



10. SOUTHERN AREA

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

Historic evolution

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

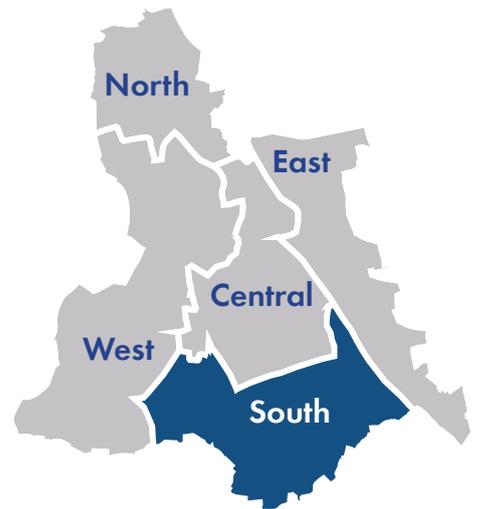
- 10.1.3 The area evolved into a London suburb in 1920s and 1930s when LCC bought two local farms - Holloway and Shroffold Farm to provide homes for the 'Homes fit for Heroes' campaign. The construction of Bellingham Estate by the LCC in 1923 provided 2,700 homes and had a green and spacious quality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



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



Downham Estate in 1929
©Historic England (with permission)



Heritage and key features

- 10.1.5 By far the newest area of the borough, the character and features of the area are dominated by the homes constructed by the LCC. These estates took their influence from Ebenezer Howard's Garden City principles, striving to build decent homes for working people, prioritising green spaces.

- 10.1.6 This has resulted in a homogenous physical environment across a large area of the borough with a low scale and a spacious layout with wide street sections. Buildings are commonly grouped in short terraces or symmetrical shapes that have an attractive overall composition, emphasising their collective identity. Budget restrictions for public housing in his era means that the buildings are simple and functional in their construction. Green spaces, privet hedges, and the cottage proportions and features of homes hint at the vision and original design intent. These are assets that should be protected and enhanced to preserve the integrity of the estates.

- 10.1.7 The residential neighbourhoods are punctuated with small parades of shops serving the local area, churches of a slightly grander scale than surrounding homes and schools. Schools and churches that were built in the cottage estate style are constructed of brick and sit quietly within their context.

- 10.1.8 Remnants of Southend village are visible on Bromley Road although the large Homebase and other retail sheds along the street undermine this character.

- 10.1.9 The area has a number of large parks and open spaces which are assets, strengthening the sense of suburban character and connection with the more rural Bromley.



Heritage and character of the southern area

Density - floor area ratio and population

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

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

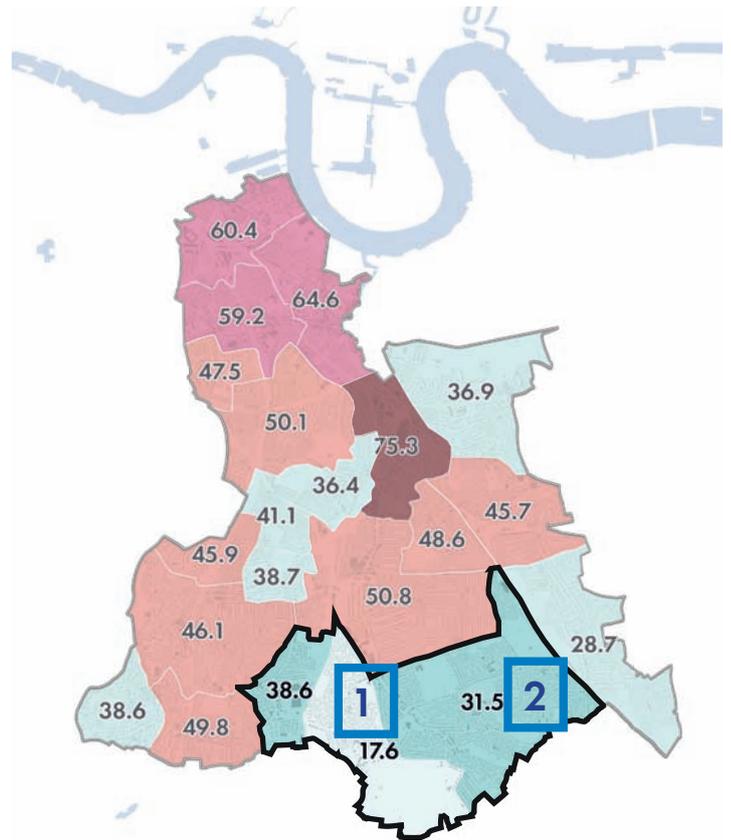


Fig 91 FAR in the southern area

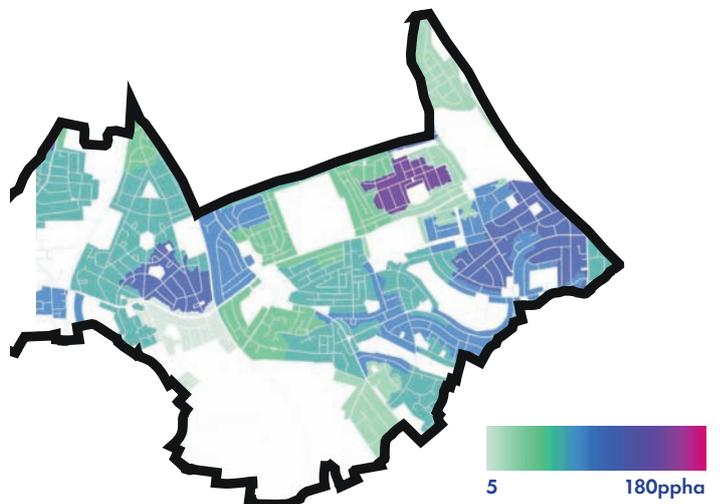


Fig 92 People per hectare in the southern area



10.2 NEIGHBOURHOODS

Bellingham

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

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

Issues

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

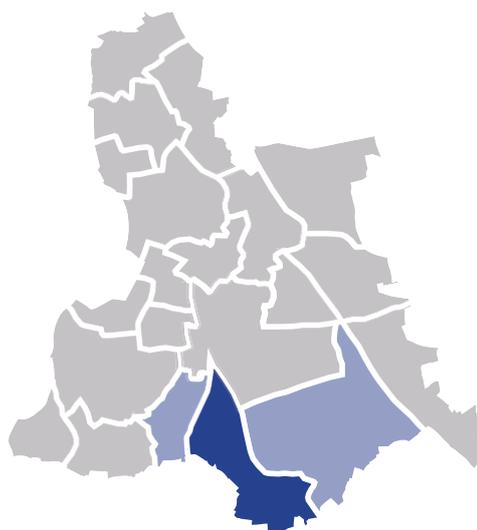


Fig 93 Typologies in Bellingham

Opportunities

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



Shops within the Bellingham Estate



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



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

Downham

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

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

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

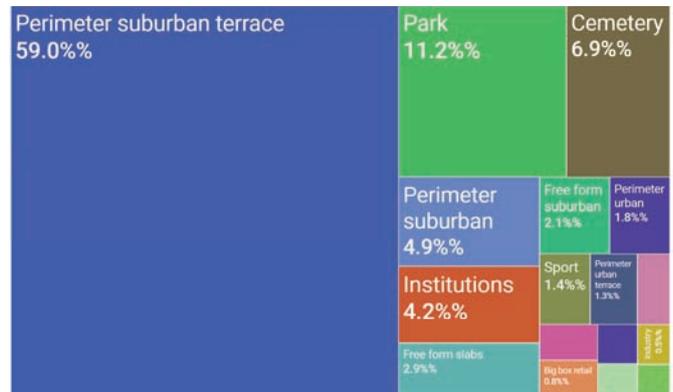
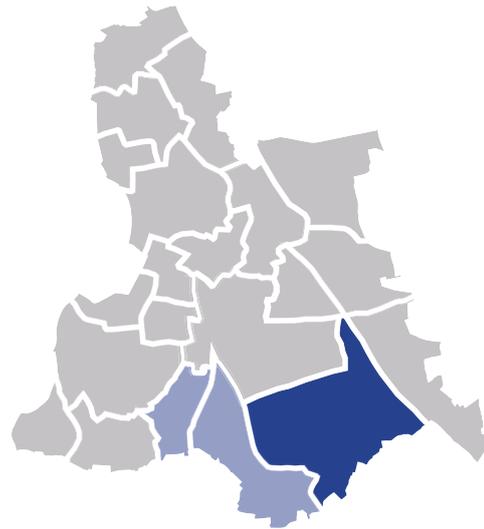


Fig 94 Typologies in Downham

Issues

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

Opportunities

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



Opportunities for shop-front improvements in the centre



Consistent suburban residential character



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



Suburban housing a common typology



New development by Beckenham Hill station



Improve bus and cycle provision along key corridors



Excalibur Estate



Excalibur Estate

Bell Green

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

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

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

Issues

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

Opportunities

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

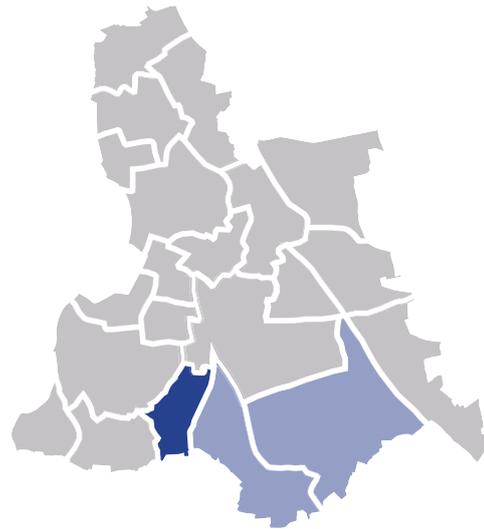


Fig 95 Typologies in Bell Green

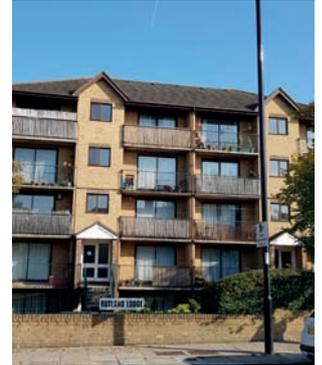
- To improve the integration with the surrounding neighbourhoods and connections over the Pool River.
- Investment in public realm alongside infill sites along the more strategic roads.
- To provide a wider range of services at Bell Green.
- Possible arrival of the Phase 2 Bakerloo Line Extension.



Big box retail along strategic roads provide opportunities for investment



Houses fronting Perry Hill



Rutland Lodge



The most common typology is the perimeter suburban terrace



Urban terrace



Bell Green gas holders



More recent development contributes to the area's mixed character



Perry Hill and Rutland Park junction

10.3 CHARACTER BASED GROWTH THEMES

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

Theme 1: A district hub for Bromley Road and Bellingham

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

10.3.3 Key opportunities include;

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



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

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

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

Theme 2: Valuing and celebrating the cottage estate character

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

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

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

Theme 3: A regional park for the southern area

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

Sub-area views:



Sub-area landmarks:



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

Sub-area views:

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

Sub-area landmarks:

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

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

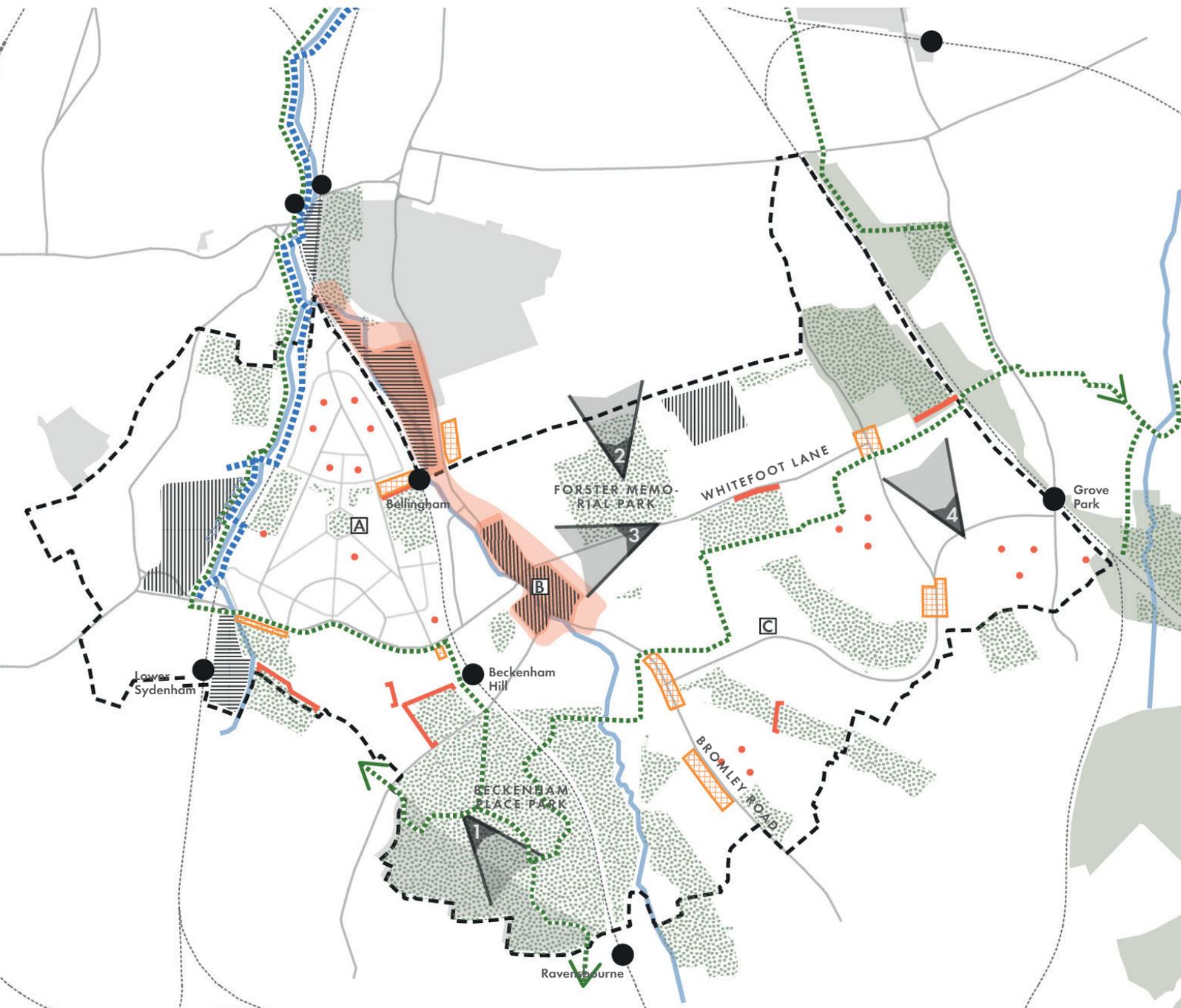


Fig 97 Southern area summary framework plan



An aerial photograph of a city, likely San Francisco, is overlaid with a semi-transparent teal color. The map shows a dense network of streets and buildings, with a prominent body of water (the bay) visible on the right side. The text is centered in the lower half of the image.

11. CONCLUSION – A PLACE-BASED APPROACH TO GROWTH

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

Introduction

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

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

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

1. Strategic growth

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

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

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

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

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

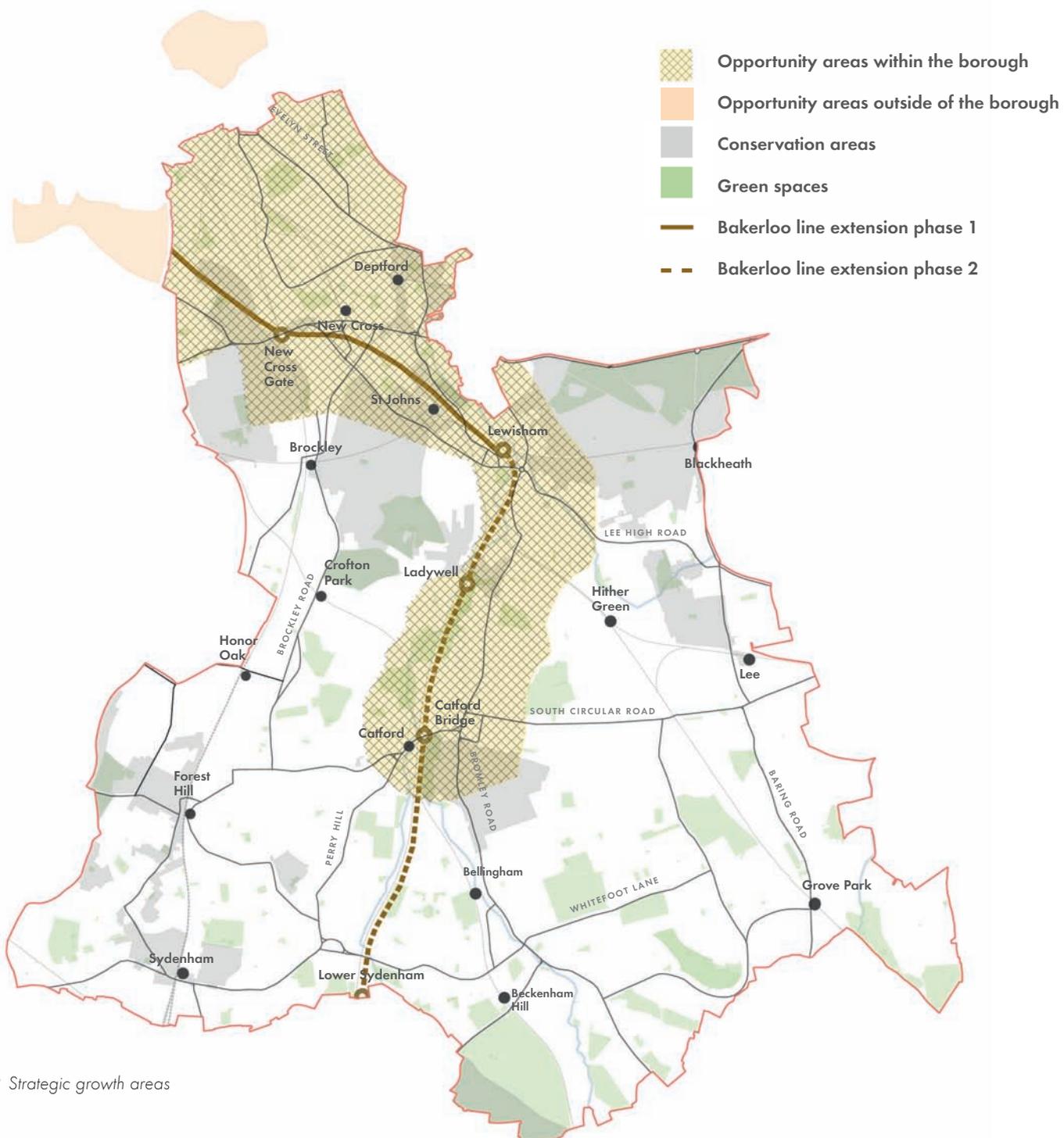


Fig 98 Strategic growth areas

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

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

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

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

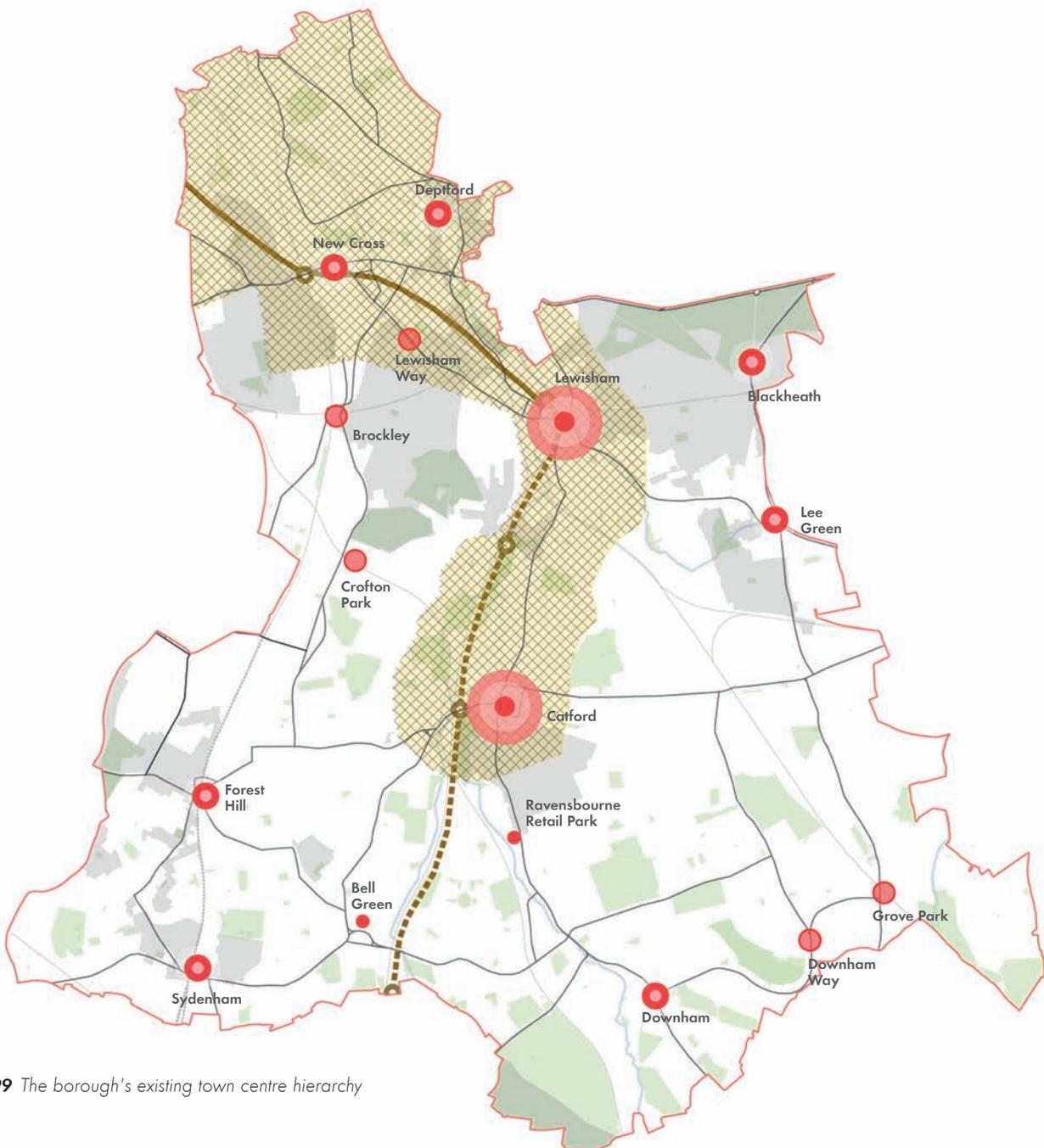


Fig 99 The borough's existing town centre hierarchy

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

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

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

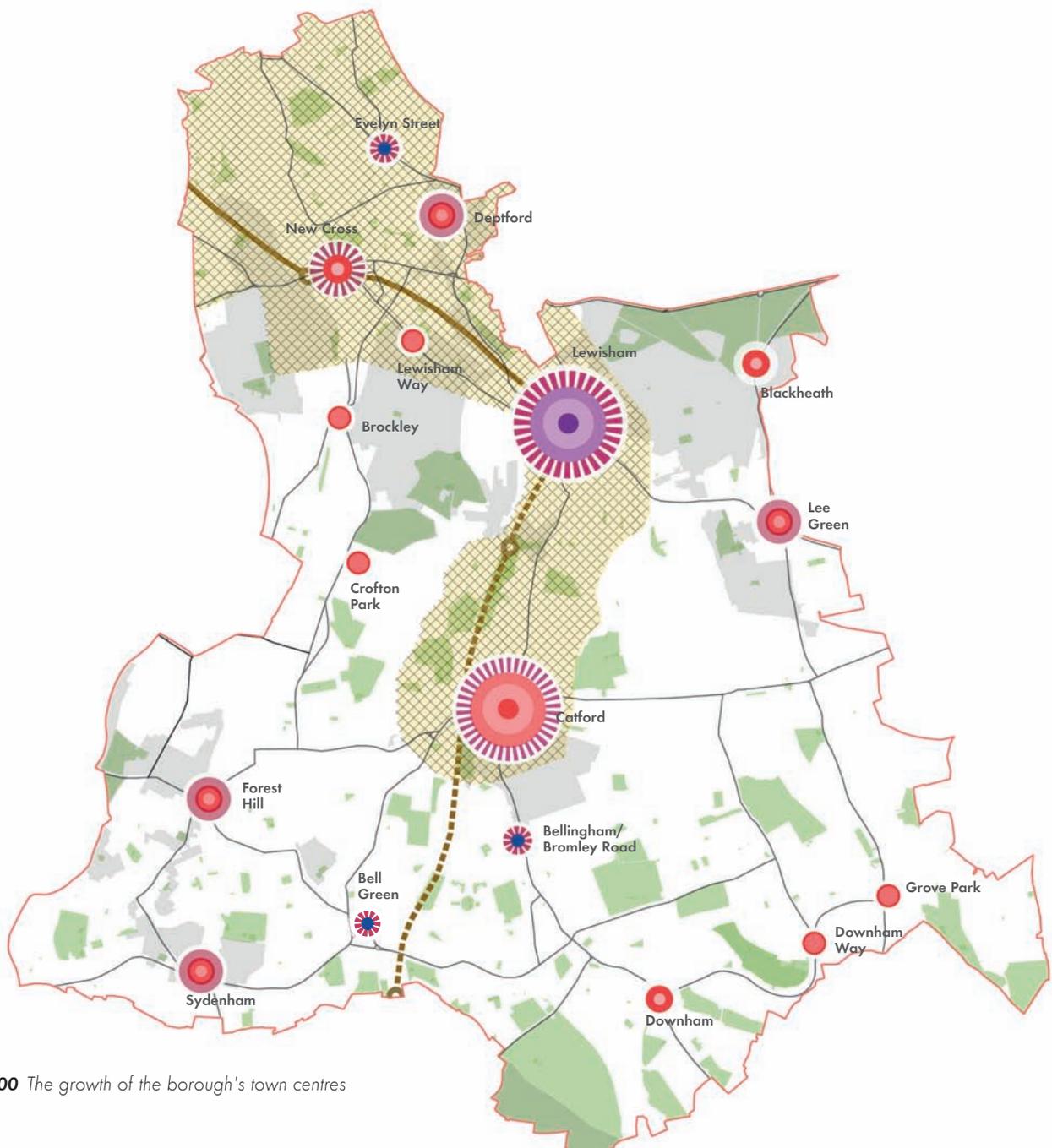


Fig 100 The growth of the borough's town centres

3. Road corridor intensification

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

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

Corridors with opportunities for change:

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

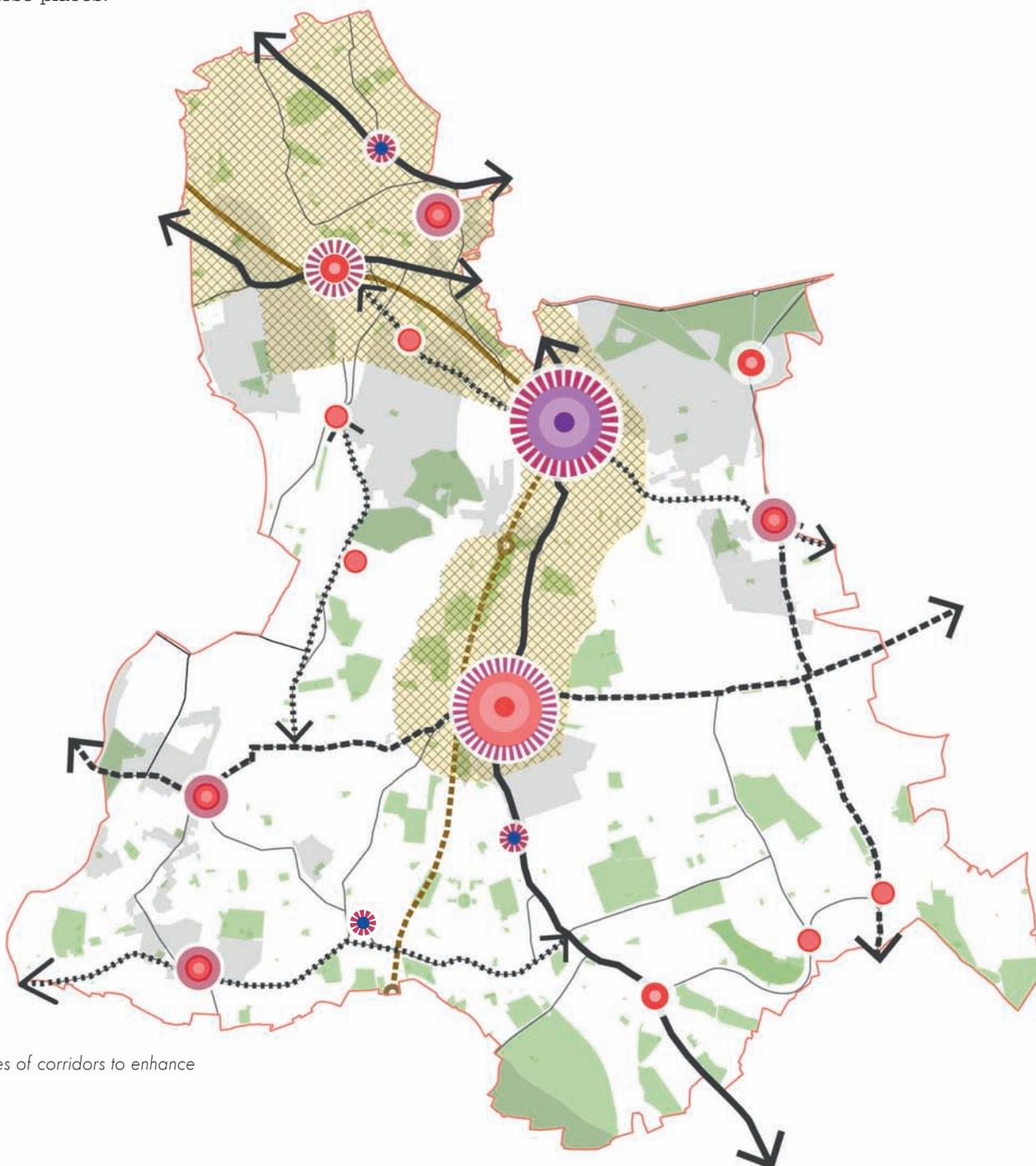


Fig 101 A series of corridors to enhance

4. Strengthening green and blue infrastructure

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

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

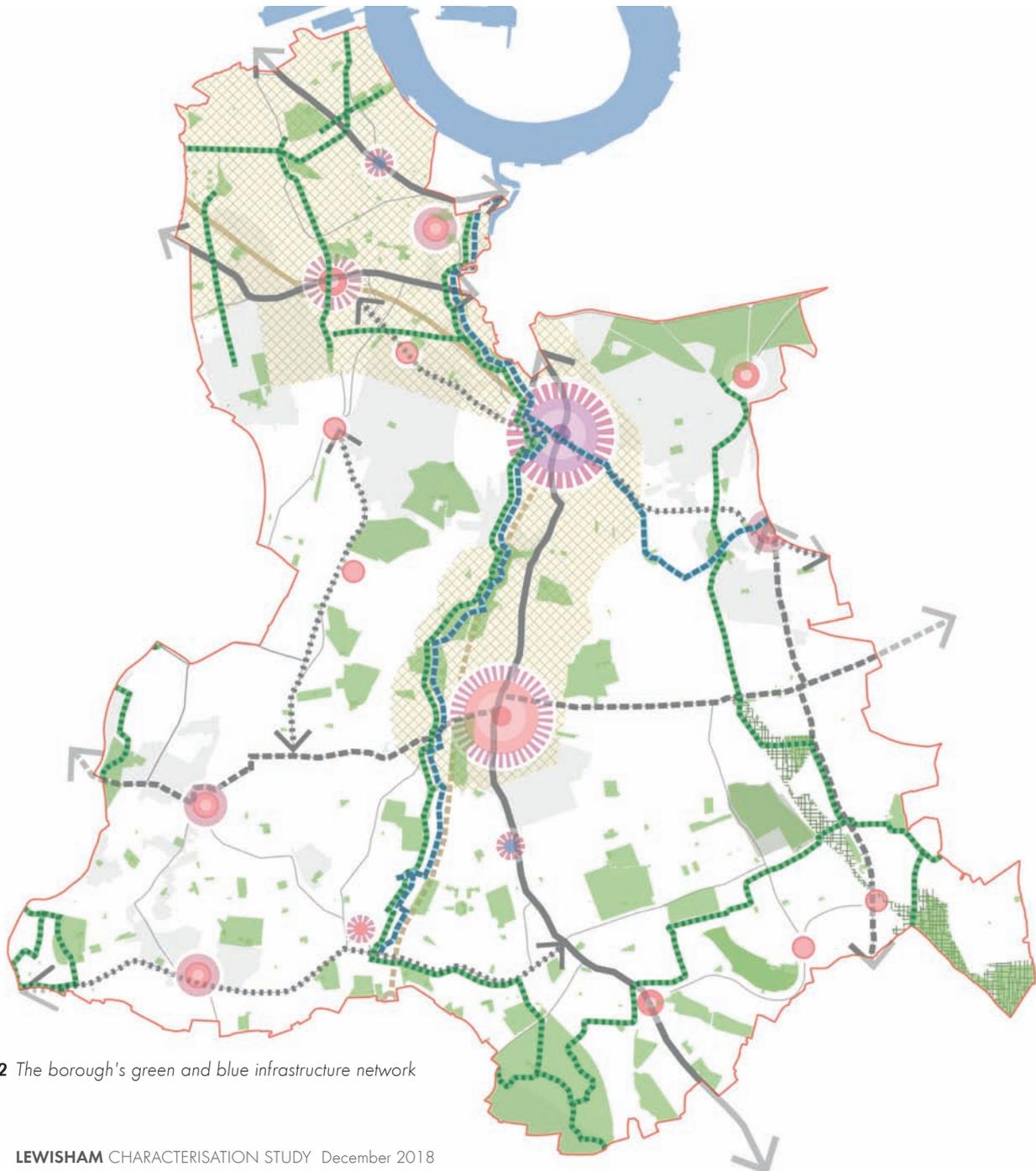
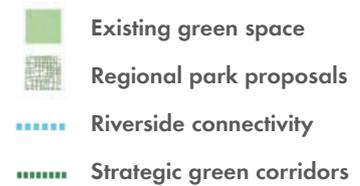


Fig 102 The borough's green and blue infrastructure network

5. Character based growth

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

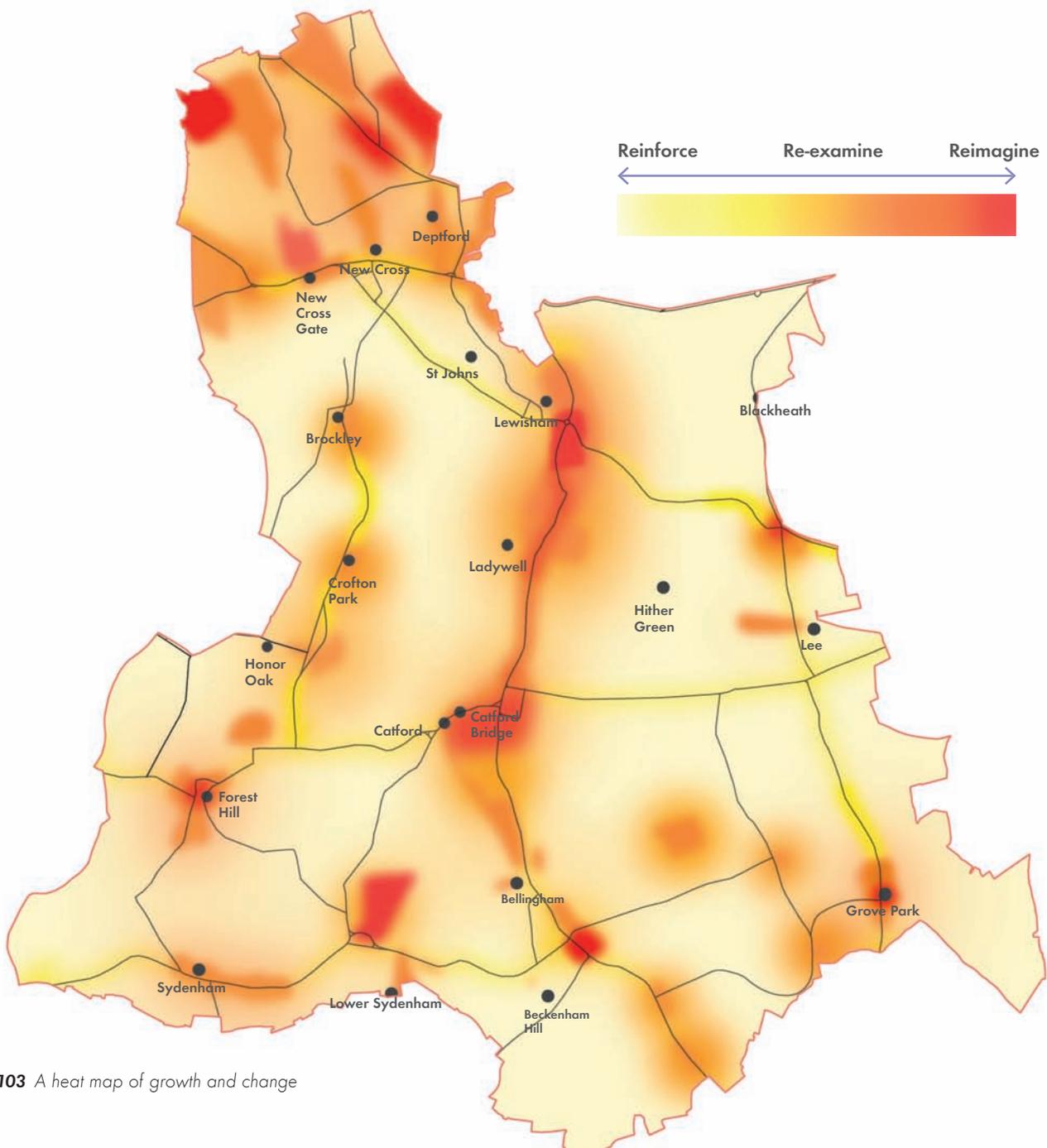


Fig 103 A heat map of growth and change

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

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

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

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

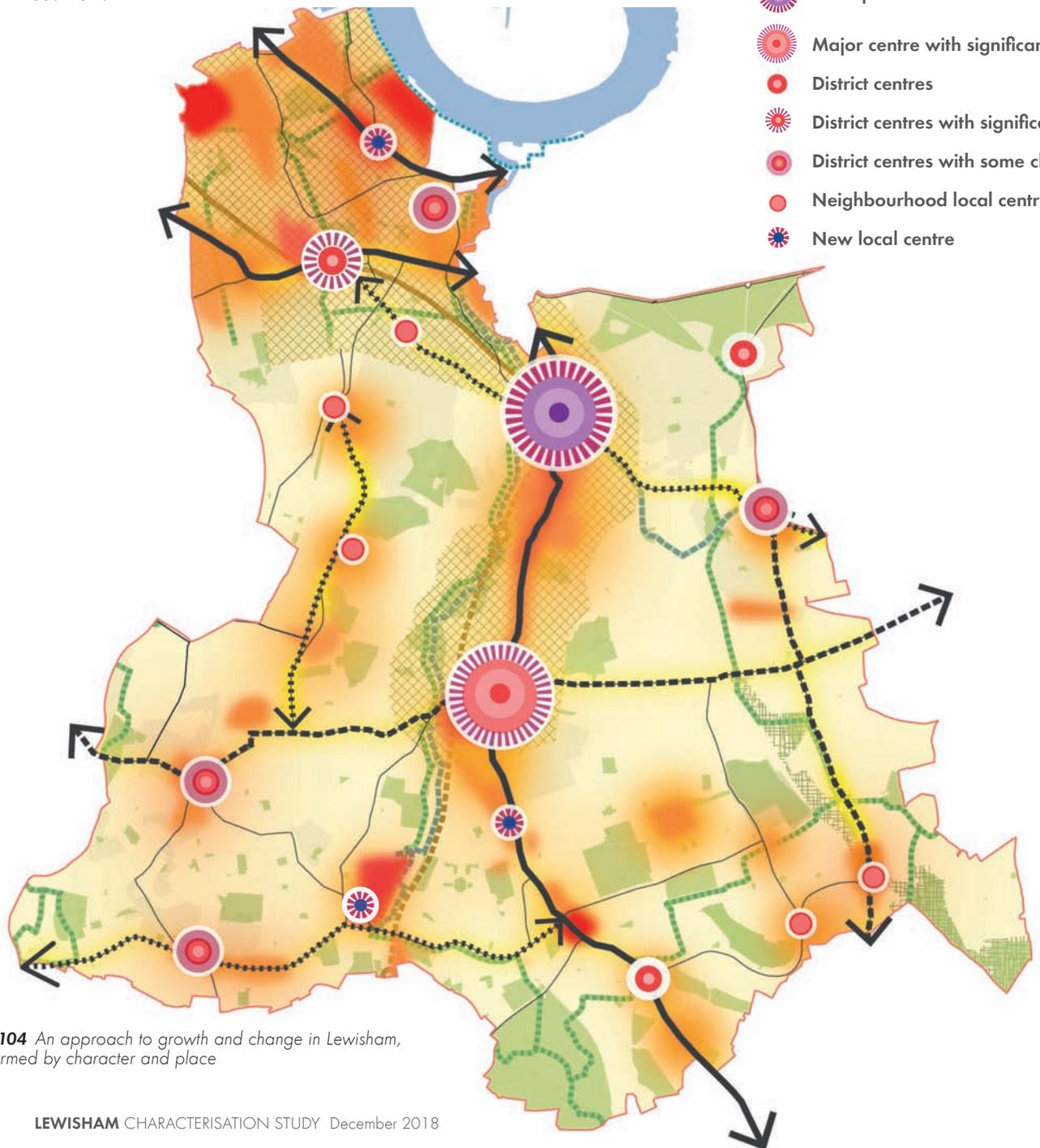


Fig 104 An approach to growth and change in Lewisham, informed by character and place

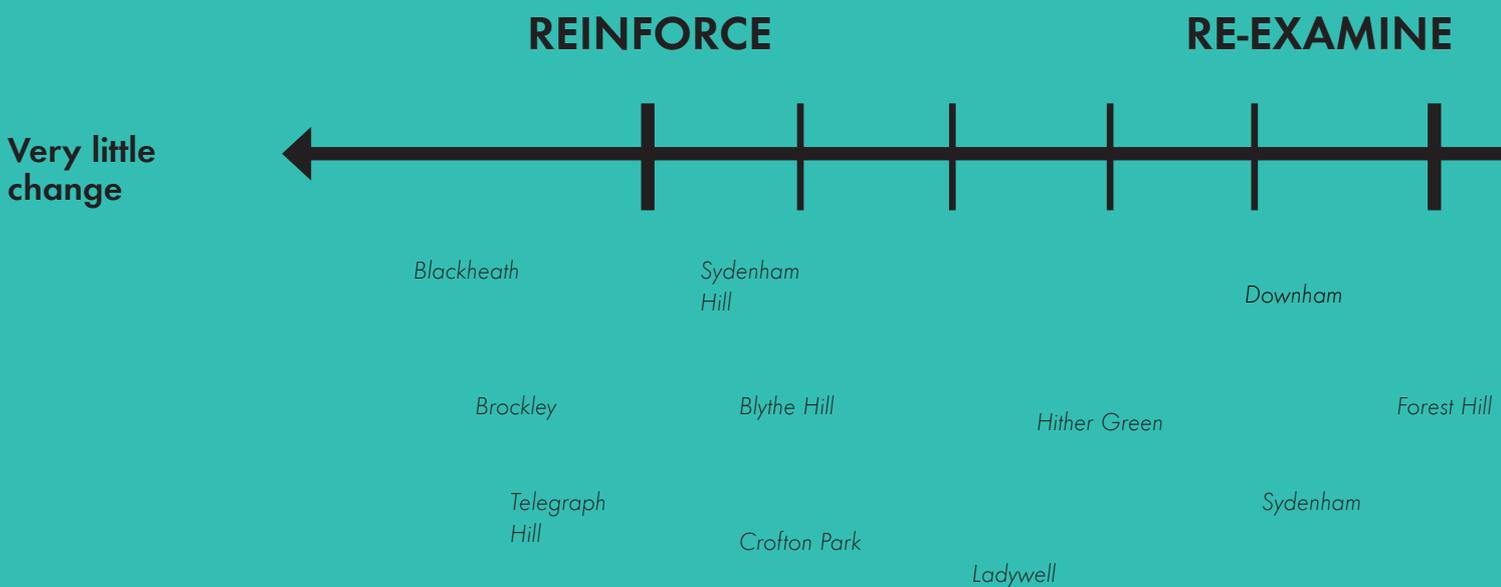
11.2 CONCLUSIONS

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

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

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

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

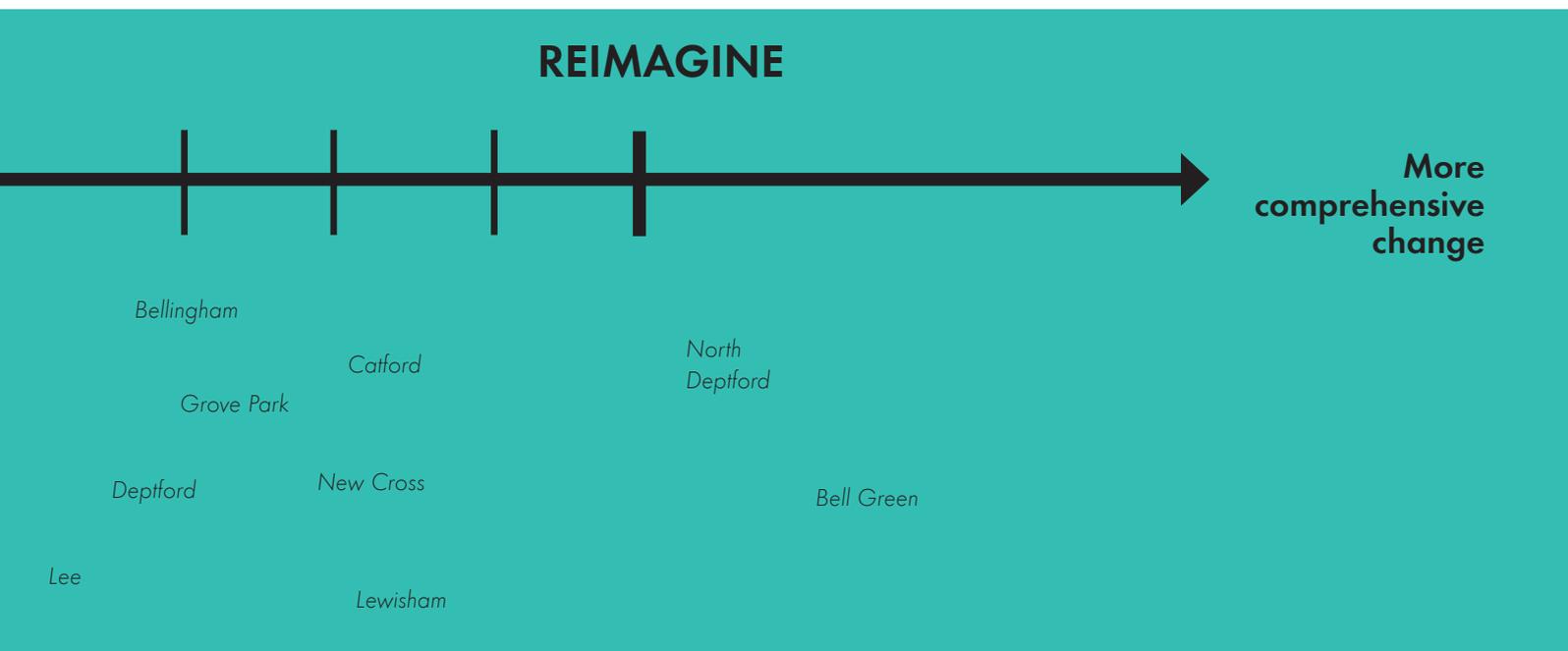


11.2.5 In the northern area the priorities relate to promoting greater change and there are some areas where more comprehensive reimagining would be appropriate alongside major infrastructure investment, influenced by the character of surrounding neighbourhoods. Large big box retail sites, for example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

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

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

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



GLOSSARY

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

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

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

