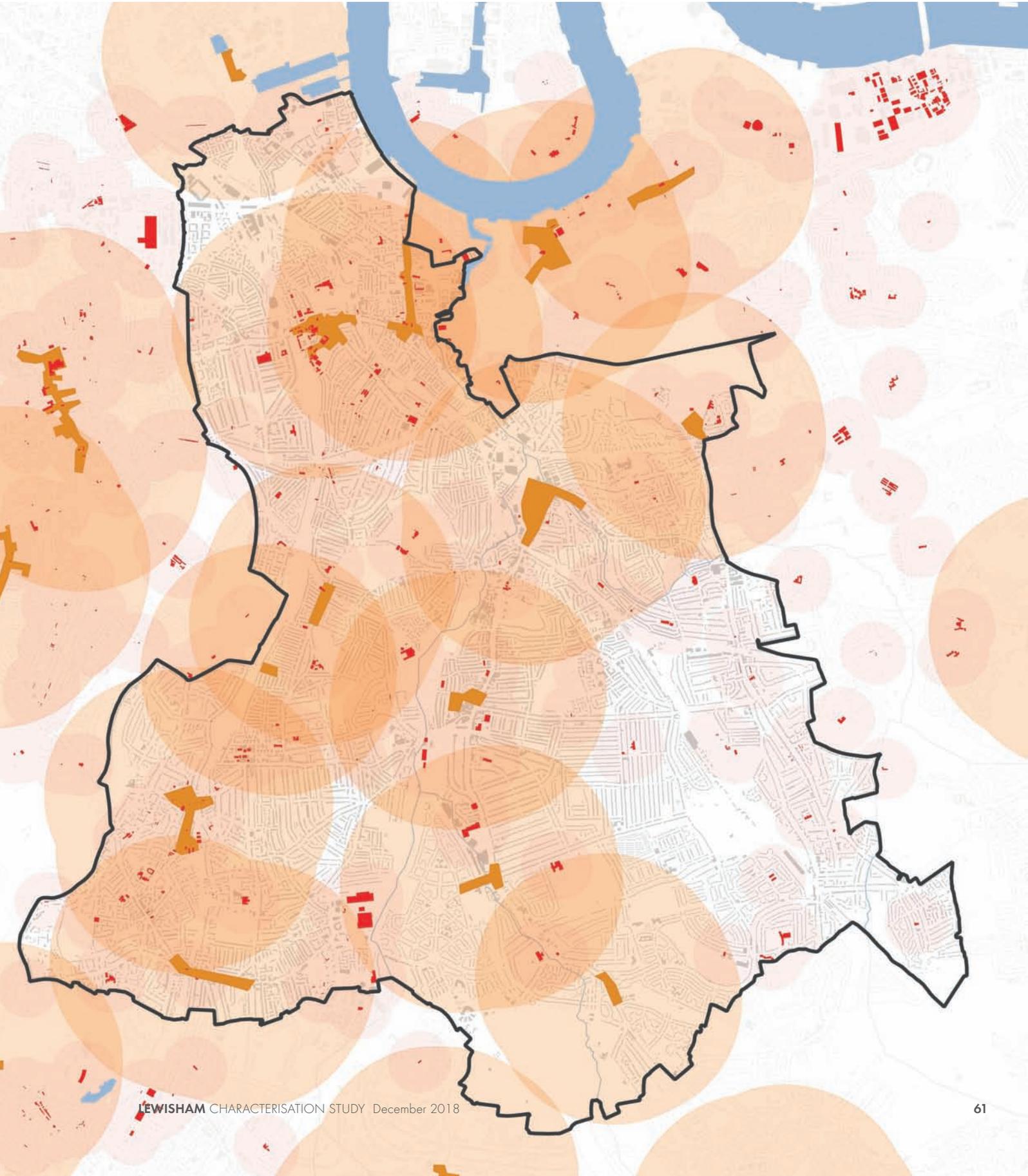
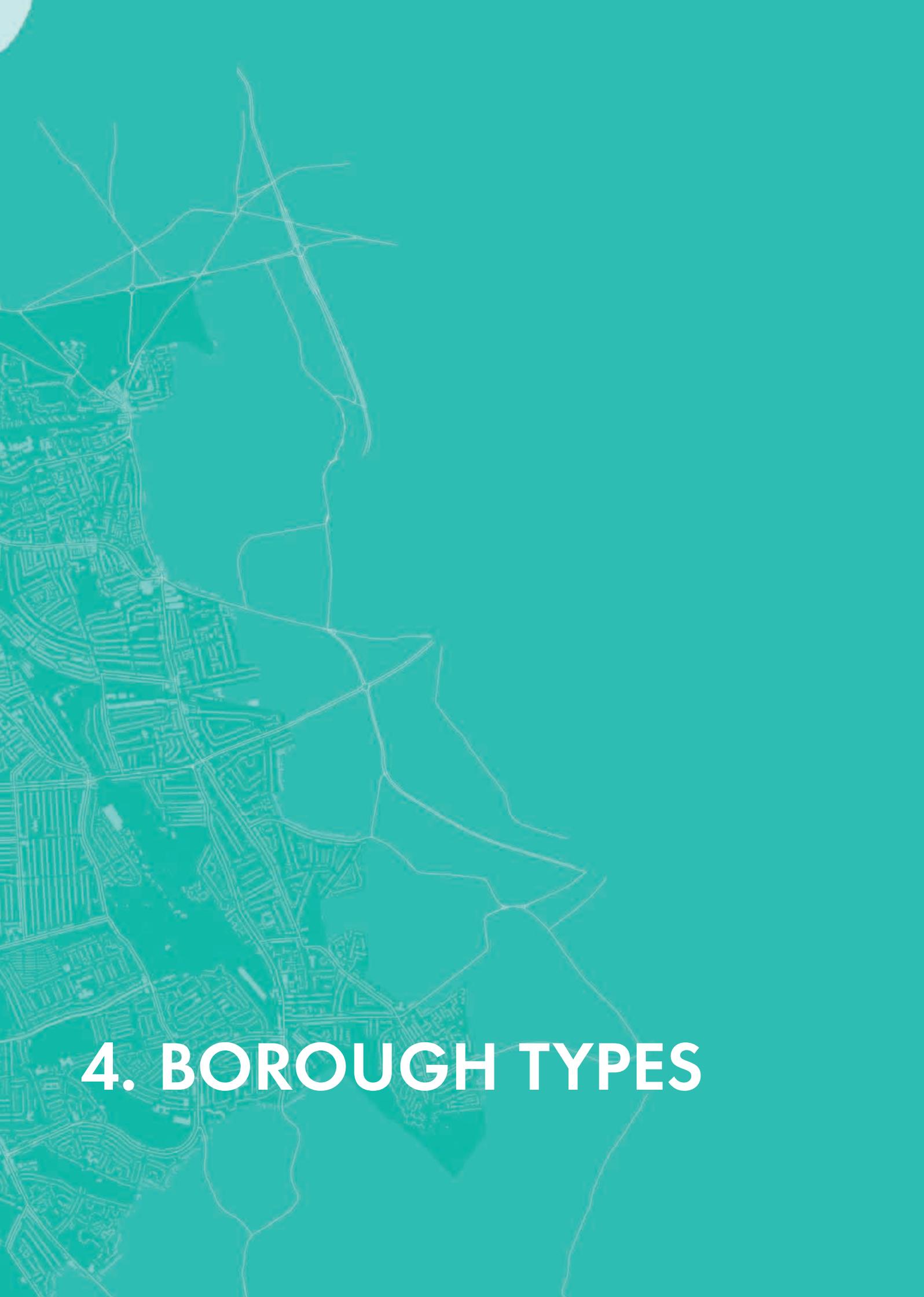


Fig 30 Activity levels (using Google's activity data set based on phone usage)

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







4. BOROUGH TYPES

4 BOROUGH TYPES

4.1 INTRODUCTION

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



Fig 31 *Typologies plan*

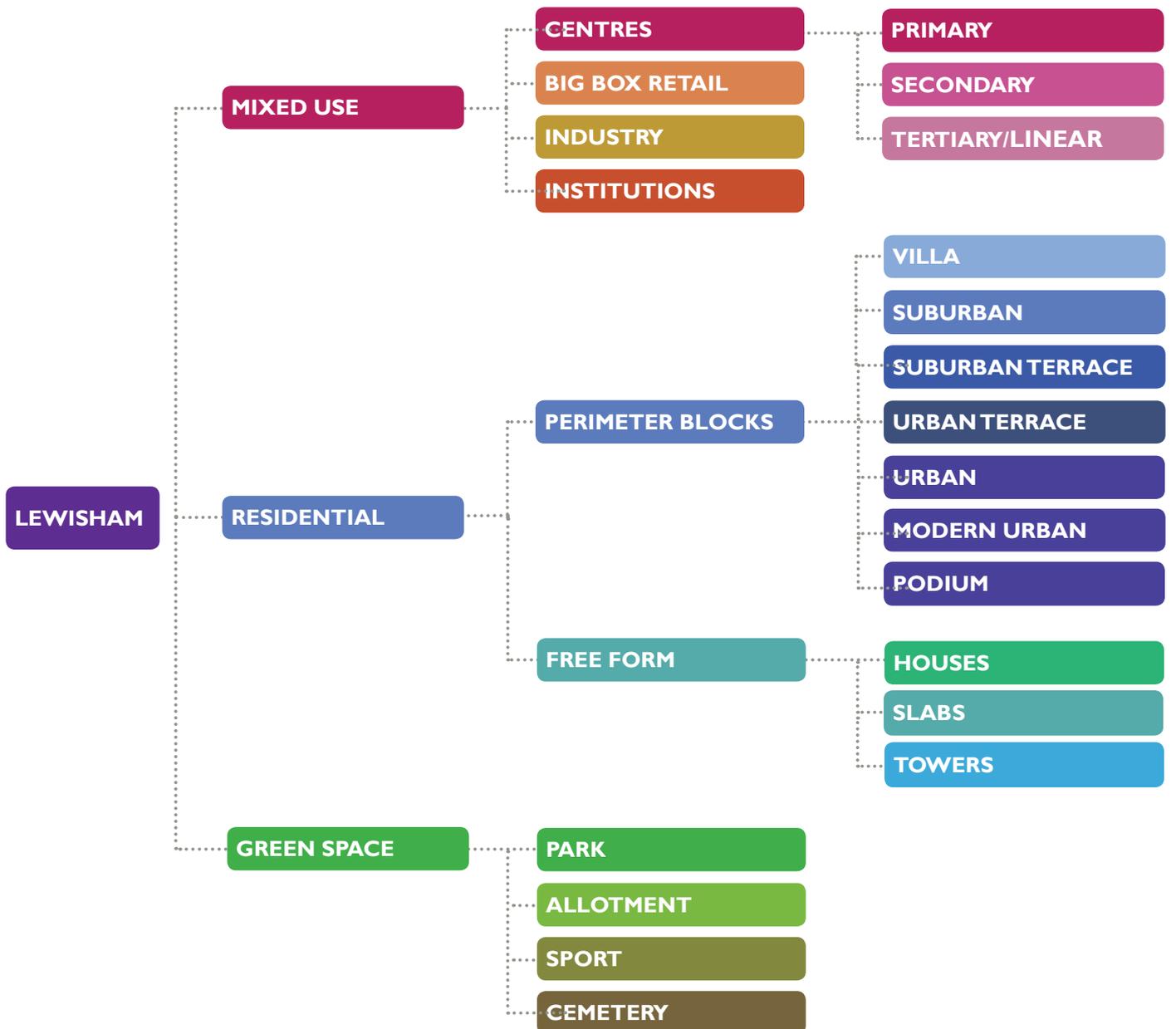


Fig 32 Typology tree

4.2 GREEN SPACES

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

Parks

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

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

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

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

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

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

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

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



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



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

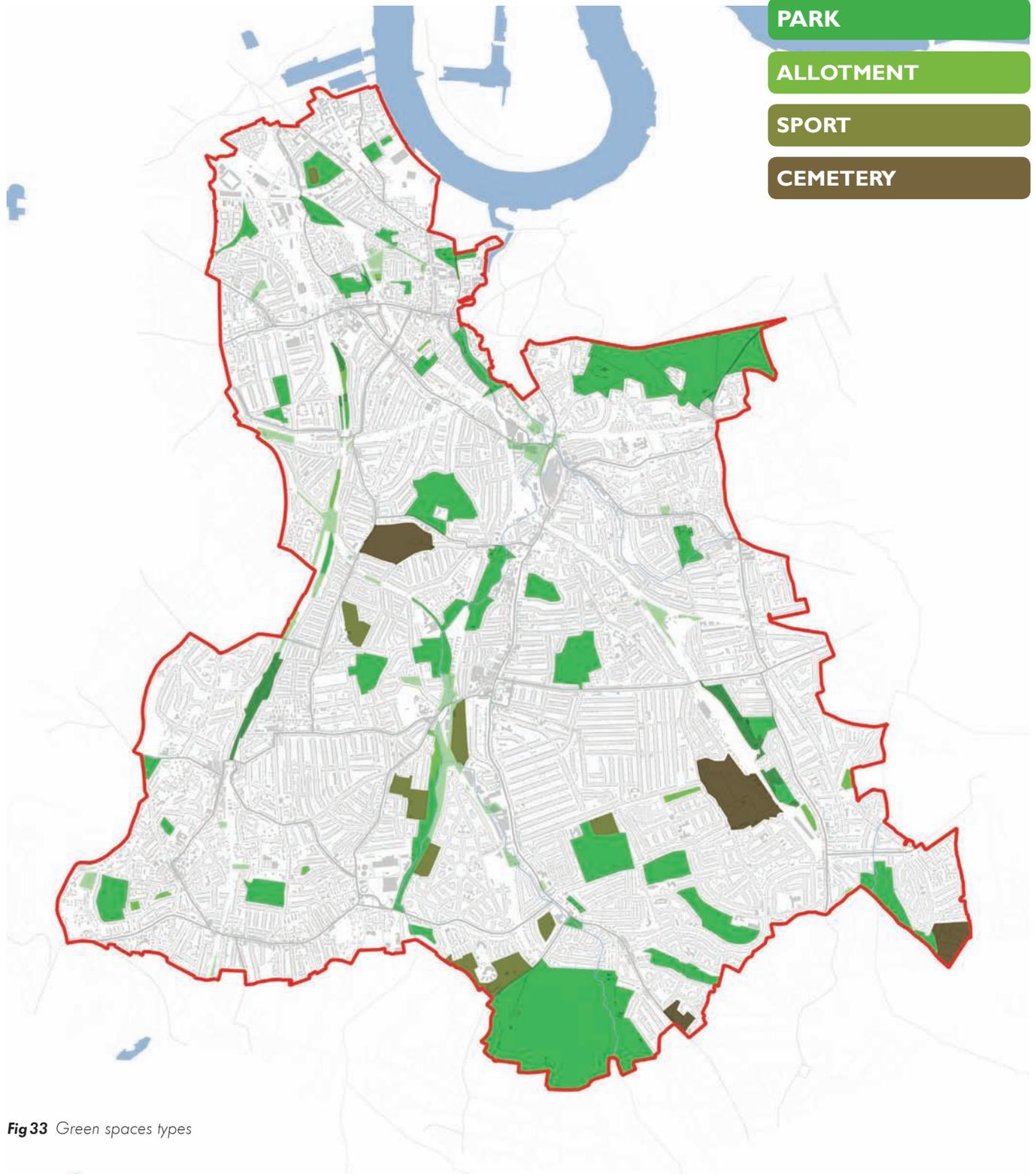


Fig 33 Green spaces types

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

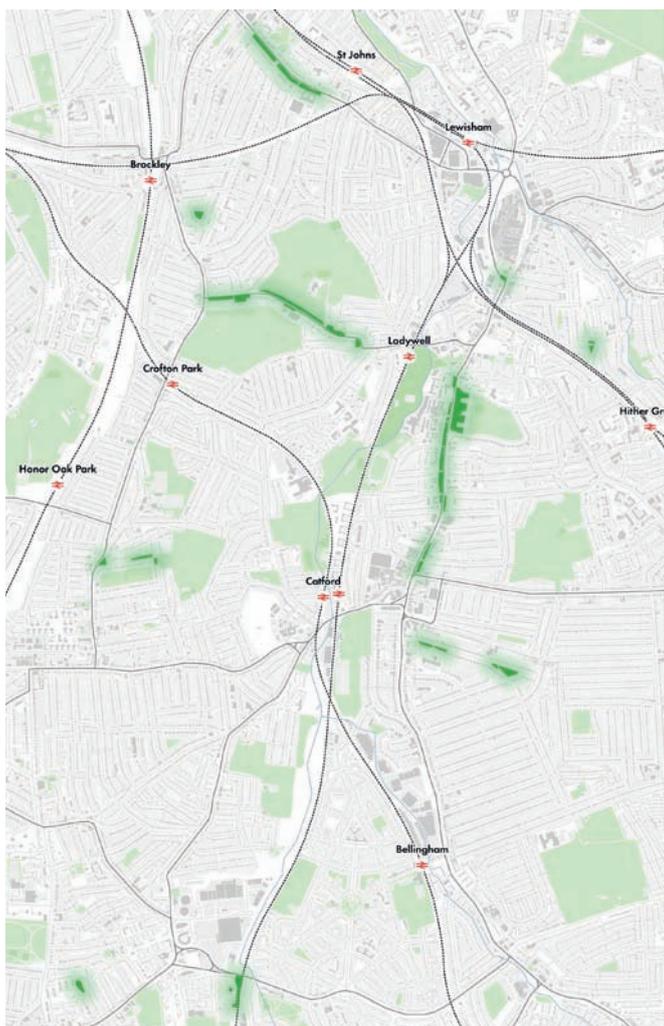


Fig 34 Lewisham's London Squares - some of the smallest park amenity spaces in the borough

Allotments

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

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

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



Allotments in New Cross

Sport

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



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

Cemetery

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



Brockley and Ladywell Cemetery

4.3 MIXED-USE AREAS

PRIMARY CENTRES

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

Urban Form

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

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

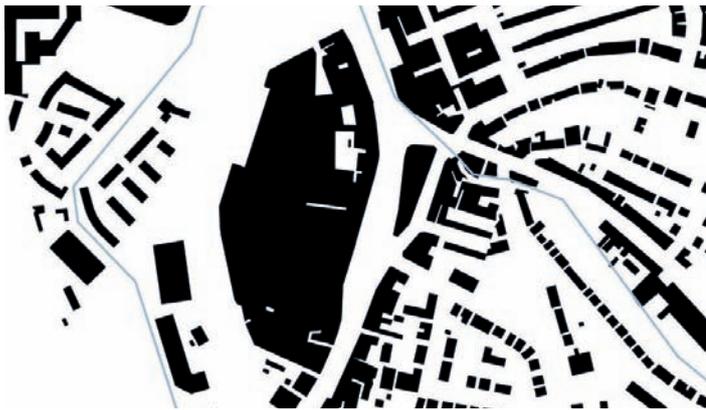
- 4.3.6 Land uses in the primary centres feature a mixture of comparison shopping, services and leisure uses. Convenience shopping is present as a peripheral element, whilst evening economy uses can play a significant role.

Buildings

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

Streetscape

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



The urban morphology of Lewisham town centre

key characteristics

Typical storey height: 3 - 6

Typical street width: 10 - 20m

Typical block size: 80x130m



Photographs of Lewisham and Catford

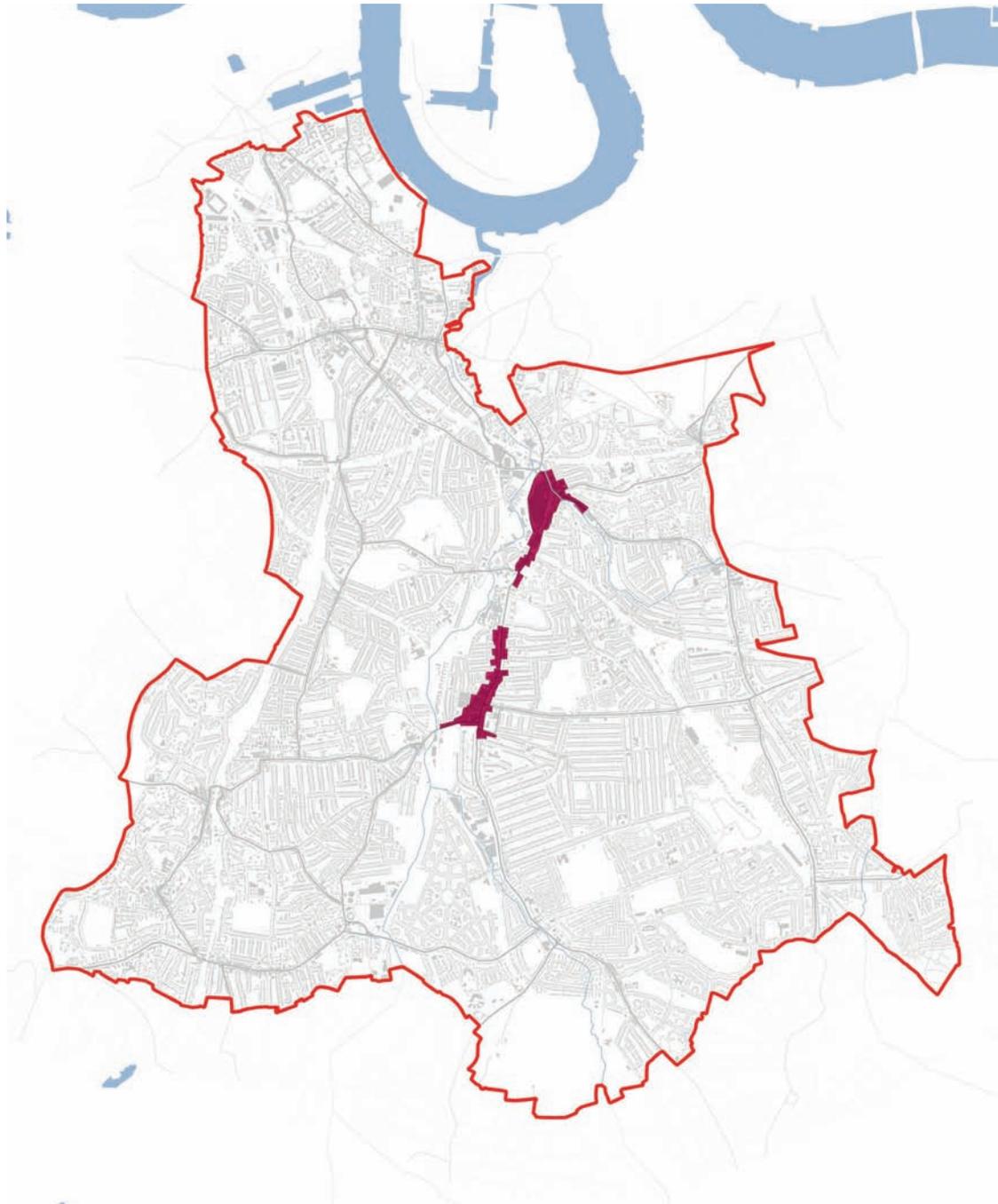


Fig 35 Lewisham's primary centres

SECONDARY CENTRES

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

Urban Form

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

Buildings

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

Streetscape

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



The urban morphology of Sydenham high street

key characteristics

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



Photographs of Forest Hill, Sydenham and Blackheath

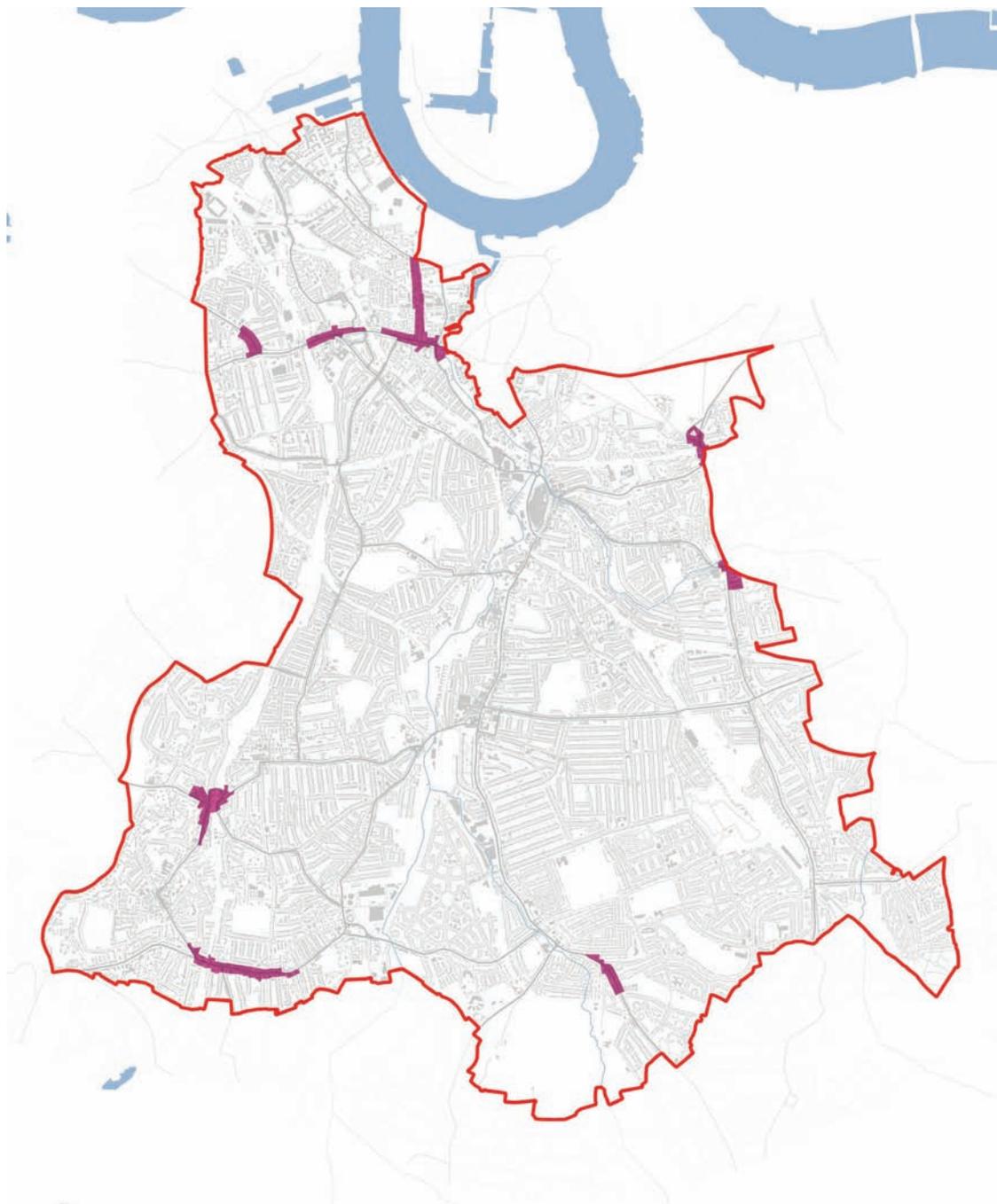


Fig 36 Lewisham's secondary centres

TERTIARY CENTRES

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

Urban Form

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

Buildings

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

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

Streetscape

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



The urban morphology at Honor Oak

key characteristics

Typical storey height: 2 - 4

Typical street width: 12 - 15m

Typical block size: 60x150m



Photographs of Brockley, Beckenham Hill and Honor Oak

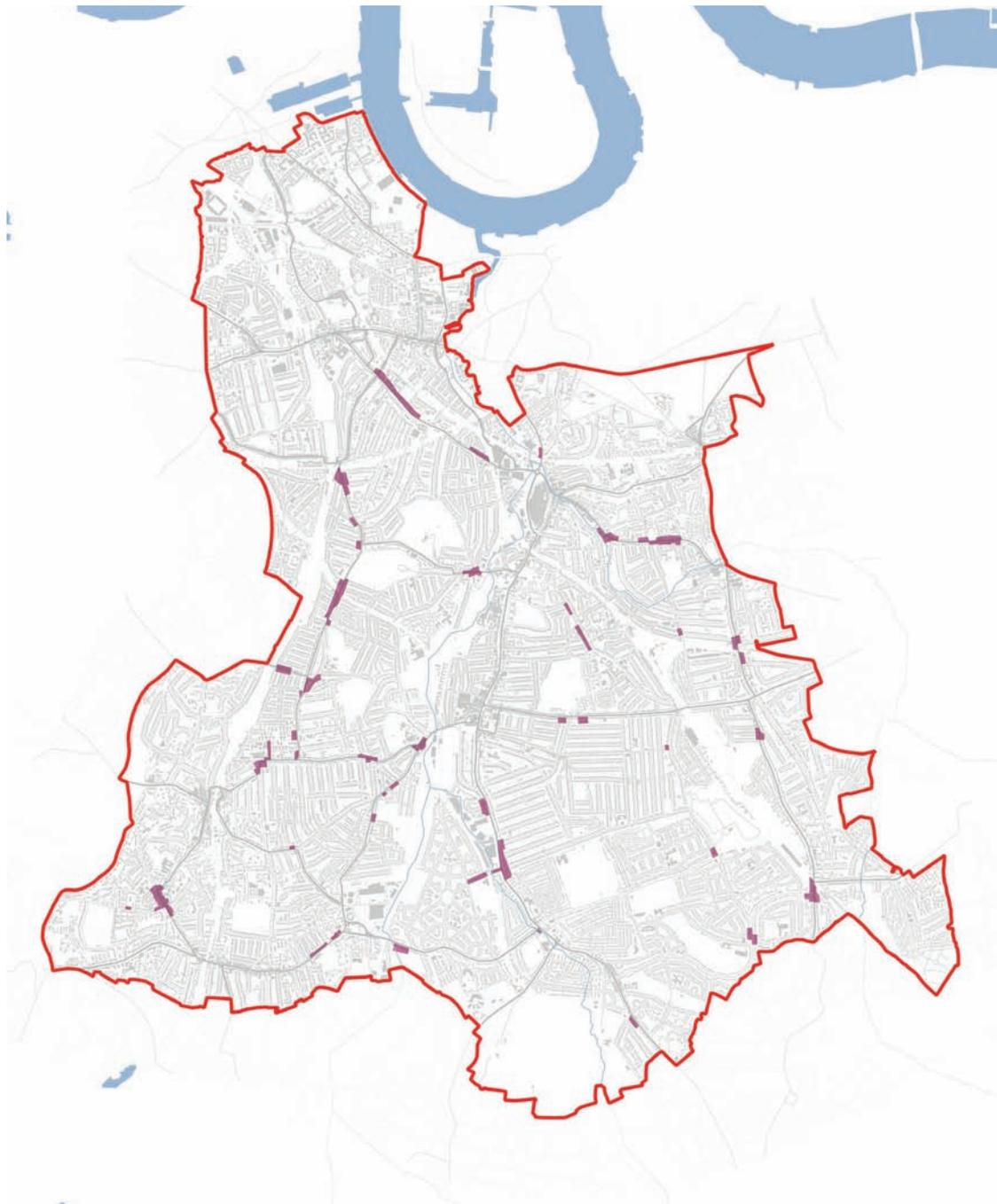


Fig 37 Lewisham's tertiary centres

Intensification opportunities within centres

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

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

Precedents

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



INSTITUTIONS

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

Urban Form

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

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

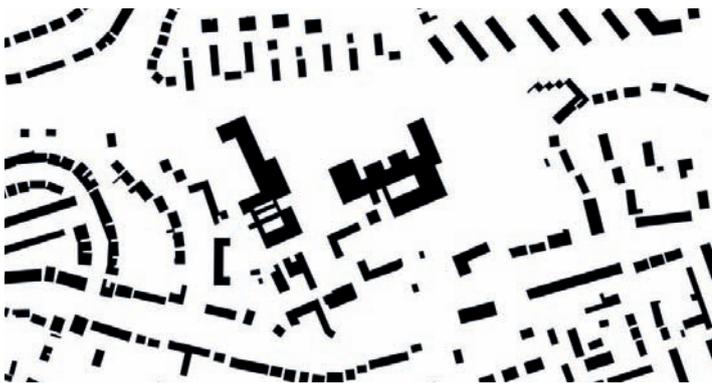
Buildings

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

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

Streetscape

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



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

key characteristics

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



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

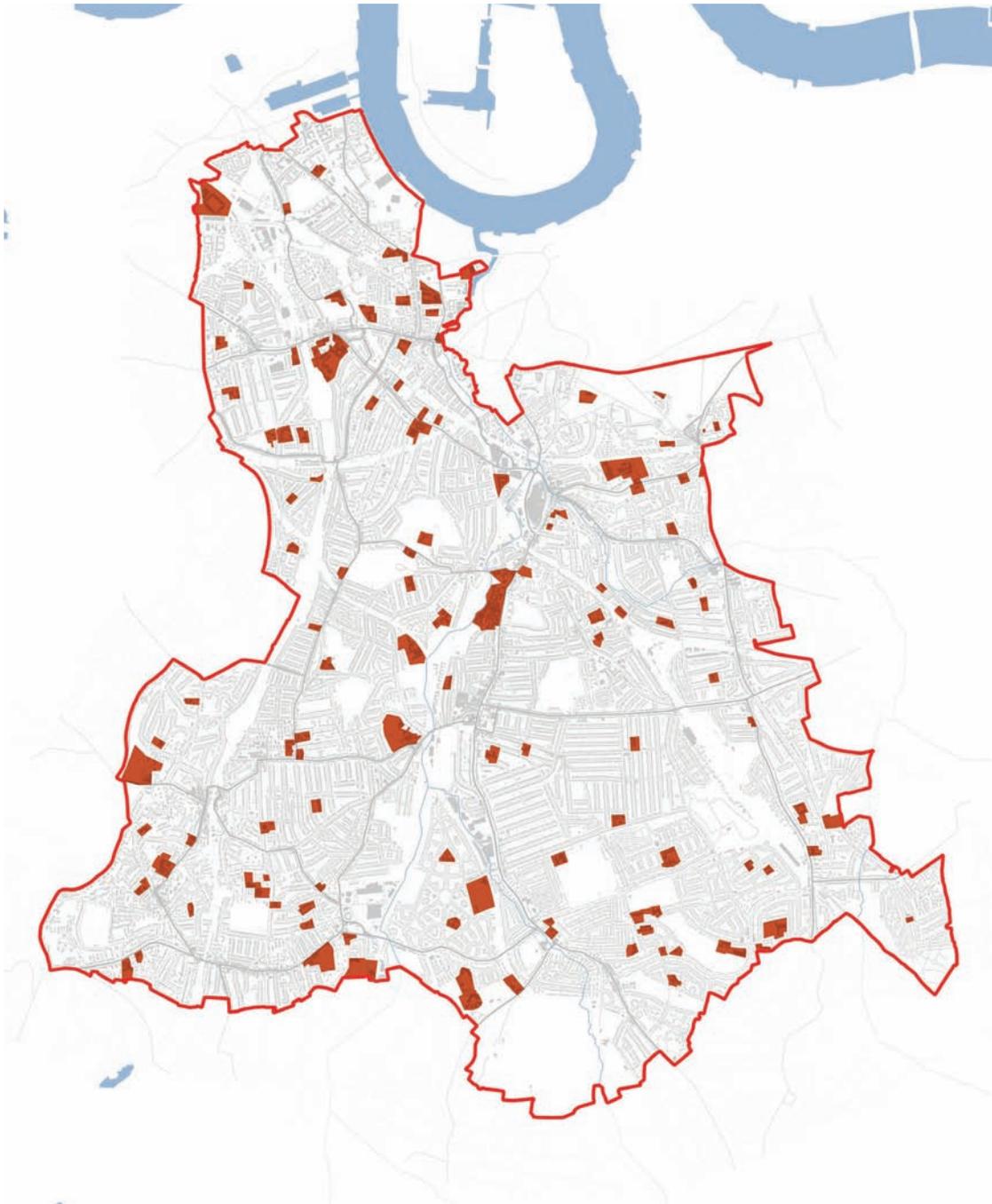


Fig 38 Lewisham's Institutions

BIG BOX RETAIL

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

Urban Form

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

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

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

Buildings

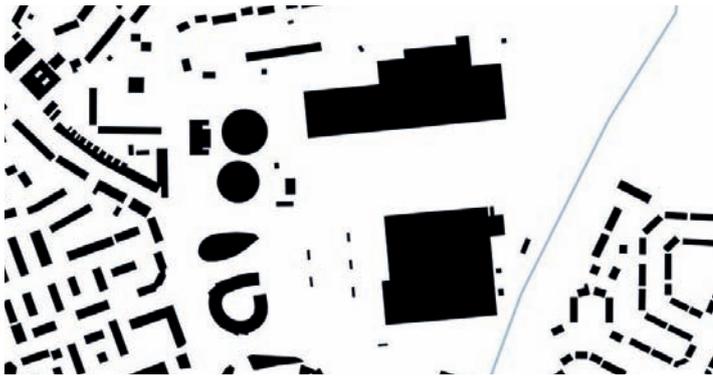
4.3.36 Buildings within the big box typology are typically large and simple and frequently have only a small area of glazing associated with the entrance. The majority of retail buildings in these areas are likely to be new or only built within the last few decades; reflecting the rapidly changing developments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

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

Streetscape

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

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



key characteristics

Typical storey height: 1 - 3

Typical block size: 70x50m (110x80)

The urban morphology at Bell Green retail park



Photographs of big box retail sites

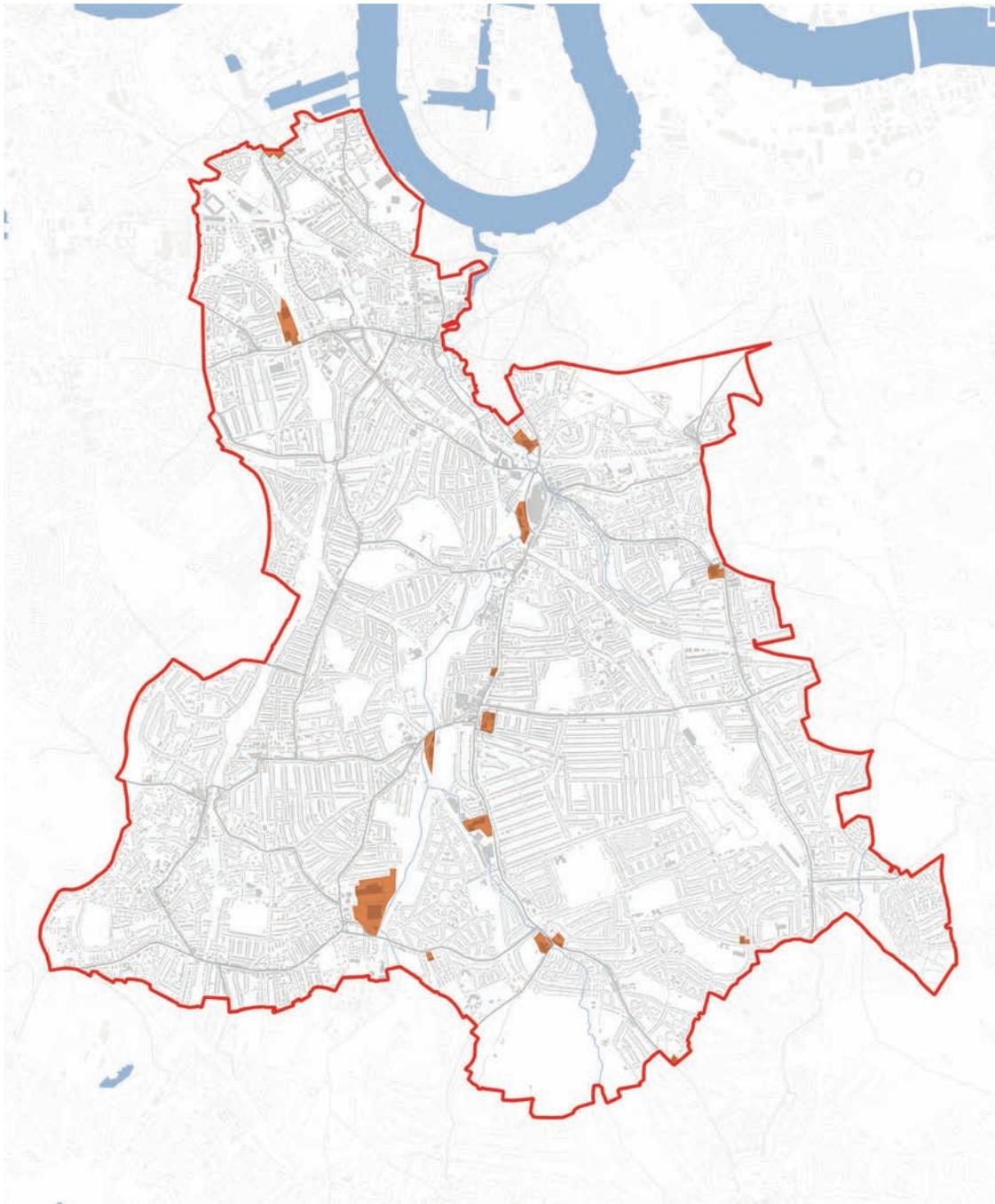


Fig 39 Lewisham's big box retail

INDUSTRIAL

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

Urban form

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

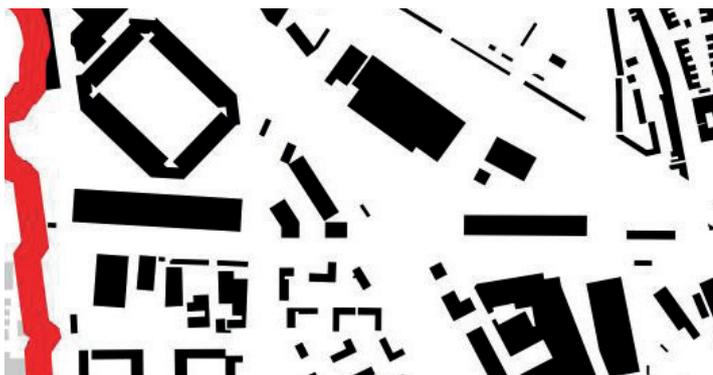
Buildings

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

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

Streetscape

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



key characteristics

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

The urban morphology of employment space at Surrey Canal Road



Various employment building forms

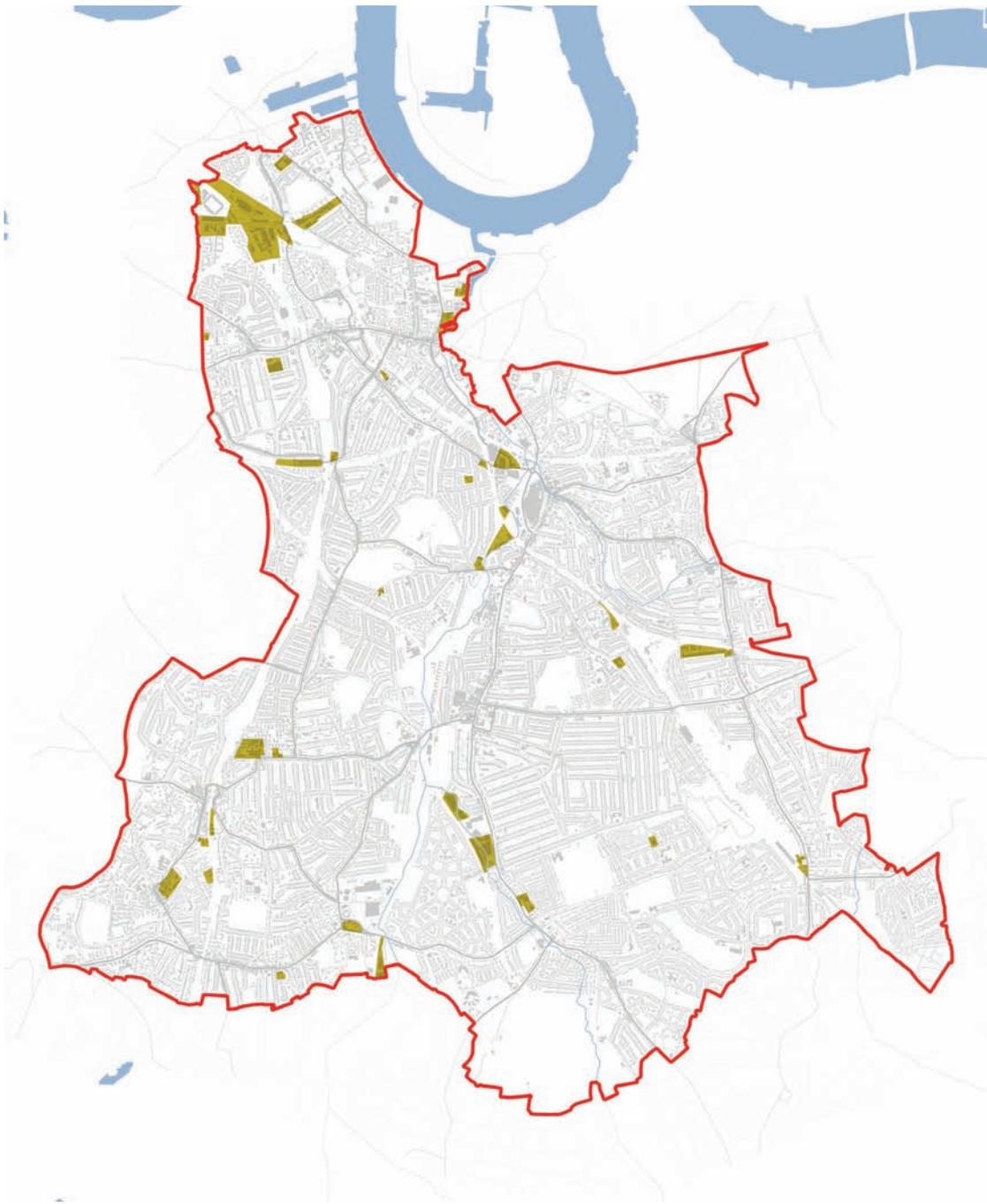


Fig 40 Lewisham's industrial areas

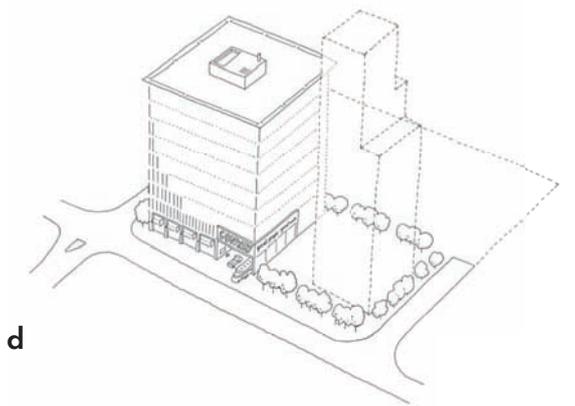
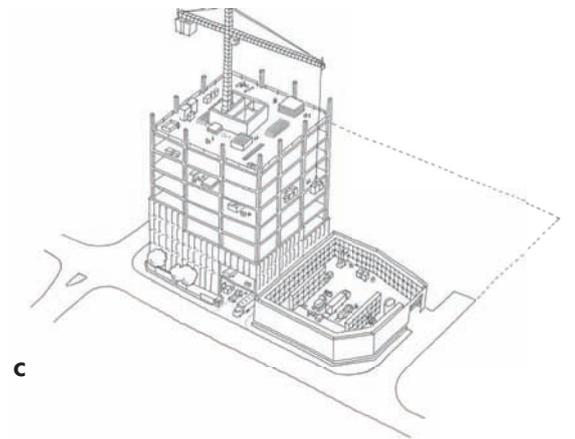
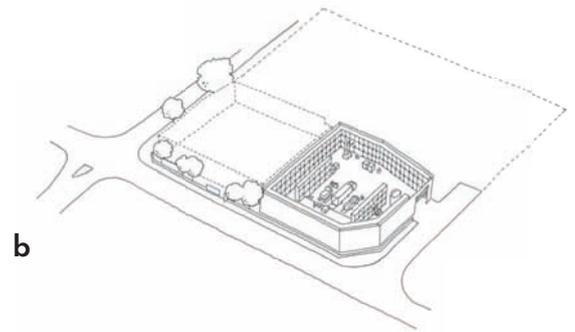
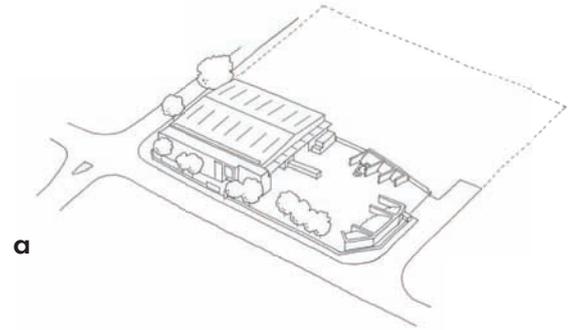
Intensification opportunities for big box retail sites and some areas of employment

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

Precedents

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





3



4.4 RESIDENTIAL NEIGHBOURHOODS

Perimeter blocks

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

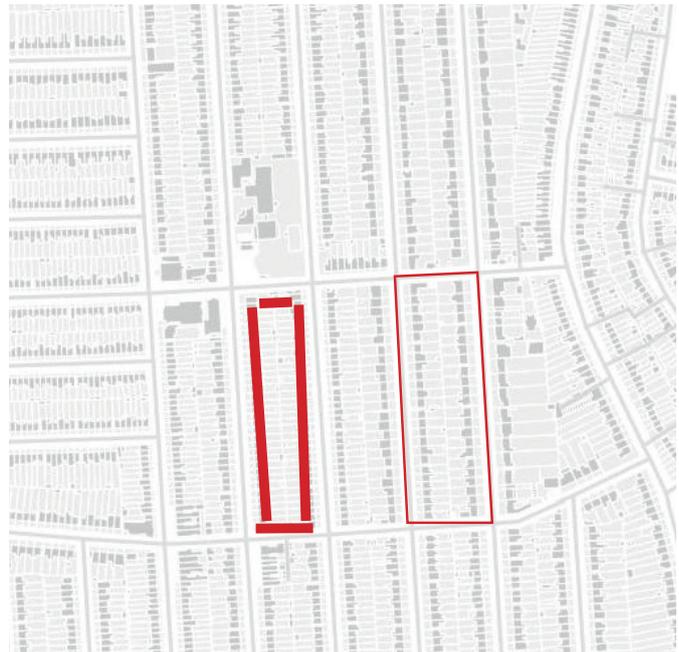


Fig 41 Perimeter form

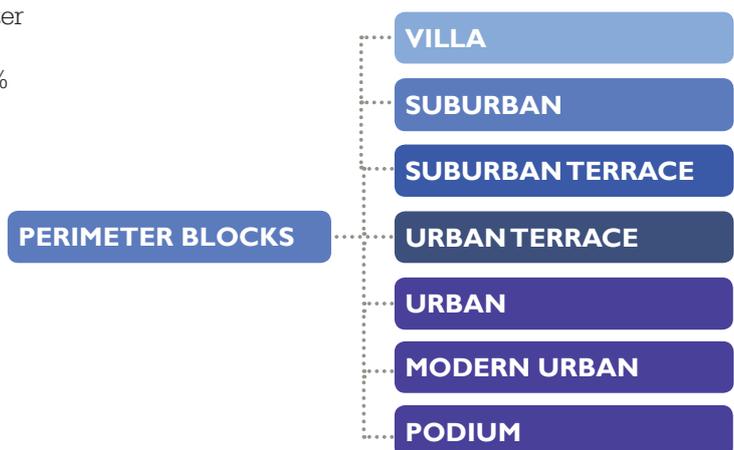




Fig 42 Lewisham's perimeter form development (colours correspond to diagram on p. 86)

VILLA

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

Urban Form

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

Buildings

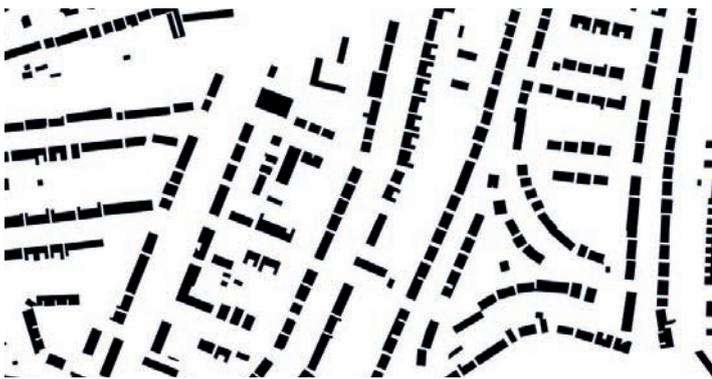
- Buildings which can be classed as villas vary widely in style and detail, ranging from the Regency period through to Victorian gothic and later Edwardian. However, they tend to have a number of common features:
- They are commonly designed to be seen as individual buildings rather than forming part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

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

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

Streetscape and landscape

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



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

key characteristics

- Typical storey height: 2 -3
- Typical street width: 15 - 25m
- Typical block size: 50x20m
- Parking: front yard parking, on-street parking
- Public open space: no
- Private open space: front and back gardens



The varying character of the villa typology

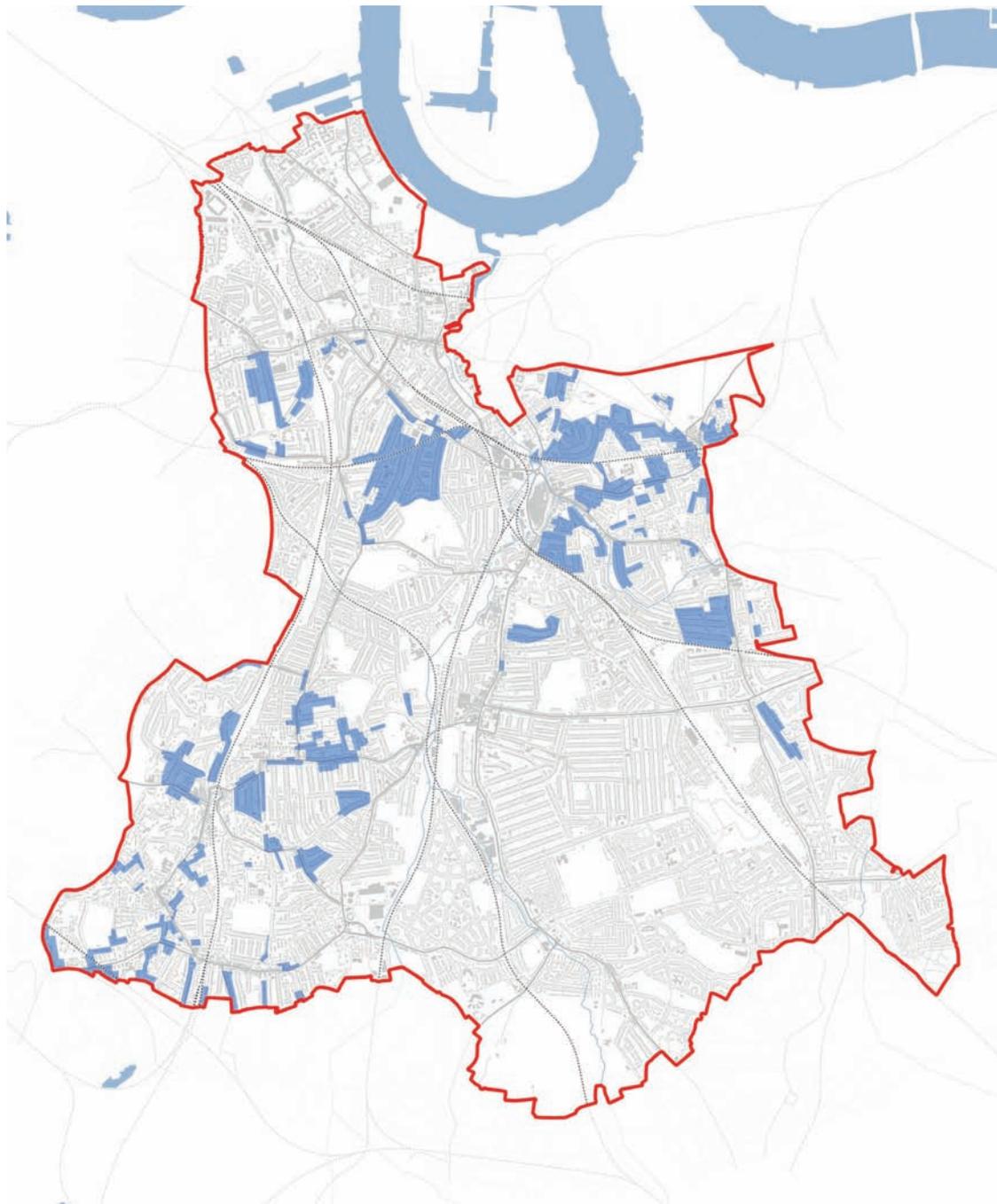


Fig 43 Lewisham's villas

SUBURBAN

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

Urban form

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

Buildings

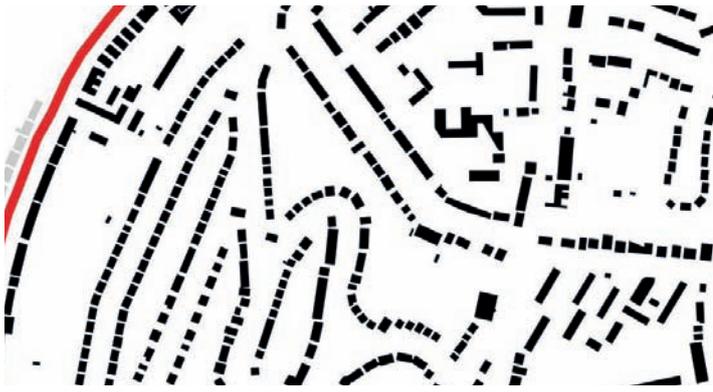
- 4.4.14 Buildings within the medium density areas are most likely to be semi-detached or smaller detached houses. Examples can be found from a wide range of periods. Whilst the earliest typical examples are Edwardian, the most common period for this style is the inter-war years.

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

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

Streetscape

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



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

key characteristics

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



Photographs of the suburban typology

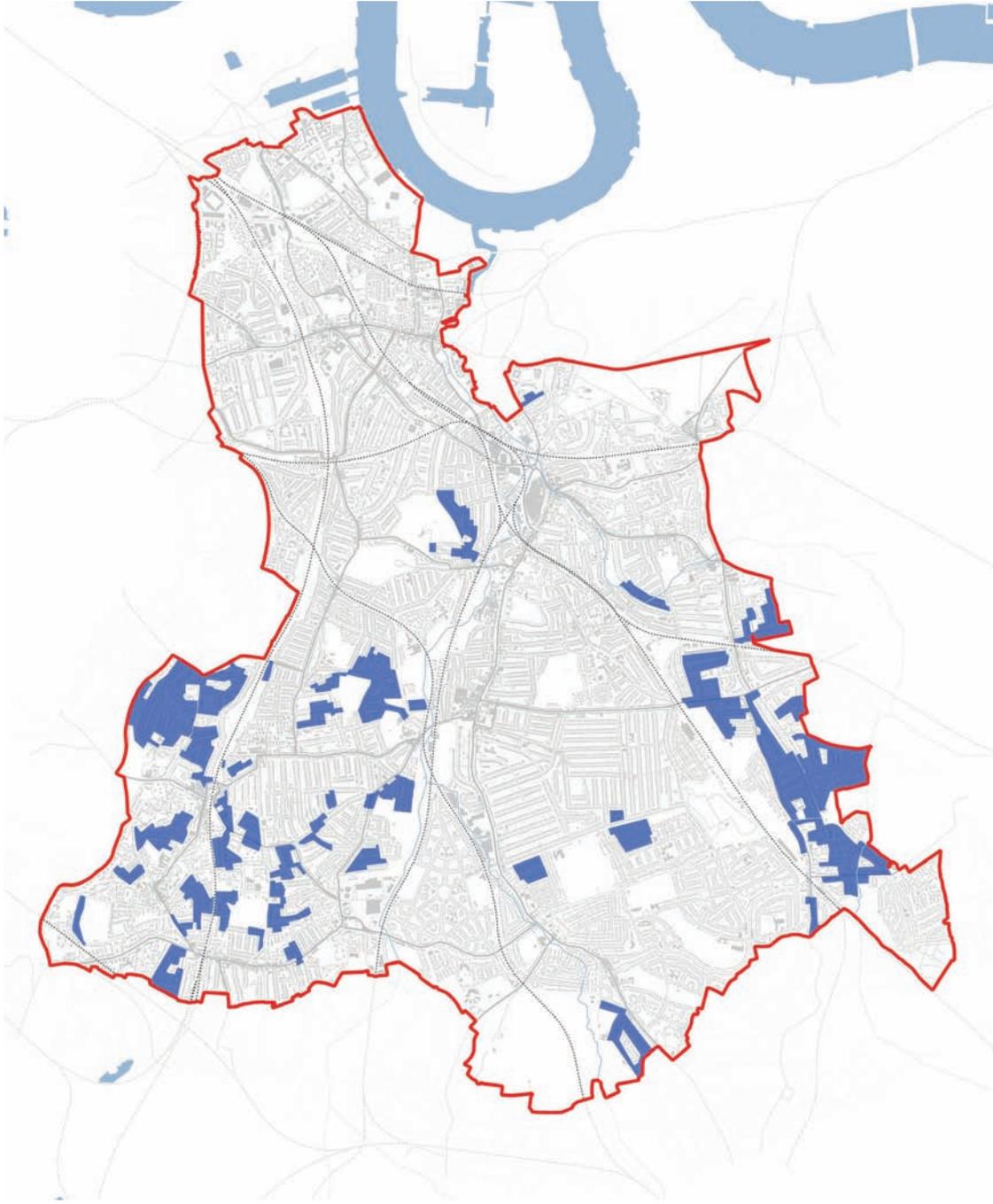


Fig 44 Lewisham's suburban typology

SUBURBAN TERRACE

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

Urban form

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

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

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

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

Buildings

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

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

Streetscape

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

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



The urban morphology of the suburban terraced type in Bellingham

key characteristics

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



Photographs of the suburban terrace typology

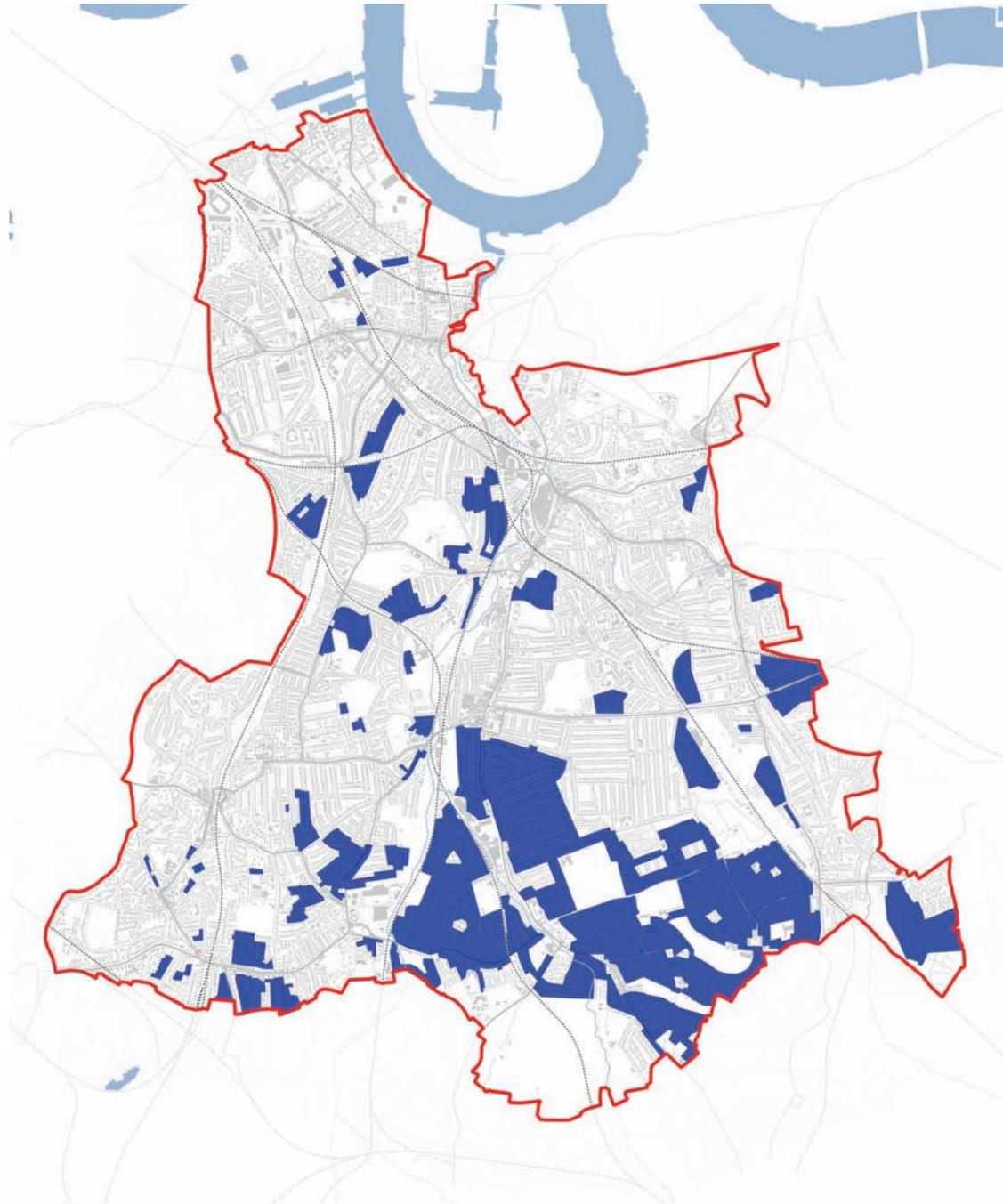


Fig 45 Lewisham's suburban terrace typology

URBAN TERRACE

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

Urban form

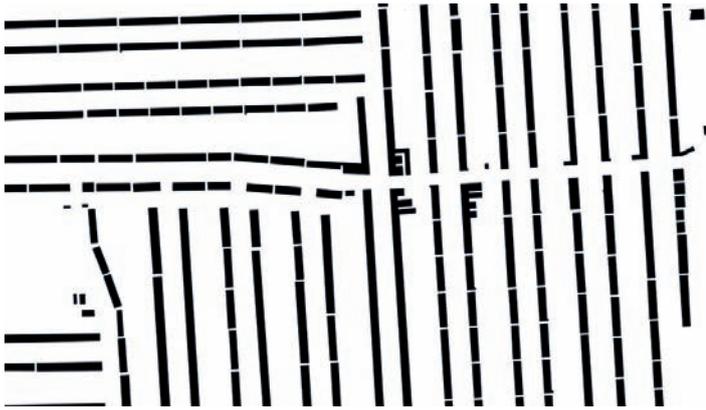
- 4.4.28 Urban terraced perimeter blocks are typically arranged in a manner which optimises available land, using a regular grid as far as possible within the constraints of topography and existing historic routes. In the case of Lewisham, there is an interesting contrast between urban terraces developed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

Buildings

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

Streetscape and landscape

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



The urban morphology of the urban terraced type in Catford

key characteristics

Typical storey height: 2 - 3

Typical street width: 15 - 18m

Typical block size: 150x60m

Parking: on-street

Public open space: larger neighbourhood parks

Private open space: front and back gardens



Photographs of the urban terrace typology

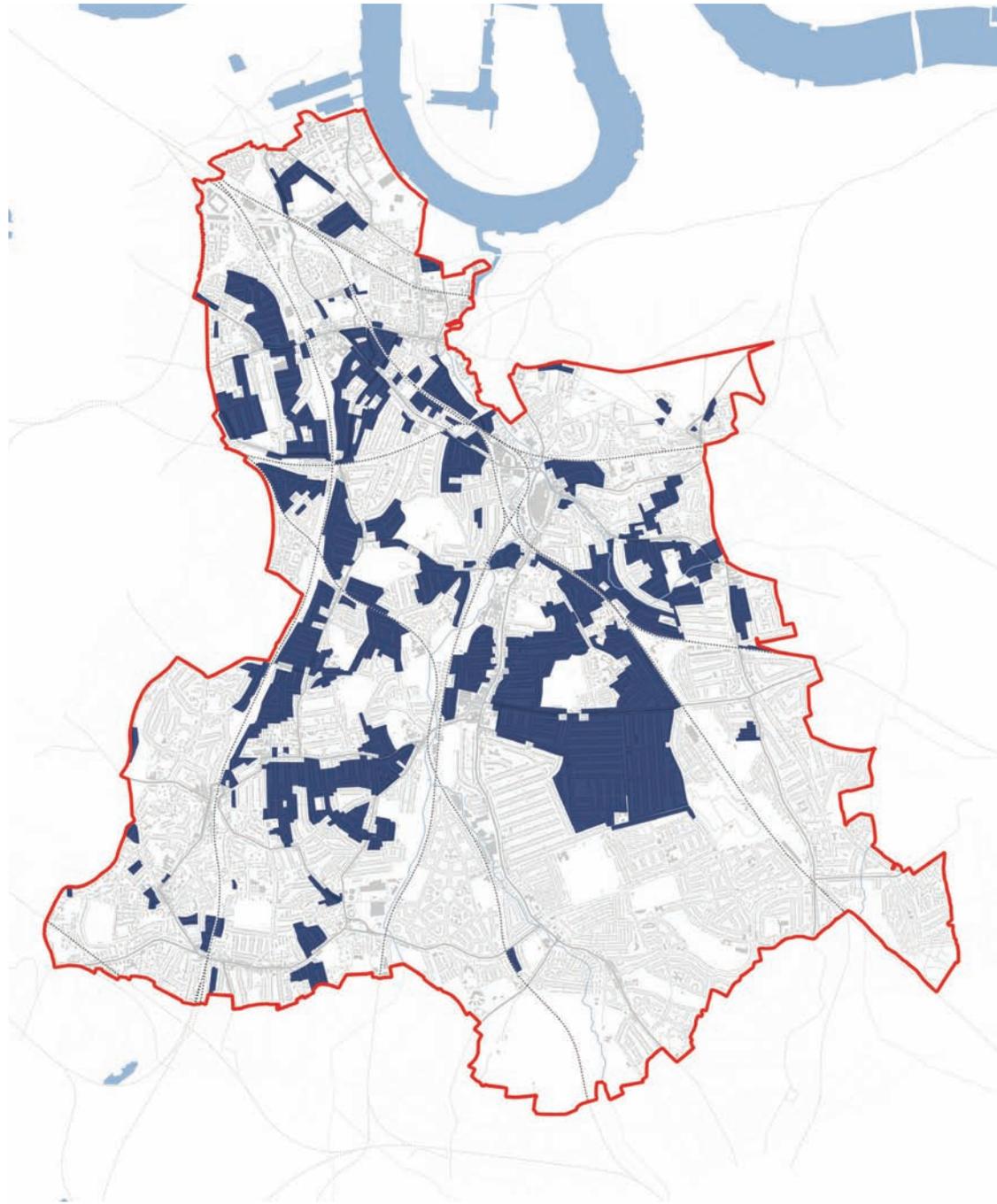


Fig46 Lewisham's urban terrace typology

Intensification opportunities for lower density perimeter block residential areas

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

4.4.38 *b. Suburban terrace typology*

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

4.4.39 *c. Terraced typologies*

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



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



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



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



Hayward Mews in Crofton Park



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

URBAN

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

Urban Form

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

Buildings

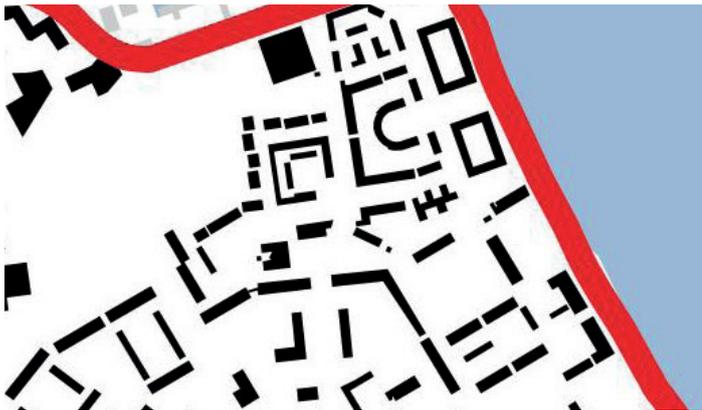
- 4.4.44 Buildings in this form of development vary significantly in their design approach and quality. However, they usually feature a limited palette of materials and details, often constrained by cost to relatively simple forms and cheap detailing. Another key characteristic is that, as with most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

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

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

Streetscape

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



The morphology of the urban type in Deptford

key characteristics

Typical storey height: 4 - 6

Typical street width: 20 - 30m

Typical block size: 75x90m

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

Public open space: courtyards, playgrounds

Private open space: balconies, terraces



Photographs of the urban typology

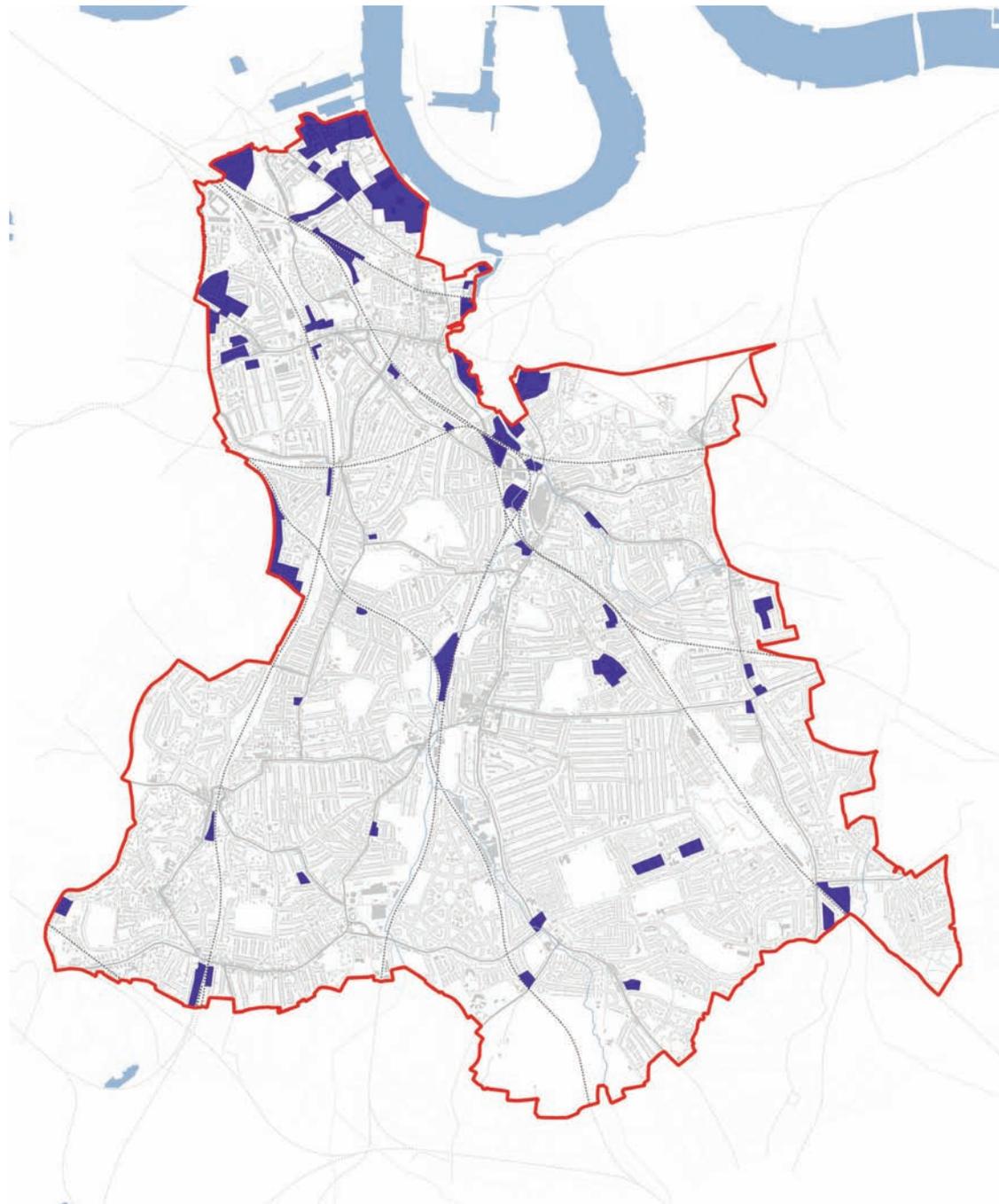


Fig 47 Lewisham's urban typology

MODERN URBAN

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

4.4.49 **Urban Form**

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

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

4.4.52 **Buildings**

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

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

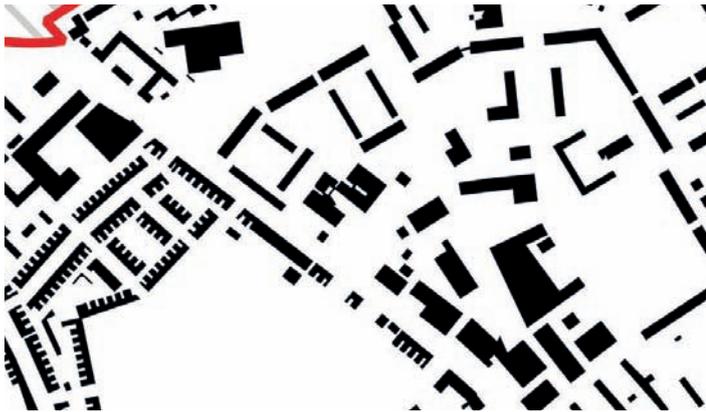
4.4.55 With larger buildings the relationship with the street needs to be carefully considered. Any design must ensure that the blocks of flats have a good public/private space definition and active ground floors with doors and windows facing the street.

4.4.56 **Streetscape**

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

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

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



The morphology of the modern urban type in Deptford

key characteristics

Typical storey height: 5 - 12

Typical street width: 20 - 30m

Typical block size: 75x90m

Parking: on-street parking, under-croft

Public open space: greens, playgrounds

Private open space: back gardens, balconies, terraces



Photographs of the modern urban typology

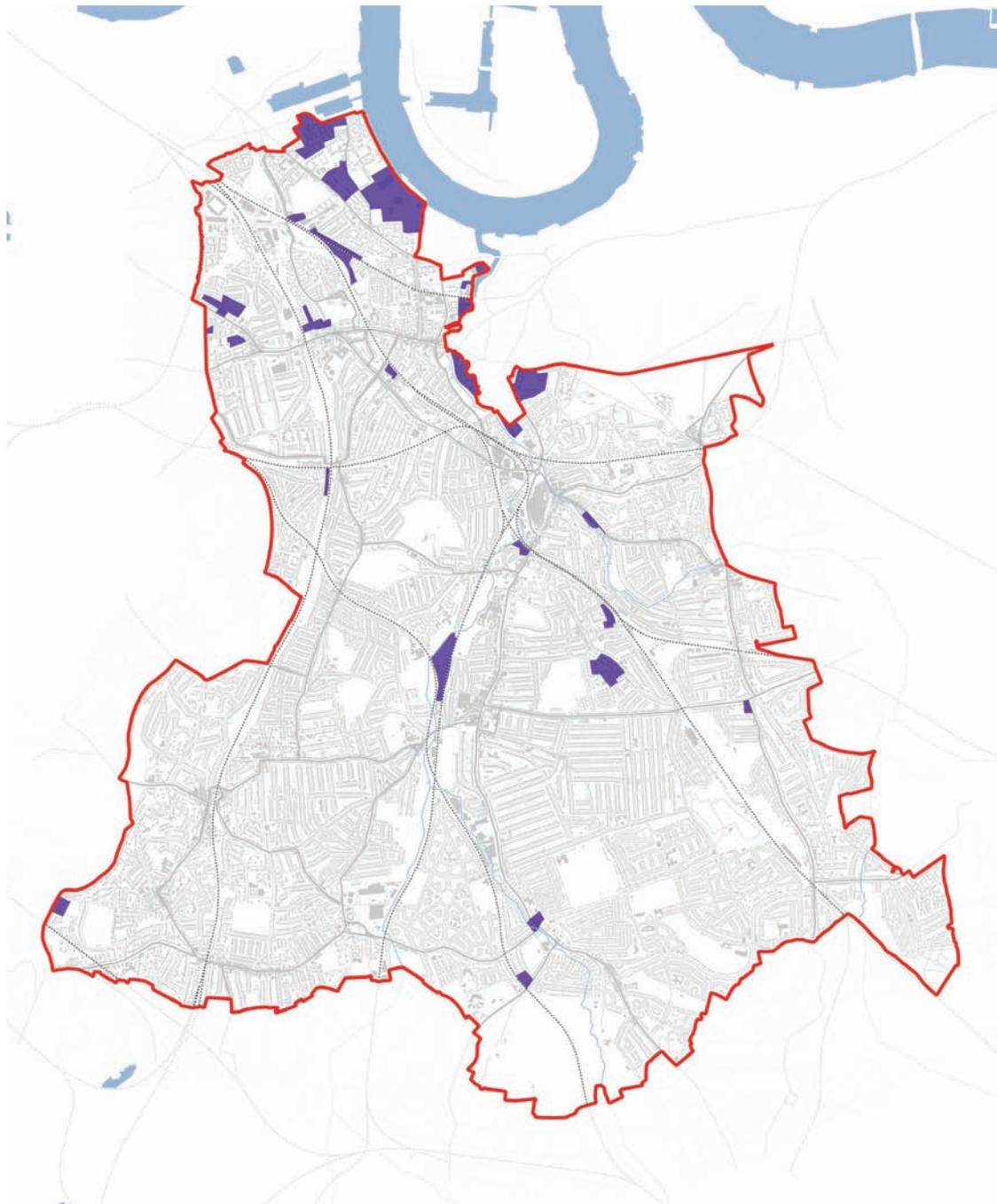


Fig 48 Lewisham's modern urban typology

PODIUM

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

Urban Form

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

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

Buildings

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

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

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

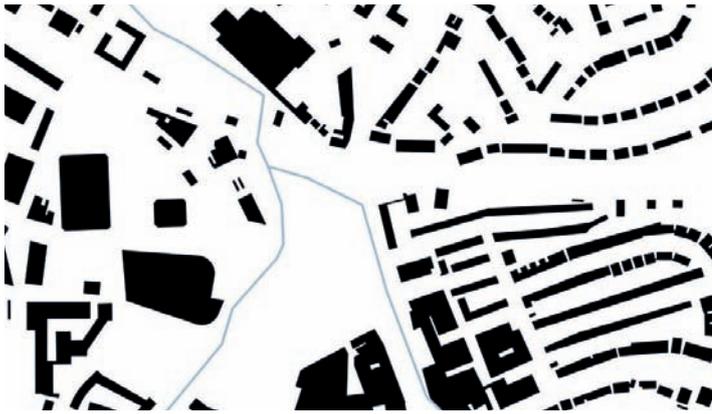
4.4.66 These modern buildings tend to be clad in materials of a range of colours and textures.

Streetscape

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

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

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



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

key characteristics

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

Typical street width: 20 - 30m

Typical block size: 100x50m

Parking: on-street parking, within the block

Public open space: courtyards, playgrounds

Private open space: balconies, terraces



Photographs of the podium typology

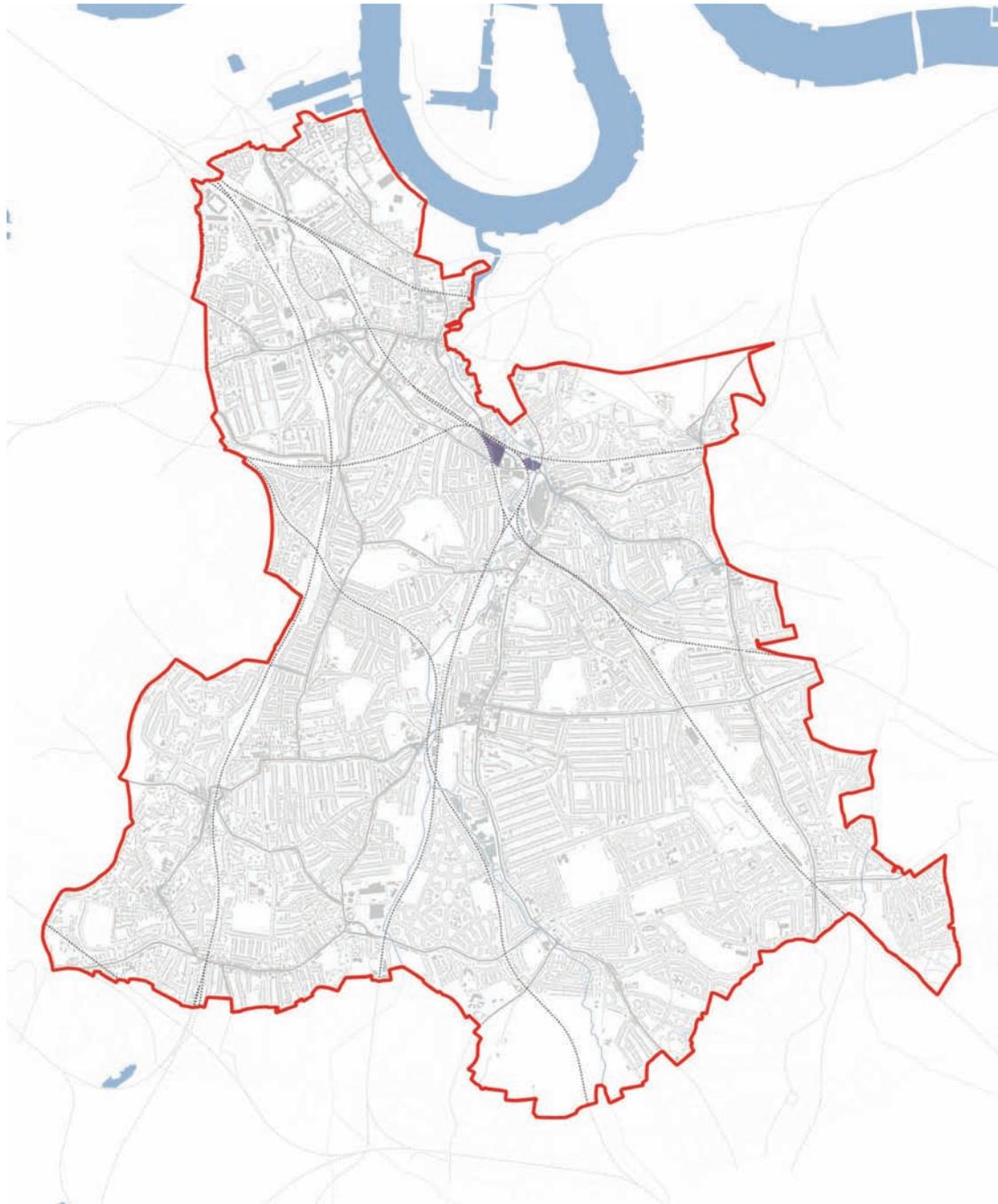


Fig 49 Lewisham's podium typology

Intensification opportunities for higher density perimeter block residential areas

4.4.70 There are limits to how far it is possible to intensify a residential block, particularly those modern urban and podium typologies that are already delivering dense flatted homes. In many places in the borough, the surrounding scale and character will limit the potential for very dense forms and other factors such as sunlight and daylight standards may also be limiting factors.

4.4.71 There may be opportunities within the urban typology for some selected redevelopment of properties to densify plots and move away from typologies that provide large surface level parking courts.

4.4.72 Roof-top extensions provide a useful way of adding additional dwellings to existing blocks of flats, without the need for redevelopment.

4.4.73 Other more dense forms of perimeter residential development may be created by converting existing office buildings into residential. This has occurred in a number of locations in the borough such as at Arklow Road where a locally listed building has been converted into new homes, whilst retaining its original facade.



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



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



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



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

Non -perimeter blocks

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

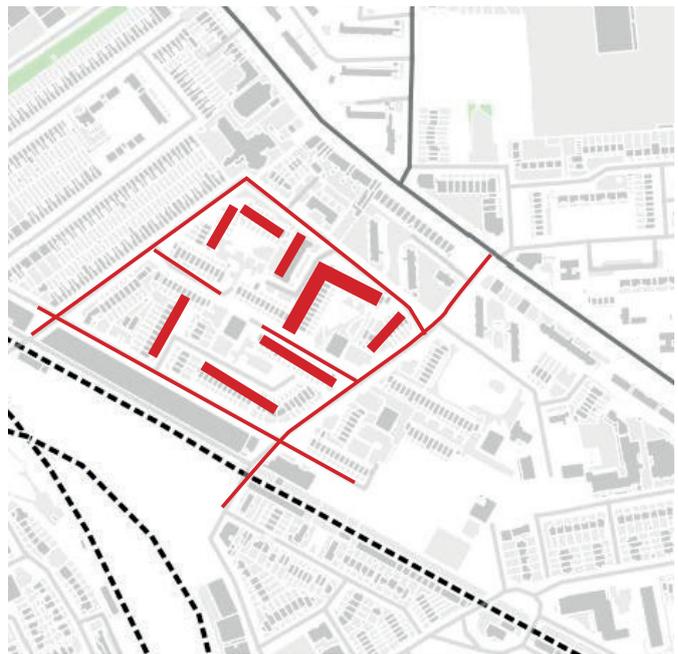
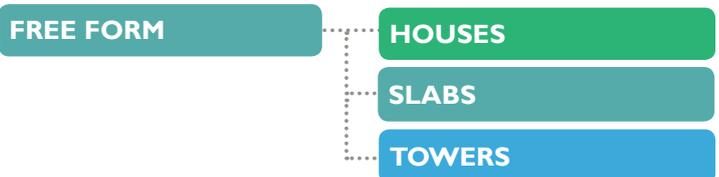


Fig 50 Non-perimeter form



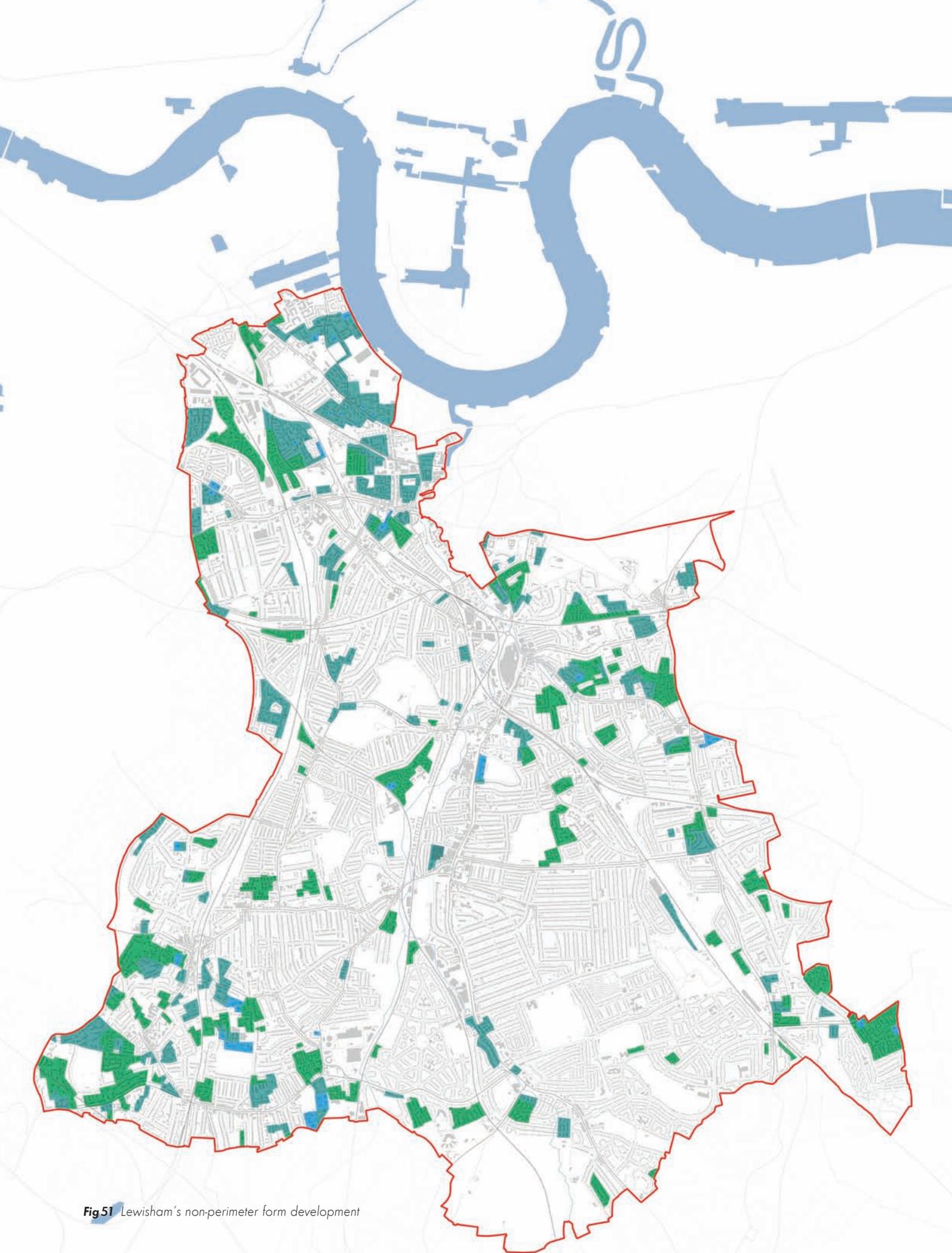


Fig 51 Lewisham's non-perimeter form development

HOUSES

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

Urban Form

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

Buildings

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

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

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

Streetscape

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



The morphology of the free form house type in Lewisham

key characteristics

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



Photographs of the free form house typology

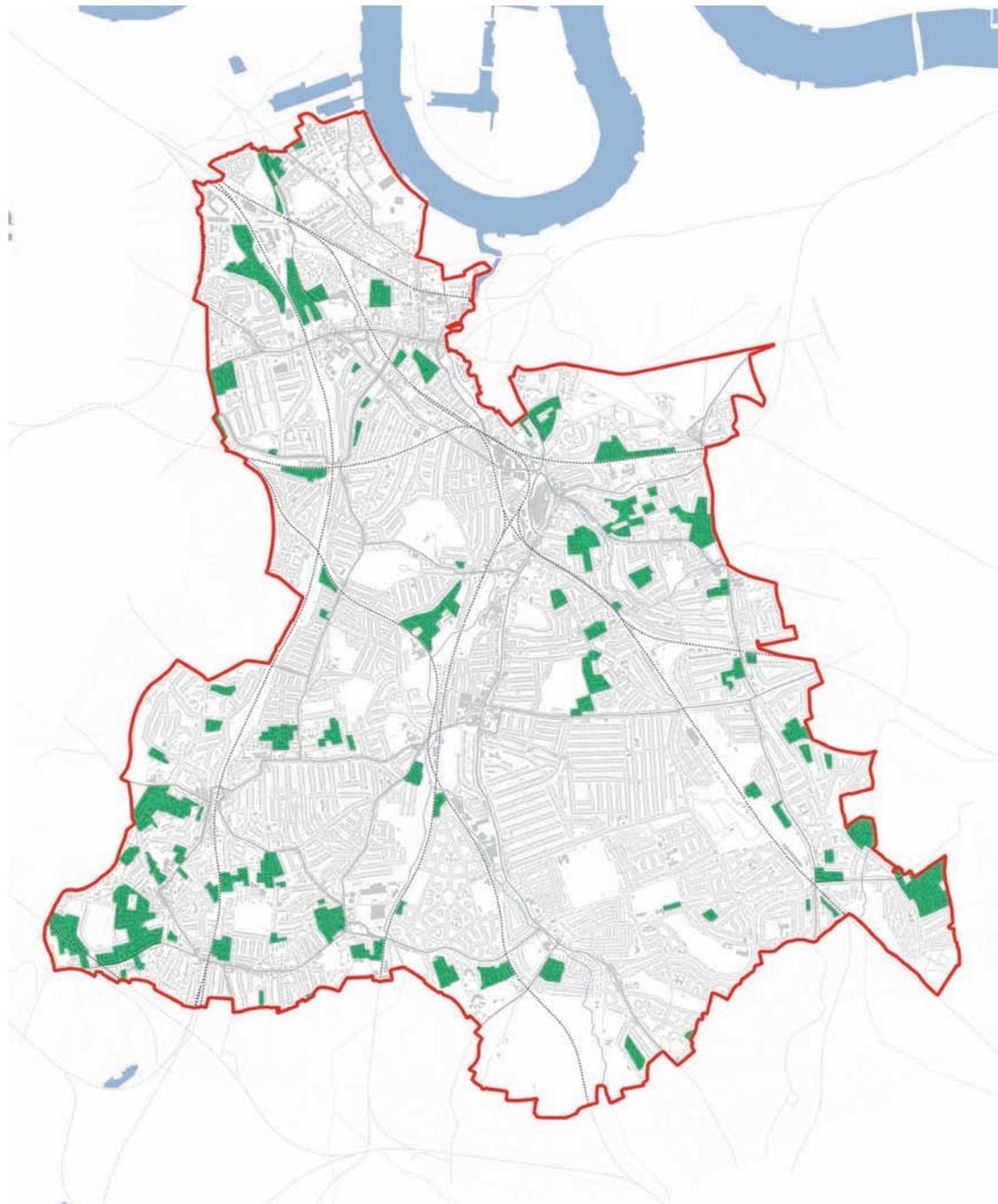


Fig 52 Lewisham's free form house typology

SLABS

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

Urban Form

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

Buildings

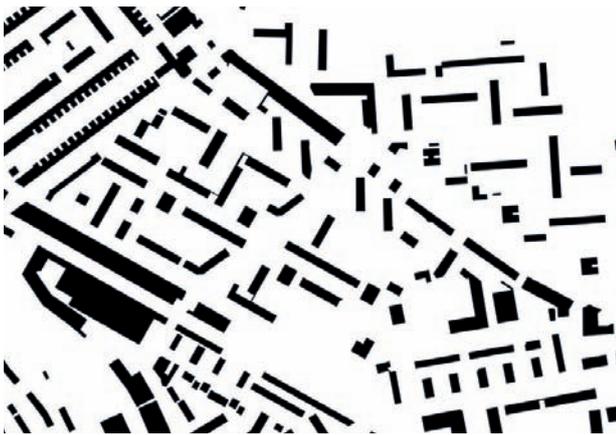
- 4.4.91 As with domestic buildings of the postwar period, slab blocks vary enormously in the mix of materials, details and styles. They include significant elements of yellow stock brick alongside rendered elements and panel systems.

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

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

Streetscape

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



key characteristics

Typical storey height: 3 - 7

Typical street width: 25m

Typical block size: 75x80m

Parking: street parking

Public open space: commons

Private open space: gardens, private greens

The morphology of the free form slab type in Lewisham



Photographs of the free form slab typology

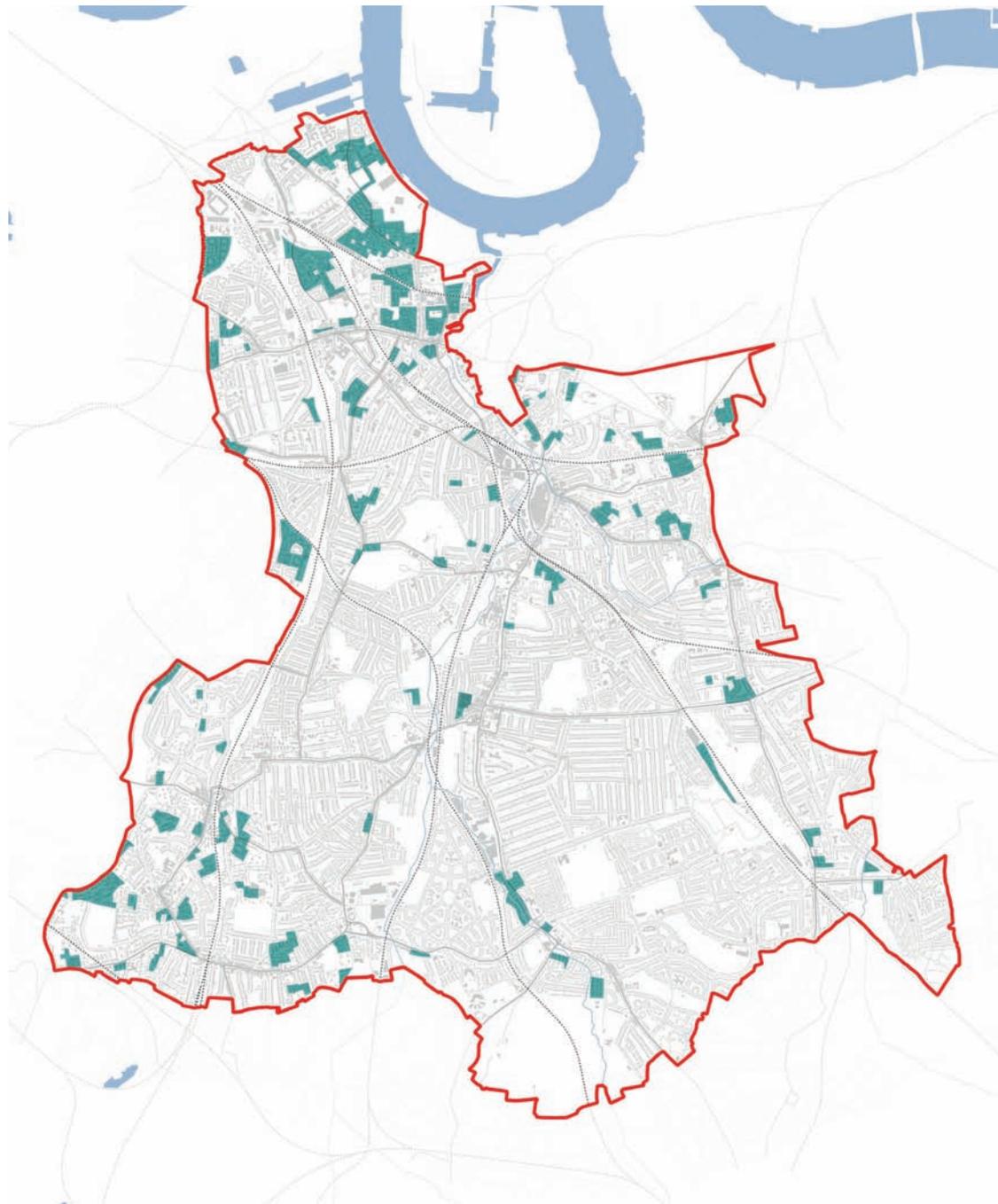


Fig 53 Lewisham's free form slab typology

TOWERS

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

Urban form

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

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

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

Buildings

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

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

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

Streetscape

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

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



key characteristics

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

The morphology of the free form tower type in Lewisham



Photographs of the free form tower typology

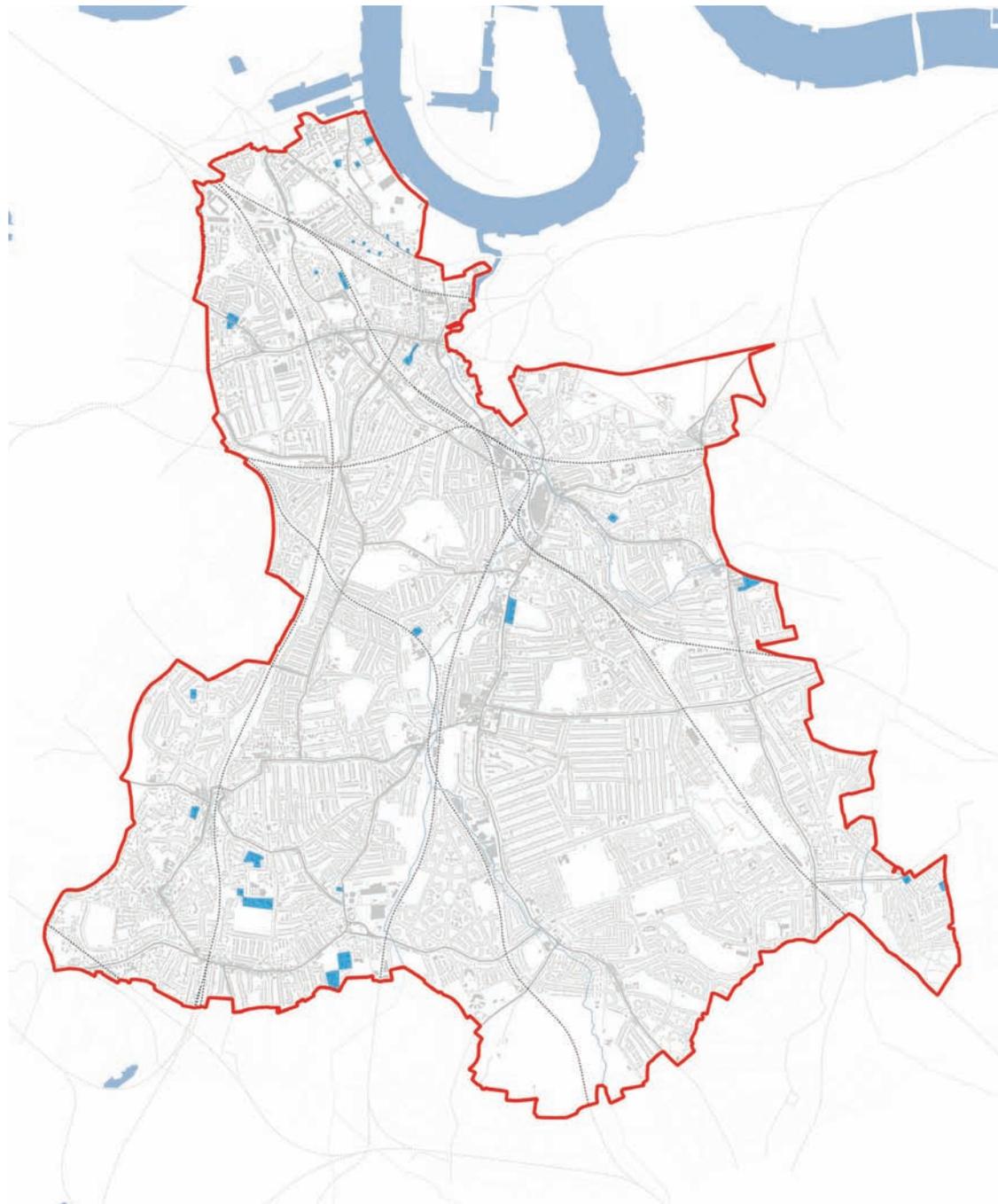


Fig 54 Lewisham's free form tower typology

Intensification opportunities for Free-form - intensification and redevelopment

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

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

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

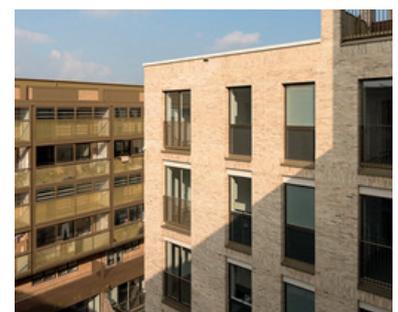
4.4.107 Some estates have the potential for selective or infill development. The borough has recently seen the comprehensive redevelopment of estates at Heathside and Lethbridge and Excalibur.

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



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

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





Hazelhurst Court
 Levitt Bernstein
 (photography © Tim Crocker)

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



Kingsbridge Terraces, Gascoigne Estate East
 Allies and Morrison

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

