

# A21 Development Framework

# A21 Development Framework

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# Introduction and Vision

# Introduction and Vision

## Project introduction



The A21 Development Framework Study Area

- Study area boundary
- Potential development sites

### Project introduction

- 1.1 The A21 is the central arterial road in Lewisham - an historic north to south 'spine' that runs through most of the Borough linking several centres. The draft Lewisham Local Plan recognises the potential of the A21 corridor to deliver much needed additional housing and a key purpose of the A21 Development Framework is to identify where and how this could be delivered.
- 1.2 The A21 forms part of the Transport for London Road Network (TLRN) and as such TfL is the landowner, highway, traffic, signalling and public transport planning authority for the corridor. It has important role in the flow of vehicles through Lewisham and for London overall.
- 1.3 As part of assessing the development potential for different areas along the A21 it is necessary to identify and describe how the historic environment should be preserved and enhanced and local character strengthened. Other key objectives of the framework are to identify how the public realm and movement along the A21 could be transformed to deliver an attractive environment for current and future residents and visitors to the A21.
- 1.4 As a Framework document the A21 Development Framework will not be part of the Council's statutory Development Plan and will therefore not carry weight as a Development Plan Document (DPD) or Supplementary Planning Document (SPD). However it may be a material consideration when considering planning decisions.

# Introduction and Vision

## Project introduction

### The Study Area

- 1.5 The study area stretches from Lewisham Town Centre in the north to the borough boundary with Bromley in the south.
- 1.6 The A21 Development Framework does not provide comprehensive guidance for areas within the A21 Development Framework that overlap with the study areas for the Lewisham Town Centre Local Plan and the Catford Town Centre Framework.
- 1.7 For the part of the A21 Development Framework study area that also lies within the Lewisham Town Centre Local Plan DPD study area, the Lewisham Town Centre Local Plan DPD remains the primary planning guidance document.
- 1.8 For the part of the A21 Development Framework study area that also lies within the Catford Town Centre Area Framework study area, the Catford Town Centre Area Framework remains the primary planning guidance document.
- 1.9 University Hospital Lewisham and the Lewisham Shopping Centre are excluded from the scope of this study.

### Potential development sites

- 1.10 The A21 Development Framework tests potential development sites within the study area. The aim is to explore design-led approaches that aim to maximise the potential of the sites and ground floor non-residential uses to support local centres.

### Wider policy context

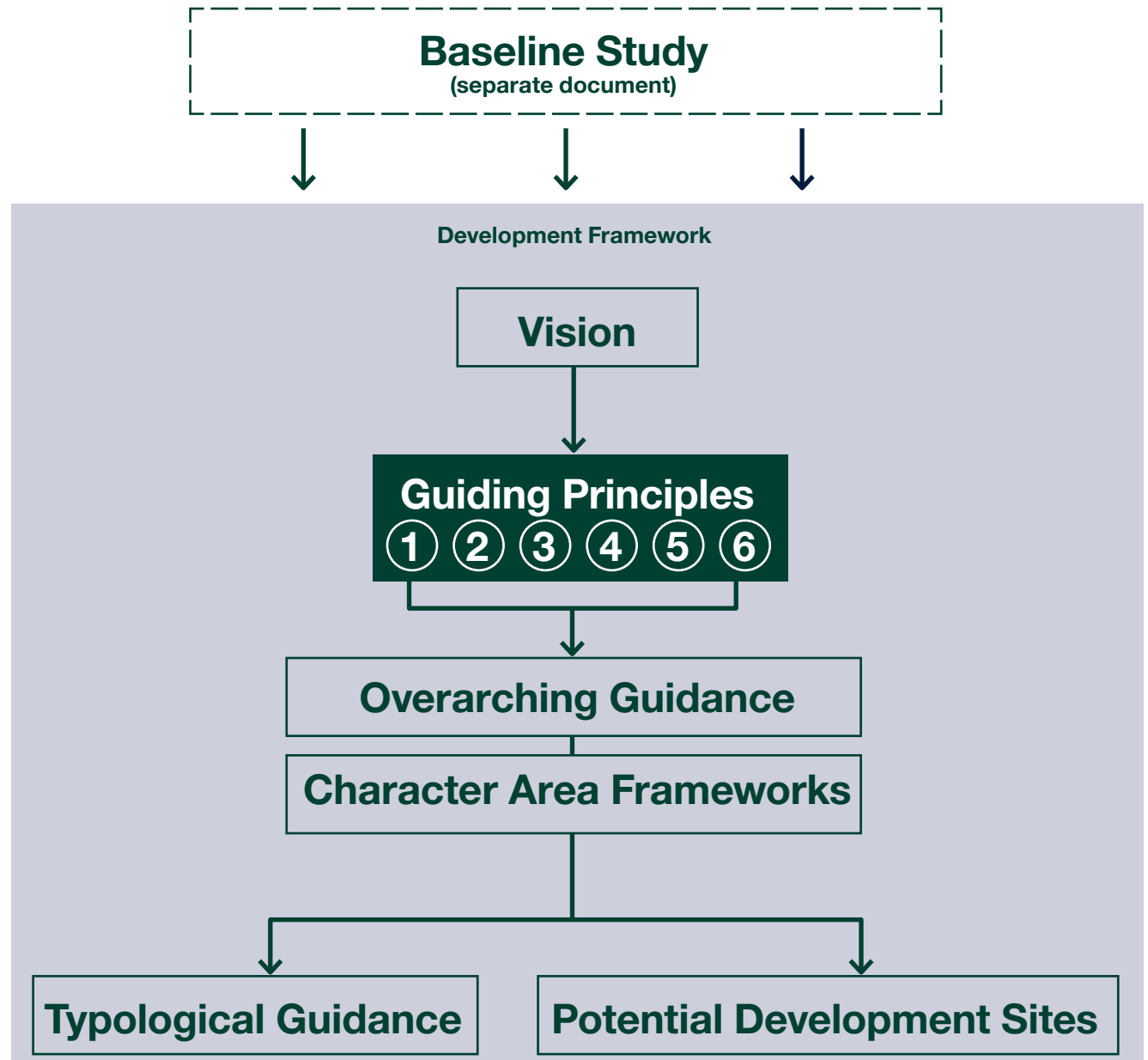
- 1.11 This framework should be read alongside the Lewisham Local Plan, the London Plan and the National Planning Policy Framework and national London and Lewisham transport policy and guidance.
- 1.12 The A21 forms part of the Transport for London Road Network (TLRN) and as such TfL is the landowner, highway, traffic, signalling and public transport planning authority for the corridor. It has important role in the management of traffic through Lewisham and for London overall.
- 1.13 Buses play an important movement role along this corridor and the need to accommodate freight movements and the challenge of integrating cycling and bus infrastructure are recognised.

- 1.14 When transport and public realm proposals are developed for the A21 they must adhere to all relevant guidance and best practice and seek to improve the comfort and safety of pedestrians, cyclists and bus passengers.
- 1.15 Transport proposals should conform with the Mayor's Transport Strategy objectives including Good Growth and Vision Zero and follow TfL guidance including Streetscape Guidance, London Cycling Design Standards and Accessible Bus Stops.
- 1.16 The transport proposals are at an early design stage and require further investigation and consideration to determine if they can be taken forward. This will involve collaborative working between TfL and the London Borough of Lewisham. There may be other transport priorities that take precedence over the concept proposals provided in the document in the future, which will be dependent on future broader movement strategies and transport hierarchy.
- 1.17 The identification of potential funding sources, delivery mechanisms and the prioritisation of public realm

# Introduction and Vision

## Using this document

- 1.18 The vision captures the overarching intention of the A21 Development Framework.
- 1.19 The Guiding Principles on the following pages expand the Vision. They address the many opportunities of the corridor as a whole. They are a set of specific thematic objectives that can be used to measure any proposal for the A21 area.
- 1.20 The study area is divided into a series of 8 distinct character areas based around commercial centres along the A21 (see page 18 for map of character areas). Each Character Area Framework describes the principal tactical moves that will strengthen that area's functioning and distinctiveness.
- 1.21 Guidance for individual sites is provided in two forms. The Typological Guidance covers a variety of conditions within the character areas, and is organised by site type and scale of intervention. The Potential Development Sites section comprises indicative concept schemes. Key principles are described and the potential number of homes and non-residential floorspace that each site could deliver is estimated.
- 1.22 The A21 Development Framework Baseline Study precedes and forms the evidence base for this framework and provides detailed underpinning for this document's recommendations. Both the A21 Development Framework Baseline Study and the A21 Development Framework should be read with reference to each other.



## Introduction and Vision

### Vision statement

Our vision for the A21 is:

To strengthen Lewisham's spine as a place that **attracts, connects and inspires**.

To realise its potential to deliver an optimum level of **housing and social infrastructure** while improving the environment itself as a place of **health, safety and sociability**.

To **define and enhance the character** of the series of neighbourhoods that comprise the A21 area.

## **Guiding Principle #1** **Maximise the delivery of new homes to meet the** **Borough's identified need**

The A21 provides an opportunity to intensify and increase housing density. Massing can be increased beyond prevailing building heights in appropriate areas. In line with an uplift in density there must be a strong emphasis towards high quality residential design as a contribution to place-making.





## Guiding Principle #2

### Strengthen the distinctiveness of local centres, enhance the historic environment, and meet local employment and social infrastructure needs

The distinctiveness and heritage of each centre and character area should be celebrated and enhanced. Each centre along the A21 is unique, and these differences should be amplified through use and character, as well as provision of a rich experience. It's important that the A21 provides social infrastructure for local people.



Listed carriage ramp and the market yard, Deptford

### **Guiding Principle #3**

## **Support better air quality and create an exemplary healthy street at scale**

The way future buildings are positioned and designed along the A21 can improve air ventilation and as a result improve air quality on the streets. With this, additional greenery and more sustainable travel, the A21 can become a 'Healthy Street' environment where people want to dwell and gather.



Coulgate Street, Brockley

## Guiding Principle #4 Promote sustainable modes of transport

Shifts in the way people move suggest the A21 could be much cleaner in the near future. Make crossing routes safer and create a continuous cycle path to transform the corridor into being attractive for pedestrians and cyclists. Enhance and create new parallel walking and cycling routes to the A21 to provide lower trafficked corridors. Improve the Waterlink Way and links to it.



## **Guiding Principle #5**

### **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**

The Ravensbourne is close but not always accessible and a key goal is to integrate the A21 into the wider blue/green network. East-west connections should be improved. Development proposals should look to re-naturalise the river wherever possible and provide access to and along the Ravensbourne. This will mean setting new building frontages back from the river and redefining backs of buildings as frontages. The condition and biodiversity value of the river should also be enhanced.

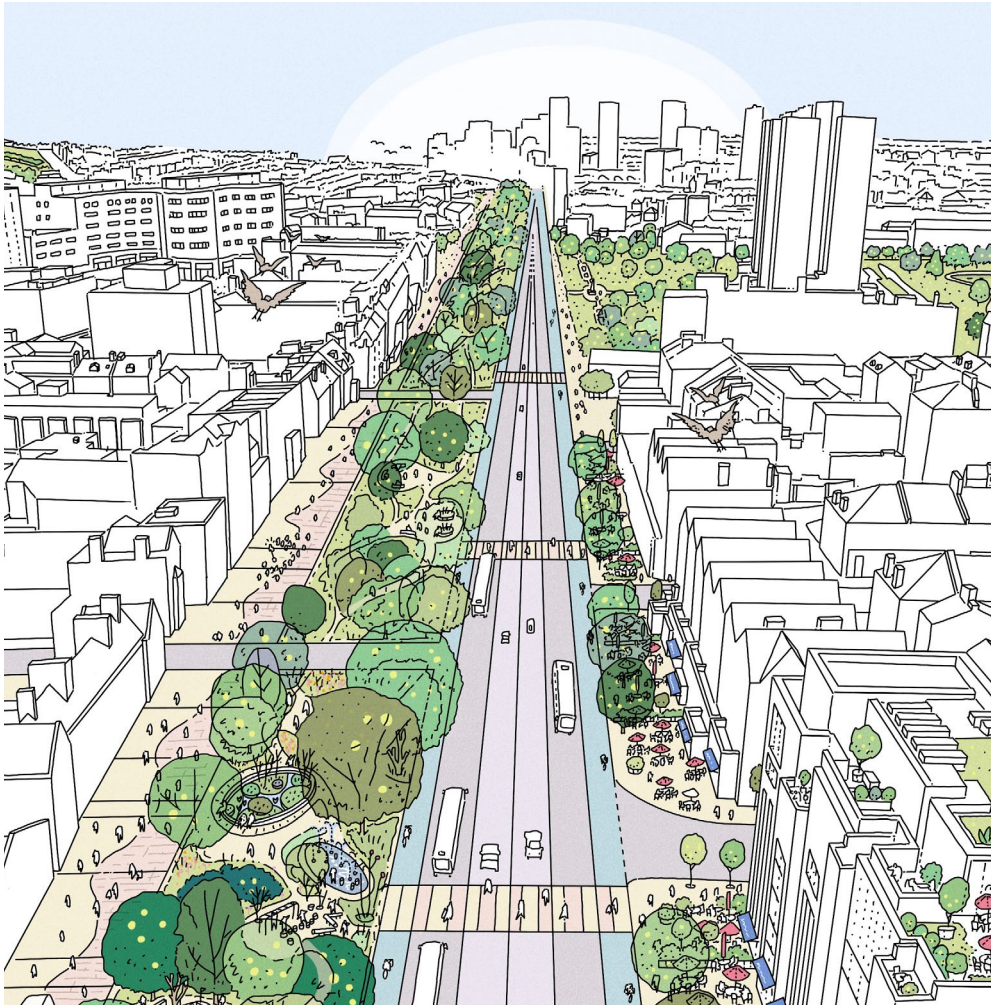
## Guiding Principle #6 Celebrate a rhythm of pause and intensity

The A21 has open spaces of a variety of sizes and character and similarly the scale of development rises and falls in different areas of the road. This variety should be celebrated in order to provide diversity, legibility and breaks in the intensity of development along the corridor.



# Introduction and Vision

## Project opportunities



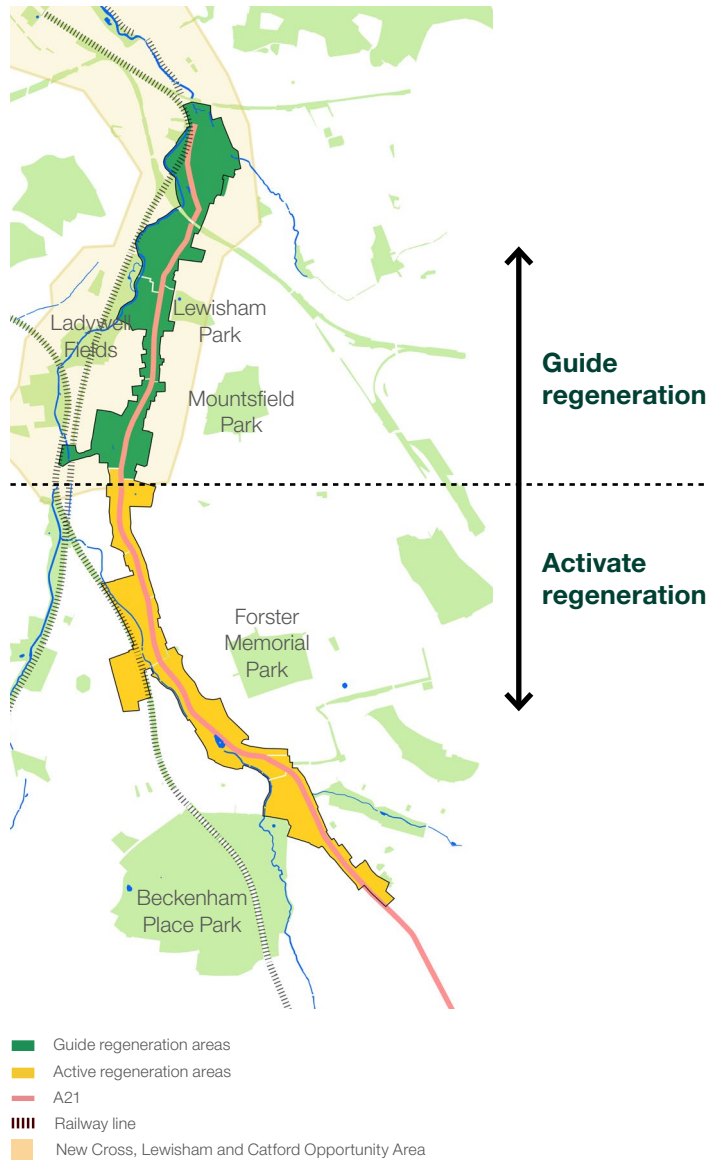
A vision for part of the A21 in the context of LB Lewisham

### Opportunities

- 1.23 The A21 Development Framework Study Area runs through the centre of the borough and is a place where community life happens. Whilst the corridor contains homes, places of work and social amenities, its identity is now primarily as a movement corridor - that is, its movement function is greater than its place function.
- 1.24 Issues surrounding air quality, noise, safety and poor public realm hinder its offer to be an attractive place to live and work.
- 1.25 One of the tasks of the A21 Development Framework is to help improve these current conditions.
- 1.26 Public access to the River Ravensbourne that runs parallel to the A21 and green infrastructure could be improved.
- 1.27 The condition and biodiversity value of the River Ravensbourne could be increased having regard to the adopted River Corridor Improvement Plan SPD (2015)
- 1.28 The A21 Development Framework Study Area comprises a number of character areas, each with their own distinct character. A goal of the framework is to respond positively to local character whilst also optimising the potential to deliver new homes.

# Introduction and Vision

## Spatial opportunities for the A21



### Summary of Findings from A21 Development Framework Baseline Study

1.29 The A21 area can be broadly characterised as having two distinct sub-areas - with the northern sub-area being much more urban in character than the southern sub-area and the dividing line between the two sub-areas being located to the south of Catford Town Centre.

1.30 The southern area has a suburban character. Although some development of this area occurred in Victorian times, a lot of the development in this area came forward during the Edwardian and inter-war period. The northern sub-area was developed earlier and today has a much more intense and urban character than the southern sub-area. A church was located at the St Mary's Church as far back as the 10th Century and a lot of development came forward in the northern sub-area during the Victorian era.

1.31 Public transport is generally much better in the north (majority Public Transport Accessibility Level 5-6b with some 3) than the south (PTAL 1b-4). The south of the A21 Development Framework study area is predominantly punctuated by high street parades set within quiet residential areas and consistent with its PTALs, there is more reliance on car use. See PTAL map on page 18.

1.32 Street life is most active in the north of the study area. South of Catford the street life of the pavement is much more localised to parades of shops.

1.33 The River Ravensbourne is an important asset that runs close by to the A21 to the west and there is the potential to improve public access to it and its biodiversity value.

### Spatial Opportunities

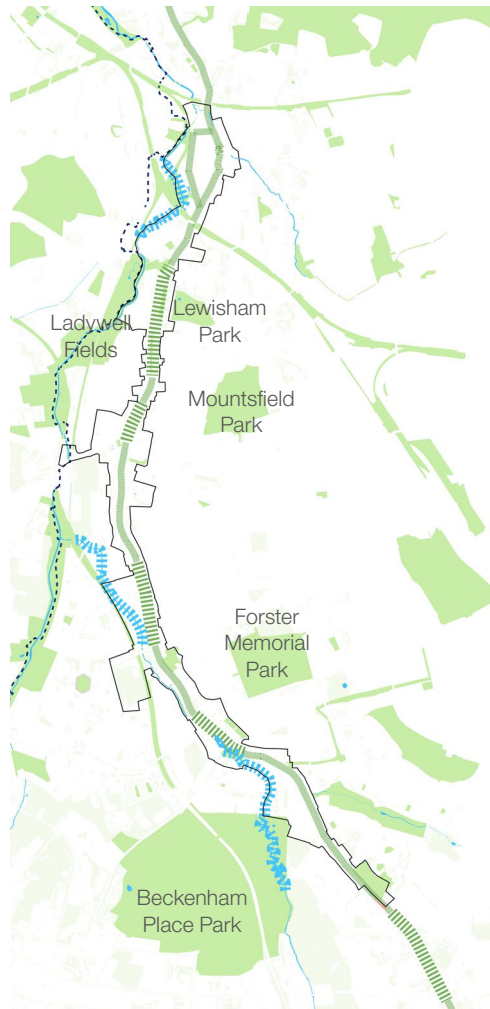
1.34 As a result, we can broadly characterise two different approaches to regeneration to these two sub-areas: The north provides natural market conditions for development on appropriate sites. The role of this framework is to **guide regeneration** to meet wider planning and place-making objectives ensuring a regularity of lower density (moments of pause) within what is largely a continuously active streetscape.

1.35 For the south to realise its development potential, the framework seeks to **identify areas for intensification and regeneration** by highlighting to owners of sites in appropriate locations the potential of their sites. There is untapped development potential and opportunities for public realm focused improvements (moments of intensification) within what is a largely residential character.

1.36 Different scales of development will be appropriate for different locations along the A21.

# Introduction and Vision

## Spatial opportunities: Green and blue infrastructure



- |||| Aspirational Ravensbourne riverside links
- |||| Existing green space/pocket park designated as a 'London Square'
- Study area
- Waterlink Way walking and cycling route

### Summary of Findings from A21 Development Framework Baseline Study

- 1.37 In this document, green/blue infrastructure is the multifunctional, interdependent network of open green spaces, green features, natural and constructed watercourses, standing water and drainage features in the A21 area. These include the Ravensbourne and small section of the River Quaggy in the north, as well as green common verges (many designated as London Squares\*), river and ponds.
- 1.38 Although the Waterlink Way is a defining feature of the study area from Catford and further north where it provides a walking and cycling route along the River Ravensbourne, to the south of Catford the River Ravensbourne is inconsistently accessible from the A21.
- 1.39 The London Squares are green verges that front the A21 to the north of Catford and include several mature trees. Although currently in poor condition, the green spaces and their trees provide an important visual amenity that has the opportunity to be enhanced. See map of the London Squares.

### Spatial Opportunities

- 1.40 The River Ravensbourne has four dominant conditions: (1) ponds and soft edges, (2) culverted, (3) canalised, and (4) ponds that were associated with former mills. There is the opportunity to improve the condition and the biodiversity of the River Ravensbourne and wherever possible the river should be renaturalised in line with Lewisham's River Corridor Improvement Plan SPD.
- 1.41 Likewise the amenity and biodiversity value of green assets like Lewisham Park should be improved and better signposting provided to improve their accessibility.
- 1.42 All new development will be required to provide a net gain of biodiversity.
- 1.43 Green and open spaces along the A21 corridor should be improved.
- 1.44 Wherever possible the river should be renaturalised in line with Lewisham's River Corridor Improvement Plan SPD.
- 1.45 All new development will be expected to achieve an Urban Greening Factor score of 0.4 in line with the London Plan Urban Greening Factor London Plan Guidance.



London Squares designated by the London Squares Preservation Act of 1931

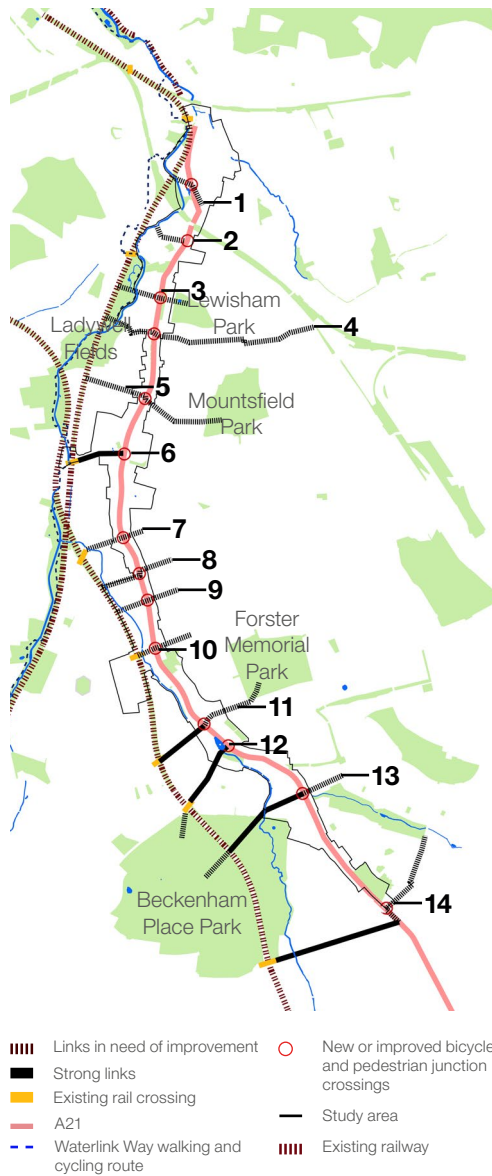
- Existing London Squares
- Historic Footprint of London Squares

\* The London Squares were designated by the London Squares Preservation Act 1931.



# Introduction and Vision

## Spatial opportunities: Movement network



### Summary of Findings from A21 Development Framework Baseline Study

#### 1.46 Current Carriageway and Footway Widths

For the majority of the A21 corridor, the carriageway width is generous with two lanes (or one very wide lane) in either direction. The presence of the bus lanes is inconsistent, however they are given the priority for the entirety of the A21 corridor study area. Cycle lane provision is intermittent and poorly defined.

#### 1.47 Current Footpath Condition

While pavement widths are generous in some locations, there are issues with car parking, bus stops, vehicle cross-overs to front gardens, and railings to soft landscaped areas which cause clutter and act as impediments to pedestrian movement. Current signed walking routes avoid running along the A21, directing pedestrians to more attractive paths.

### Spatial Opportunities

1.48 The movement spatial opportunities can be categorised under two themes related to improving a 'laddered' network of routes:

1) The opportunity to strengthen east-west routes to and across the A21.

This will involve improving pedestrian and cycling facilities at A21 crossings and creating new crossings.

2) The opportunity to improve sustainable travel along the A21 corridor. The A21 should be welcoming for cyclists with continuous segregated cycle lanes where possible, that are legible through main junctions (but do not result in the net-loss of green space or the felling of mature trees unless all other options for the location of the cycle route have been thoroughly assessed and satisfactorily discounted). A big emphasis should be made on creating an attractive environment for walking and dwelling on pavements where greenery plays an important role.

1.49 It is important to create and maintain a hierarchy and separation between different traffic flows: pedestrian - cyclist - public transport - car.

1.50 The transport proposals are emerging strategic aspirations and if and when specific projects are funded then more detailed analysis of their potential impacts will be undertaken.

1.51 Please see the Emerging Transport Strategy in the appendix for further movement proposals.

### East-West Links

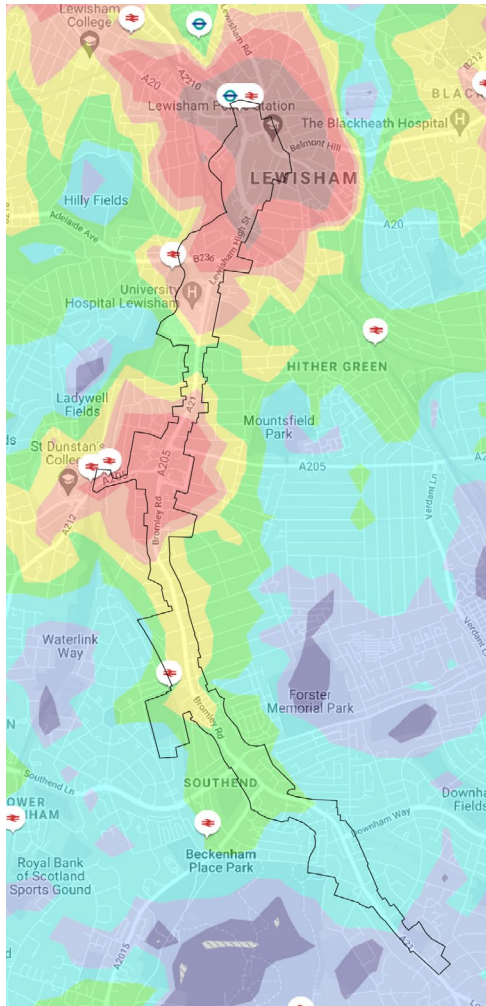
1.52 A number of key east-west links across the A21 have been identified that provide connections to key destinations either on or close by to the A21. The following east-west links are routes between key destinations on or in near proximity to A21. Routes highlighted in green are the focus east-west routes along A21.

1.53 To the north of Catford, improving east-west connections between the A21 and the Waterlink Way is a priority to facilitate walking and cycling between Catford and Lewisham Town Centre.

- 1. Ravensbourne River** → A21 → Lewisham High Street
- 2. Ravensbourne River** → Wearside Road → A21
- 3. Ladywell Fields** → University Hospital Lewisham site → A21 → Lewisham Park
- 4. Ladywell Fields** → Albacore Crescent → A21 → Mount Pleasant Road → Hither Green station
- 5. Adenmore Road** → Holbeach Road → A21 → Ringstead Road → Mountsfield Park
- Catford Stations → A205 → A21
- 7. Fordmill Road** → Canadian Avenue → A21 → Bargery Road
- 8. Ravensbourne River** → Aitken Road → A21 → Arran Road

# Introduction and Vision

## Spatial opportunities: Movement network



1.50

9. **Bellingham Trading Estate** <sup>1.51</sup>  
Ravensbourne Retail Park site →  
Crantock Road
10. **Bellingham Station** →  
Randlesdown Road → A21 →  
Bellingham Road <sup>1.52</sup>
11. **Southend Lane** → Whitefoot Lane  
→ Forster Memorial Park
12. **Beckenham Place Park** →  
Beckenham Hill Road → A21
13. **Beckenham Place Park** → Old  
Bromley Road → Downham Way →  
Downham Playing Fields
14. **Ravensbourne Station** →  
Ravensbourne Avenue → Elstree  
Hill → Avondale Road → Alexandra  
Crescent → Downham Playing  
Fields

<sup>1.54</sup> It should be noted that the railway is a significant barrier to east-west movement to the west of the A21.

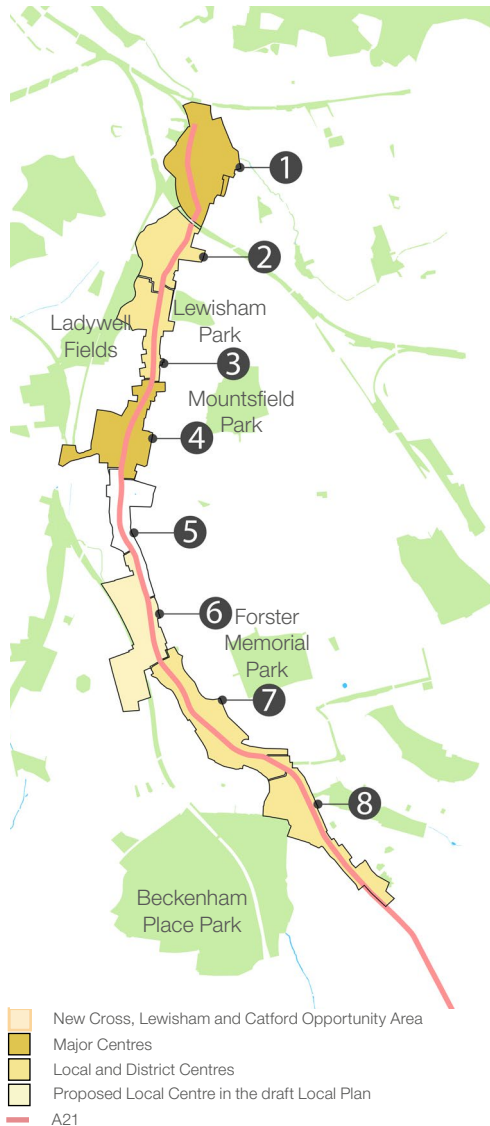
PTAL map of study area

Source: TfL via WebCAT tool

Hawkins\Brown © | A21 Development Framework

# Introduction and Vision

## Spatial opportunities: Character



### Summary of Findings from A21 Development Framework Baseline Report

- 1.55 The Baseline Report studied eight character areas. These areas are approximations of what is understood to represent local neighbourhoods.
- 1.56 It is recommended that new development responds positively to the distinctiveness of individual character areas.

#### 1. Lewisham Town Centre (South) Character Area

a place of high density development focused around key transport infrastructure

#### 2. Ladywell Village Character Area

a place of many historic buildings with good accessibility to the River Ravensbourne

#### 3. University Hospital Lewisham, Park and Greens Character Area

a place with opportunities to enhance the London Squares\* (linear pocket-parks)

#### 4. Rushey Green and Catford Character Area

a changing town centre with a shift in density and associated uses

#### 5. Culverley Green Character Area

a suburban residential area much of which lies within the Culverley Green Conservation Area.

#### 6. Bellingham Character Area

a proposed Local Centre where there is an opportunity to redevelop existing large retail units to create a more intensified mixed use development with homes, retail and improved public access to the River Ravensbourne

#### 7. Southend Character Area

a place of community assets and an opportunity to rethink crossings

#### 8. Downham Character Area

a place to improve the local parade and generate public realm improvements

### Spatial Opportunities

1.57 While the A21 is a consistent thread throughout the study area, this report recognises the changing character from north to south and particularly between each of its town, district and local centres.

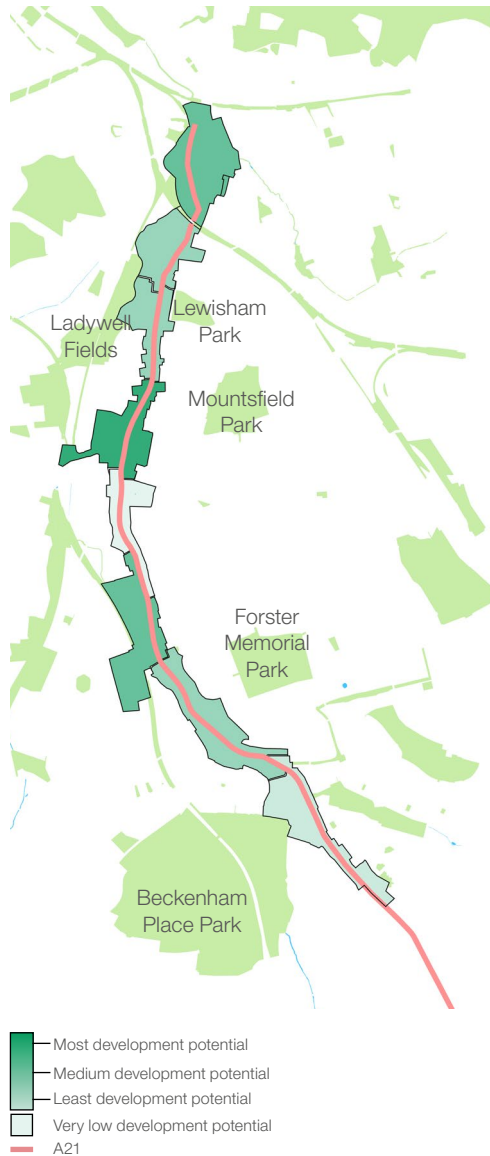
1.58 Each of the different character areas of the A21 has a varied character which manifests itself visually in the scale, height and massing of development, townscape and architecture, building use, public realm and landscape design. It is recommended that new development responds positively to the distinctiveness of individual character areas.

1.59 This manifests in many ways including the retail offer, social amenities, street life, hours of activity, built massing, movement patterns and landscape. This framework seeks to reinforce the distinctiveness of centres whilst providing a consistently positive approach to activating and intensifying development along the entire A21 study area. There is an opportunity to increase density of development along the A21 study area without compromising townscape or adjoining occupiers due to significant width of the road.

\* The London Squares were designated by the London Squares Preservation Act 1931. See map of the London Squares on page 16.

# Introduction and Vision

## Spatial opportunities: Development potential



### Summary of Findings from A21 Development Framework Baseline Study

1.60 Flatted development is the predominant existing typology along the A21 from Catford and to the north. Lower density terraced and semi-detached housing is predominant to the south of Catford.

### Spatial Opportunities

1.61 The A21 Study Area has the potential to significantly contribute towards addressing the borough's housing needs, due to its connectedness, concentration of amenities and presence of developable sites.

1.62 The A21 Development Framework does not include an assessment of future social infrastructure needs. This information is provided in the Infrastructure Delivery Plan that is informed by the Local Plan. The Council works with key infrastructure providers to prepare the Infrastructure Delivery Plan.

# Overarching Guidance

## Introduction

- 2.1 This section of the A21 Development Framework provides overarching guidance that only applies to the plots that directly front the A21.
- 2.2 Guidance is provided on the key themes of building heights, activating frontages, architectural character, public realm and air quality.
- 2.3 Additional design matters should be addressed when designs are progressed in accordance with Local, London Plan and National Planning Policy.

# Overarching Guidance

## Building heights

### Building Heights

- 2.4 Guidance on appropriate building heights for different character areas is provided below. **Guidance is only provided for plots in the A21 Development Framework study area that directly front the A21.**
- 2.5 In the New London Plan, outside the Thames Policy Area, tall buildings are generally defined as being minimum 30m tall where there is no local definition of a tall building.
- 2.6 For all character areas a guiding height has been set which takes into consideration the existing context and the Tall Building Suitability from the Draft Lewisham Tall Buildings Study.
- 2.7 The A21 provides good conditions for some taller development due to its wide width and general north-south orientation. Its wide width means that there are significant separation distances between buildings located adjacent to the A21 and the north-south orientation of the corridor means that the public realm of the street is not permanently overshadowed. Taller buildings along the A21 could also have the positive impact of activating and defining the street frontages and thus helping to create more of a boulevard character.

2.8 Note that height is restricted in certain character areas to avoid undue harm to existing local character and townscape, and to avoid overshadowing. Further guidance on building heights for specific sites within the Catford Town Centre Framework Area is provided within the Catford Town Centre Framework (2021).

2.9 The study area south of Lewisham Town Centre is predominantly outside the catchment area for the proposed BLE extension to Lewisham and the guidance on building heights reflects this. However, the BLE is expected to change travel patterns in the A21 corridor which transport and development proposals will need to take into account.

### Area-based Strategy

#### 1. Lewisham Town Centre (South)

++++

Prevailing building heights: approx. 9-48m (3-16 storeys)

Suggested buildings heights: approx. 9-60m - (3-20 storeys)

#### 2. Ladywell Village ++

Prevailing building heights: approx. 6-12m (2-4 storeys)

Suggested buildings heights: approx. 9-24m (3-8 storeys)

#### 3. University Hospital Lewisham, Park and Greens +++

Prevailing building heights: approx. 6-21m (2-7 storeys)

Suggested buildings heights: approx. 9-30m (3-10 storeys)

#### 4. Rushey Green and Catford +++

Prevailing building heights: approx. 6-21m (2-7 storeys)

Suggested buildings heights: approx. 27-39m (9-13 storeys)

See Catford Town Centre Framework (2021) for further guidance on appropriate heights

#### 5. Bellingham ++

Prevailing building heights: approx. 6-12m (2-4 storeys)

Suggested buildings heights: approx. 9-18m (3-6 storeys) and 10 storeys on the Ravensbourne Retail Park Site due to its large size.

#### 6. Southend +

Prevailing building heights: 3-9m (1-3 storeys)

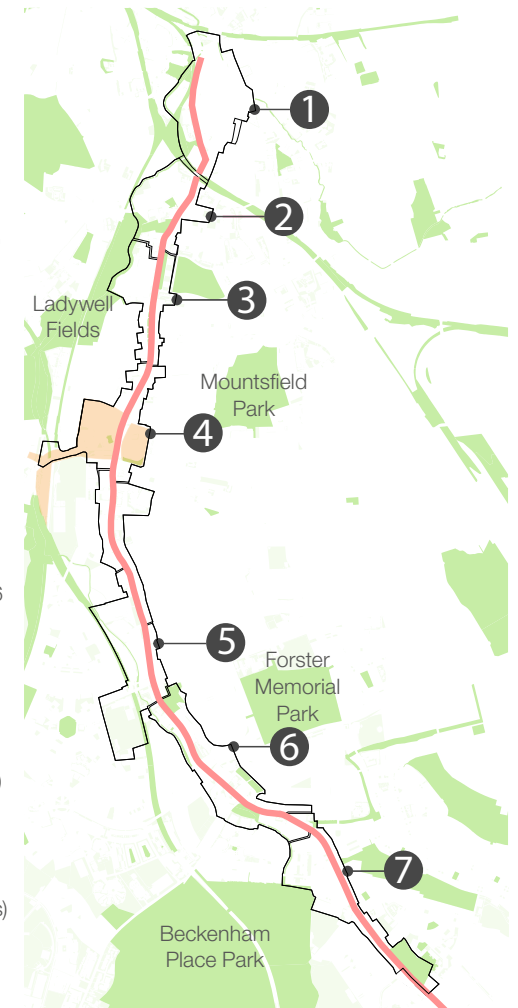
Suggested buildings heights: 5-15m (2-5 storeys)

#### 7. Downham +

Prevailing building heights: 3-9m (1-3 storeys)

Suggested buildings heights: 5-15m (2-5 storeys)

### Area-based strategy

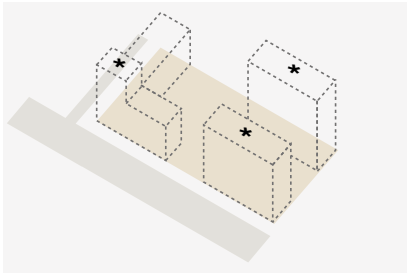


- Study area
- Catford Town Centre Framework Area
- A21

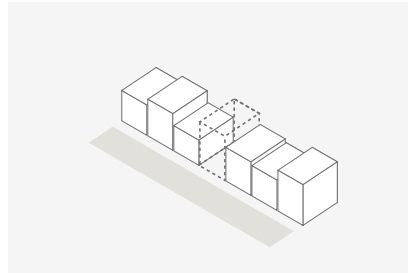
# Overarching Guidance

## Building heights

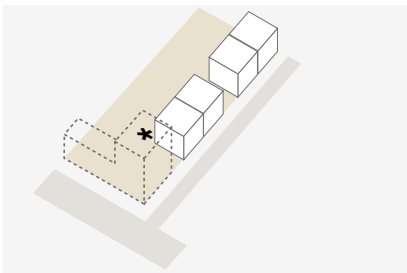
### Context-based height strategy



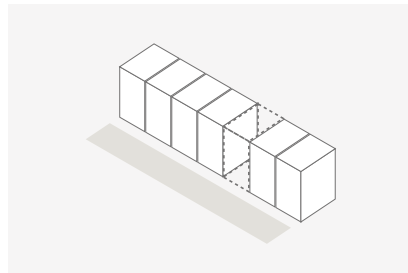
1. Comprehensive redevelopment site



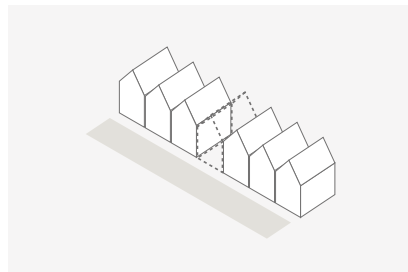
3. Infill: staggered height terrace site



2. Corner sites



4. Infill: consistent height terrace site



5. Infill: uniform façade terrace site

---- New development  
\* Location for taller development

### Development in different contexts

2.10 This guidance sets height recommendations based on the development site context.

#### 1. Comprehensive redevelopment sites

2.11 Comprehensive redevelopment sites have the capacity to define their own character and can benefit from increased height towards the corridor or in certain locations set further back from the street

#### 2. Corner sites

2.12 Generally corner sites are an opportunity for increased height, providing they take into consideration privacy and overshadowing issues

#### 3. Infill sites - staggered height

2.13 Where terraced parades are more inconsistent in terms of height, there is more flexibility with regard to infill/vertical extensions

#### 4. Infill sites - consistent height

2.14 Infill developments on established terraced parades should reflect the prevailing height

#### 5. Infill sites - uniform façade

2.15 Where terraced parades have uniform profile frontages the development should respond to prevailing height and profile.

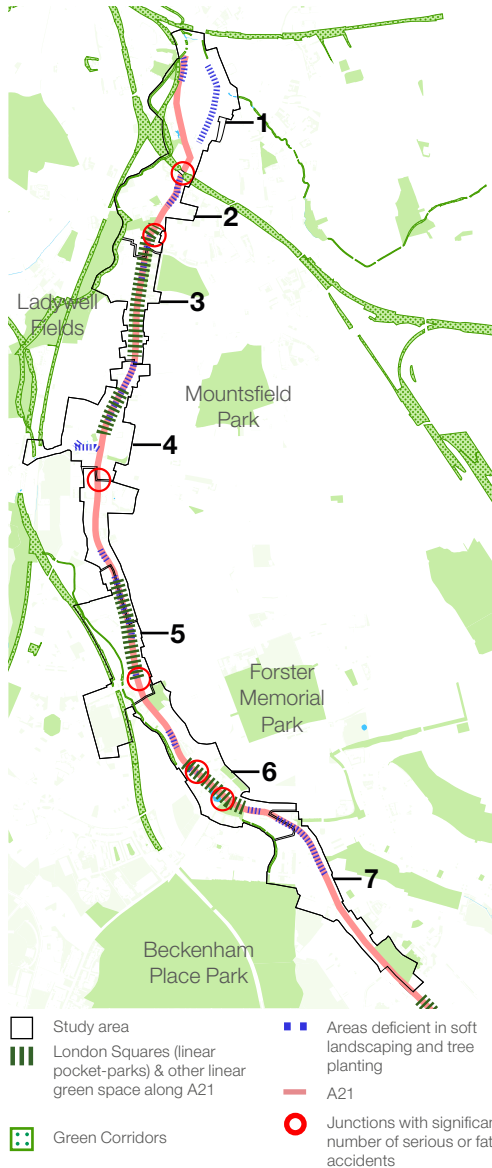
2.16 Heights for specific sites will be subject to further testing through the pre-application process which is likely to include assessing townscape, heritage and environmental impacts.

2.17 This testing may determine that lower or taller development than the indicative thresholds is appropriate.

# Overarching Guidance

## A distinctive public realm: Area-based strategy

### Key public realm projects



2.18 From the evidence provided in the A21 Development Framework Baseline Appraisal, the following public realm projects have been identified as a high priority in accordance with the 6 Guiding Principles described in the Introduction and Vision section. The feasibility of the projects will require testing through the design process.

2.19 The development of all public realm projects should consider the ongoing maintenance of improvements and compliance with TfL requirements and guidance.

2.20 The locations of the following public realm projects are shown on the Character Area Framework maps in section 3.

- 2.21 **1. Lewisham**
- Extend the Waterlink Way to the rear of Riverdale House and reopen the pedestrian route under the railway and in to the Wearside Site and linking through Church Grove to Ladywell Fields
  - Improve the public realm along Molesworth Street
  - Safer Junction scheme to reduce road danger between A20 and A21
  - Opportunity to improve the highway including for pedestrians, cyclists and buses and safety around the junctions of Molesworth Street and Lewisham High Street with Rennell Street.

- Guidance for the public realm to the east of Molesworth Street is provided in the Lewisham Town Centre Local Plan.

- 2.22 **2. Ladywell**
- Improve public realm adjacent to Place Ladywell
  - Public realm project linking anchors of University Hospital Lewisham, Ladywell Playtower, Church of St Mary the Virgin and St Mary's Primary School

- 2.23 **3. University Hospital Lewisham, Park and Greens**
- Regenerate the Lewisham Memorial Gardens
  - Improve routes between Lewisham Hospital and Lewisham Memorial Gardens
  - Strengthen link through hospital to Ladywell Fields
  - Improvement to London Squares\* including exploring the potential to partially open up the gated lawns and re-landscaping

The delivery of public realm projects should not comprise the continued and future operation of the wider University Hospital Lewisham site and its hospital-related use.

- 2.24 **4. Rushey Green and Catford**
- Redesigning Catford Road junctions with A21
  - Reinforce the aspiration to become the greenest town centre in London

- Improvements to the London Squares\*
- Refer to the Catford Town Centre Framework for further detail

- 2.25 **5. Bellingham**
- Ravensbourne River towpath and pedestrian bridge
  - Improvements to Bellingham shopping parade frontages and station surrounds
  - Improvements to green space at Bromley Road Retail Park
  - Improve pedestrian and cycling facilities at the junction between the A21 and Bellingham Road and Randlesdown Road.

- 2.26 **6. Southend**
- Improving pedestrian and cycling facilities at the junctions between the A21 and Whitefoot Lane/ Southend Lane and Beckenham Hill Road.
  - Improve access to mill pond including connections from Peter Pan park and any proposed new development
  - Public realm project linking anchors of Green Man community venue, Peter Pan Park and Catford Wanderers Sports Club

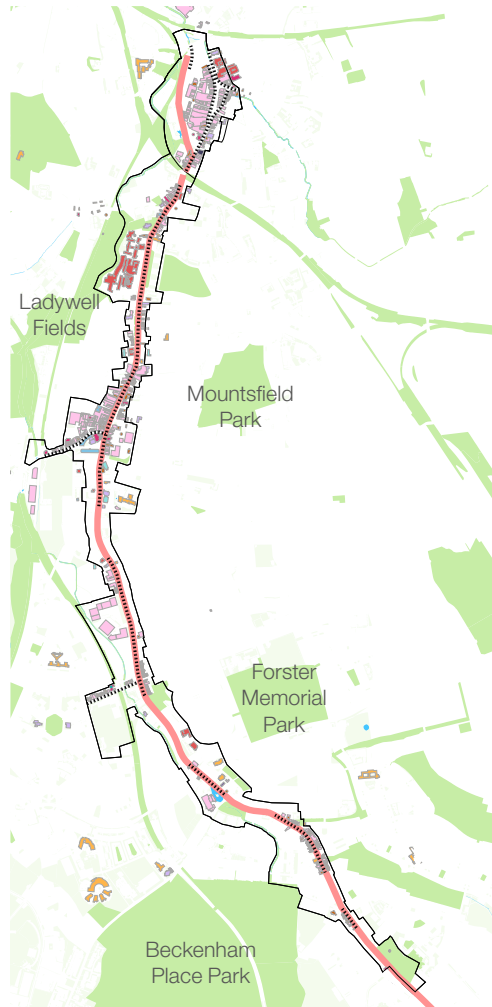
- 2.27 **7. Downham**
- Terraced parades enhancement
  - New public plaza

\* The London Squares were designated by the London Squares Preservation Act 1931. See map of the London Squares on page 16.



# Overarching Guidance

## A distinctive public realm: Recurrent furniture strategy



- |                           |  |
|---------------------------|--|
| Study area                | Pubs and night live venues                               |
| Schools                   | Shops  |
| Places of worship         | Front-line service                                       |
| Civic institutions        | High footfall areas that need recurrent street furniture |
| Restaurants and takeaways | A21  |

2.28 The furniture strategy proposes to consolidate the broad range of street furniture used along the corridor. The strategy does not enforce a homogeneous type of furniture for the entire length of the A21, instead different areas can have their own palette's of street furniture that contribute positively to local character.

2.29 TfL 'Healthy streets for London' guidance suggest resting spaces segmented every 15 metres. The segments can vary depending on the area context but regular resting spaces for cyclists and pedestrians should be provided.

2.30 Street furniture should be arranged so that there are rest spaces within every character area particularly in high footfall areas.

2.31 Street and wayfinding signage should have a consistent style to help strengthen local identity.

2.32 Multi-generational play furniture should be considered.

### Recurrent furniture examples



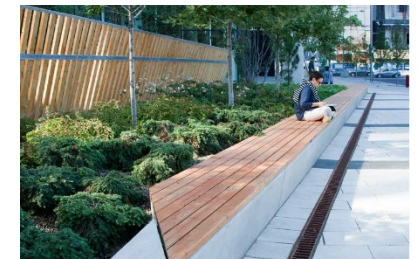
1. Bespoke lighting on Stratford High Street, Newham



4. Play furniture in Amir Avenue, Hadera, Israel



2. Underground bins to help with flight tipping and consolidating waste management, Tower Hamlets



5. Integrated landscape furniture in Rue Guy-Frégault, Montreal, Canada



3. Vestre parklet furniture in Rosenkrantz' gate, Oslo, Norway

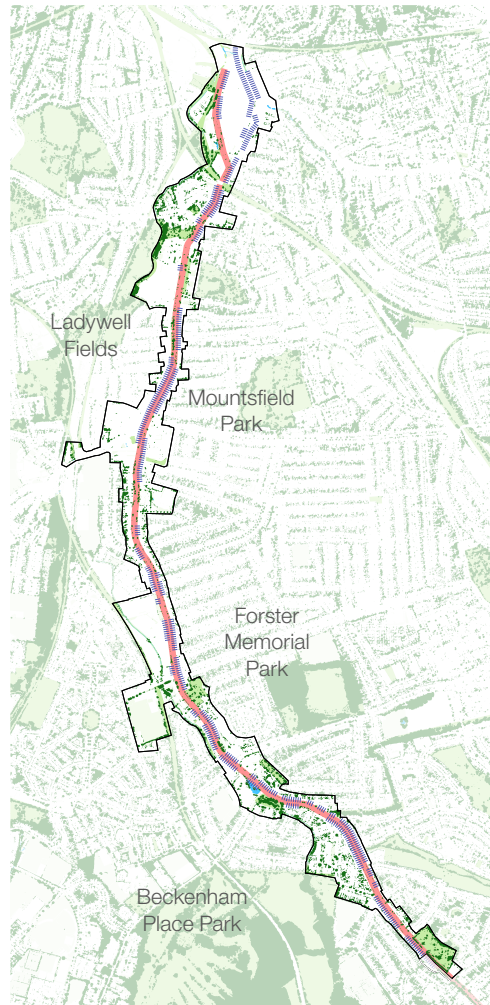


6. Greenway contemporary milestones, Newham

# Overarching Guidance

## A distinctive public realm: Recurrent planting strategy

### Recurrent planting strategy



- Study area
- Tree canopies
- Areas deficient in tree coverage
- A21

- 2.33 The planting strategy focuses on increasing tree, shrubbery and low level planting coverage along the length of A21. The aim of this strategy is to plan for the long-term future provision of mature and majestic trees along the street which will enhance its boulevard character and also increase the biodiversity value of planting.
- 2.34 Tree planting should be prioritised where there are gaps in the tree planting. Trees should generally be planted at approximately 1-5m spacing. It should be aimed to increase tree canopy provision by 10% in line with Policy G7 of the London Plan.
- 2.35 The range of plant and tree species should be limited to species that are native to the UK and contributing to local biodiversity. Habitat for fauna should be provided including, bird and bat boxes, insect hotels and living roofs to help create a green corridor for wildlife.
- 2.36 The long-term maintenance of planting should be considered and also should be suited for an urban environment.
- 2.37 There are a number of innovative means of increasing plant coverage that could be used to serve more than one purpose, for example using planters in place of bollards and urban hedgerows
- 2.38 Planting of mixed native hedgerows along the river corridor is recommended to enhance wildlife.
- 2.39 The A21 Development Framework has not been informed by an ecological assessment of the area. Ecological assessments would be required to be undertaken as part of the detailed design for schemes going through the pre-application process to demonstrate how they will aim to deliver a biodiversity net gain.

### Recurrent planting examples



1. King's Boulevard in King's Cross, Camden



5. Rain gardens as part of Grey to Green initiative, Sheffield



2. Sensory Garden Magneten in Copenhagen, Denmark



6. Tree planting Aldgate Square, City of London



3. Planter bike racks at Elmfield Road, Bromley



7. Tree planting and green public realm at Colliers Wood, Merton



4. Edgware Road Tube Station Living Wall, Marylebone

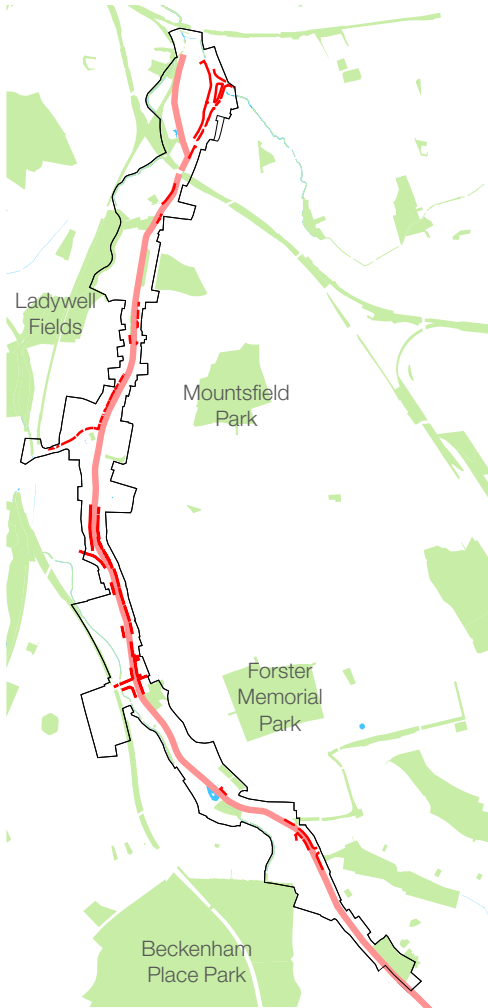


8. Biodiverse planting at Kidbrooke Village, Greenwich

# Overarching Guidance

## A distinctive public realm: Activating Frontages and the Ground Floor Experience

### Active frontage strategy



- Study area
- Existing active frontage locations along A21
- A21

2.40 It is important to maximise activation of the A21 frontages to promote natural surveillance and enliven the public realm.

2.41 Windows and doors should directly front the street and boundary treatments should be low to provide visual connectivity between the street and building frontages. Activation of ground floors is particularly important and where possible shopfronts could be engaging and used for demonstrations or activities.

2.42 Flatted blocks should have tall ground floors to allow for generously sized openings to maximise activation of the street. Spill-out activity from the ground floors on to the street should also be encouraged to enliven the public realm.

2.43 Where possible the Ravensbourne riverside should be activated through the provision of adjacent active uses and improved public spaces.

2.44 New development should include a minimum 8 metre buffer zone from the edge of the river to the frontages of new buildings, in line with Environment Agency policy and guidance.

2.45 New residential development should be considered as an opportunity to provide environmental and flood risk benefits across a 100 year period - the average design life of a new building. New schemes should include an assessment of the condition of the culvert/channel and large schemes should seek to deculvert and/or naturalise the channel.

2.46 Further guidance is provided in the River Corridor Improvement Plan Supplementary Planning Document (2015) for further guidance.

### Ground floor experience examples



1. Flat Iron Square in LB Southwark incorporates shared surface with loose chairs and retail units running parallel



2. Haggerston Riviera on Regent's Canal includes benches, restaurants & pubs



3. Parisian avenues with active frontages on both sides on the streets (picture: Kléber and Victor Hugo Avenues).



4. Passeig De St Joan Boulevard in Barcelona incorporates play and rest space



5. Blackhorse Workshop in Waltham Forest, an open-access community workshop bringing active use and footfall to light

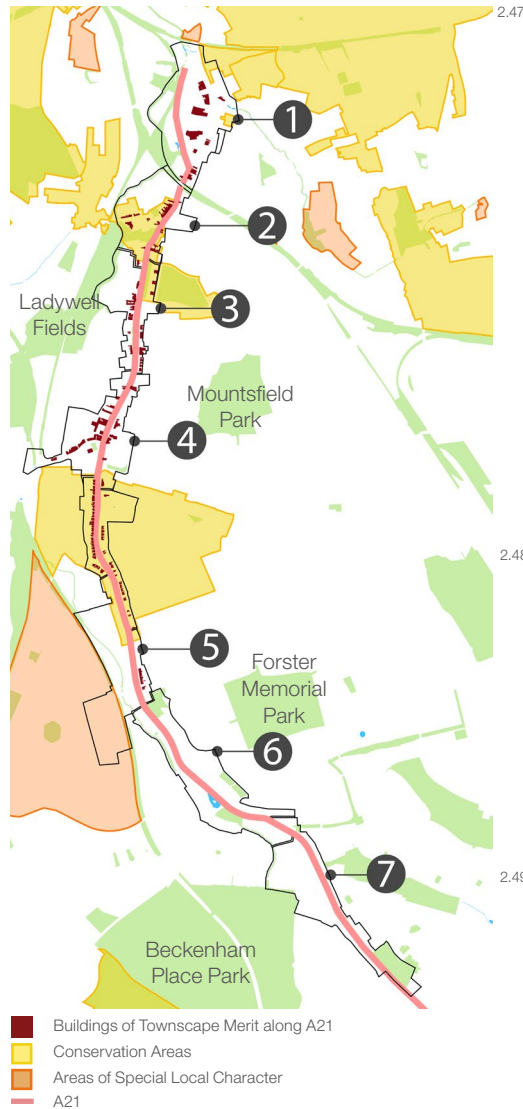


6. Shopfront on Presidente Masaryk Avenue, Mexico provide an opportunity to engage the public

# Overarching Guidance

## Architectural character

### Architectural character strategy



**1. Lewisham Town Centre (South)**  
Lewisham Town Centre (South) Character Area is eclectic in character with a mix of late Victorian, mid-century, post war and late 20th century architectural styles, with a focal point around listed Victorian Clock Tower. The A21 corridor is dominated by the shopping centre car park and office buildings. The area has a mixed architectural character and new development would not need to respond positively to a singular and strongly defined established architectural styles. Shopfront improvement grants could be a way of improving the visual appearance of the street at the ground floor level.

**2. Ladywell**  
The Ladywell Character Area has a more coherent historic character in comparison to Lewisham area's eclectic appearance. In general there is a consistent building height that should be respected. The prevailing materiality of the area is brick and it is felt this should be considered in any new developments.

**3. University Hospital Lewisham, Park and Greens**  
This area is dominated by the post-war residential towers that lie adjacent to Lewisham Park and the varied assortment of building styles within the University Hospital Lewisham campus.

**4. Rushey Green and Catford**  
In this area, there are several large civic buildings as well as a number of listed

buildings, locally listed buildings and buildings classified as being of townscape merit. Any new development needs to be respectful of the historic environment.

**5. Bellingham**  
The eastern side of the Bellingham Character Area comprises predominantly of large retail units and light industrial units of low architectural merit. The western side of the Character Area includes an attractive Edwardian retail parade which should be responded positively to by new development.

**6. Southend**  
The Southend Character Area is predominantly post-war in character and includes housing estates of architecture merit including 1-10 Bromely Road estate which is listed. New developments should acknowledge the simplistic post-war architectural style of the character area and avoid isolated architectural statements.

**7. Downham**  
This area is predominantly inter-war and suburban in character. The wider area is dominated by London County Council cottage estates and continuous retail parades. It is modest in scale and architectural style and new developments should respond positively to this character.

### Heritage

2.54 Parts of several conservation areas are located along the A21. Proposed development that lie within conservation areas and their setting should preserve and enhance the special character of the conservation areas.

2.55 Within the Character Area Frameworks section of the document, buildings of townscape merit are identified which are non-designated heritage assets. Buildings of townscape merit add to local distinctiveness and have at least one of the following characteristics:

- They are part of an architecturally distinctive groups of buildings
- They are buildings that provide key focal points within the area
- They are buildings that are notable for their architectural detailing

Refer to Lewisham Characterisation Study (2019) for more detailed analysis of architectural character.

### Parking

2.56 Development should be car free in areas of PTAL 4 – 6, Lewisham Town Centre, the New Cross, Lewisham and Catford Opportunity Area in accordance with policy T6.1 in the London Plan 2021.

### Potential Bakerloo Line Extension

2.57 Part of the northern area of the study area around Molesworth Street includes safeguarded sub-surface interest (tunnels) for the future delivery of the BLE. The 'agent of change' principle will apply to sites within or adjacent to this safeguarded land.

# Overarching Guidance

## Air Quality:

### Improve pedestrian infrastructure

#### Introduction

2.58 Parts of Lewisham High Street have very poor air quality due to the volume of motor vehicles on the street. Through achieving a modal shift for journeys along the A21 from motor vehicle use to sustainable transport air quality will improve.

#### Pedestrian and Cycle Infrastructure

2.59 Paths and cycleways that are visually attractive are more likely to be used.

#### Pedestrian infrastructure can be improved in the following ways:

- 2.60 • Green infrastructure – tree planting, living walls and other soft landscaping
- Separating pedestrians from vehicles
- Active frontages
- Appropriate lighting
- Quicker connections

2.61 See the Emerging Transport Strategy in the appendix for further detail on how walking and cycling facilities could be improved.



1. Existing green infrastructure along A21



3. Appropriate lighting example



2. Active frontages along A21

2.61

# Overarching Guidance

## Air Quality:

### Improve cycling infrastructure

#### Good practice examples to improve cycling infrastructure:

- 2.62
- Provide a **continuous connection** between places that people want to travel between
  - Build **protected cycle lanes**, with as much separation as possible from busy roads and, where possible, from pedestrians
  - Design **segregated crossings** at busy junctions
  - Create and sign **cut-throughs** to create networks of quiet routes that connect up residential areas, schools, libraries, shops and other amenities
  - **Parking at stations** - provide high quality and secure cycle parking, under-cover rentable bike storage facilities and short-term bike hire services at stations
  - **Speed Tables** - raising the crossing slows down vehicles
  - Create a **hierarchy and separation** between different traffic flows: pedestrian - cyclist - public transport - car
  - **De-clutter streets** from physical obstacles that require cyclists to dismount on cycle routes

Source: Wired

Please see the Emerging Transport Strategy in the Appendix.



1. Raising the crossing slows down vehicle speeds



2. Cycle storage at Edmonton Green station, Enfield

# Overarching Guidance

## Air Quality:

### Consider street geometry

#### Street geometry guidance

2.63 This guidance sets building geometry considerations for the development sites along A21 to target high levels of air pollution along the road. Other design factors will also need to be taken in to account when designing the form of buildings along the A21.

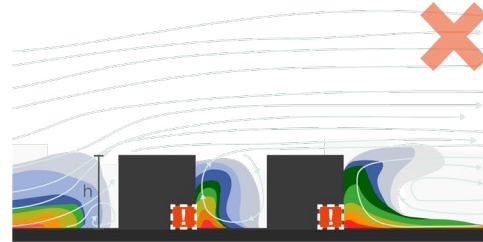
#### Vary building heights

2.64 New developments along A21 should respond to prevailing building heights but also consider increased heights to distribute air pollution. Refer to building heights strategy on page 22.

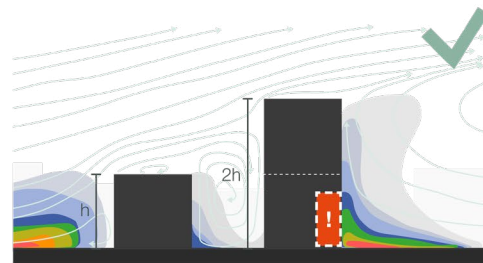
#### Narrow the building widths

2.65 Consider proportionally narrower buildings to A21 where context allows. Wider / big box buildings should be considered further back within larger development sites.

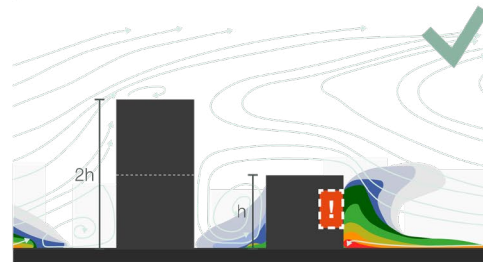
#### Vary building heights



1. Equal building heights traps pollutants



2. Variable building heights helps to distribute pollutants

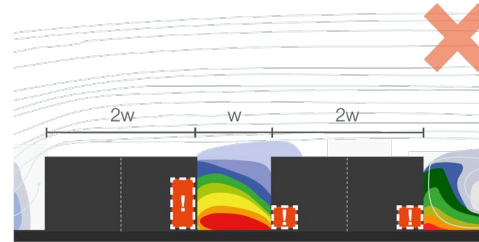


3. Variable building heights helps to distribute pollutants

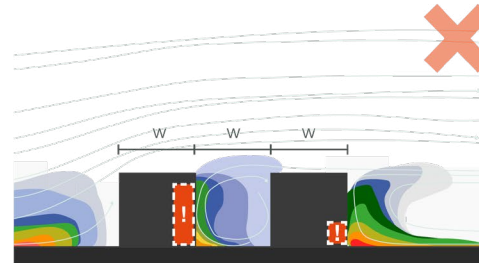


Source: On the Effects of Lateral Openings on Courtyard Ventilation and Pollution, T. Gronemeier, M. Sühning

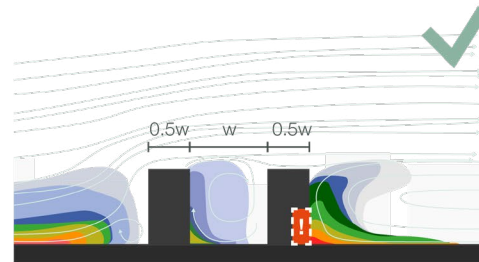
#### Narrow the buildings width



4. Wide buildings with narrow roads traps high levels of pollutants

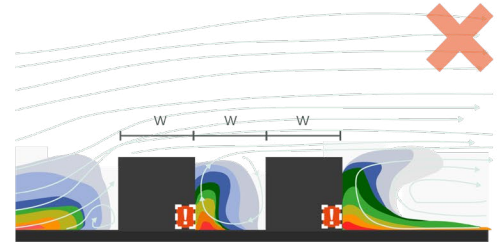


5. Proportionate street canyon traps pollutants

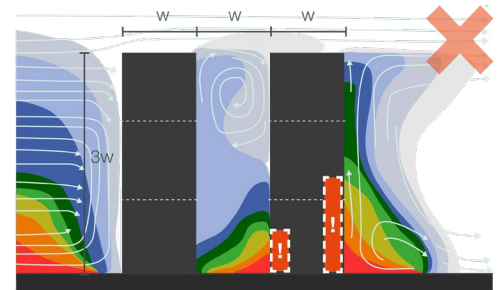


6. Narrow buildings in wider road context create better environment to distribute pollutants

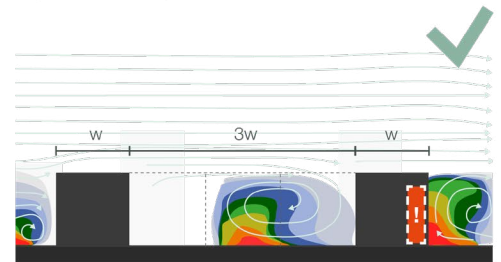
#### Widen the street



7. Proportionate street canyon traps pollutants



8. Narrow street canyon in tall building context traps high levels of air pollutants



9. Wide street canyon helps to distribute air pollutants

# Overarching Guidance

## Air Quality:

### Consider roof shape

#### Roof shape guidance

2.66 This guidance sets roof geometry considerations for the development sites along A21 to target high levels of air pollution along the road. This is for guidance purposes only and other considerations should be factored into the design.

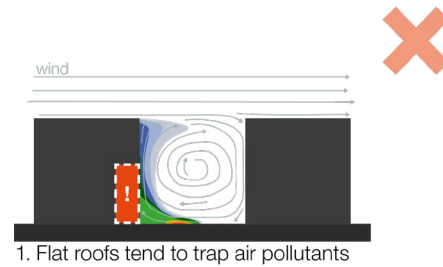
#### Flat

2.67 Developments along A21 should consider adjacent context and where possible consider introducing slanted or trapezoid roofs to the buildings in order to decrease air pollution along A21.

#### Downwind / upwind wedged

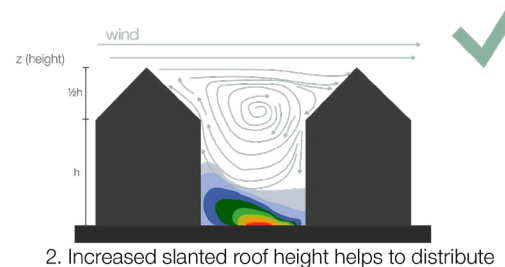
2.68 Slanted and Trapezoid roof shape tends to distribute air pollutants better than downwind or upwind wedged shape roofs. Trapezoidal roof shapes may be preferable to slanted roofs as they are more likely than slanted roofs to be able to accommodate living roofs.

#### Flat



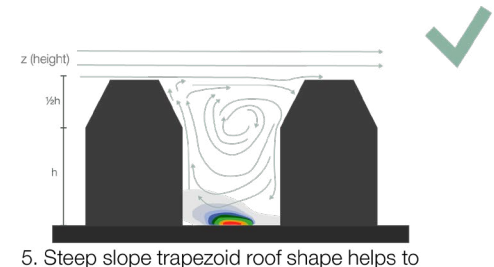
1. Flat roofs tend to trap air pollutants

#### Slanted

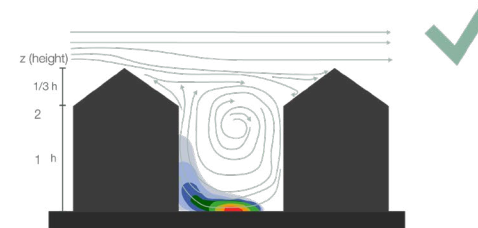


2. Increased slanted roof height helps to distribute air pollutants

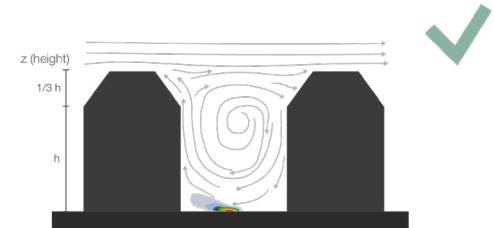
#### Trapezoid



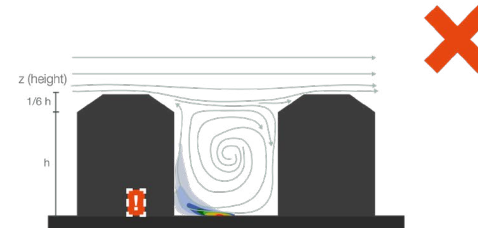
5. Steep slope trapezoid roof shape helps to distribute air pollutants



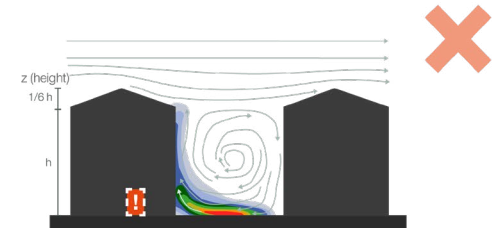
3. Slanted roofs with lower slope brings more wind to the ground level



6. Trapezoid roofs with lower slope brings more wind to the ground level



4. Low slope slanted roofs traps air pollutants



7. Low slope trapezoid roofs traps air pollutants



Source: Impact of height and shape of building roof on air quality in urban street canyons, Mohamed F. Yassin



# Overarching Guidance

## Air Quality:

### Enable wind to ventilate the site

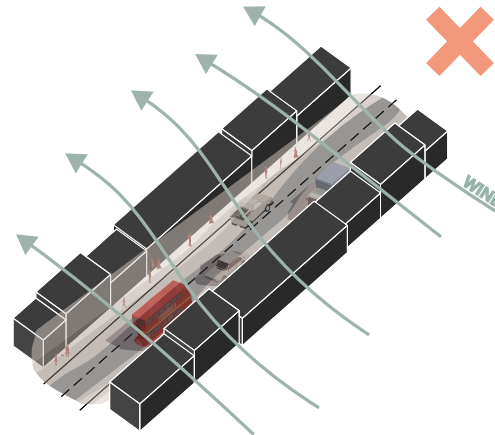
#### Street ventilation guidance

2.69 This guidance sets building development considerations for the development sites along the A21 to target high levels of air pollution along the road.

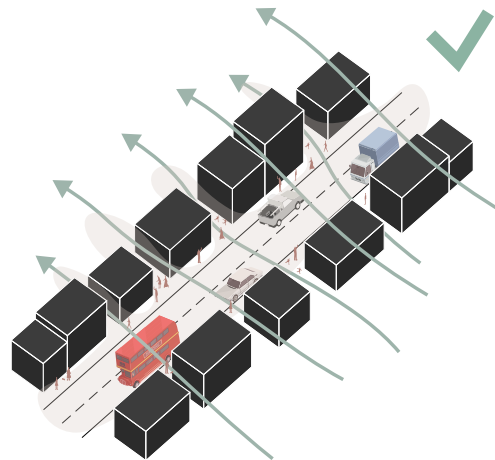
#### Good practice examples to improve street ventilation:

- 2.70
- **Frequent intersections** or open areas mid-block will allow winds to penetrate public realm at pedestrian level, ventilate your site and the street to which it's adjacent.
  - **Wider streets** are more effective in dispersing air pollutants.
  - **Street canyons oriented parallel** to wind direction tend to channel winds and disperse pollutants well.
  - **Varying building heights** will increase the urban roughness and therefore improve streets ventilation.
  - **Irregular street profile** with setting and stepping the buildings back from the street can decrease channelled winds and improve pedestrian comfort.

#### Wind perpendicular to the street

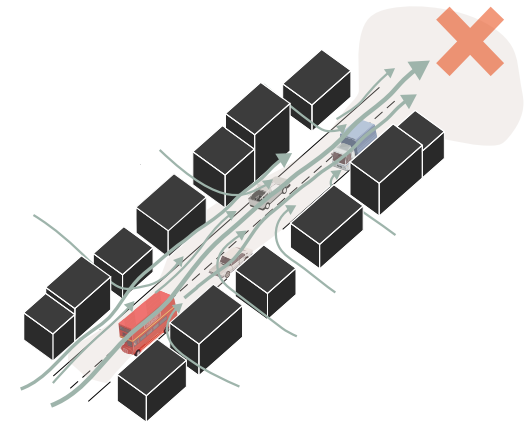


1. Pollution concentration within street canyon

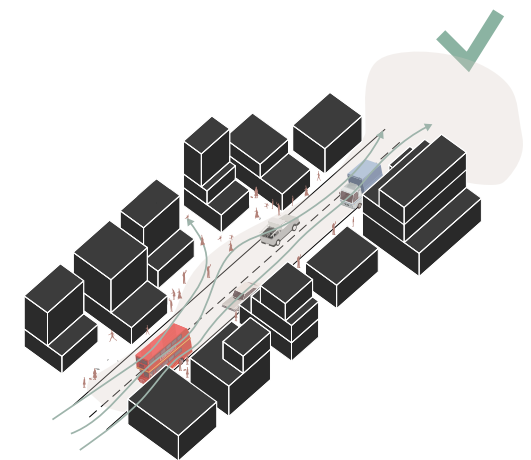


2. Lateral openings within street canyons enable better street ventilation

#### Wind parallel to the street



3. Streets parallel to prevailing wind direction have a potential to channel fast and uncomfortable to pedestrian winds



4. Streets parallel to prevailing wind direction have a potential to channel fast and uncomfortable to pedestrian winds

# Overarching Guidance

## Air Quality:

### Locate sensitive uses away from emissions

#### Away from the pollution source

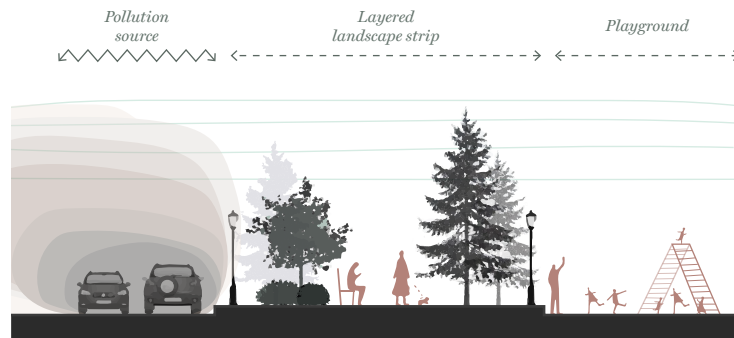
2.71 Both vertical and horizontal distances can provide good separation from the pollution source. In flat and open terrain, under calm conditions, air pollution levels are highest adjacent to the road and decrease with distance from it.

#### Upwind from the pollution source

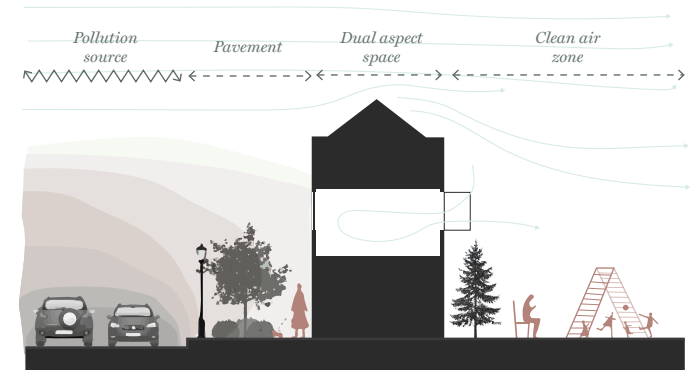
2.72 The location of new uses that may generate high emissions should be carefully considered to both protect existing pollution-sensitive uses and to allow good dispersion of pollutants. New bus stations, taxi stands, loading zones, parking garages etc. should be located in well ventilated spaces downwind from spaces used by most sensitive users such as children or elderly.

#### Discourage the use of highly polluted areas

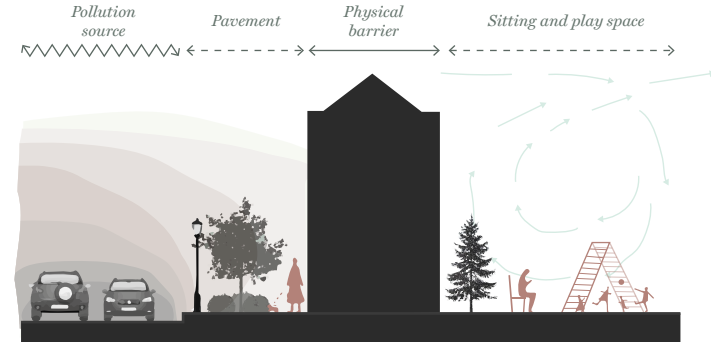
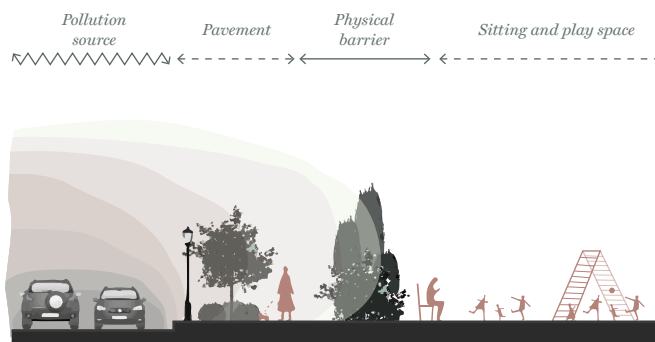
2.73 Do not place benches or play equipment directly adjacent to A21; a dense shrub or tree separation between play and rest areas should be introduced.



1. Locate sensitive uses away from major streets and upwind from the pollution source



2. Dual aspect flats/classrooms allow for fixing windows from the side of higher pollution



3. Walls and hedges are very effective in protecting sensitive zones from pollution

# Overarching Guidance

## Air Quality:

### Green infrastructure

#### Efficient use of vegetation

2.74 Vegetation can help reduce air pollution either by direct filtration, or by physically separating the sensitive uses from air pollution sources limiting the exposure of the most sensitive population. Different types of vegetation, species, ecotypes and varieties all have different attributes and different pollutant removal capacity.

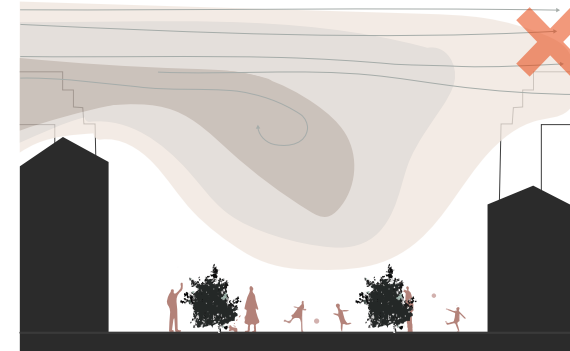
2.75 If strategically designed, green infrastructure can mitigate poor air quality on a local-scale, however it's good to note that it can never remove all the pollutants from air, and becomes less and less efficient as the distance from the pollutant source increases.

#### Good practice examples of street vegetation:

- 2.76
- Dense branching and twig structure
  - Rough bark
  - Large and/or hairy leaves
  - Large trees remove more air pollutants than small trees
  - Choose narrow crown trees or low level planting for narrow polluted roads to avoid enclosing the street and trapping street-level pollution



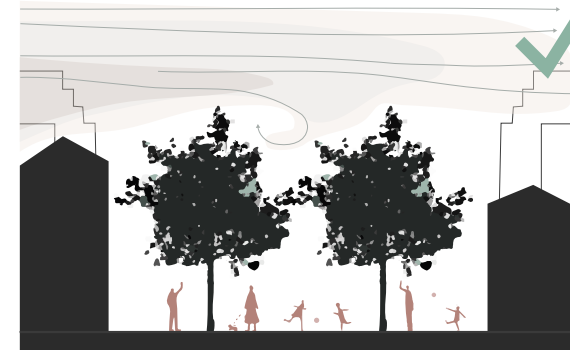
1. Avoid wide tree canopies which tends to trap street-level pollutants on narrow roads



3. Low level planting is ineffective when trying to shield from polluted air above



2. Low level planting protects pedestrian walkways street-level road pollution



4. Wide tree crowns protects from the import of polluted air above

# Character Area Frameworks

# Character Area Frameworks

## Overview



- |  |                    |
|--|--------------------|
| 1. Lewisham Town Centre (South)                  | 5. Culverley Green |
| 2. Ladywell Village                              | 6. Bellingham      |
| 3. University Hospital Lewisham, Park and Greens | 7. Southend        |
| 4. Rushey Green and Catford                      | 8. Downham         |

### Character Area Frameworks introduction

- 3.1 The study area is divided into a 8 distinct character areas. Character Area Frameworks have been produced for 7 of the Character Areas. A Character Area Framework for the Culverley Green Character Area has not been provided because this character area does not include potential development sites.
- 3.2 More detailed guidance for the The Lewisham Town Centre (South) Character Area is provided in the Lewisham Town Centre Local Plan DPD (2014) . More detailed guidance for the Rushey Green and Catford Character Area is provided by the Catford Town Centre Framework (2021).
- 3.3 University Hospital Lewisham and the Lewisham Shopping Centre are excluded from the scope of this study.
- 3.4 All proposals are at an early stage in their design development and will be subject to rigorous testing and assessment if they are developed further.

## 2.1 Character Area Framework: Lewisham Town Centre (South)

“Guide development and provide better visibility of the river”

### Existing area character

- 3.5
- Lewisham’s commercial quarter market is the focus of the town centre
  - Three different types of retail are located in this area: outdoor market, shopping centre and retail parade
  - Listed Clocktower is a local landmark with St Saviour’s and Tower House being recognised as unofficial landmarks
  - Molesworth street dual carriageway creates a barrier between town centre and river
  - Few green spaces and little planting
  - Many listed and locally listed buildings
  - Heavy traffic, air and noise pollution
    - Located in Archaeological Priority Area
    - Potential Area of Special Local Character or Conservation Area status around Clock Tower and on Marischal Road

### Development Opportunity

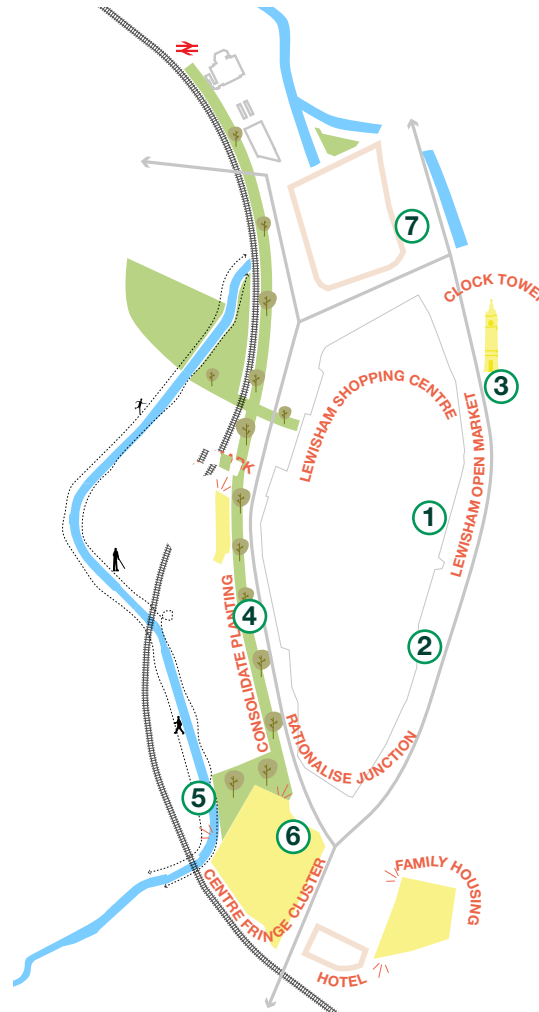
- 3.6
- There is a development opportunity at Endgate Street for a mixed use development. The Molesworth Street car park is a functional flood plain flood zone 3B site and is therefore not suitable for residential development. This study does not include Lewisham Shopping Centre development potential as guidance for this site is provided in the Lewisham Town Centre Local Plan DPD as well as in an emerging Site Allocation in the Council’s Draft Local Plan.

### Social infrastructure

- 3.7
- Shopping centre fringe sites for social enterprises, craft industrial and ethnic/specialist retail

### Landscape/open space assets

- 3.8
- Planting and consolidate landscape along Molesworth Road
- Potential for rationalised junction where Molesworth Street meets Lewisham High Street
- Improve links to the River Ravensbourne



1. Lewisham Open Market



5. Riverside green space



2. Market place context



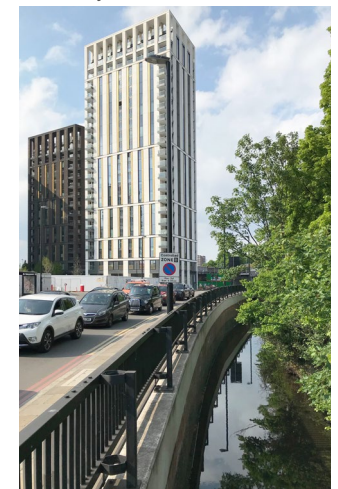
6. Locally listed The Camden Villas



3. Listed Lewisham Clock Tower



4. Molesworth street dual carriageway



7. Vehicle traffic on Lewisham High Street

# 2.1 Character Area Framework: Lewisham Town Centre (South) Strategy

3.9 The strategic aims for the sites along and close to the A21 in the Lewisham Town Centre (South) Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Improve river access through improved public realm and development**
- **Improve cycle routes**
- **There is a development opportunity at Endgate Street for a mixed use development.**
- **New developments of 3-16 storey height along the A21 based on the context**

See Building Heights section for further information



## 2.2 Character Area Framework: Ladywell Village

“Bring social/cultural anchors together”

### Existing area character

- 3.10
1. Civic quarter with a village-like character maintained by parish church and churchyard
  2. Strong presence of Ravensbourne river and Ladywell Fields
  3. Historic core of Lewisham
  4. Busy and polluted along the main road with dwell space retreats to the west
  5. St Mary’s Church and United Reformed Church spire are local landmarks
  6. Hospital car parks adjacent to A21 diminish the appearance of the area
- Low rise buildings
  - Archaeological Priority Area

### Development Opportunity

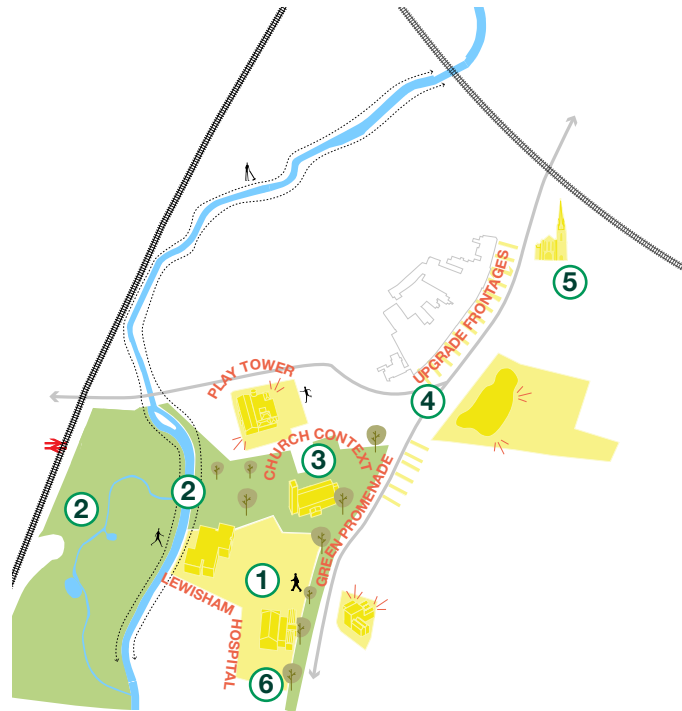
- 3.11
1. Typological guidance for A21-facing shop plots

### Social infrastructure

- 3.13
1. Reinforce four anchors: hospital, play tower, church and public spaces to bring together and enhance social and cultural assets in the area

### Landscape/open space assets

- 3.14
1. Provide consistent footpath improvements (limited space for new planting)
  1. Continue avenue planting to culminate in St Mary churchyard



1. University Hospital Lewisham



4. Vehicle traffic on A21



2. Ravensbourne River in Ladywell Fields



5. United Reformed Church spire



3. Grade II\* listed St Mary's Church



6. Hospital car parks adjacent to A21



## 2.2 Character Area Framework: Ladywell Village Strategy

3.15 The strategic aims for the sites along and close to the A21 in the Ladywell Village Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Respond to Ladywell's established 'village' character**
- **Use plans for a revised street section to enable better cycle and pedestrian crossings across A21**
- **New developments of 3-8 storey height along the A21 based on the context. Tall buildings are not appropriate in this character area**

See Building Heights section on page 22 for further information

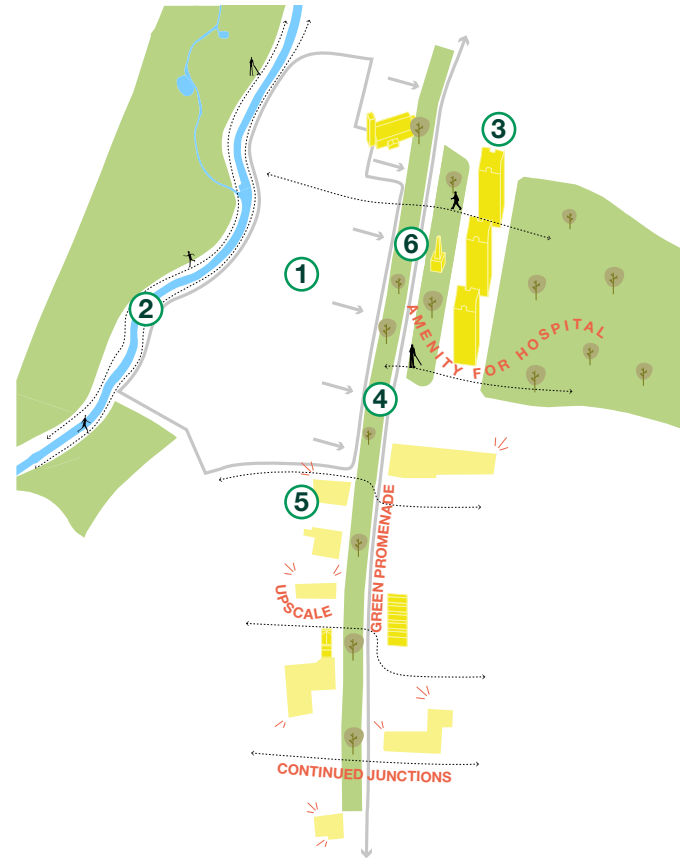


## 2.3 Character Area Framework: Lewisham Park, Hospital and Greens

### “A green promenade”

#### Existing area character

- 3.16
1. Healthcare and green quarter with London Squares (linear pocket-parks) character
  2. Ravensbourne river is close to the A21 but hidden from view
  3. Prominent views of the 18 storey landmark towers and straightforward connections to Lewisham Park
  4. Mature London Plane trees line A21
  5. Buildings set back from the A21
  6. Listed Lewisham War Memorial in Memorial Gardens
    - Area lacks biodiversity
    - Archaeological Priority Area
    - Lewisham Park is within Conservation Area



#### Development Opportunity

- 3.17
1. Infill developments in respect of prevailing building heights along promenade

#### Social infrastructure

- 3.18
1. London Squares (linear pocket-parks) provide ancillary social space for properties fronting the street

#### Landscape/open space assets

- 3.19
1. Consolidate London Squares (linear pocket-parks) as a grand landscape resource for promenading and social infrastructure
  1. Incorporate new junctions and cycle lanes



1. University Hospital Lewisham



2. Ravensbourne River



3. Lewisham Park Towers



4. Mature trees along A21



5. London Squares separating buildings from the A21



6. Listed Lewisham War Memorial



7. Hospital car parks adjacent to A21

## 2.3 Character Area Framework: Lewisham Park, Hospital and Greens Strategy

3.20 The strategic aims for the sites along and close to the A21 in the Lewisham Park, Hospital and Greens Character Area are illustrated in the adjacent map with key overarching proposals as follows:

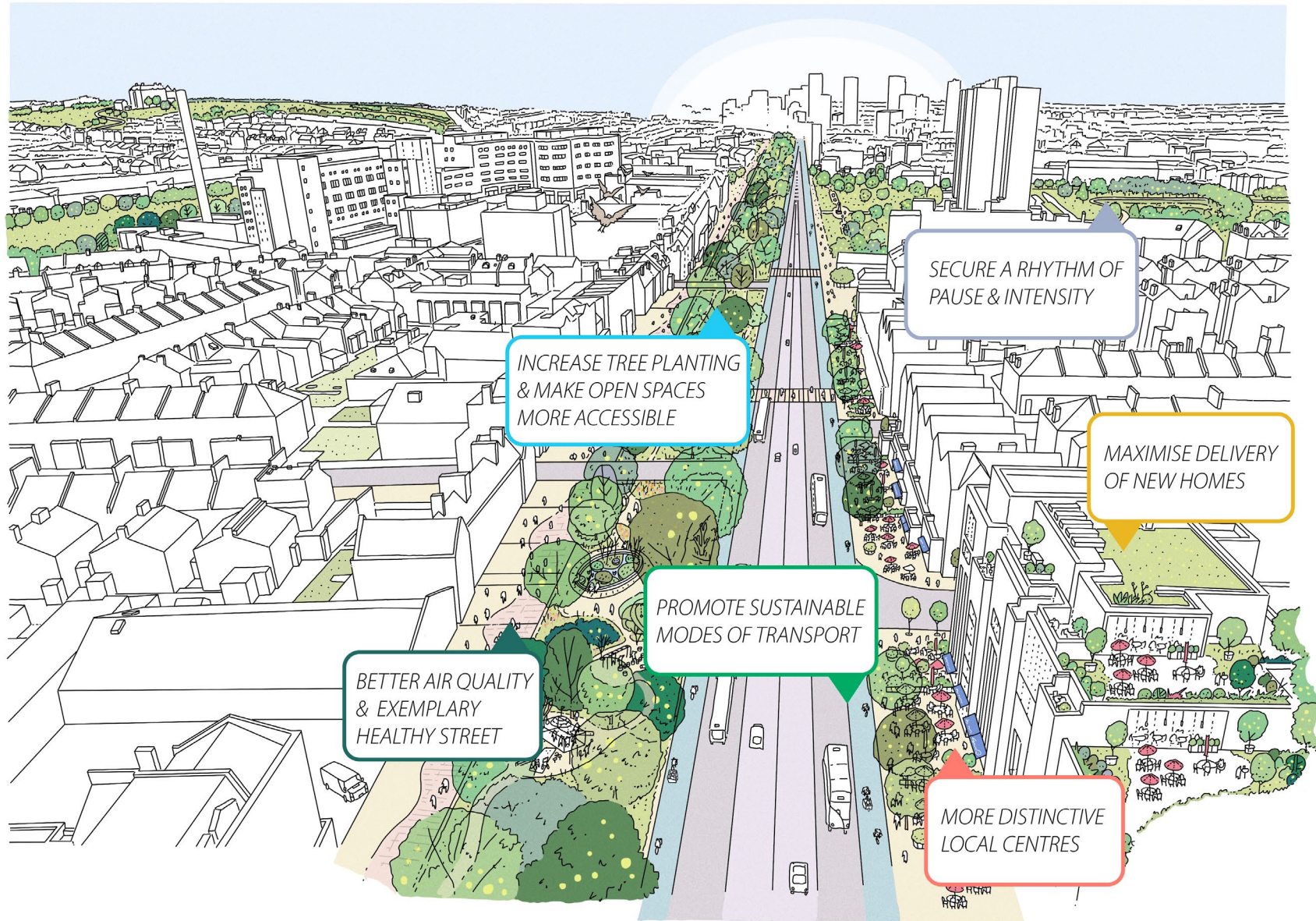
- **Hospital site could enable more legible access to river**
- **Coherent approach to greening of London Squares (linear pocket-parks) to create green space that provides safe and relaxing places for hospital patients and visitors. Seating should be located away from traffic to aim to limit the impact of air pollution.**
- **New developments of 3-10 storey height along the A21 based on the context.**

See Building Heights section on page 22 for further information



## 2.3 Character Area Framework: Lewisham Park, Hospital and Greens

Vision - A green promenade



1. Illustrative and indicative vision view of A21 by Rosenthal Road and A21 junction with Lewisham Park in the vicinity

## 2.4 Character Area Framework: Rushey Green and Catford

### “Room for Catford to grow”

#### Existing area character

- 3.21
1. Regeneration quarter with some remaining London Squares (linear pocket-parks) character to the east
  2. Town centre with limited evening economy
  3. Frontages are active however the shopfronts are poor quality
  4. Low rise buildings in contrast to wide road engenders a bleak environment
  5. Eros House and listed Broadway Theatre are local landmarks
  6. Traffic on A21 and South Circular creates polluted and unsafe environment for an area that is busy with pedestrian visitors
- Archaeological Priority Area
  - Heritage assets are largely commercial buildings
  - Lewisham Council aspires to make Catford the greenest town centre in London

#### Development Opportunity

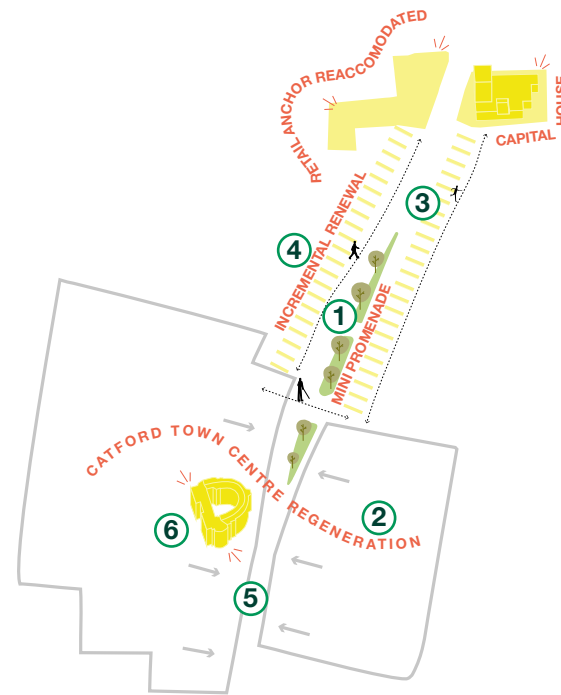
- 3.22 ‘Anchor plots’ at Aldi and Capital House

#### Social infrastructure

- 3.23 Celebrating Lewisham Town Hall and Theatre, sites for social enterprises and ethnic/specialist retail

#### Landscape/open space assets

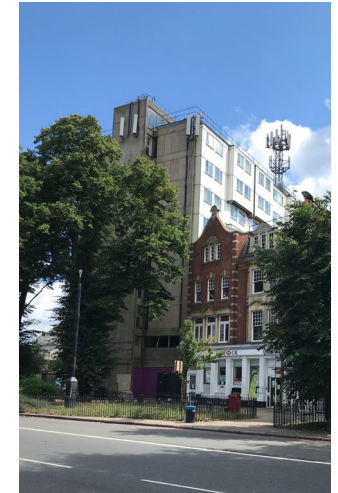
- 3.24 A mini-promenade from London Squares (linear pocket-parks)



1. London Squares



2. Retail parades either side of A21



3. Poor quality streetscape and shopfronts

5. The Broadway Theatre (top) and Eros House (bottom)



4. Low rise buildings in contrast to wide road



6. Heavy traffic on the South Circular Road

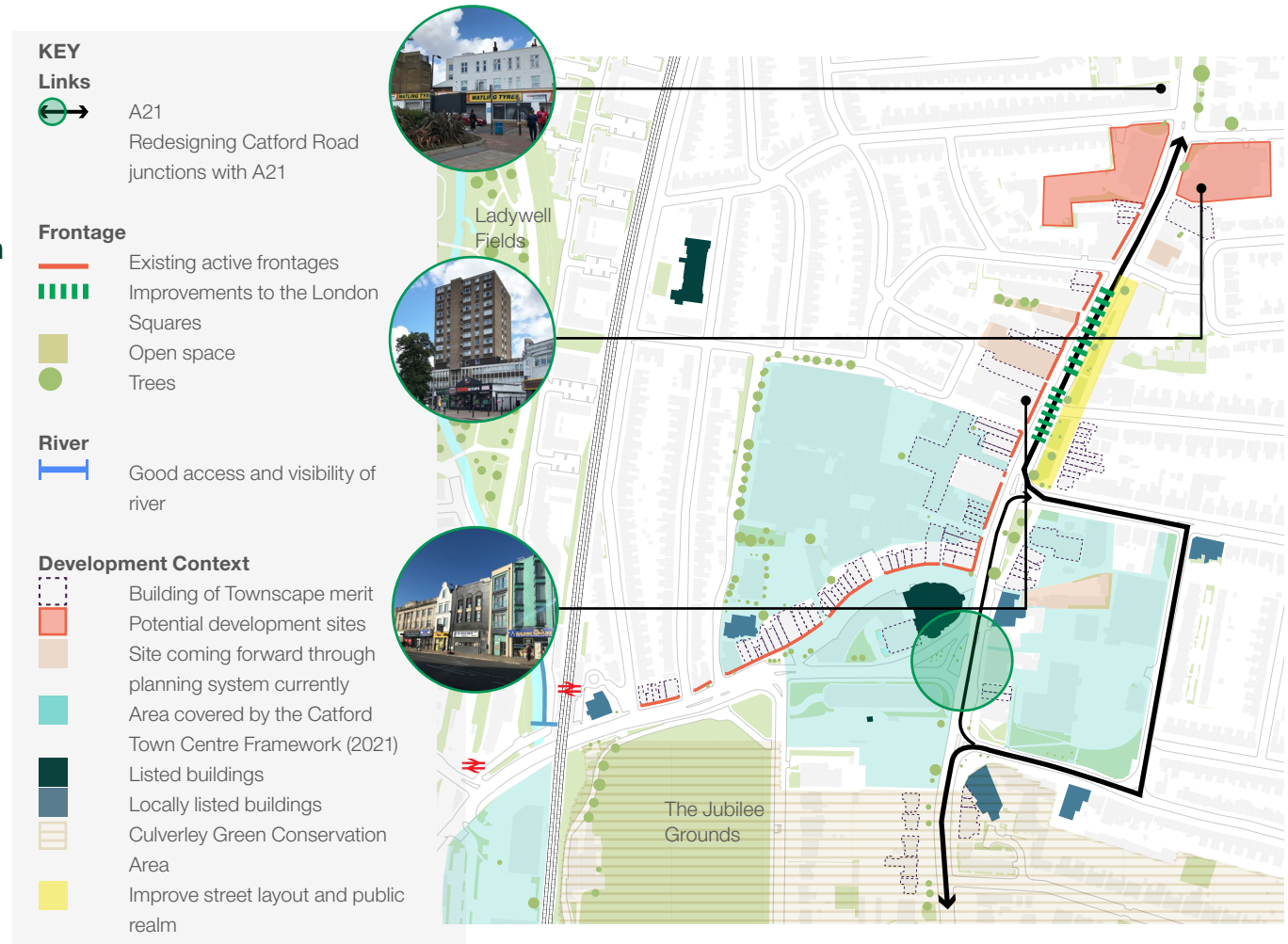
## 2.4 Character Area Framework: Rushey Green and Catford Strategy

3.25 The strategic aims for the sites along and close to the A21 in the Rushey Green and Catford Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Anchor sites to the north can establish better footfall and activation of street**
- **See the Catford Town Centre Framework for further guidance for this area on delivering housing growth and public realm improvements.**
- **Opportunity for greening to public realm at Rushey Green**
- **Create verdant public space and enhanced setting for listed Broadway Theatre**
- **New developments of 3-10 storey height along the A21 based on the context**
- **South Circular realignment to promote the regeneration of Catford Town Centre**

See Building Heights section on page 22 for further information

3.26 The CTCF remains the primary planning guidance document concerning sites within the CTCF in terms of identifying key development parameters such as land use, building heights, design quality and public realm



## 2.5 Character Area Framework: Bellingham

“An employment and mixed use-led area of intensification with greater accessibility to the Ravensbourne”

### 3.27 Existing area character

1. Juxtaposition between the late Victorian / Edwardian villas and suburb character on the east side and the big box retail, flats and Royal Mail depot on the west
2. The Ravensbourne river is diverted into a concrete channel
3. Poor quality post-war interventions and forecourt parking detracts from the local character
4. Poorly maintained retail frontages and industrial areas to the south
5. Area lacks biodiverse greenery and is deficient in open and play space (as identified in Baseline Study)
  - Archaeological Priority Area
  - The Culverley Green Conservation Area is partially located within the Bellingham Character Area and also to the east and north of the character area.

### Development Opportunity

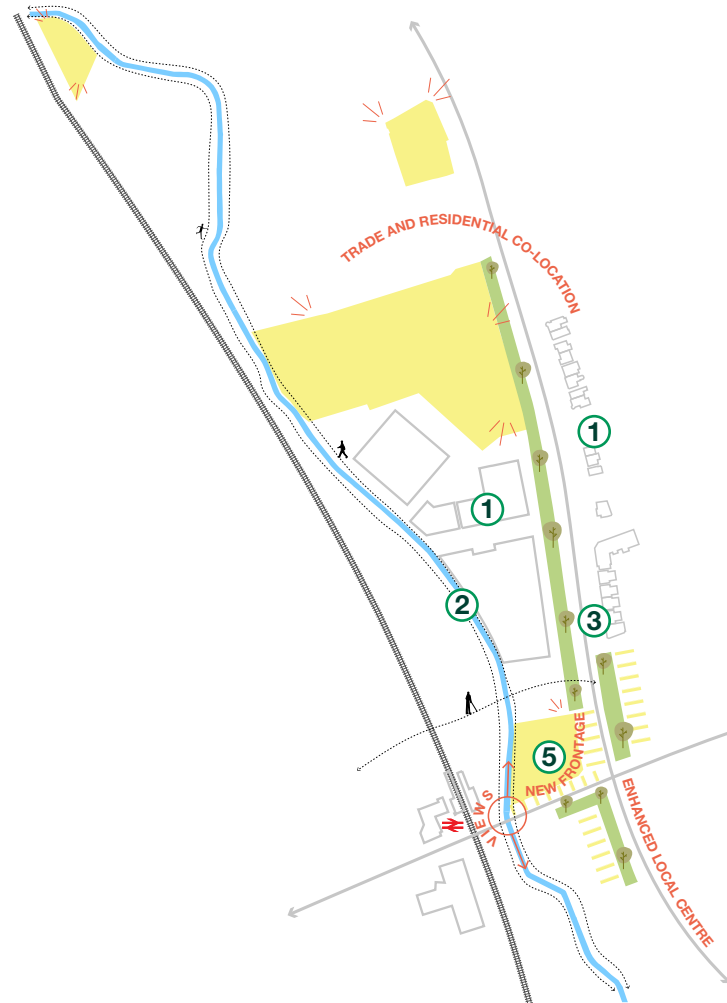
- 3.28 Link junction to station through new development and activity

### Social infrastructure

- 3.29 Strengthen local centre anchors by connecting leisure centre / The Fellowship and Star and A21 and Bellingham Road junction

### Landscape/open space assets

- 3.30 Expose river on bridge  
Reclaim car space for improved public realm



1. Contrast between bog box buildings on the west (left) and the late Victorian / Edwardian villas on the east of the A21 (right)



2. Ravensbourne River



3. Forecourt parking



4. Poorly maintained retail frontages and industrial areas to the south (three above)

# 2.5 Character Area Framework: Bellingham Strategy

3.31 The strategic aims for the sites along and close to the A21 in the Bellingham Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Make the provision of open space a priority in new developments given the existing deficiency in access to open space.**
- **Opportunities to open up sections of the river with the provision of mixed-use development**
- **Re-provision of commercial and employment space to retain local jobs and strengthen local facilities**
- **New developments of 3-6 storey height along the A21 based on the context**

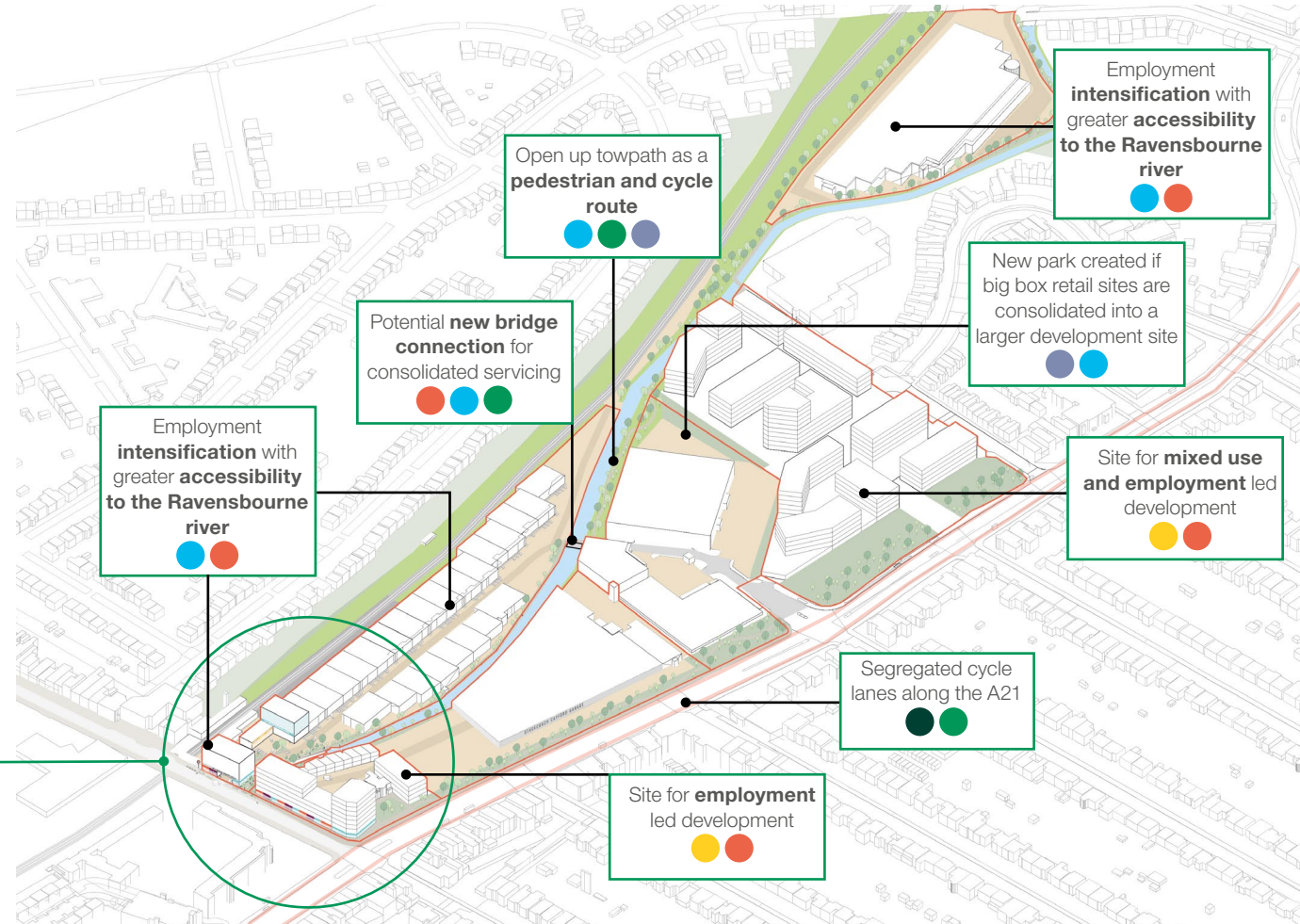
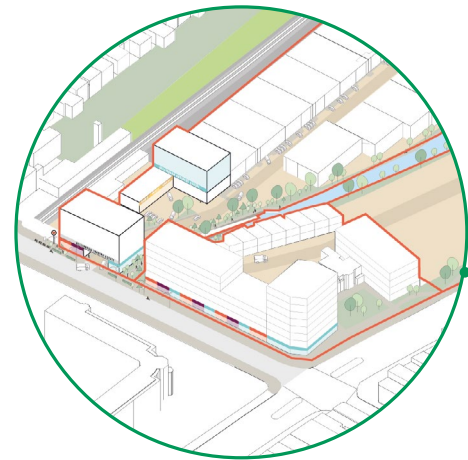
See Building Heights section on page 22 for further information





# 2.5 Character Area Framework: Bellingham Strategy

- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment, and meet local employment and infrastructure needs**
- **Support better air quality and create an exemplary healthy street at scale**
- **Promote sustainable modes of transport**
- **Increase planting and make the River Ravensbourne and other natural assets more accessible**
- **Secure a rhythm of pause and intensity**



1. Area overview capturing extensive Bellingham Character Area development potential

## 2.5 Character Area Framework: Bellingham

“An employment-led local centre...”

3.32 An attractive place at an important crossroads strengthening a ‘rung of the ladder’ by guiding people to the station

3.33 A safer crossing with retail and workspace frontages to anchor the corner as an attractive place



2. Vision view at junction of Randlesdowne Road and A21

## 2.5 Character Area Framework: Bellingham

“...with greater accessibility to the Ravensbourne”

- 3.34 An intensification of currently low density employment uses for higher density employment and housing
- 3.35 Opening up the river will strengthen the green and blue network
- 3.36 Space for a pocket park fronting onto the Ravensbourne River

River Pool Linear Park, Lewisham



3. Vision view of new homes and dwell space along Ravensbourne River

## 2.6 Character Area Framework: Southend

“A community and cultural cluster”

### Existing area character

- 3.37
1. Modernist townscape and blue-green quarter
  2. High-quality mid-century residential blocks along A21
  3. Listed Church of St John the Baptist, former Police Station and Army Reserve Centre are local landmarks
  4. Ravensbourne and mill pond are dominant biodiversity hotspots however green landscaped areas are of low biodiversity
  5. Church, churchyard, church hall, parish rooms, The Green Man and pond forms a local centre
- Traffic dominated area

### Development Opportunity

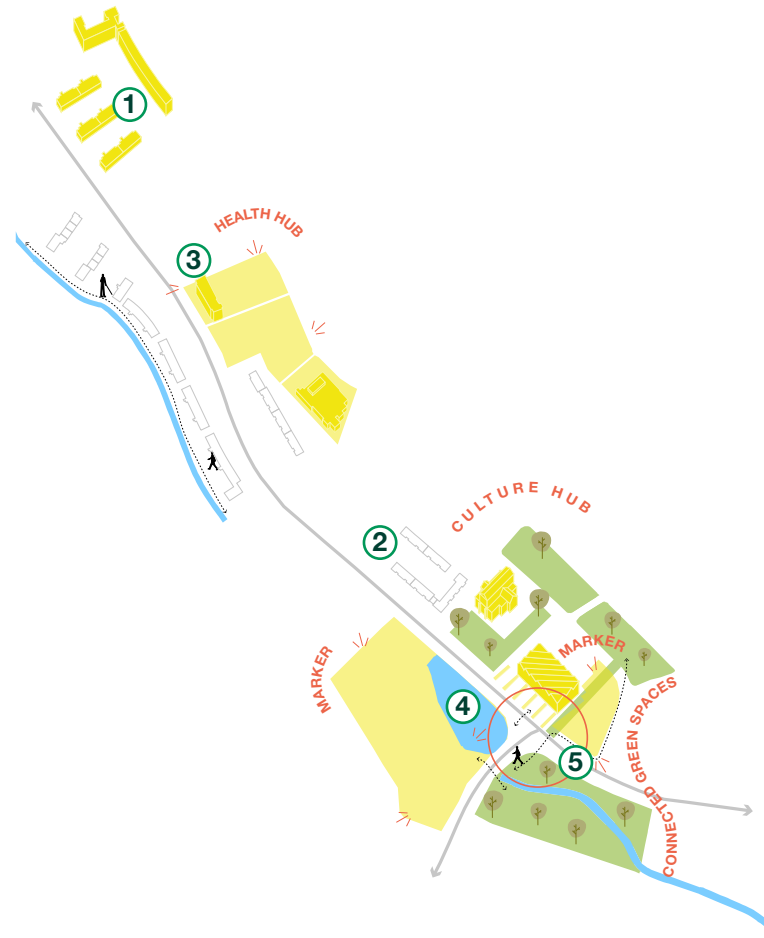
- 3.38 Major densification on good sized sites

### Social infrastructure

- 3.39 Strengthening local centre by connecting The Green Man community venue and Catford Wanderers Sports Club that provides space for health and culture/leisure/training

### Landscape/open space assets

- 3.40 Enhance setting of Peter Pan Pond  
Connections between parks



1. Listed 1-10 Bromley Road



2. Langthorne Court



3. Catford Police Station



5. St John the Baptist GE Church (top), The Green Man (middle) and pond (bottom) forms a local centre



4. Mill pond

## 2.6 Character Area Framework: Southend Strategy

3.41 The strategic aims for the sites along and close to the A21 in the Southend Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Enhance the local centre**
- **Cycle routes could be improved E-W, generous street section**
- **Cultural and mixed-use quarter around junction, focused around Green Man**
- **Creating moments of pause and intensity**
- **New developments of 2-5 storey height along the A21 based on the context**

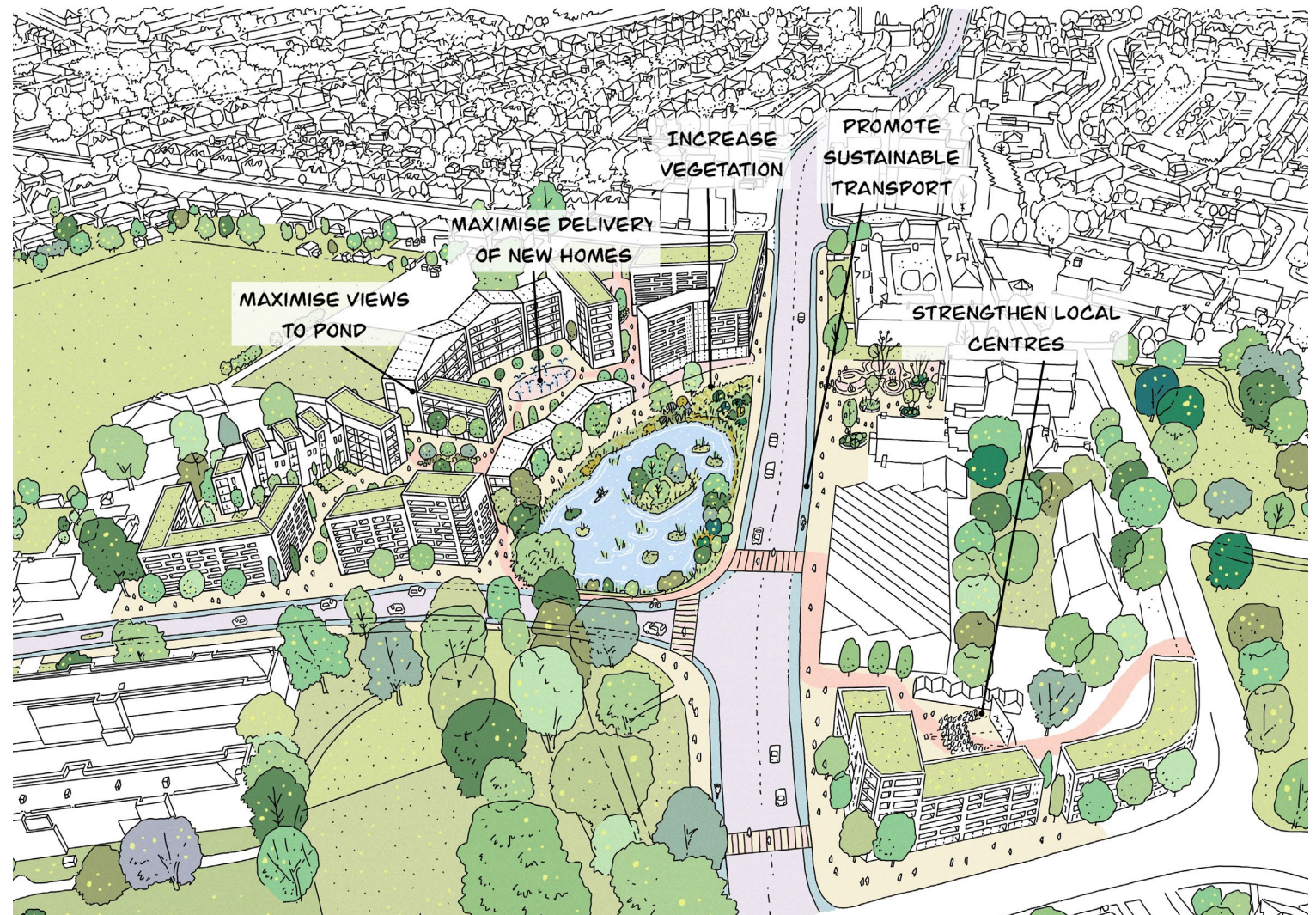
See Building Heights section on page 22 for further information



## 2.6 Character Area Framework: Southend

“A community and cultural cluster”

- 3.42 Better crossing and frontages will strengthen the connections amenities on either side of the road including Beckenham Place Park to the south-west
- 3.43 The locally iconic Peter Pan pond and park are given a better setting



1. Vision view of enhanced Southend local centre with better connections and wayfinding signage to Beckenham Place Park

## 2.7 Character Area Framework: Downham

“An opportunity for localised public-realm focussed improvements”

### Existing area character

- 3.44
1. Suburban retail parades part of London County Council Cottage estate
  2. LCC Cottage estates on either side of A21
  3. Secondary parades with low quality public realm located at either side of A21
  4. Low density housing
  5. Downham Woodland Walk (Statutory Local Nature Reserve) which is part of the Green Chain Walk that links Beckenham Place Park to the Hither Green Nature Reserve and the Railway Children’s Walk described in the Grove Park Neighbourhood Plan.
  6. Taller buildings on Downham Way junction form a focal point in the area
    - Community facilities are limited
    - No designated heritage assets but potential for shopping parades to be designated as Area of Special Local Character

### Development Opportunity

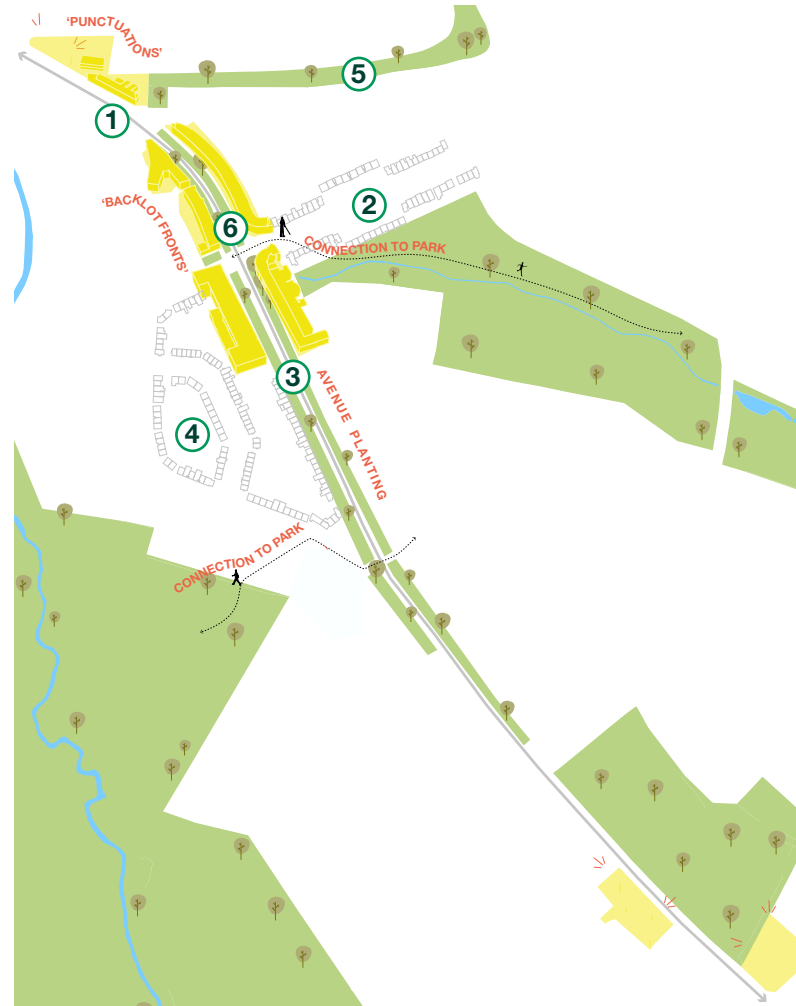
- 3.45 Infill sites mostly at key junctions

### Social infrastructure

- 3.46 Local parades with independent retailers and traders

### Landscape/open space assets

- 3.47 Signal connections to parkland  
Public realm improvements on ‘planned parades’



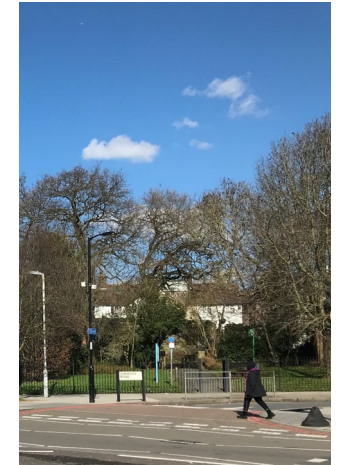
1. Retail parade



2. Interwar cottages along A21



3. Retail parades flanking A21



5. Entrance to Green Chain Walk by Oakridge Road and A21 junction



6. Downham Way and A21 junction



4. Semi-detached houses by Winlaton Road and A21 junction

## 2.7 Character Area Framework: Downham Strategy

3.48 The strategic aims for the sites along and close to the A21 in the Downham Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Opportunity to improve connections between Downham Playing Fields and Beckenham Place Park**
- **Potential to upgrade existing parades by implementing fabric repairs, window replacements at upper level and coordinated signage as well as improving associated public realm**
- **Opportunity to tie into wider cycling and walking neighbourhood**
- **New developments of 2-5 storey height along the A21 based on the context**

See Building Heights section on page 22 for further information





## 2.7 Character Area Framework: Downham

“An opportunity for localised public-realm focussed improvements”

3.49 An invitation to dwell in a new public plaza is a moment of pause along a busy shopping parade.

3.50 A civic focus of the community where sociability is encouraged



**1. Vision view of enhanced public realm by local parades to benefit local residents and visitors**

# Typological guidance

# Typological Guidance

4.1 In this section guidance is provided for how 3 common typologies of sites along the A21 could be redeveloped with different scales of intervention.

## Site categorisation

4.2 The typologies for which guidance is provided are as follows:

4.3 **1. ‘Terraced parades’** are characterised by attached rows of narrow-fronted developments - often ground floor retail units, with flats or commercial space above.

**2. ‘Small employment-led sites’** are often deep sites which front the A21 and include large yard areas within them. They are predominantly of employment use, but can include some residential use.

**3. ‘Large employment sites’** are sites generally larger than 0.25 hectares that incorporate a significant proportion of operational yard space or parking. These sites are large enough to accommodate multi-building mixed use intensification.

4.4

## Scales of intervention

For each site typology, examples of a range of scales of intervention that could come forward through the redevelopment of sites are provided. This range is expressed as follows:

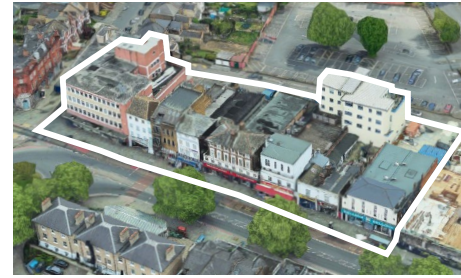
### A. Light touch improvement

refers to largely cosmetic changes to façades and roofs. There is no significant change in floor space or massing.

**B. Addition** refers to changes in massing. These include infill development on backlands, additional storeys, or horizontal outward extension.

**C. Comprehensive** refers to complete or near complete demolition of existing site structures for new development.

## Examples of ‘terraced parades’



Lewisham, site No. 7: West side of Lewis Grove



Downham, site No. 73: 455 - 469 Bromley Road

## Example of ‘small employment-led sites’



Ladywell, site No. 13: 293 - 305 Lewisham High Street



Rushey Green North, site No. 28: 21 - 25 Rushey Green and land to the rear 1/1A Davenport Road

## Examples of ‘larger employment sites’



Bellingham, site No. 45: Cash and Carry Supermarket, 2 Fordmill Road



Bellingham, site No. 50: Bellingham Trading Estate, Franthorne Way

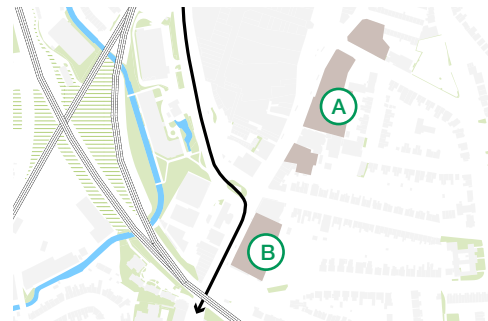
# Guidance

## Index of sites covered by typological guidance

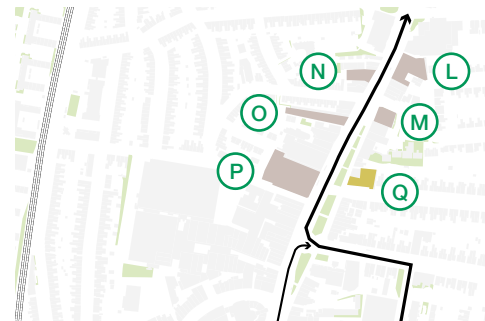
Site no.	Site name
A	West side of Lewis Grove
B	203 - 221 Lewisham High St
C	293 - 305 Lewisham High St
D	309 - 313 Lewisham High St
E	276 - 330, Lewisham High St
F	406 - 408 Lewisham High St
G	418 - 426 Lewisham High St
H	436 Lewisham High St
I	2 - 10 Rushey Green
J	40 Rushey Green
K	21 - 25 Rushey Green
L	75 - 81 Rushey Green
M	87 - 91 Rushey Green
N	60 - 66 Rushey Green
O	80 - 82 Rushey Green
P	88 - 118 Rushey Green
Q	111 Rushey Green
R	Cash and Carry Supermarket
S	Bellingham Trading Estate
T	163 - 165 Bromley Road
U	167 - 203 Bromley Road
V	205 - 235 Bromley Road
W	237 - 265 Bromley Road
X	359 Bromley Road
Y	415 - 429 Bromley Road
Z	433 - 443 Bromley Road
AA	434 - 444 Bromley Road
AB	446 - 488 Bromley Road
AC	455 - 469 Bromley Road
AD	20 - 24 Downham Way
AE	2 - 34 Bromley Hill

- Terraced parade
- Small employment-led sites
- Large employment sites

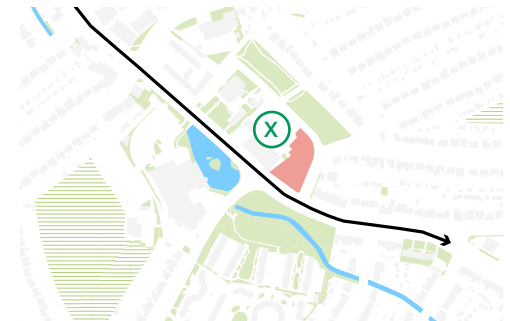
4.5 Sites are broadly categorised for ease of reference; there are some sites that have characteristics of more than one category, and in such cases relevant guidance shall apply from each category.



↑ Lewisham



↑ Rushey Green and Catford



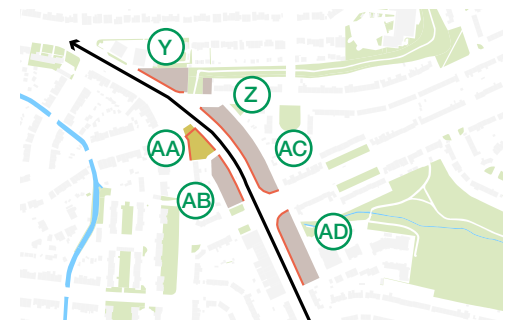
↑ Southend



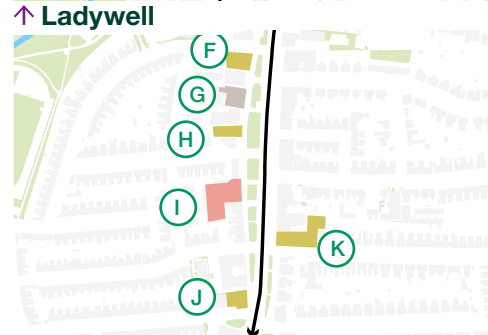
↑ Ladywell



↑ Bellingham



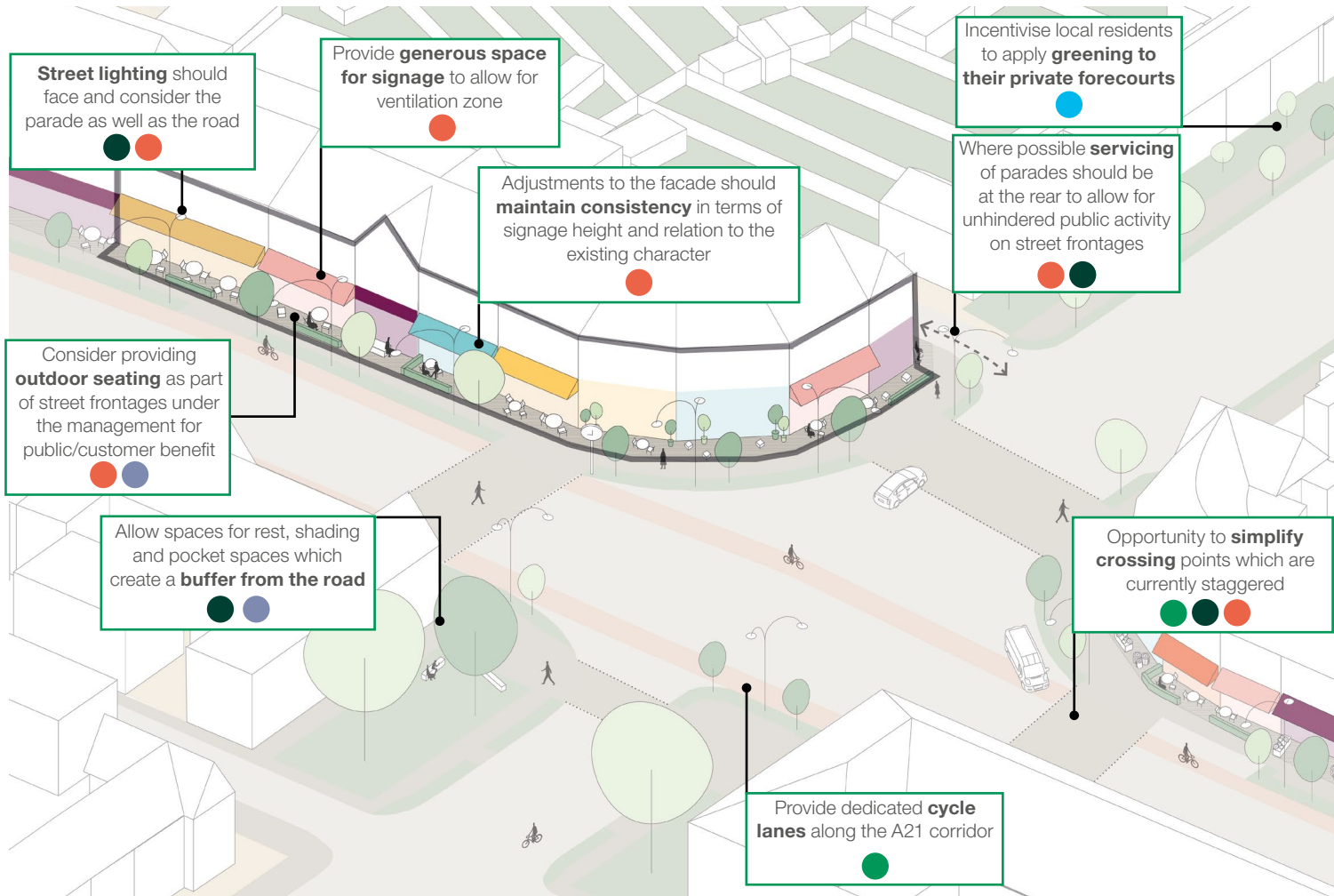
↑ Downham



↑ Lewisham Park, hospital and greens

# Typological Guidance

## Terraced parades: Light touch improvement



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**

- **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**



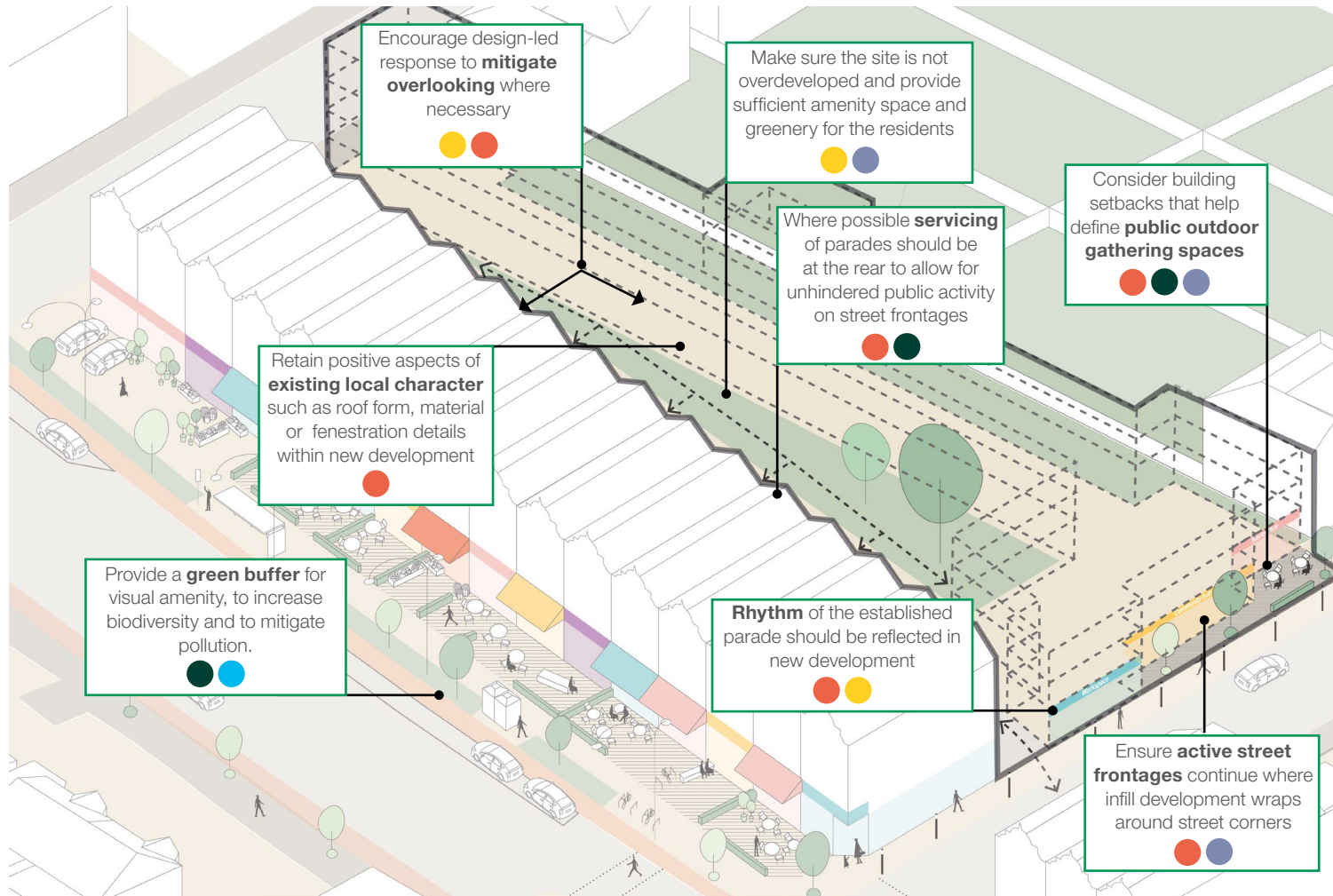
Principle: Providing outdoor seating as part of street frontage  
Precedent: Bridgewater Triangle, LB Newham



Principle: Adjustments to the facade should maintain consistency  
Precedent: Blackhorse Lane, LB Walthamstow

# Typological Guidance

## Terraced parades: Addition



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**
- **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**



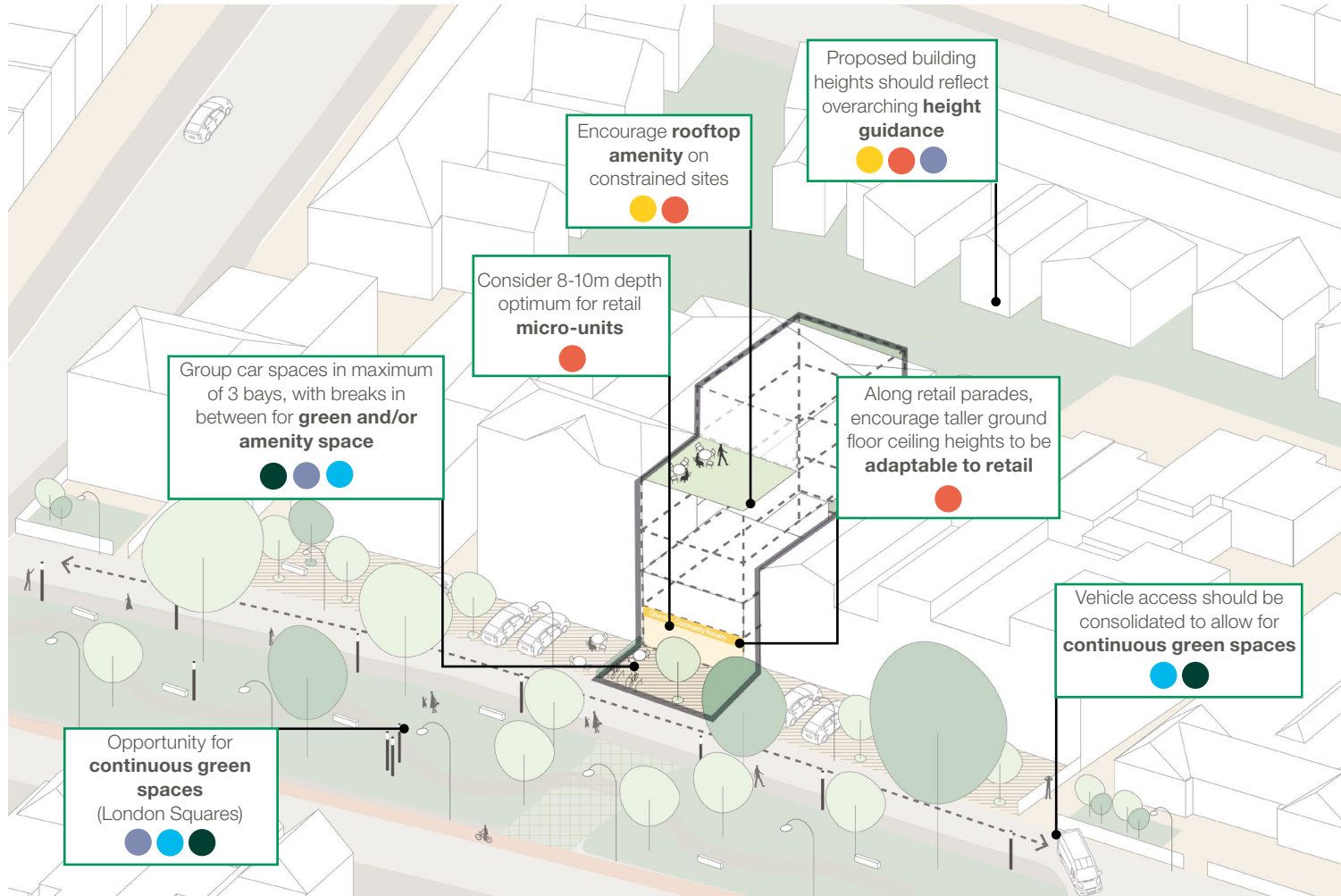
Principle: Consider building setbacks that help define public outdoor gathering spaces  
Precedent: The Hall, Victory Parade, LB Newham



Principle: Make sure the site is not overdeveloped  
Precedent: Moray Mews, LB Islington

# Typological Guidance

## Terraced parades: Comprehensive redevelopment



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**
- 
- 
- 

- Support better air quality and create an exemplary healthy street at scale**
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- Celebrate a rhythm of pause and intensity**



Principle: Encourage rooftop amenity on constrained sites  
Precedent: Florin Court communal rooftop, City of London

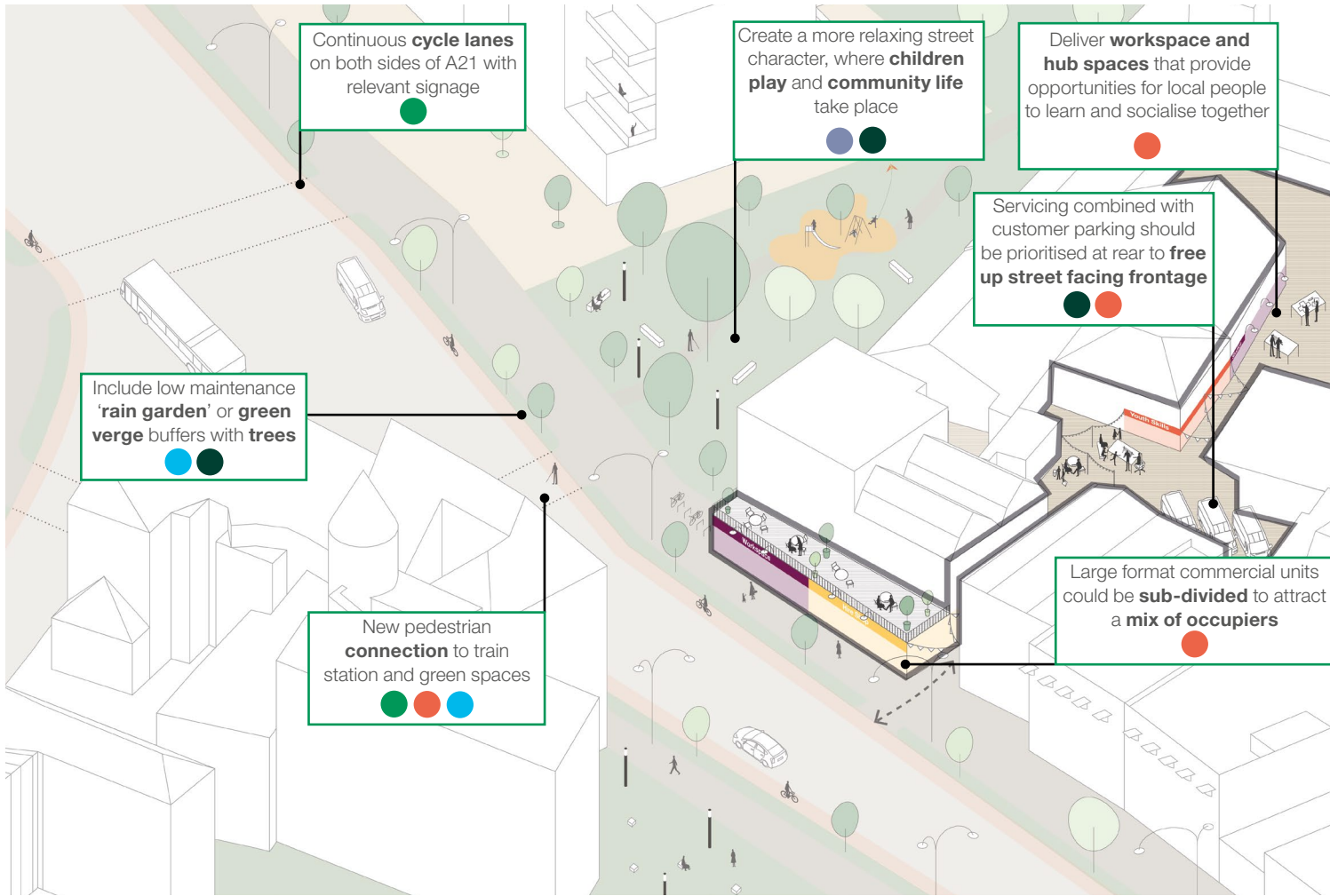


Principle: Along retail parades, encourage taller ground floor ceiling heights to be adaptable to retail  
Precedent: New developments along Kingsland Road, LB Hackney

\* The London Squares were designated by the London Squares Preservation Act 1931. See map of the London Squares on page 16.

# Typological Guidance

## Small employment-led sites: Light touch improvement



- **Maximise the delivery of new homes to meet the Borough's identified need**
  - **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
  - **Promote sustainable modes of transport**
- **Support better air quality and create an exemplary healthy street at scale**
  - **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
  - **Celebrate a rhythm of pause and intensity**



Principle: New pedestrian connection to train station and green spaces  
Precedent: Lower Marsh Regeneration, LB Kingston upon Thames

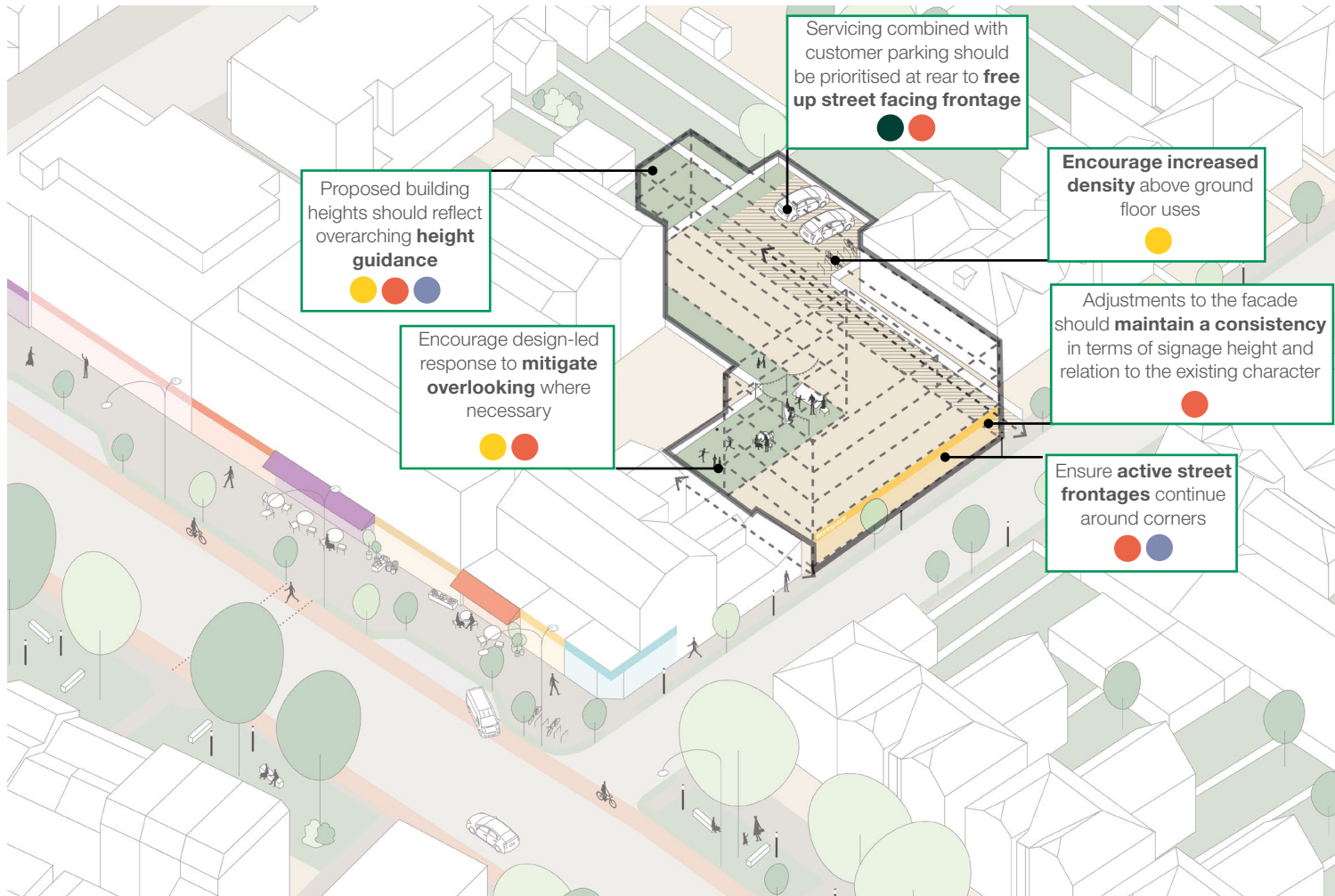


Principle: Deliver workspace and hub spaces that provide opportunities for local people to learn and socialise together  
Precedent: Illiffe Yard, LB Southwark



# Typological Guidance

## Small employment-led sites: Addition



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**

- **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**



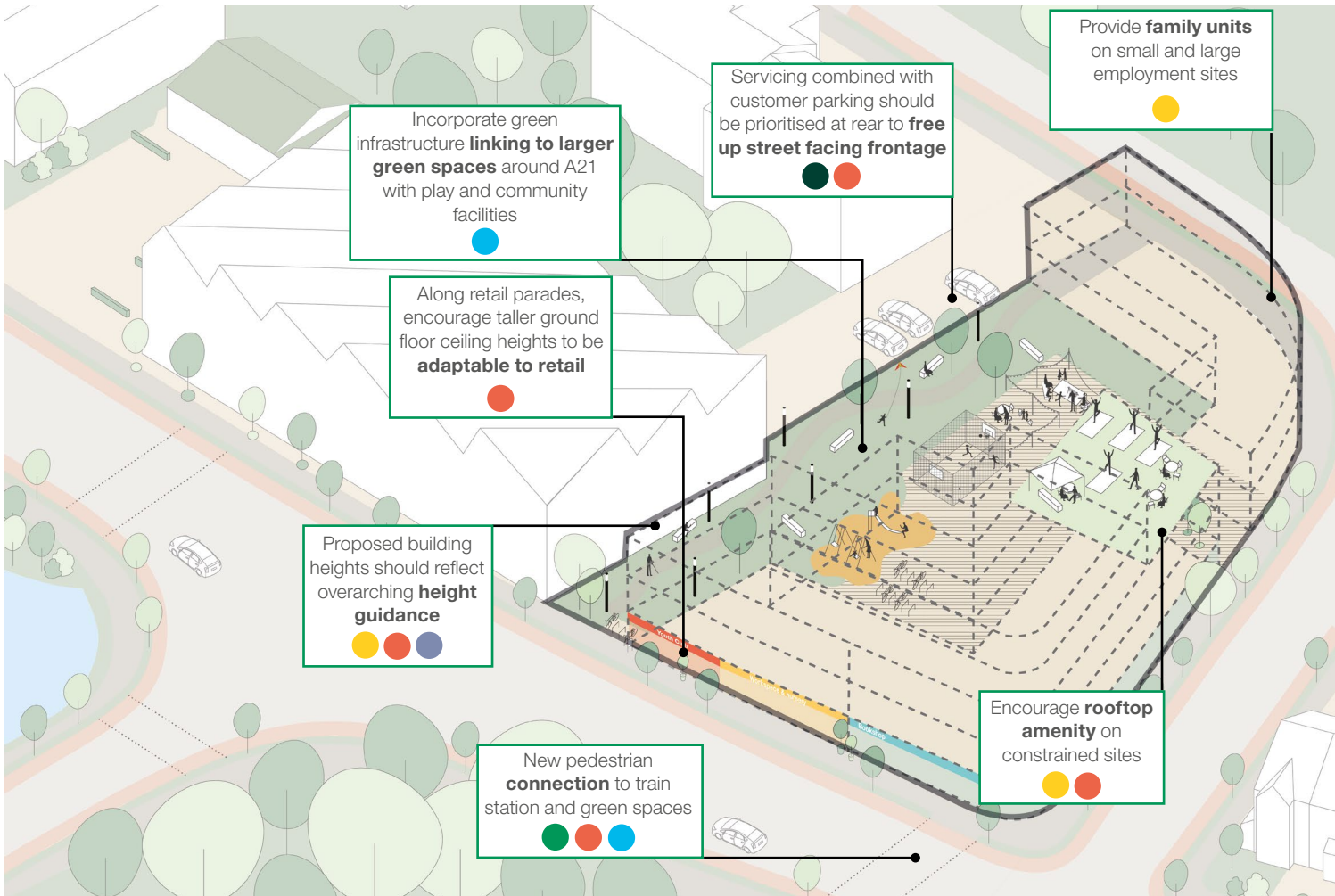
Principle: Encourage increased density above ground floor uses  
Precedent: 61-63 Wallis Road, LB Hackney



Principle: Ensure active street frontages continue around corners  
Precedent: 24-26 White Post Lane, LB Tower Hamlets

# Typological Guidance

## Small employment-led sites: Comprehensive redevelopment



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**
- 
- 
- 

- Support better air quality and create an exemplary healthy street at scale**
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- Celebrate a rhythm of pause and intensity**



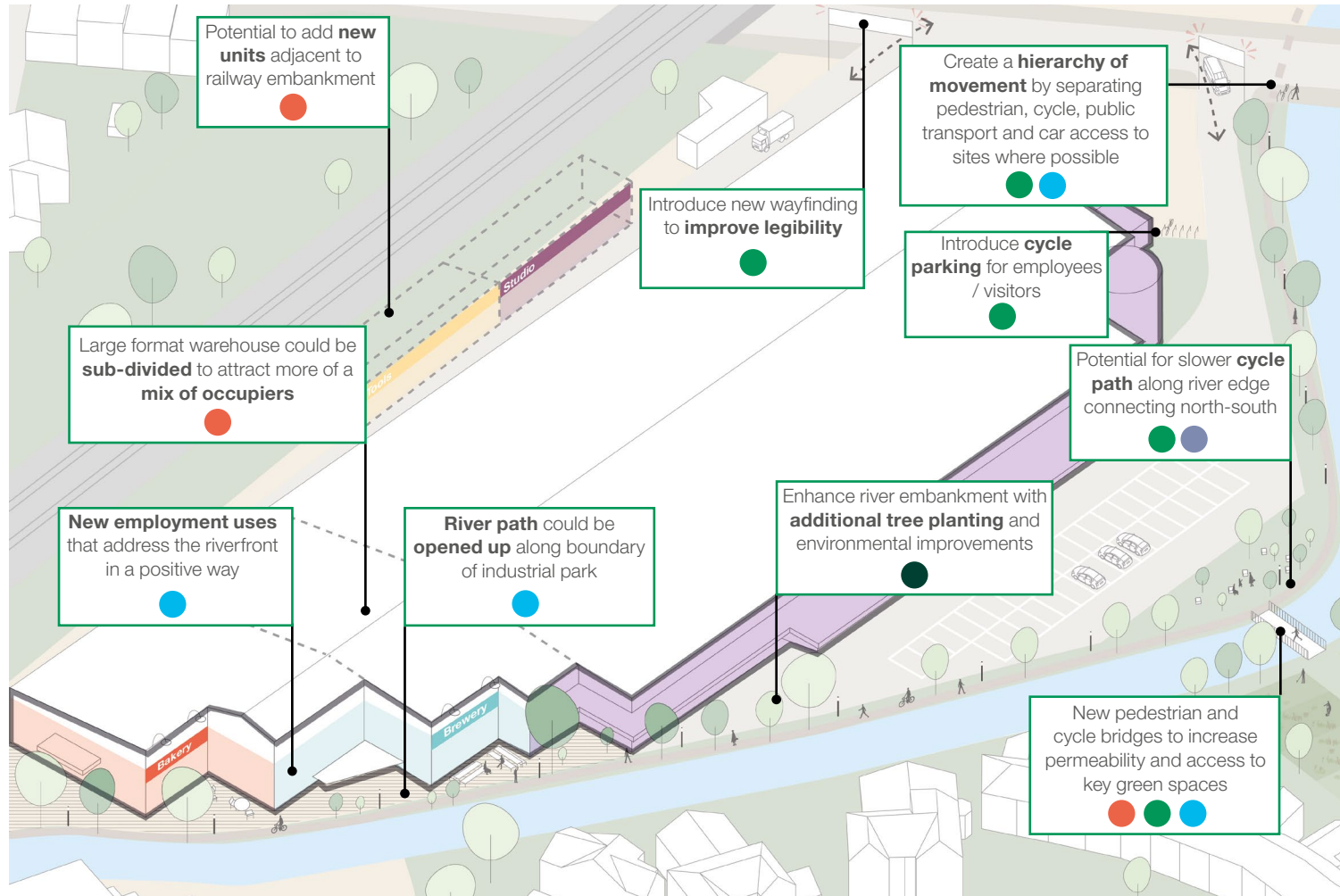
Principle: Provide family units on small and large employment sites  
Precedent: Lord Graham Mews, LB Enfield



Principle: Encourage rooftop amenity on constrained sites  
Precedent: Winter Gardens at 24-26 White Post Lane, LB Tower Hamlets

# Typological Guidance

## Large employment sites: Light touch improvement



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**

- **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**



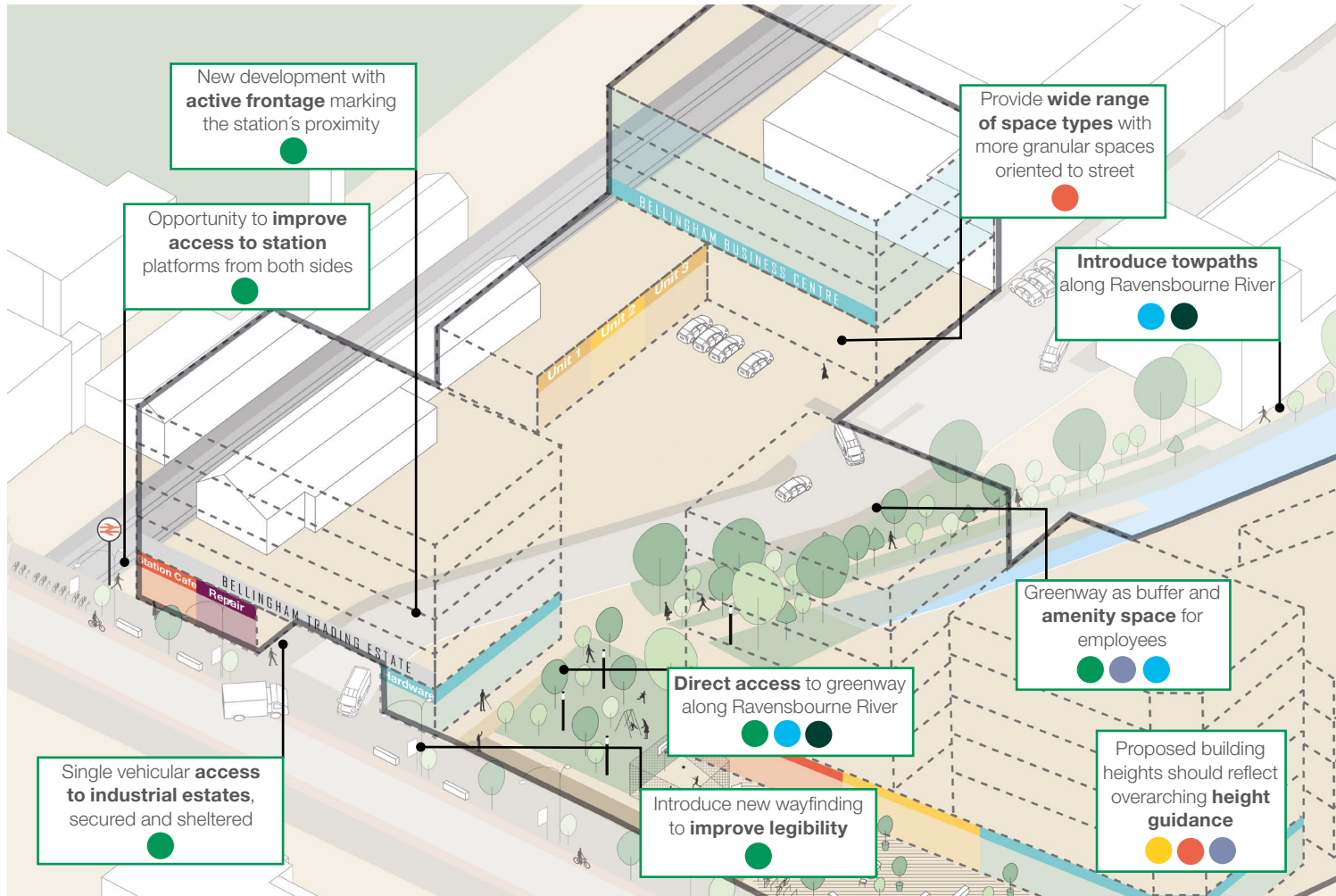
Principle: New employment uses that address the river front in a positive way  
Precedent: Ravenswood Industrial Estate, LB Walthamstow



Principle: New pedestrian and cycle bridges to increase permeability and access to key green spaces  
Precedent: Camley Bridge, King's Cross, LB Camden

# Typological Guidance

## Large employment sites: Addition

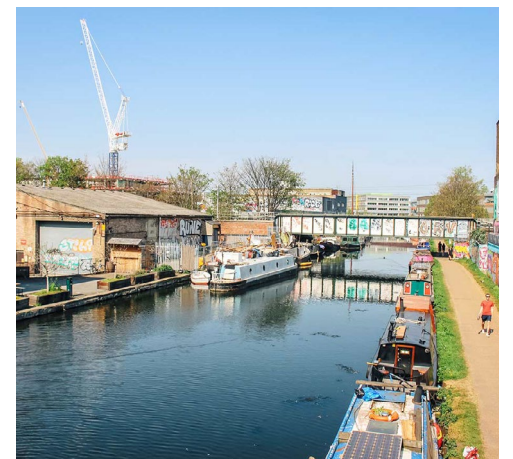


Site 10 - Land at Randlesdown Road

- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**
- **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**



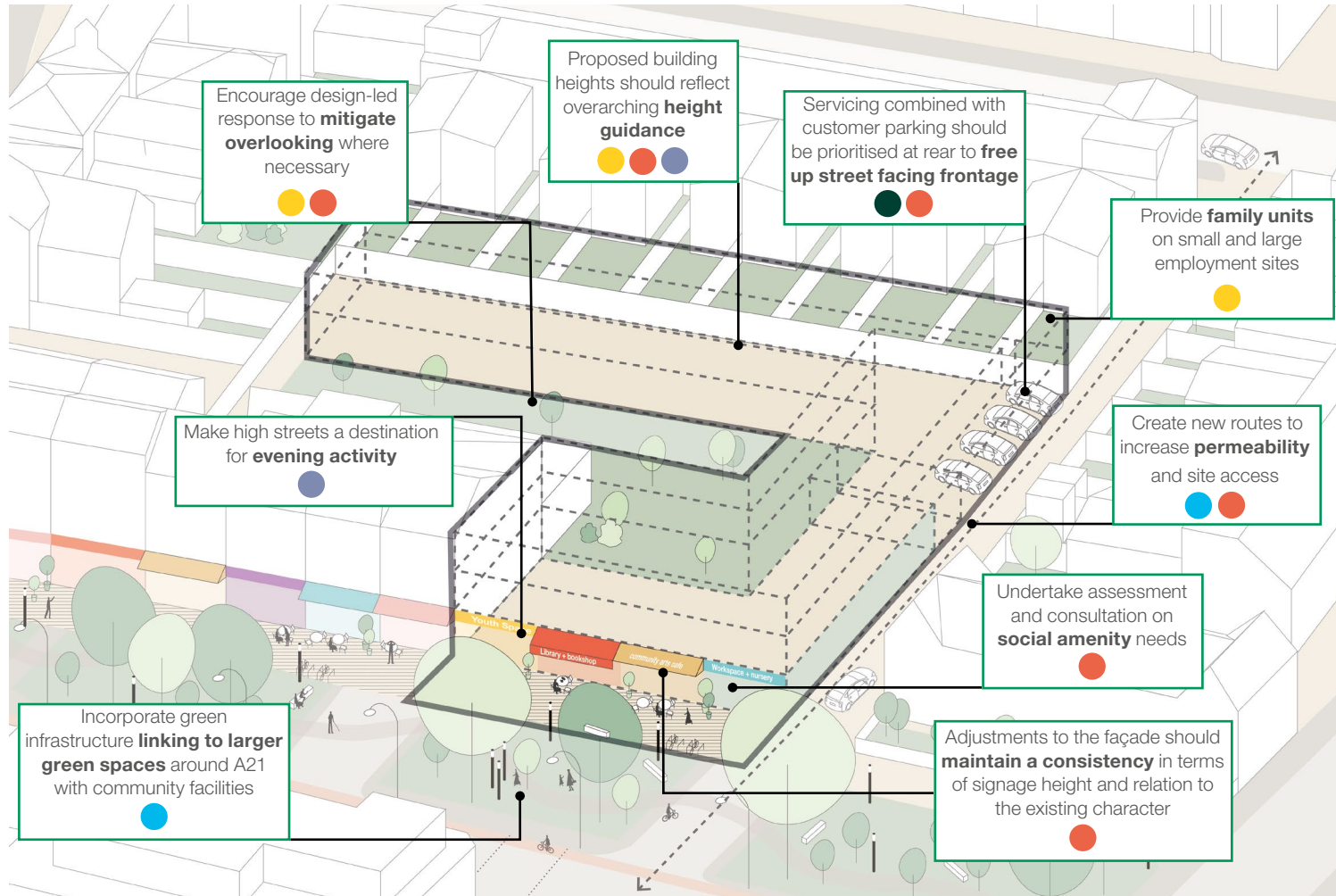
Principle: Single vehicular access to industrial estates, secured and sheltered  
Precedent: Morden Wharf, LB Greenwich



Principle: Introduce towpaths along Ravensbourne River  
Precedent: Cycle and pedestrian path along River Lee Navigation in Hackney Wick, LB Hackney

# Typological Guidance

## Large employment sites: Comprehensive redevelopment



- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**
- **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**



Principle: Undertake assessment and consultation on social amenity needs  
Precedent: Prowse Court, LB Enfield

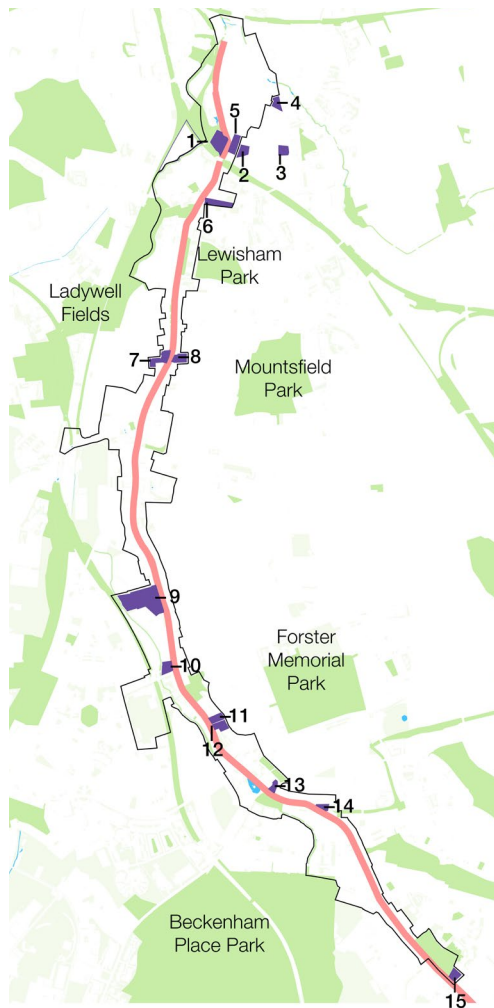


Principle: Adjustments to the façade should maintain a consistency in terms of signage height and relation to the existing character  
Precedent: Caxton Works, LB Newham

# Potential Development Sites

# Potential Development Sites

## Overview



### Potential Development Sites introduction

- 5.1 This chapter focuses on the potential development sites within the study area.
- 5.2 For each potential development site a capacity study is provided with a diagrammatic indication of the type of layout, scale and massing that could be delivered that follows the 6 Guiding Principles and the Overarching Typological Guidance provided in Sections 1 and 2 of this document.
- 5.3 Some of the Potential Development Sites in this document are not proposed as Site Allocations in the Draft Local Plan (2020). This is either because they are likely to come forward in the longer term beyond the Local Plan period or they are smaller than the typical size threshold of 0.25 hectare applied to site allocations in the draft Local Plan.
- 5.4 Capacity studies show indicative schemes only and there may be other forms of development that would be appropriate for the sites.
- 5.5 If sites are progressed through the planning system then further testing of the impact of proposed designs will be expected through pre-application and detailed design processes.
- 5.6 The capacity studies in this document have not calculated the required quantum of playspace for the potential developments in relation to their anticipated child yield. This would need to take place during the pre-application process to inform the design of schemes.
- 5.7 This is not an exhaustive list of potential development sites and it is recognised that some of the sites indicated may not come forward whilst other, new sites may come forward through the planning process.
- 5.8 Please see the Catford Town Centre Area Framework for guidance on additional sites that lie within both the A21 Development Framework study area and Catford Town Centre Framework.
- 5.9 Transport proposals provided within the capacity studies are subject to testing against transport policy and guidance and consideration of funding and delivery arrangements.

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 1 - Land at Endgate Street

Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 4
Ownership	Mixed public and private
Site area	0.83ha
PTAL	6b
Indicative capacity	193 residential units 6,642m <sup>2</sup> non-residential floorspace
Planning designations and site considerations	Opportunity Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, adjacent Metropolitan Open Land, adjacent Sites of Importance for Nature Conservation, Flood Zones 2 and 3B, Critical Drainage Area, Locally Listed Buildings on site
Current use	Main town centre uses, Retail, Commercial
Character Area Framework	Lewisham Town Centre (South) Character Area Framework (from p. 38)



# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 1 - Land at Endgate Street Capacity study

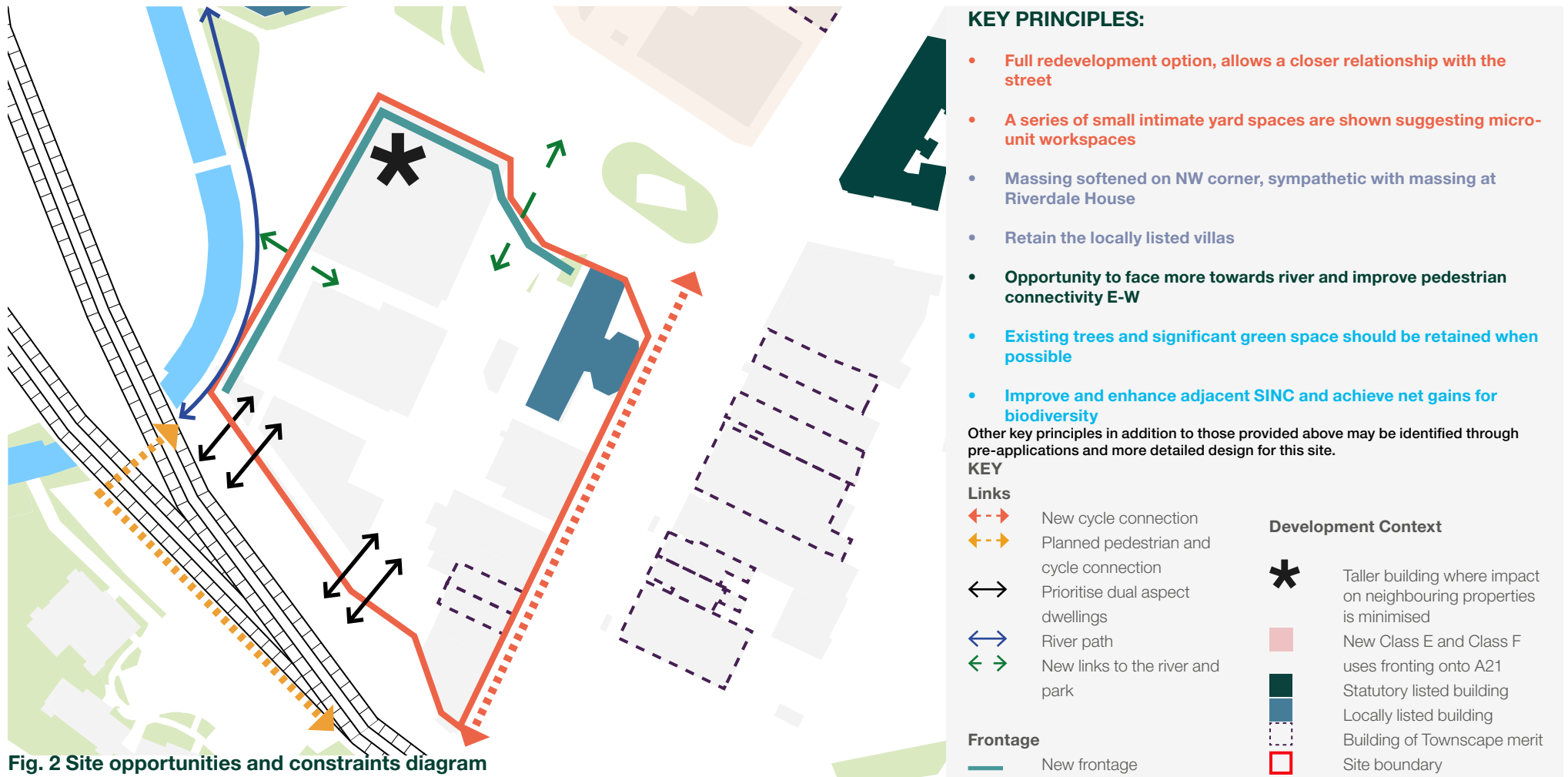


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport
- Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets
- Celebrate a rhythm of pause and intensity

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 1 - Land at Endgate Street - Option A

Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access

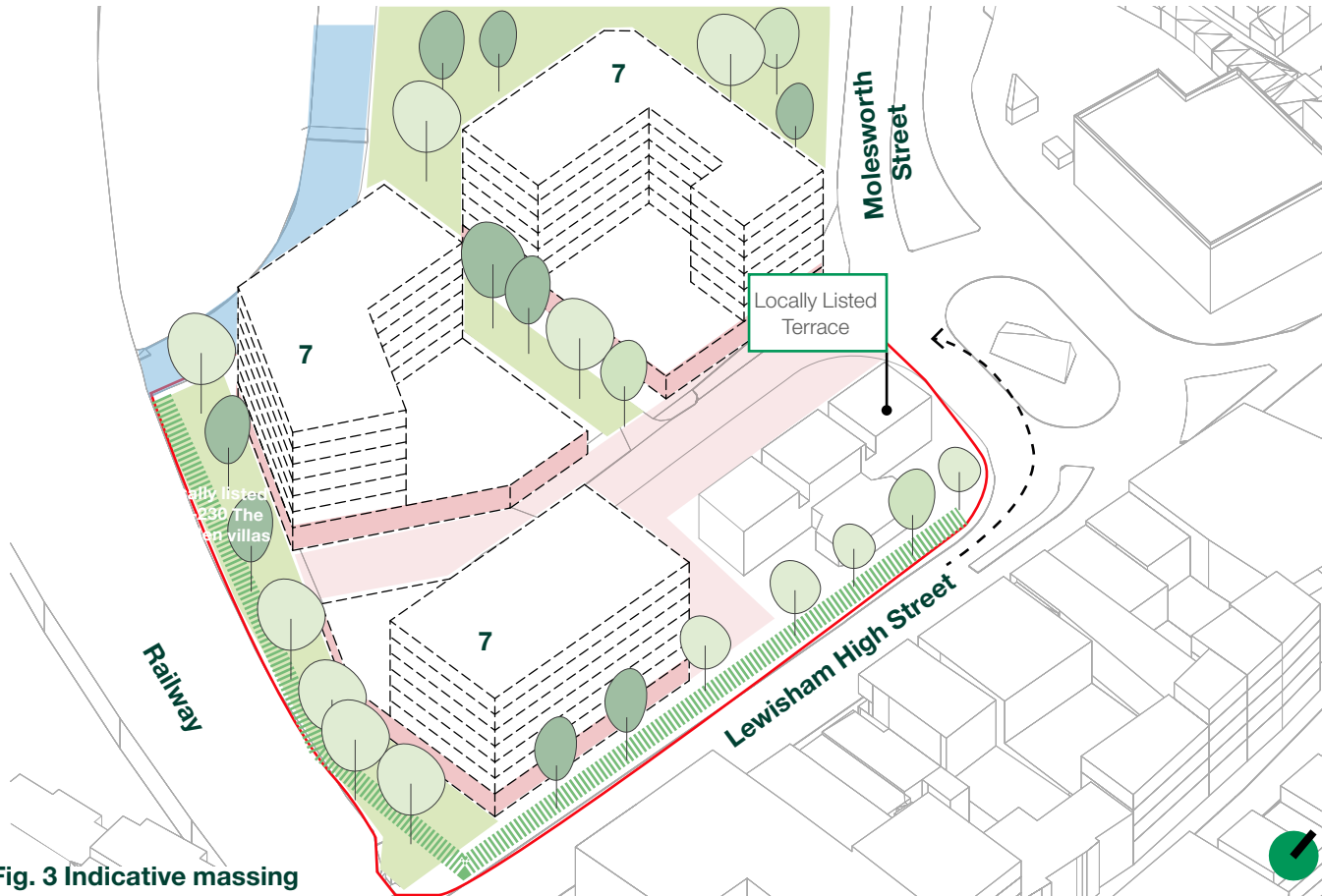


Fig. 3 Indicative massing

Relevant precedent



Fig. 6 Raised communal gardens at Times House, Pennington Street, London E1W 2BE



Fig. 5 Shared multi-purpose yard space at Hackney Bridge, Echo Building, London E15 2SJ

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 1 - Land at Endgate Street

### Capacity study



Fig. 5 Typical floor plan

**Key:**

	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access

Site capacity table

Unit Type	Number of units	% of total
1B2P	33	30%
2B3P	24	21%
2B4P	22	20%
3B5P	8	7%
3B6P	25	22%
<b>Total</b>	<b>112</b>	
<b>Increased Housing density</b>		<b>135 u/ha</b>

- Assumptions:**
- Ground floor non-residential uses + spill out space facing onto river
  - Parking blue badge only
  - Central courtyard used for several yard spaces shared between non-residential uses

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 2 - Slaithwaite Car Park

### Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Public
Site area	0.34ha
PTAL	6b
Indicative capacity	N/A
Planning designations and site considerations	Existing mature trees on site; within low density residential area; adjacent to servicing road that serves retail parade on Lewisham High Street
Current use	Car park
Character Area Framework	Lewisham Town Centre (South) Character Area Framework (from p. 38)

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 2 - Slaithwaite Car Park Capacity study

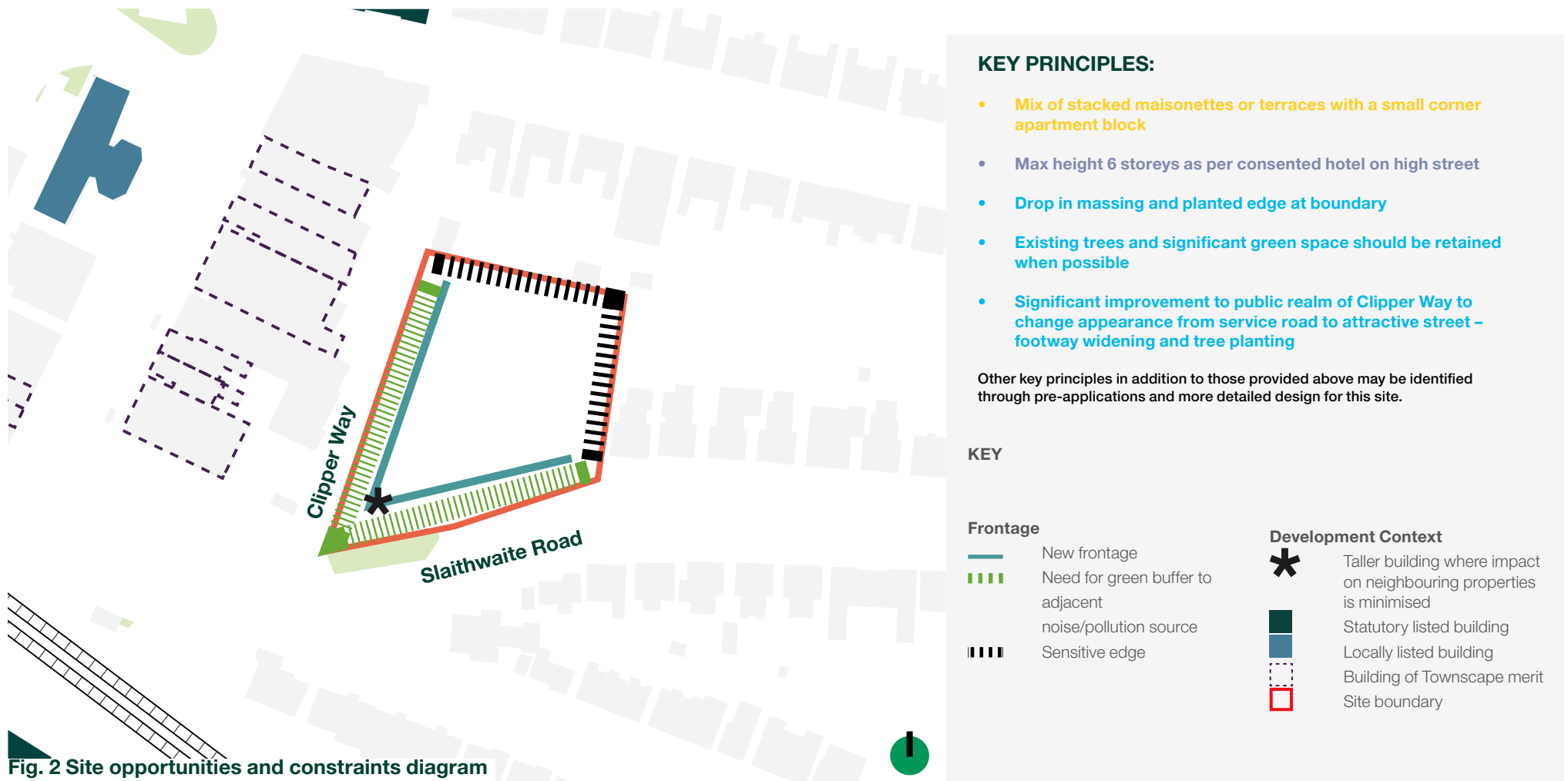


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 2 - Slaithwaite Car Park Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access



Fig. 3 Indicative massing

Relevant precedent:



Fig 4. Greening and exemplary building form at Goldsmith Street, Norwich NR2 4QF



Fig 5. Roof terraces and direct connection to street from dwellings at McGrath Road, London E15 4JP

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 2 - Slaithwaite Car Park

### Capacity study

**Key:**











-  1Bed 1Person
-  2Bed 4 Persons
-  Class E & F uses
-  Amenity space
-  1Bed 2 Persons
-  3Bed 4 Persons
-  Forecourt
-  Disabled parking
-  2Bed 3 Persons
-  3Bed 5 Persons
-  Public green space
-  Service access



Fig. 5 Typical floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	6	13%
2B4P	6	13%
3B5P	25	55%
3B6P	9	19%
<b>Total</b>	<b>46</b>	
<b>Housing density</b>		<b>127 u/ha</b>

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 3 - House on the hill

Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 24
Ownership	Public
Site area	0.31ha
PTAL	6a
Indicative capacity	36 residential units
Planning designations and site considerations	Opportunity area, Archaeological Priority Air Quality Management Area. Significant slope along Clarendon Rise.
Current use	Overnight stay respite centre
Character Area Framework	Lewisham Town Centre (South) Character Area Framework (from p. 39)



# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 3 - House on the hill  
Capacity study

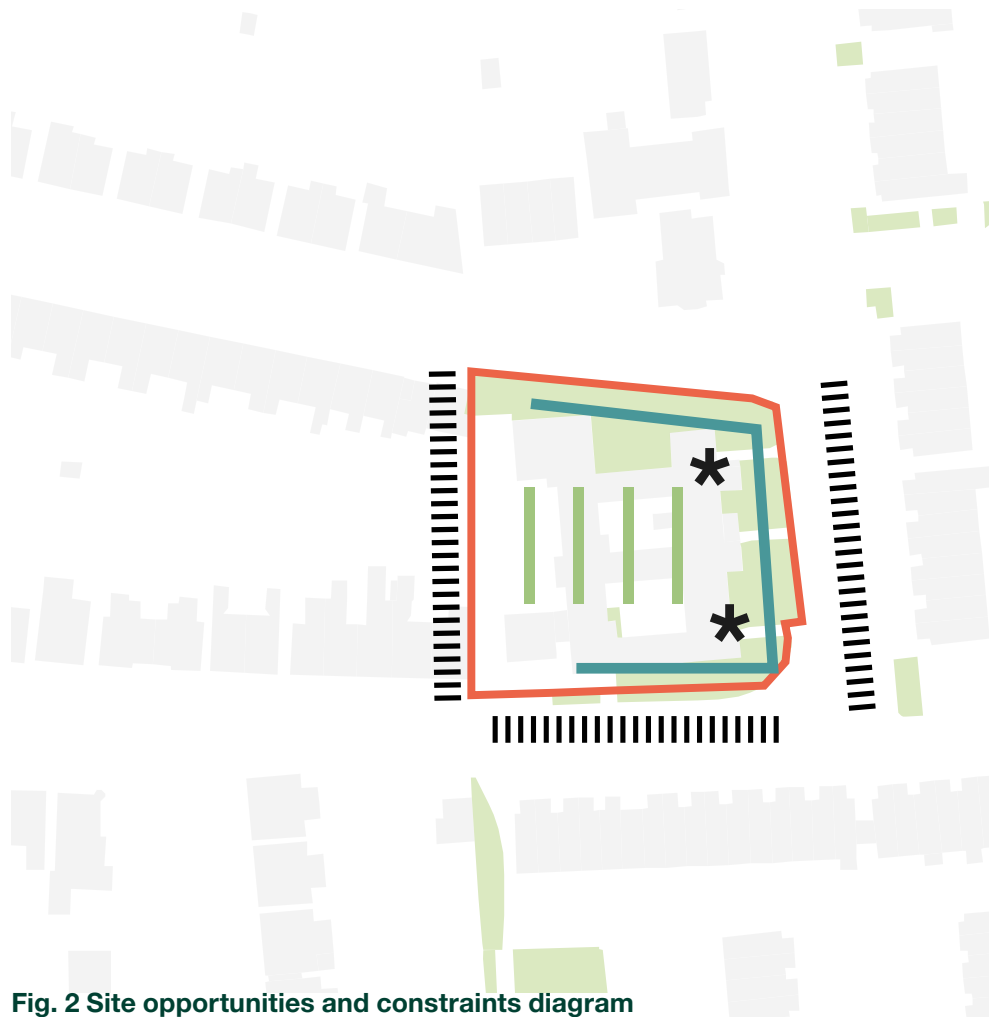


Fig. 2 Site opportunities and constraints diagram

- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**
- **Promote sustainable modes of transport**  
● **Support better air quality and create an exemplary healthy street at scale**
- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**  
● **Celebrate a rhythm of pause and intensity**

## KEY PRINCIPLES:

- Existing trees on boundary important to retain and soften new development
- Internal west-facing courtyard
- Proposed design should positively address level difference from Limes Grove to Slaithwaite Road

Other key principles in addition to those provided above may be identified through pre-applications and more detailed design for this site.

## KEY

### Links

Potential communal amenity space

### Development Context

Taller building where impact on neighbouring properties is minimised  
 Site boundary

### Frontage

New frontage  
 Sensitive edge

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 3 - House on the hill

Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- - -> Service access

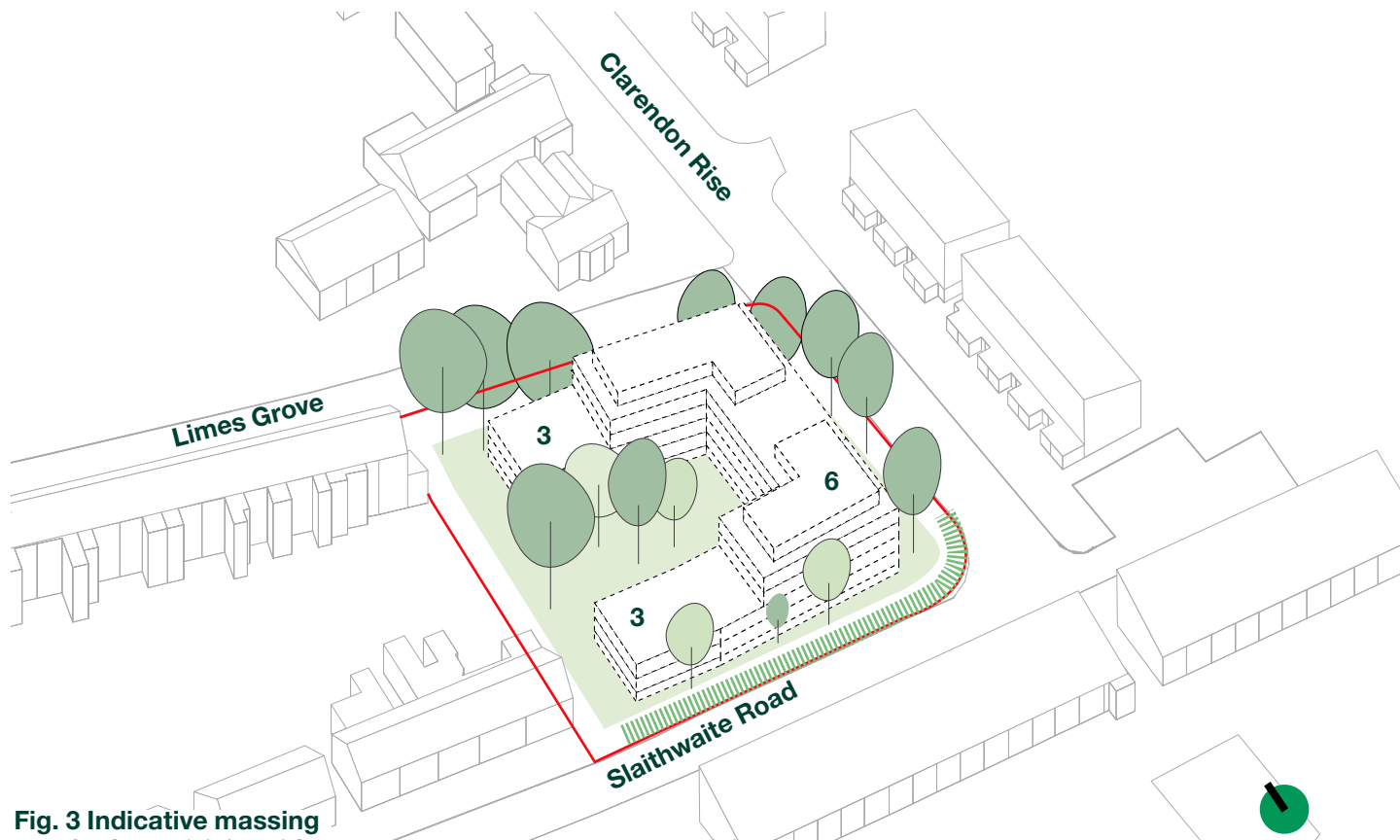


Fig. 3 Indicative massing

## Relevant precedents



Fig. Compact building arrangement at 4 Stapleton Hall Road, Finsbury Park, London N4 4QA













Fig. Set-back frontages at 5 384-386 Seven Sisters Road, Finsbury Park, London N4 2PQ

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 3 - House on the hill

Capacity study

**Key:**

	1Bed 1Person		2Bed 4 Persons		Other uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Typical floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	15	29%
2B3P	11	21%
2B4P	12	23%
3B5P	14	27%
<b>Total</b>	<b>52</b>	
<b>Housing density</b>		<b>168 u/ha</b>

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 4 - Albion Way Car Park

### Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Public
Site area	0.27ha
PTAL	6b
Indicative capacity	N/A
Planning designations and site considerations	Adjacent to Mercia Grove Conservation Area; mature trees on site; within residential area
Current use	Car park
Character Area Framework	Lewisham Town Centre (South) Character Area Framework (from p. 38)

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 4 - Albion Way Car Park Capacity study

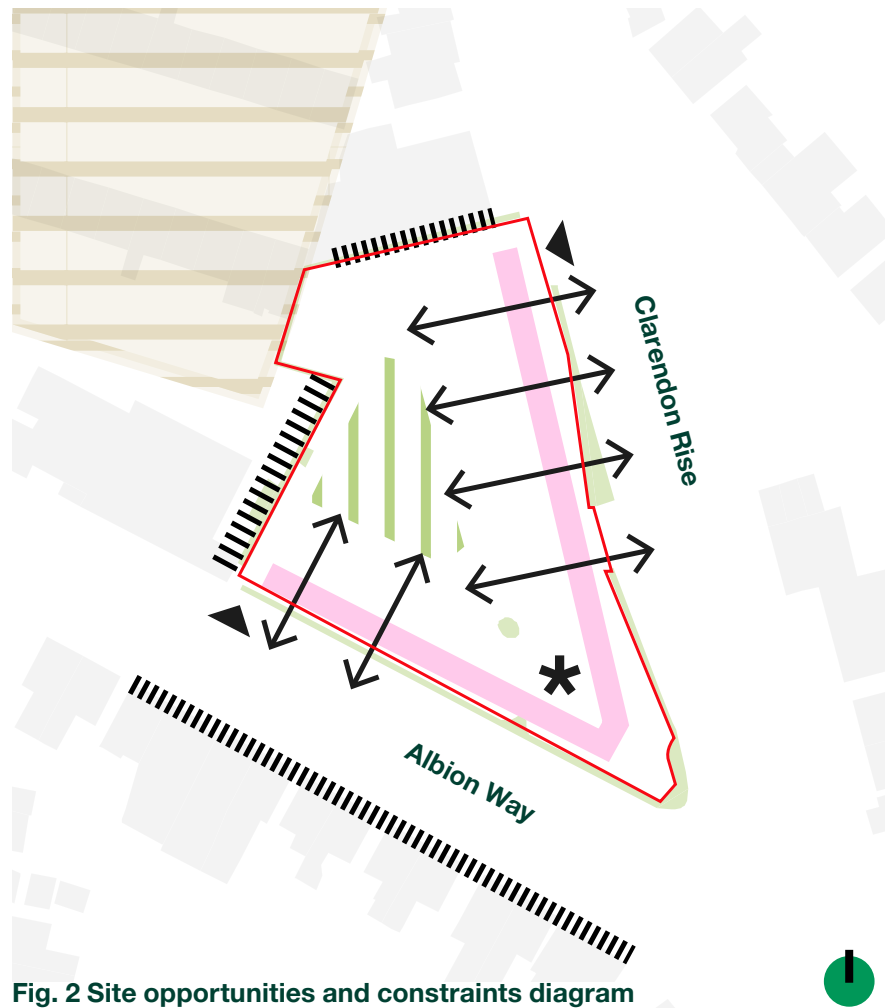


Fig. 2 Site opportunities and constraints diagram

- **Maximise the delivery of new homes to meet the Borough's identified need**
- **Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs**

- **Promote sustainable modes of transport**
- **Support better air quality and create an exemplary healthy street at scale**

- **Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets**
- **Celebrate a rhythm of pause and intensity**

### KEY PRINCIPLES:

- **Maximising housing capacity in residential area**
- **Mid to low-rise development given sensitive context**
- **Responding to existing architectural area character**
- **'V-shape' site requires some mitigation of potential overlooking issues**
- **Existing trees and significant green space should be retained when possible**

Other key principles in addition to those provided above may be identified through pre-applications and more detailed design for this site.

### KEY

#### Links

▶ Potential service access

#### Frontage

- New frontage
- ||| Need for green buffer to adjacent noise/pollution source
- |||| Sensitive edge
- ↔ Prioritise dual aspect dwellings

#### Development Context

- New Class E and Class F uses fronting onto A21
- ▨ Mercia Grove Conservation Area
- || Potential communal amenity space
- ★ Taller building where impact on neighbouring properties is minimised
- Site boundary

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 4 - Albion Way Car Park Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- > Service access

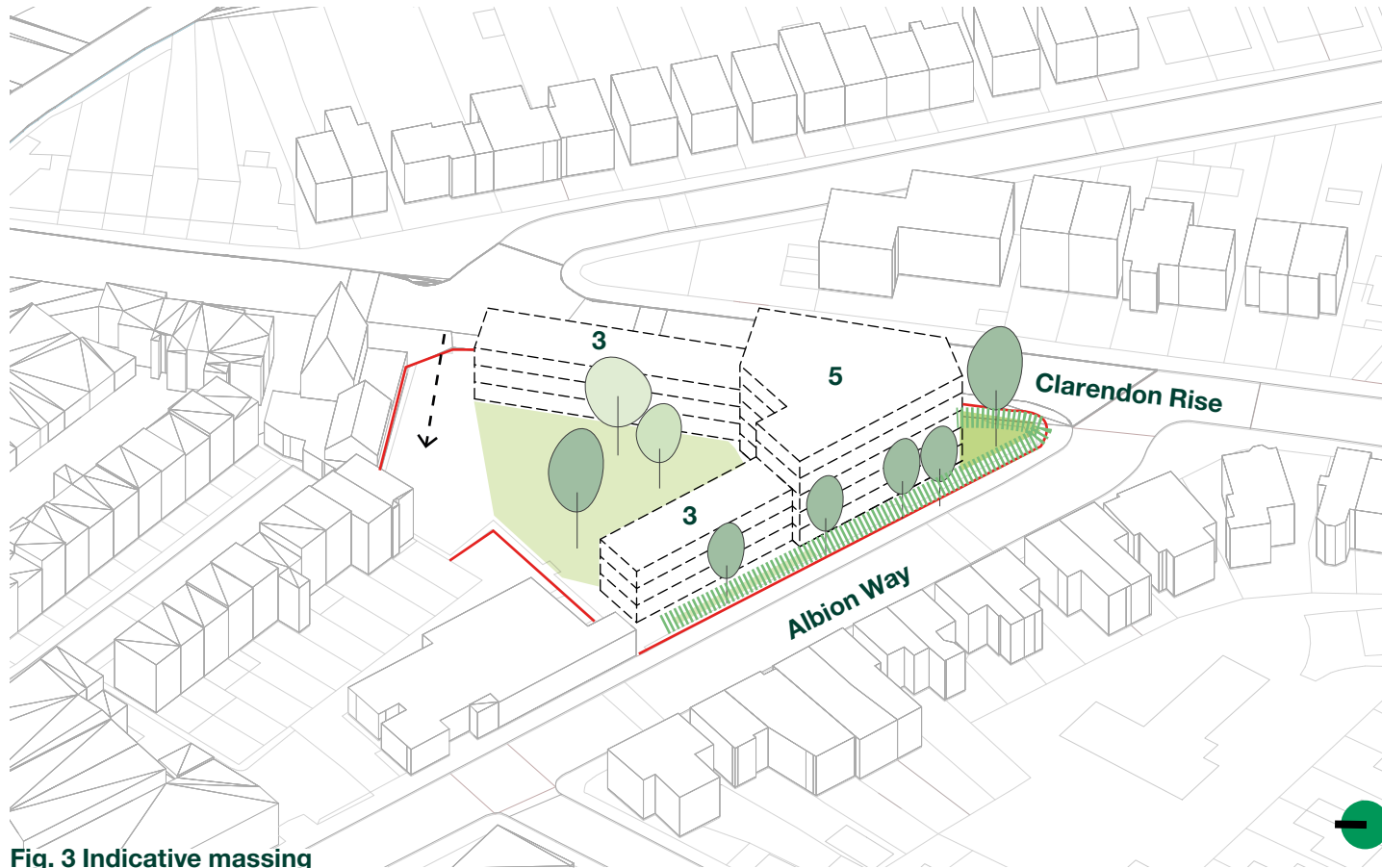


Fig. 3 Indicative massing

Relevant precedent:



Fig. 4 Stepped roof line at Sutherland Road, Waltham Forest, London E17 6BH



Fig. 5 Dynamic facade on 95 Peckham Road, London SE15 5FA

# Potential Development Sites: Lewisham Town Centre (South) Character Area

## Site 4 - Albion Way Car Park Capacity study

**Key:**








	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Fig. 5 Typical floor plan

### Site capacity table

Unit Type	Number of units	% of total
1B2P	5	13%
2B4P	5	13%
3B5P	10	27%
3B6P	5	13%
4B6P	12	13%
<b>Total</b>	<b>37</b>	
<b>Housing density</b>		<b>137 u/ha</b>

### Assumptions:

- Blue badge parking only at NW corner of site
- Stacked maisonettes with first floor balconies

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 5 - 203-221 Lewisham High Street

Capacity study

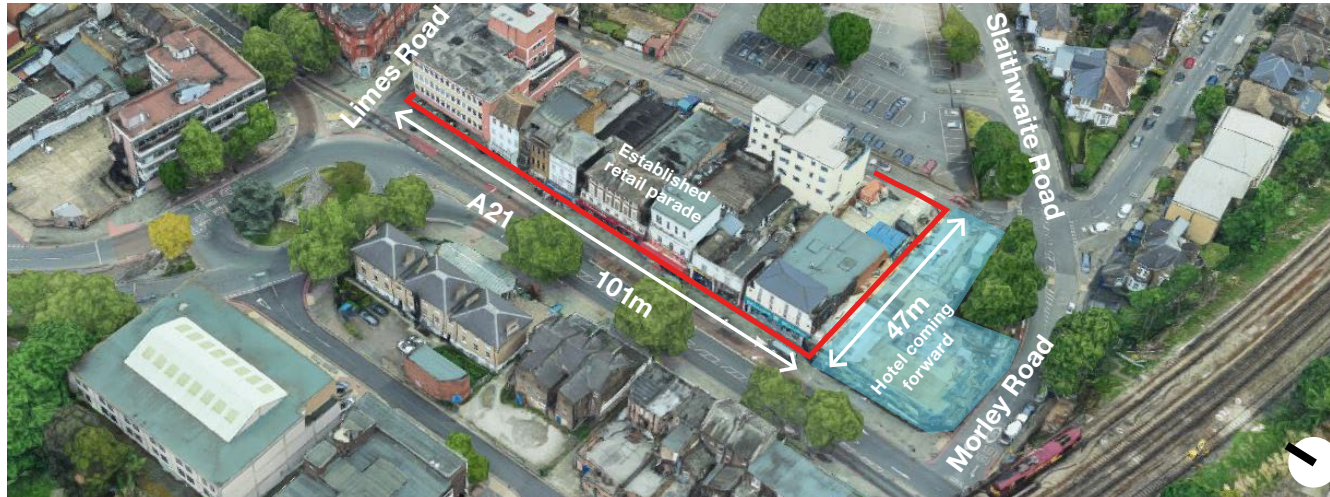


Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Mixed
Site area	0.43ha
PTAL	6b
Indicative capacity	N/A
Planning designations and site considerations	Adjacent to under construction hotel site; retaining ground floor commercial uses; retaining servicing access to the rear of the units on Lewisham High Street
Current use	Main town centre uses
Character Area Framework	Lewisham Town Centre (South) Character Area Framework (from p. 39)



# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 5 - 203-221 Lewisham High Street  
Capacity study

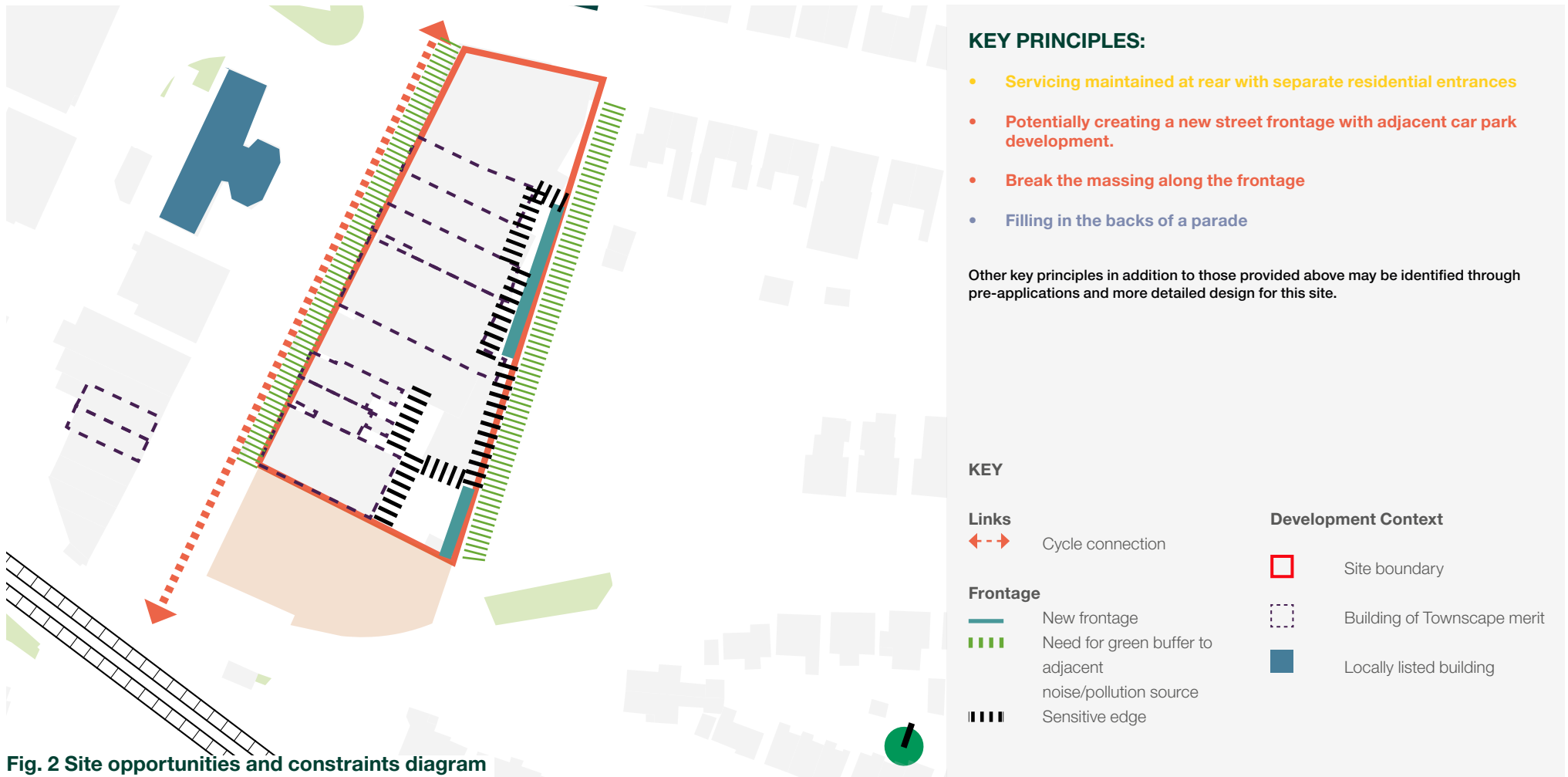


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 5 - 203-221 Lewisham High Street

Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access

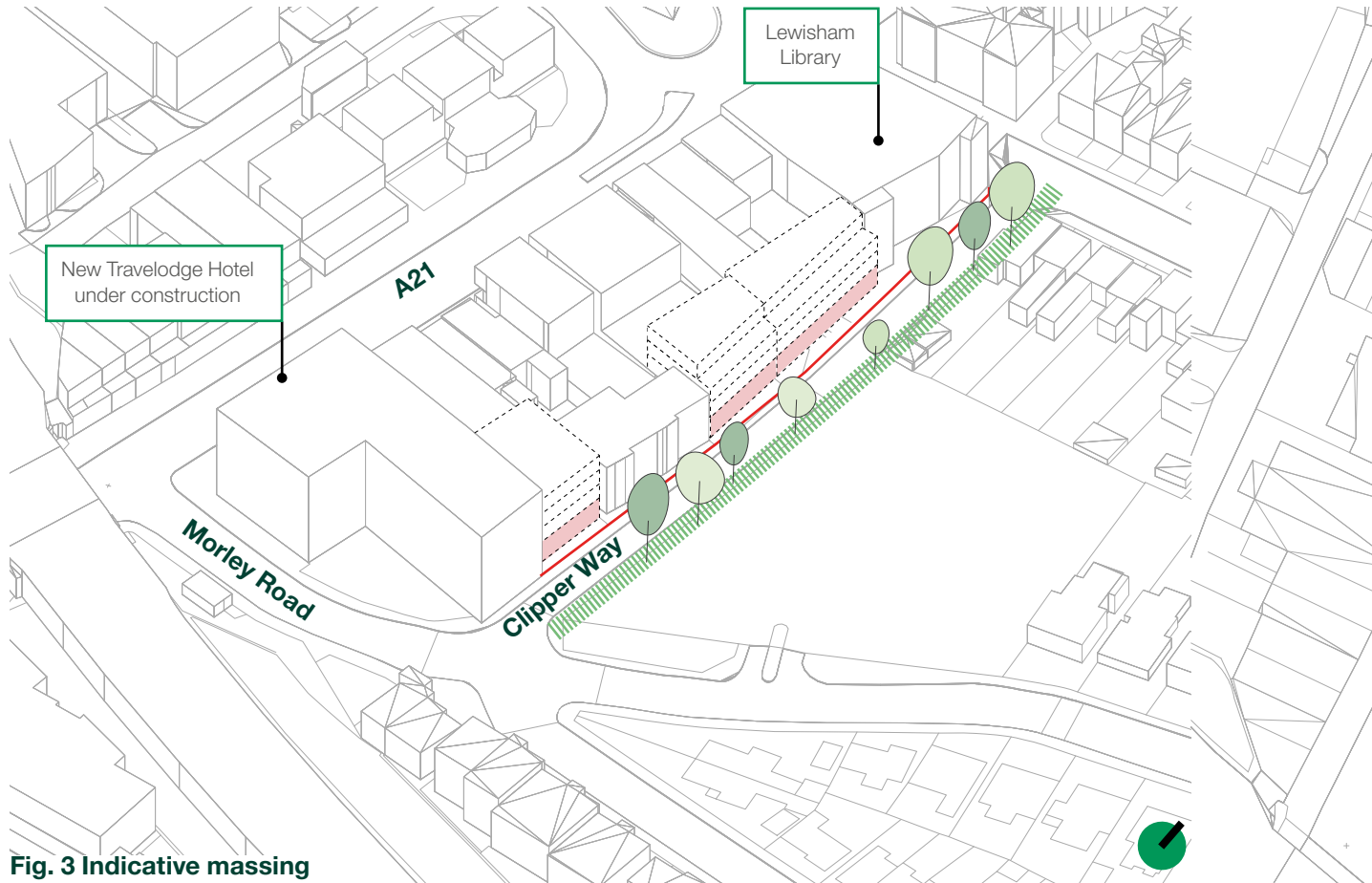


Fig. 3 Indicative massing

# Potential Development Sites: Lewisham Town Centre (South) Character Area

Site 5 - 203-221 Lewisham High Street

Capacity study

**Key:**









	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Fig. 4 Typical floor plan

Site capacity table

Unit Type	Number of units	% of total
1B1P	3	12%
1B2P	9	38%
2B3P	7	29%
2B4P	5	21%
<b>Total</b>	<b>24</b>	
<b>Housing density</b>		<b>55 u/ha</b>

# Potential Development Sites: University Hospital Lewisham, Park and Greens Character Area

## Site 6 - Shell Garage Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Private
Site area	0.23ha
PTAL	5
Indicative capacity	N/A
Planning designations and site considerations	Adjacent to retail parade and residential area; close proximity to University Hospital Lewisham
Current use	Petrol station and convenience store
Character Area Framework	Lewisham Park, Hospital and Greens Character Area Framework (from p. 42)

# Potential Development Sites: University Hospital Lewisham, Park and Greens Character Area

## Site 6 - Shell Garage

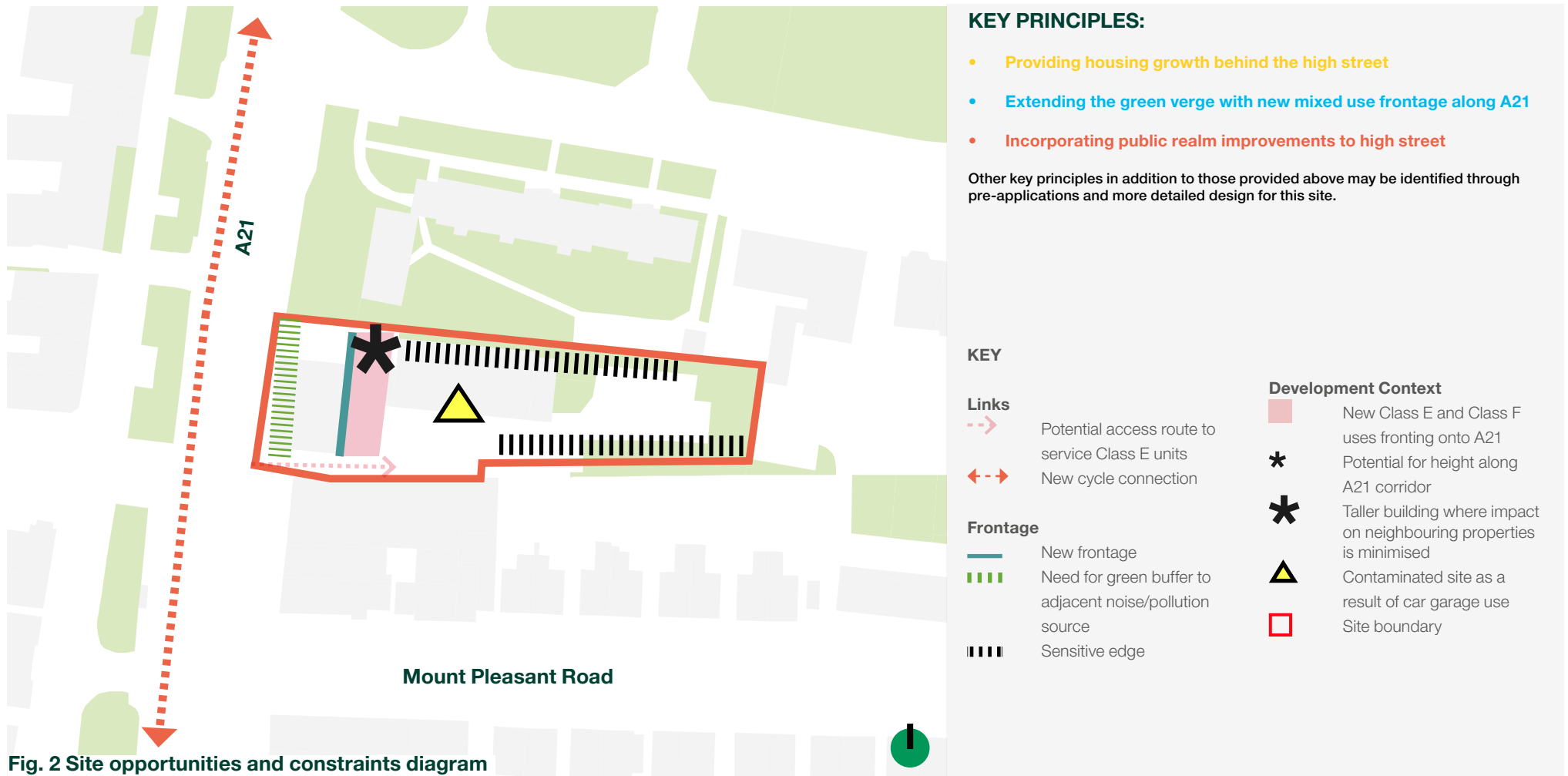


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
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Celebrate a rhythm of pause and intensity

# Potential Development Sites: University Hospital Lewisham, Park and Greens Character Area

## Site 6 - Shell Garage

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access

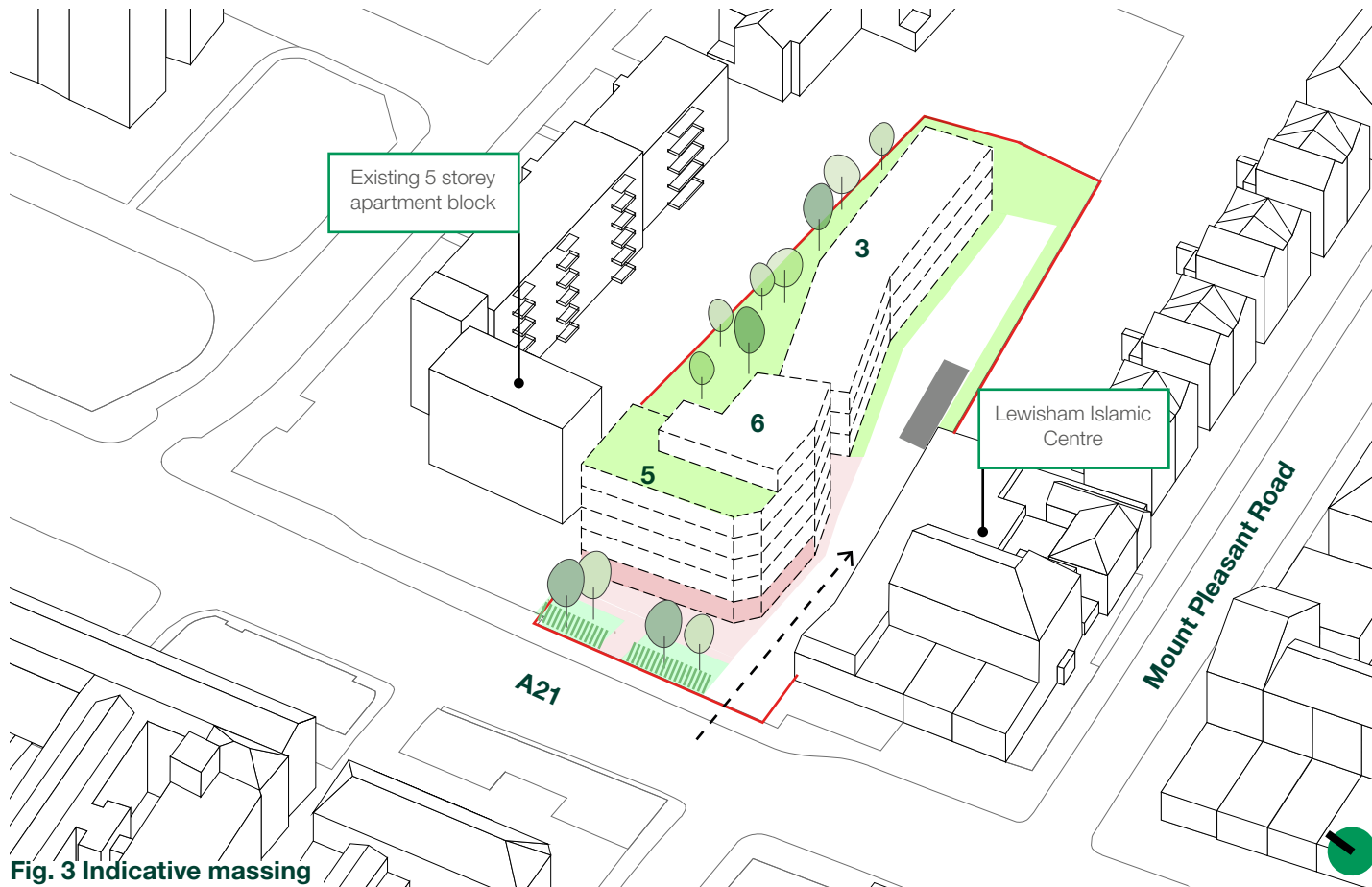


Fig. 3 Indicative massing

Relevant precedents:



Fig. 4 Set-back upper floors at Johann Jacobs Haus, Obernstraße 20, 28195 Bremen, Germany










Fig. 5 Block arrangement at Kapellehof, Belgium - Heusden-Zolder, Belgium

# Potential Development Sites: : University Hospital Lewisham, Park and Greens Character Area

## Site 6 - Shell Garage

**Key:**

	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Site 6. Typical floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	5	10%
2B4P	10	21%
3B5P	29	62%
4B6P	3	7%
<b>Total</b>	<b>47</b>	
<b>Housing density</b>		<b>204 u/ha</b>

# Potential Development Sites: Rushey Green and Catford Character Area

Site 7 - Aldi site  
Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 23
Ownership	Private
Site area	0.5ha
PTAL	6a
Indicative capacity	119 residential units 4,100m <sup>2</sup> non-residential floorspace
Planning designations and site considerations	Opportunity Area; Archaeological Priority Area; Major Centre; Night-time Economy Hub; Air Quality Management Area; Air Quality Focus Area; Flood Zone 1
Current use	Main town centre uses, Retail, Car park
Character Area Framework	Rushey Green and Catford Character Area Framework (from p. 45)



# Potential Development Sites: Rushey Green and Catford Character Area

Site 7 - Aldi site  
Capacity study

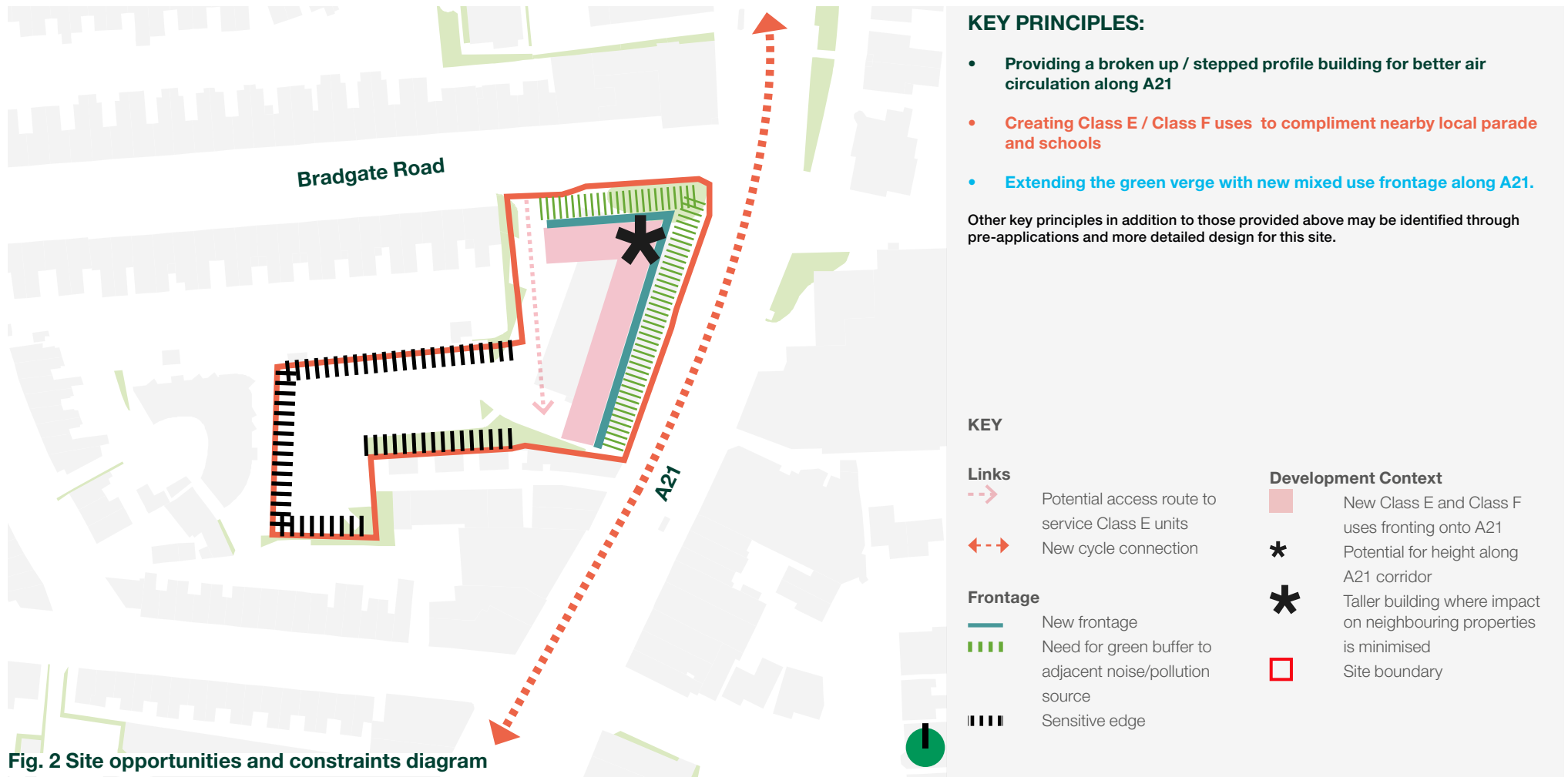


Fig. 2 Site opportunities and constraints diagram

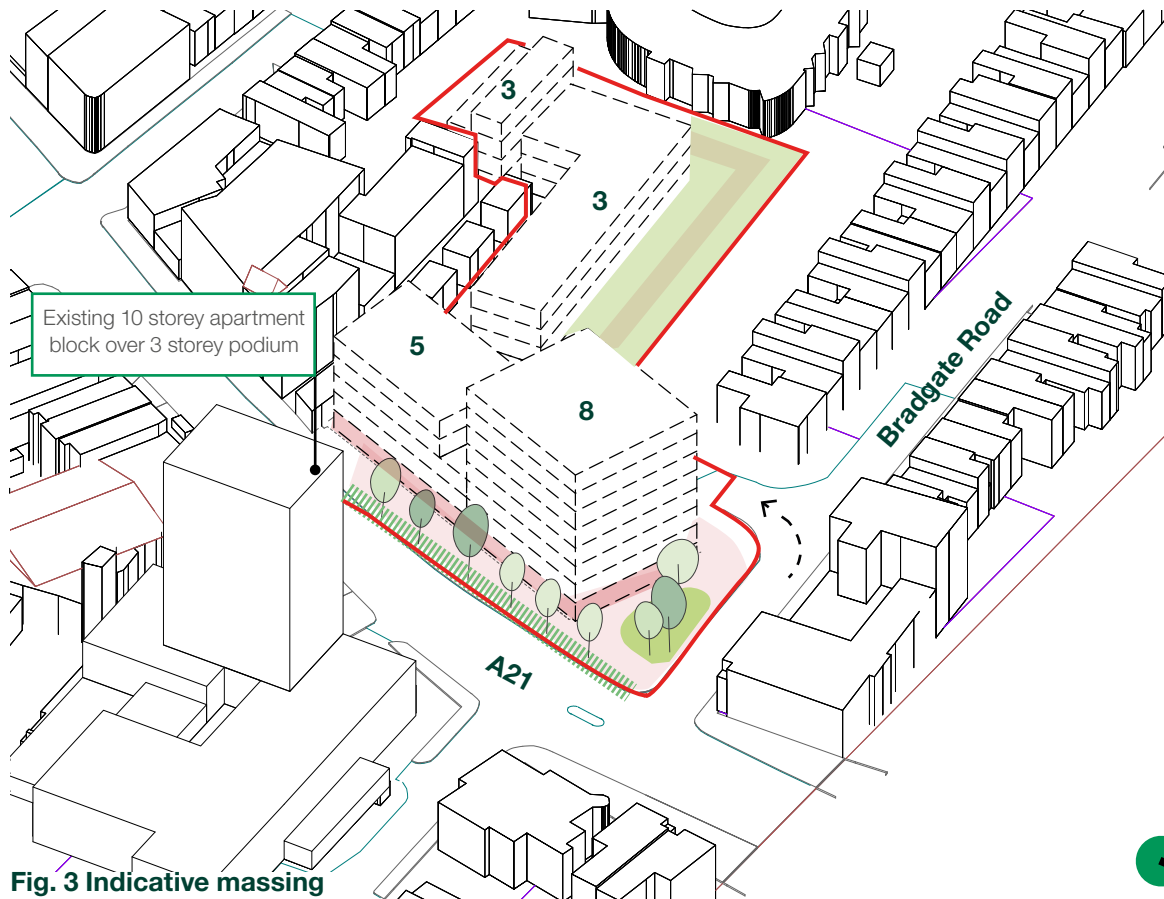
- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

# Potential Development Sites: Rushey Green and Catford Character Area

Site 7 - Aldi site - Option A  
Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access



Relevant precedents:



Fig. 4 Prominent corner design at Marklake Court, Weston Street, Kipling Estate, London SE1 3RP



Fig. 5 Commercial ground floor below residential at Prowse Court, 74 Fore Street, Edmonton London N18 2FF

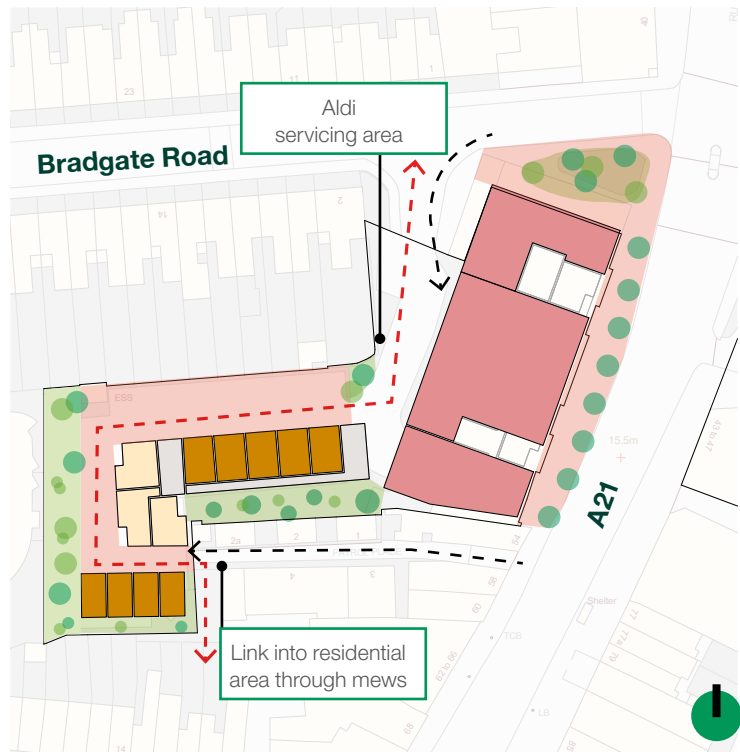
# Potential Development Sites: Rushey Green and Catford Character Area

## Site 7 - Aldi site - Option A

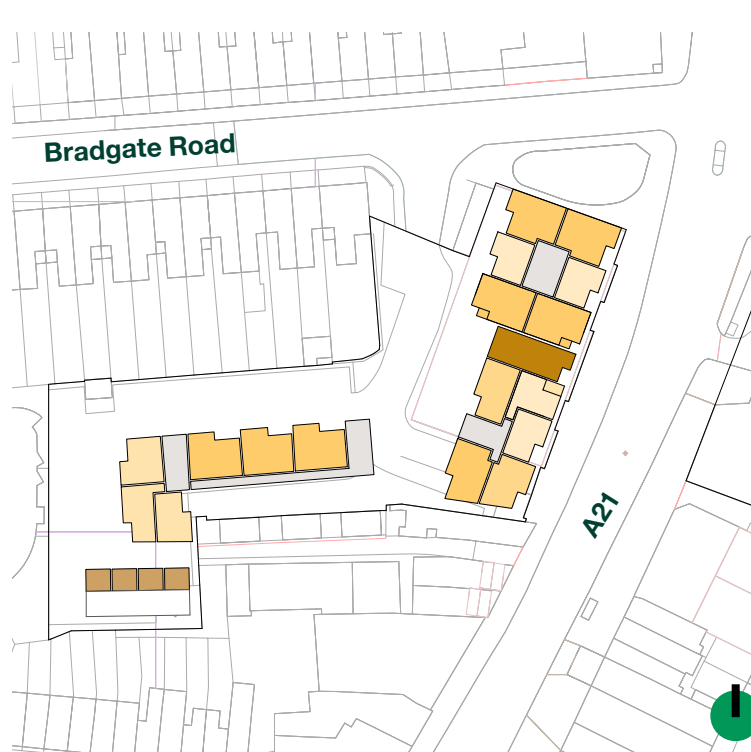
### Capacity study

**Key:**

- 1Bed 1Person
- 1Bed 2 Persons
- 2Bed 3 Persons
- 2Bed 4 Persons
- 3Bed 4 Persons
- 3Bed 5 Persons
- Class E & F uses
- Forecourt
- Public green space
- Amenity space
- > Service access
- > Potential link



Site 8. Typical (ground) floor plan



Site 8. Typical (upper) floor plan

### Site capacity table

Unit Type	Number of units	% of total
1B2P	31	35%
2B3P	8	9%
2B4P	35	40%
3B5P	11	13%
Class E & F units	3	3%
<b>Total</b>	<b>88</b>	
<b>Housing density</b>		<b>170 u/ha</b>

### Assumptions

- Supermarket servicing from rear with no customer parking
- Quiet residential neighbourhood, also accessed through mews

# Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Capital House  
Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	--
Site area	0.35ha
PTAL	6a-5
Indicative capacity	N/A
Planning designations and site considerations	--
Current use	mixed use
Character Area Framework	Rushey Green and Catford Character Area Framework (from p. 45)

# Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Capital House  
Capacity study

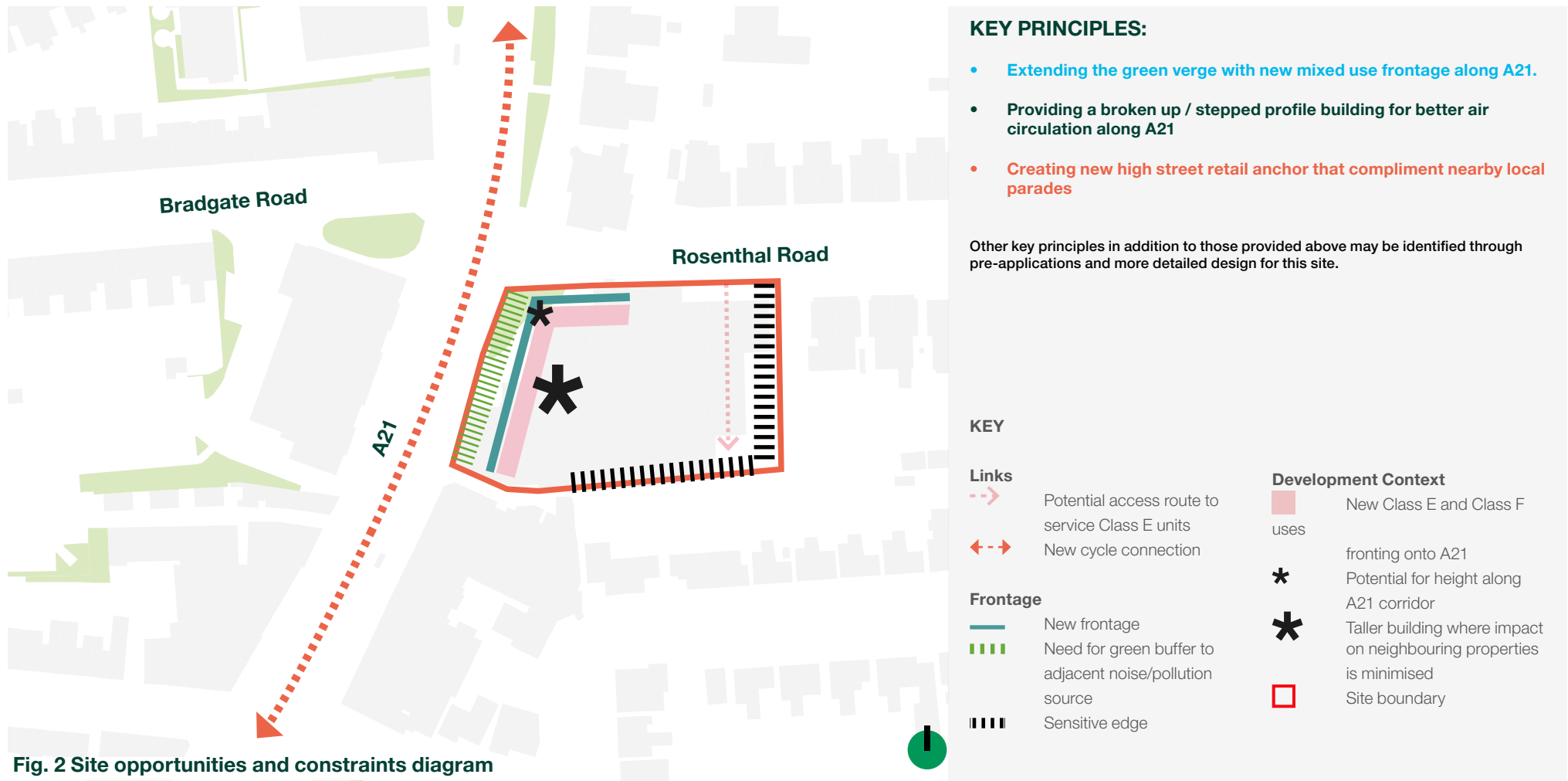


Fig. 2 Site opportunities and constraints diagram

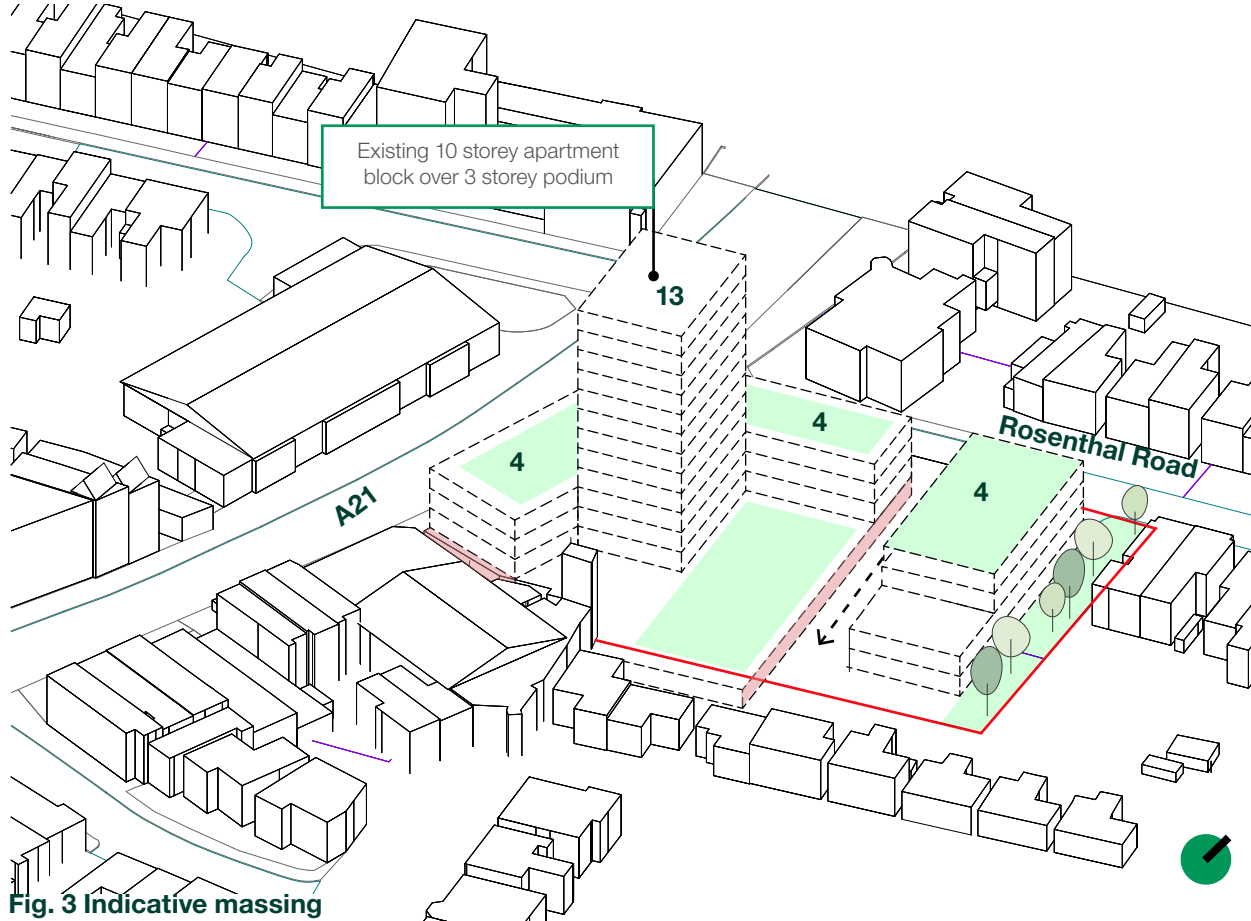
- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

# Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Capital House - Option A: Refurbishment and consolidation  
Capacity study

Key:

- Disabled parking Class E & F uses
- Forecourt Green space
- Communal amenity space / playspace
- > Service access



Relevant precedent



Fig. 4 Sympathetic tower refurbishment at Hill House (refurbishment), Archway, London, N19 5NA

# Potential Development Sites: : Rushey Green and Catford Character Area

## Site 8 - Capital House - Option A: Refurbishment and consolidation Capacity study

**Key:**

	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access

Site capacity table

Unit Type	Number of units	% of total
1B2P	55	53%
2B3P	6	6%
2B4P	30	29%
3B5P	4	4%
3B6P	8	8%
<b>Total</b>	<b>103</b>	
<b>Housing density</b>		<b>305 u/ha</b>

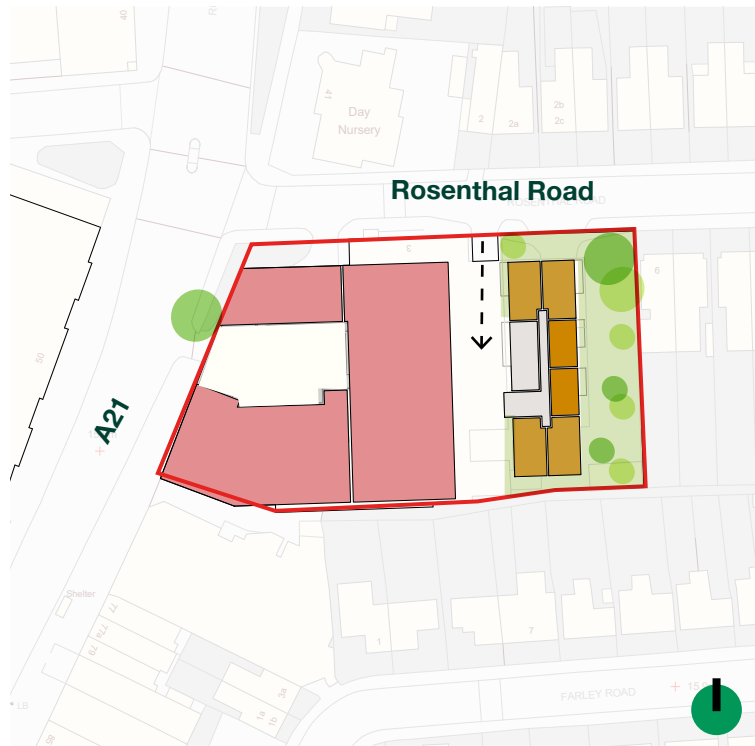


Fig. 5 Ground floor plan



Fig. 6 Typical upper floor plan

**Assumptions:**

- Existing tower and podium structure retained
- Tower flats slightly increased in size to provide additional internal amenity space when it is not possible to provide external amenity space
- Residential units aligned to streets
- Second block includes family homes and

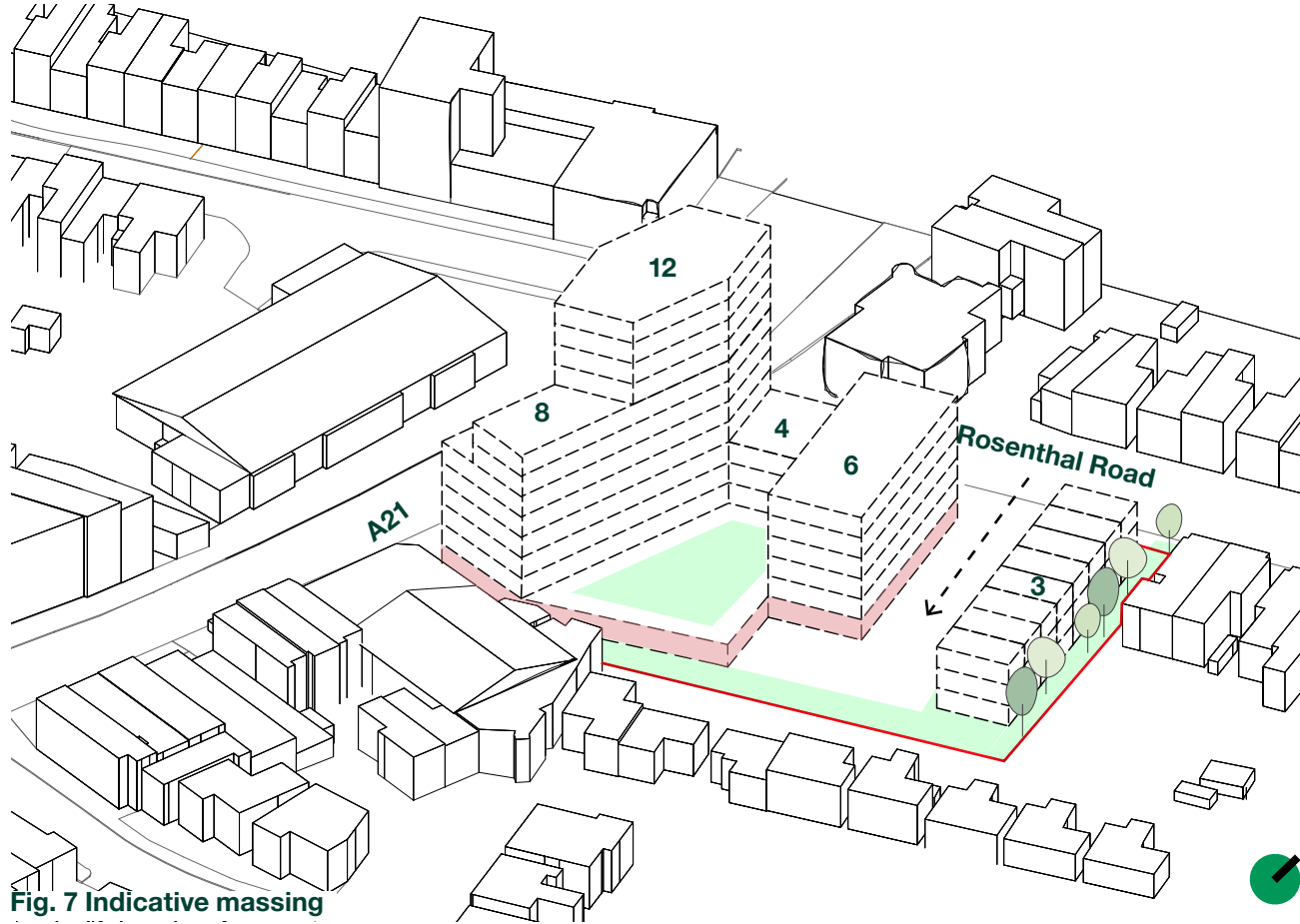
# Potential Development Sites: Rushey Green and Catford Character Area

## Site 8 - Capital House - Option B: Redevelopment

### Capacity study

**Key:**

- Disabled parking
- Forecourt
- Communal amenity
- Service access
- Class E & F uses
- Green space
- Space / playspace



**Relevant precedents**



Fig. 8 Low blocks at King Edward's Road, Hackney, London E9 7SD



Fig. 9 Tall block in lower density context area at 333 Kingsland Road, Hackney, London E8 4DR



# Potential Development Sites: Bellingham Character Area

Site 9- Ravensbourne Retail Park  
Capacity study



Fig. 1 Aerial site diagram

Site information (from Local Plan)	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 18
Ownership	Private
Site area	2.46ha
PTAL	4
Indicative capacity	343 residential units 12,786m <sup>2</sup> non-residential floorspace
Planning designations and site considerations	Partially within Conservation Area; adjacent to SIL; Flood Zones 2, 3a, 3b
Current use	Out of centre retail
Character Area Framework	Bellingham Character Area Framework (from p. 47)

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option A

### Capacity study

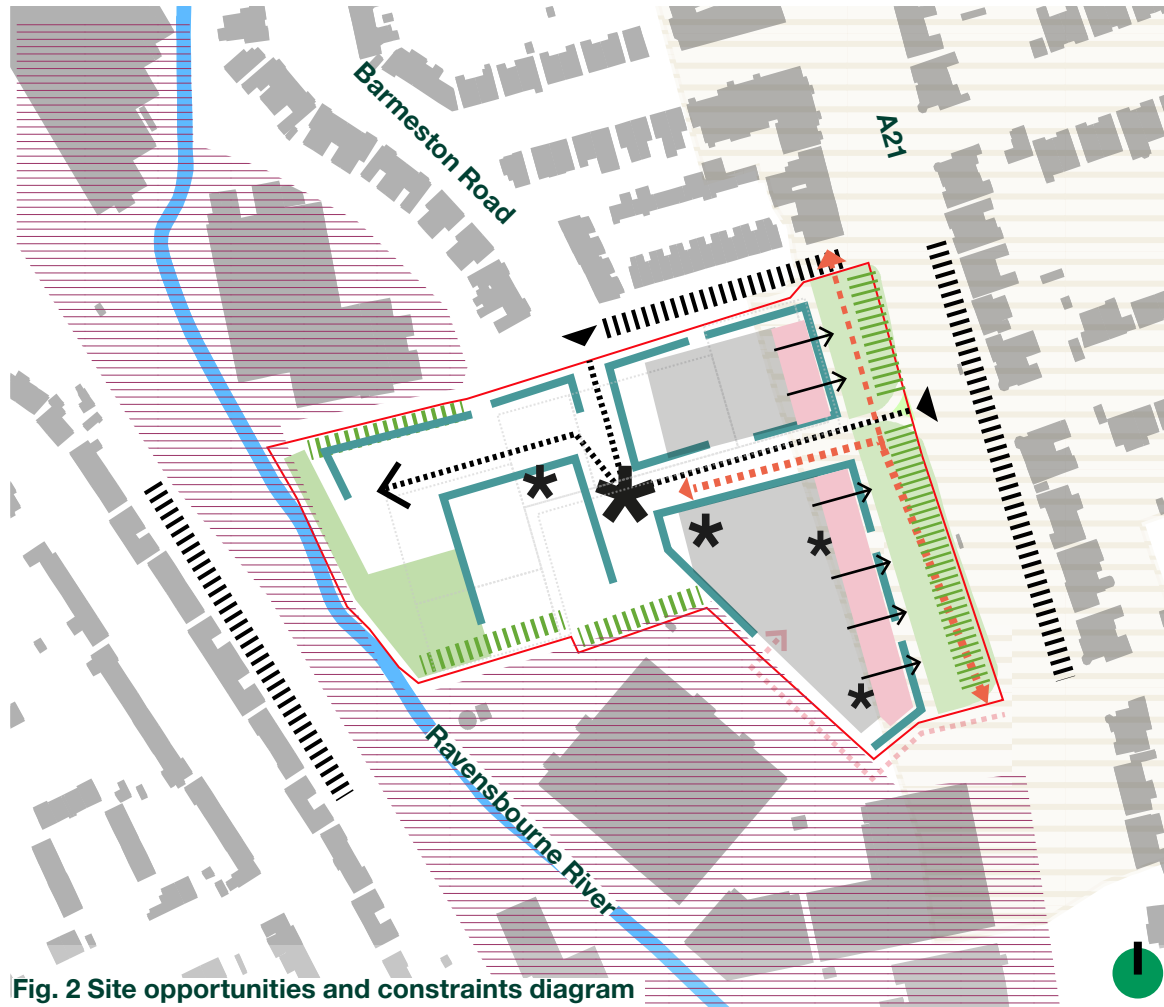


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

#### KEY PRINCIPLES:

- Exploring co-location opportunities to provide employment space while maximising residential capacity of the area
- Opening up a new link to the river
- Improve open space as amenity space for residents and new mixed use frontage
- Test bringing the A21 building line frontage closer to the A21 to increase activation of the street and the visibility of any commercial units within the frontage from the street. A wide green verge with trees should be retained within the site given the amenity and environmental value of the soft landscaping. Any loss of greenspace in this location could be replaced by new greenspace adjacent to the River Ravensbourne as part of a new pocket park.

Other key principles in addition to those provided above may be identified through pre-applications and more detailed design for this site.

#### KEY

##### Links

- > Potential to share existing retail park access to service micro-units
- <--> New walking and cycle connection

##### Frontage

- New frontage
- ||| Need for green buffer to adjacent noise/ pollution source
- Sensitive edge

##### Development Context

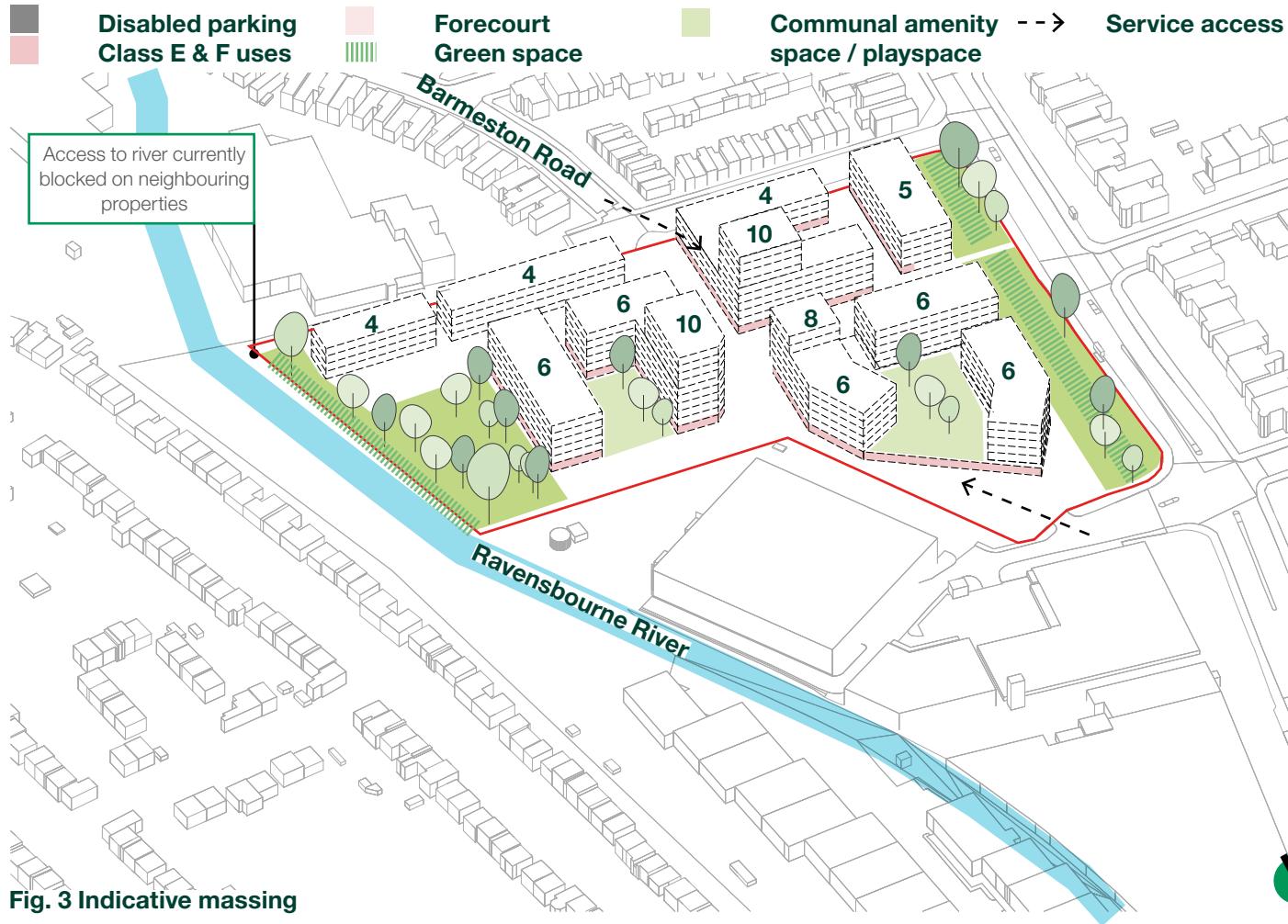
- New B1 uses with micro-units fronting onto open space
- ▨ Culverley Green
- ▨ Conservation Area
- ▨ SIL area
- \* Taller building where impact on neighbouring properties is minimised
- Site boundary

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option A

### Capacity study

**Key:**



**Fig. 3 Indicative massing**

**Relevant precedent**



**Fig. 4 Large scale site development at New South Quarter Development in Croydon**

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option A

### Capacity study

**Key:**









	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Fig. 5 Ground floor plan

### Site capacity table

Unit Type	Number of units	% of total
1B2P	147	40%
2B3P	3	1%
2B4P	124	35%4
3B5P	95	26%
<b>Total</b>	<b>367</b>	
<b>Housing density</b>		<b>160 u/ha</b>
<b>Non-resi uses - floor area</b>		<b>1,500m2</b>

### Assumptions:

- Maisonettes at ground and first level

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option A

### Capacity study

**Key:**

	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Fig. 6 Typical upper floor plan

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option B

### Capacity study

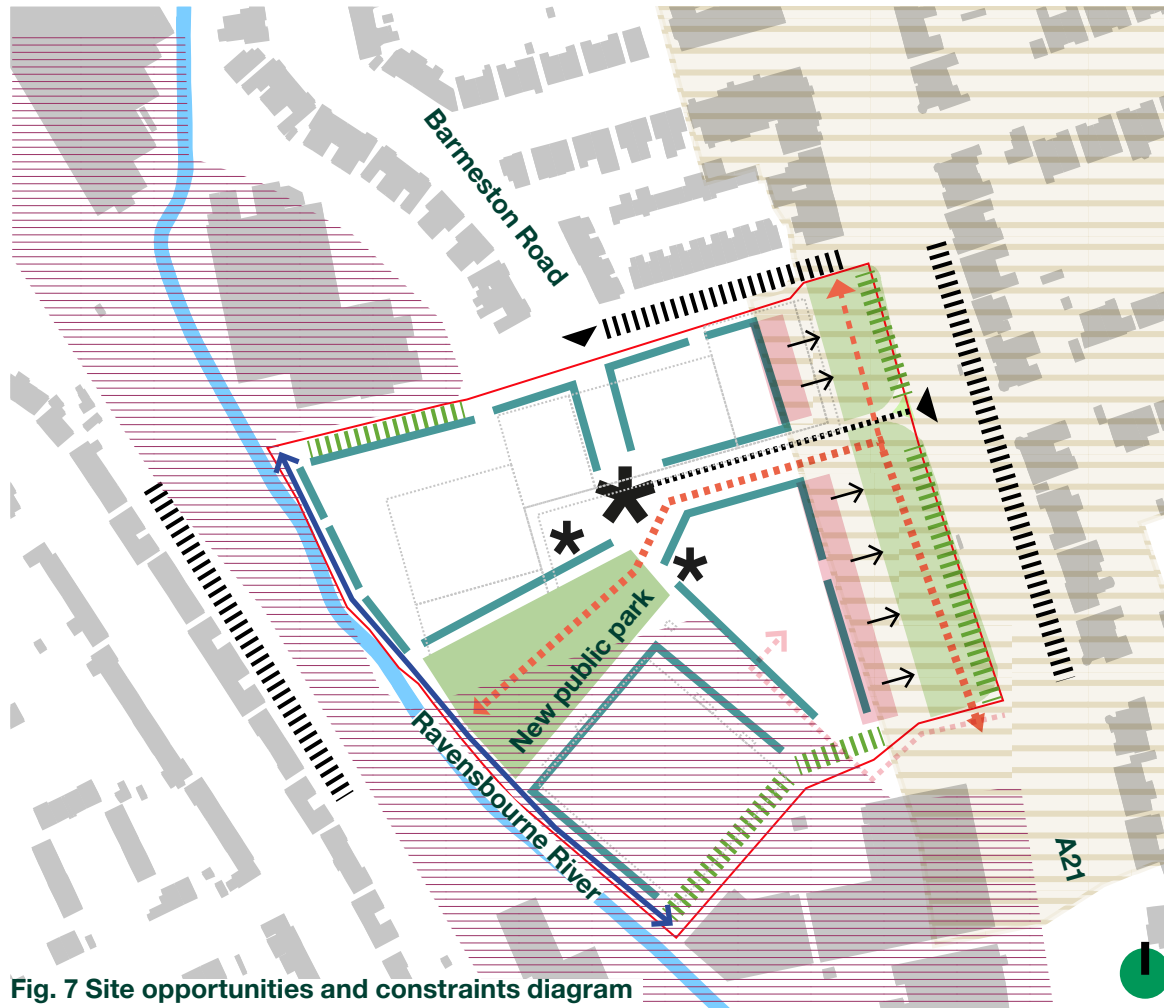


Fig. 7 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport

- Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets
- Celebrate a rhythm of pause and intensity

#### KEY PRINCIPLES:

- Opening up a new link to the river while providing new large green space for the neighbourhood
- Use network of green and blue space as a buffer from road and industrial estates
- Improve open space as amenity space for residents and new mixed use frontage
- Contrasting character: providing active frontages and employment space along the A21, building upon the river and green spaces and integrating with existing residential neighbourhood and industrial estates
- Test bringing the A21 building line frontage closer to the A21 to increase activation of the street and the visibility of any commercial units within the frontage from the street. A wide green verge with trees should be retained within the site given the amenity and environmental value of the soft landscaping. Any loss of greenspace in this location could be replaced by new greenspace adjacent to the River Ravensbourne as part of a new pocket park.

Other key principles in addition to those provided above may be identified through pre-applications and more detailed design for this site.

#### KEY

##### Links

- -> Potential to share existing retail park access to service micro-units
- <-> New walking and cycle connection
- <- -> River path

##### Frontage

- New frontage
- ||| Need for green buffer to adjacent noise/pollution source
- ||| Sensitive edge

##### Development Context

- New B1 uses with micro-units fronting onto open space
- Culverley Green Conservation Area SIL area
- ★ Taller building where impact on neighbouring properties is minimised
- Site boundary

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option B

### Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- > Service access



Fig. 8 Indicative massing

### Relevant precedent



Fig. 9 Residential led development where by tall block facing the main road encloses lower density terrace at Prowse Court and Lord Graham Mews, London N18 2FF

# Potential Development Sites: Bellingham Character Area

## Site 9 - Ravensbourne Retail Park - Option B

### Capacity study



Fig. 10 Ground floor plan

### Site capacity table

Unit Type	Number of units	% of total
1B2P	217	36%
2B3P	9	1%
2B4P	221	36%
3B5P	132	27%
<b>Total</b>	<b>607</b>	
<b>Housing density</b>		<b>193 u/ha</b>
<b>Non-resi uses - floor area</b>		<b>1,500m2</b>

### Assumptions:

- Maisonettes at ground and first level



# Potential Development Sites: Bellingham Character Area

## Site 10 - Land at Randlesdown Road

### Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 25
Ownership	Private
Site area	0.3ha
PTAL	4
Indicative capacity	4, 725m <sup>2</sup> non-residential floorspace
Planning designations and site considerations	Strategic Industrial Land; Archaeological Priority Area; Critical Drainage Area; adjacent Local Centre; adjacent Strategic Area of Regeneration
Current use	Industrial
Character Area Framework	Bellingham Character Area Framework (from p. 47)

# Potential Development Sites: Bellingham Character Area

## Site 10 - Land at Randlesdown Road Capacity study

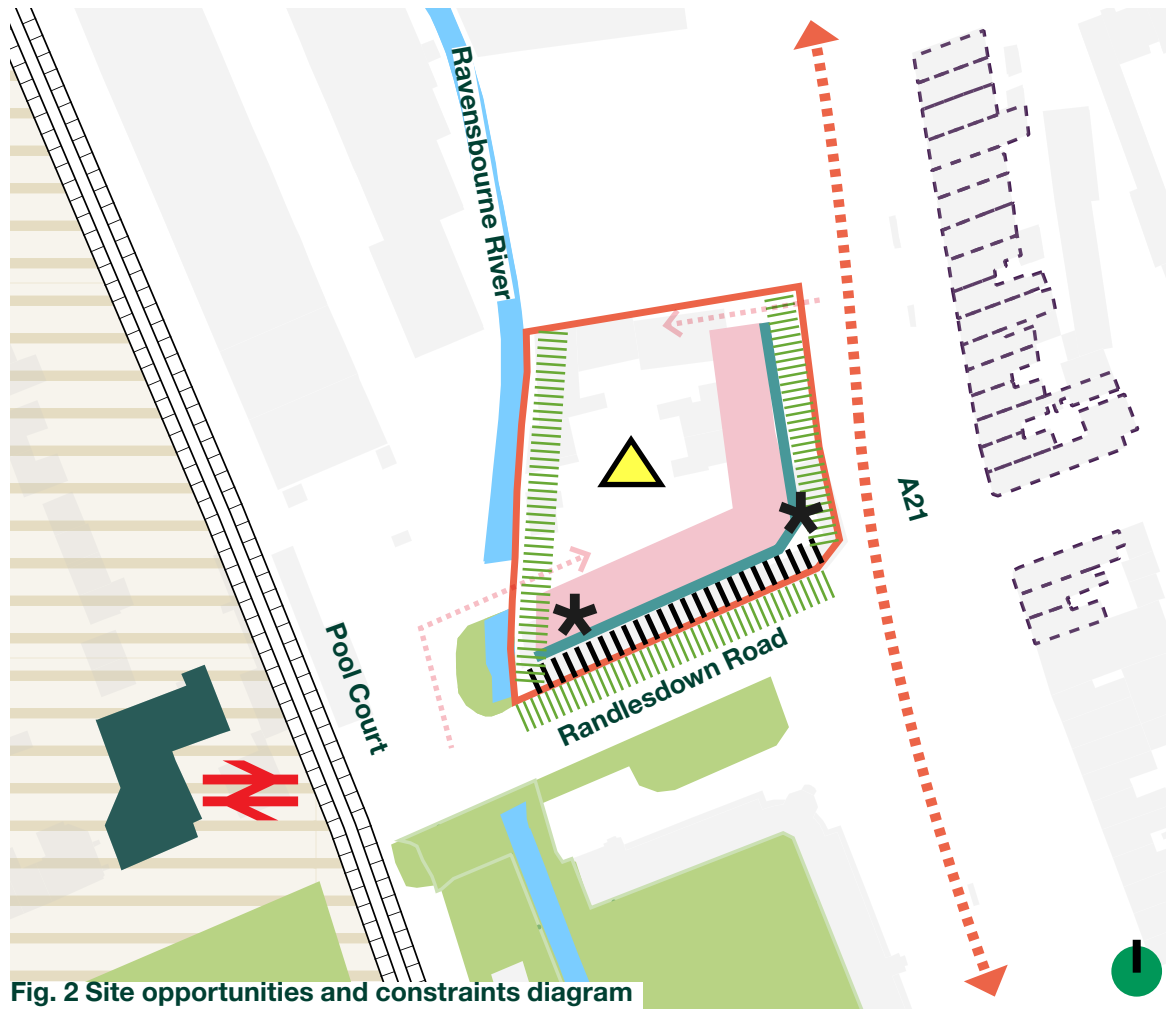


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs

- Promote sustainable modes of transport
- Support better air quality and create an exemplary healthy street at scale

- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets
- Celebrate a rhythm of pause and intensity

### KEY PRINCIPLES:

- Creating towpath along Ravensbourne River
- Retaining Strategic Industrial Location designation by intensifying its employment floorspace capacity and providing a mixture of commercial frontage along the road
- Add greenery to enhance biodiversity along the river and green London Squares (linear pocket-parks) edge along A21

Other key principles in addition to those provided above may be identified through pre-applications and more detailed design for this site.

### KEY

#### Links

- > Potential access route to service Class E units
- ←--> New cycle connection

#### Frontage

- New frontage
- |||| Need for green buffer to adjacent noise/pollution source
- |||| Sensitive edge

#### Development Context

- New Class E and Class F uses fronting onto A21
- \* Potential for height along Randlesdown Road
- ▲ Contaminated site as a result of current car garage use
- Site boundary

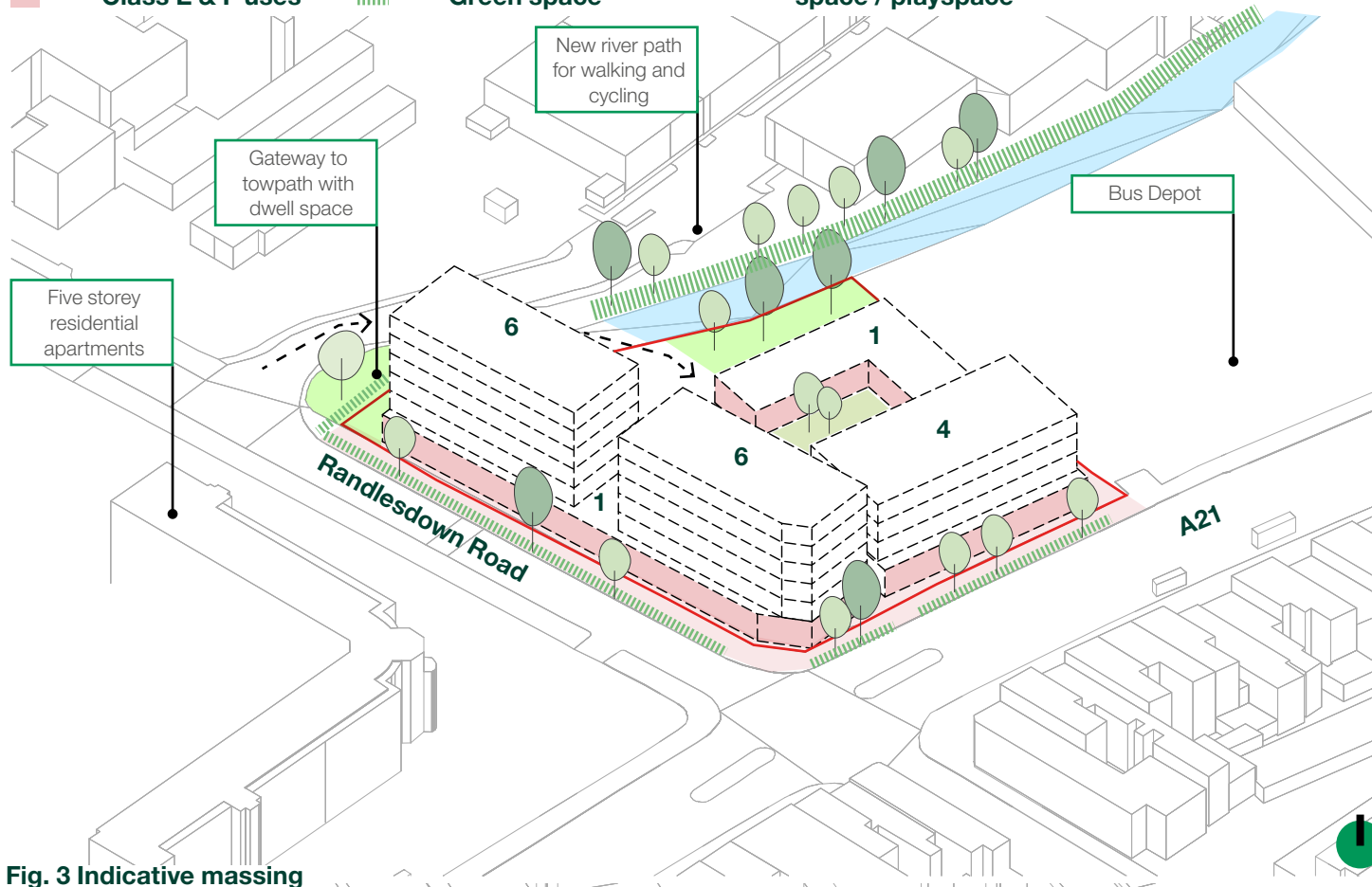
# Potential Development Sites: Bellingham Character Area

## Site 10 - Land at Randlesdown Road

### Capacity study

#### Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access

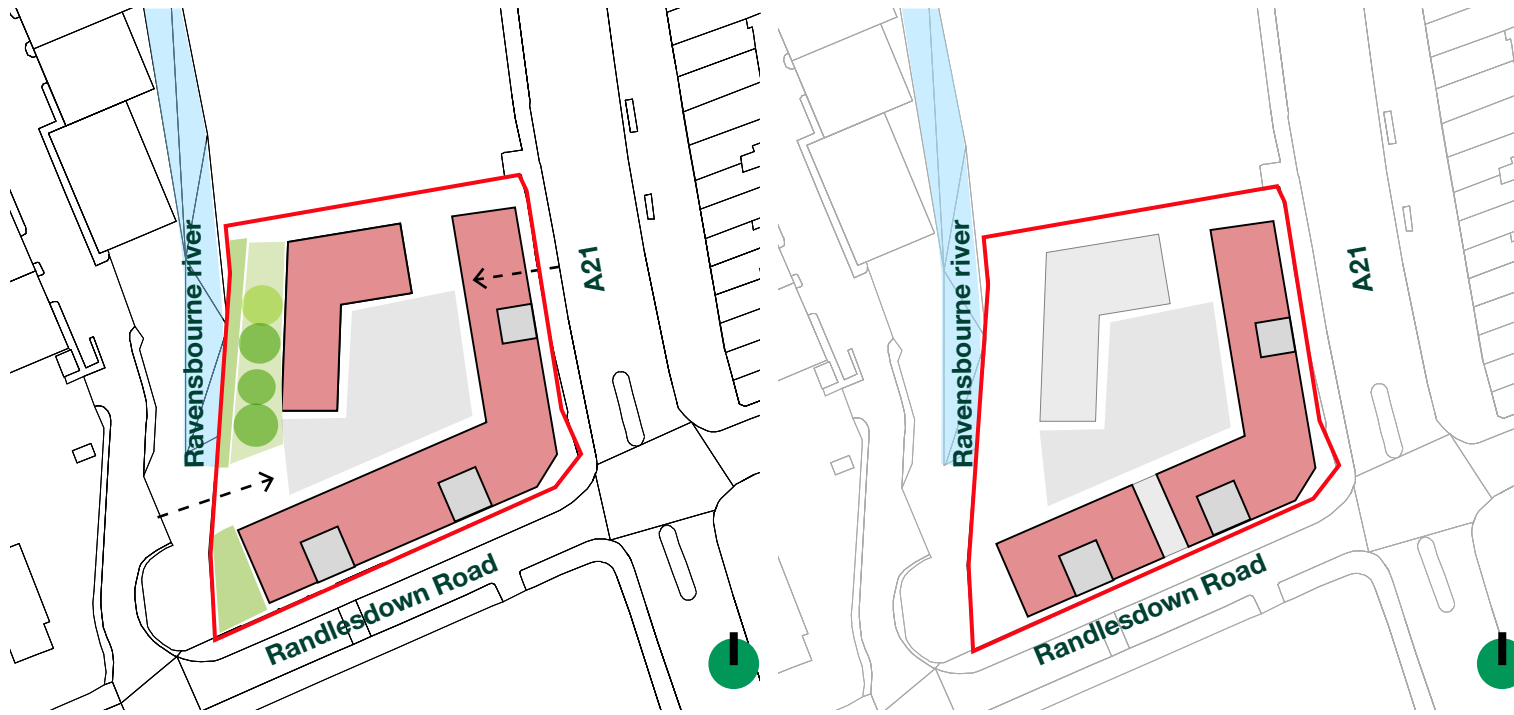


# Potential Development Sites: Bellingham Character Area

## Site 10 - Land at Randlesdown Road

### Capacity study

- Key:**
- Non-resi uses
  - Forecourt
  - Public green space
  - Amenity space
  - Service access



Ground floor plan

Typical floor plan

# Potential Development Sites: Southend Character Area

Site 11 - Catford Police Station

Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham South Area Site allocation 14
Ownership	Public
Site area	0.32ha
PTAL	3-4
Indicative capacity	39 residential units 487m <sup>2</sup> non-residential floorspace
Planning designations and site considerations	Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area
Current use	Police Station
Character Area Framework	Southend Character Area Framework (from p. 52)

# Potential Development Sites: Southend Character Area

## Site 11 - Catford Police Station

### Capacity study

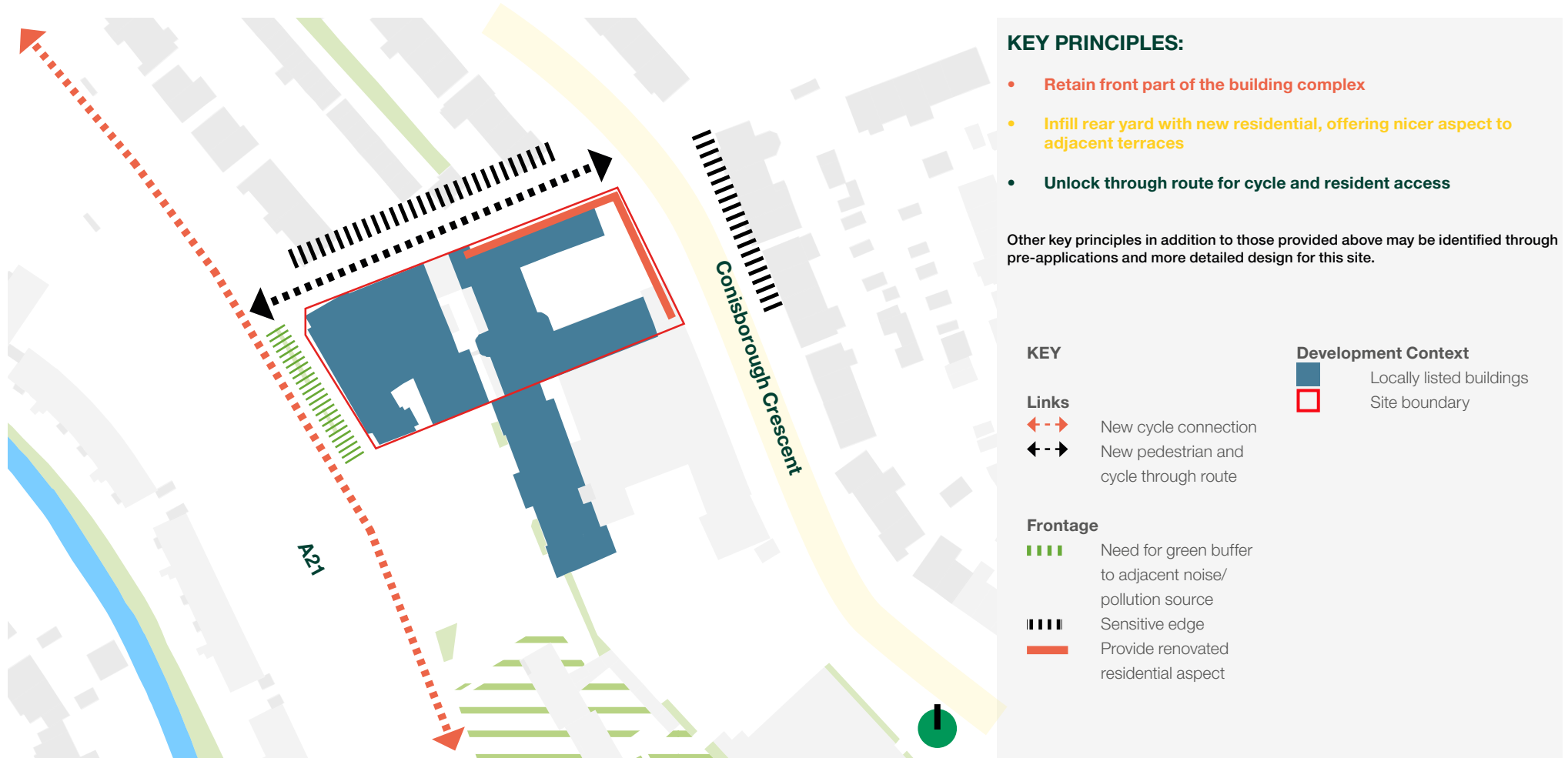


Fig. 2 Site opportunities and constraints diagram

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Celebrate a rhythm of pause and intensity

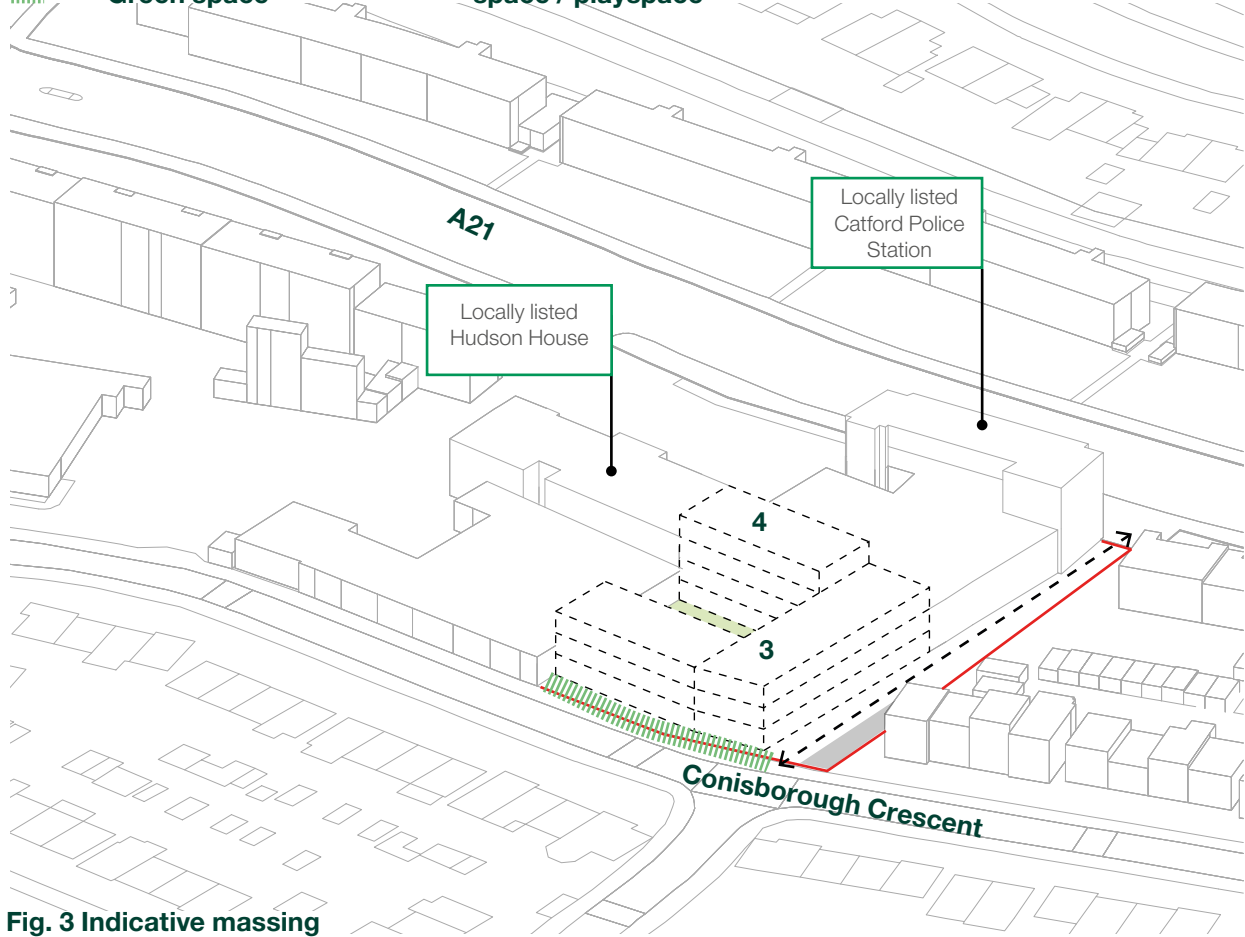
# Potential Development Sites: Southend Character Area

## Site 11 - Catford Police Station

### Capacity study

**Key:**

- Disabled parking
- Communal amenity space / playspace
- Service access
- Green space



**Fig. 3 Indicative massing**

**Relevant precedents**



**Fig. 4 Contemporary terrace design, Dujardin Mews, Enfield, London EN3 4FJ**



**Fig. 5 Contemporary terraces with upper floor outdoor space, Cartwright Mews, Charlton, London SE7 8FJ**

# Potential Development Sites: Southend Character Area

## Site 11 - Catford Police Station

### Capacity study

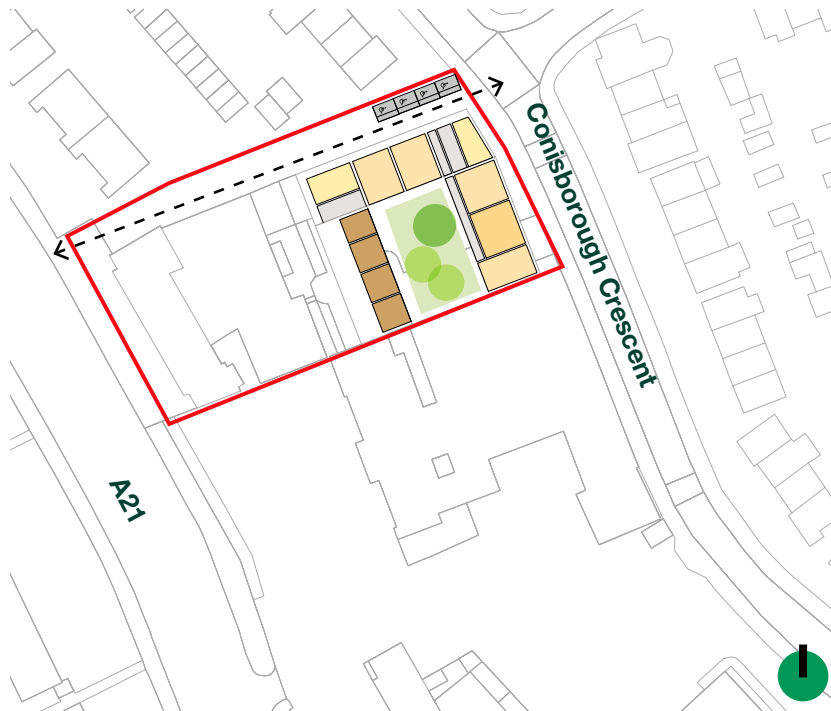


Fig 6. Typical floor plan

Site capacity table

Unit Type	Number of units	% of total
1B1P	2	8%
1B2P	4	17%
2B3P	1	4%
2B4P	1	4%
3B5P	13	54%
3B6P	3	13%
<b>Total</b>	<b>24</b>	
<b>Added housing density</b>		<b>75 u/ha</b>



# Potential Development Sites: Southend Character Area

## Site 12 - Hudson House

### Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Public
Site area	0.418ha
PTAL	3
Indicative capacity	N/A
Planning designations and site considerations	Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area
Current use	Office and light industrial
Character Area Framework	Southend Character Area Framework (from p. 52)

# Potential Development Sites: Southend Character Area

## Site 12 - Hudson House

### Capacity study

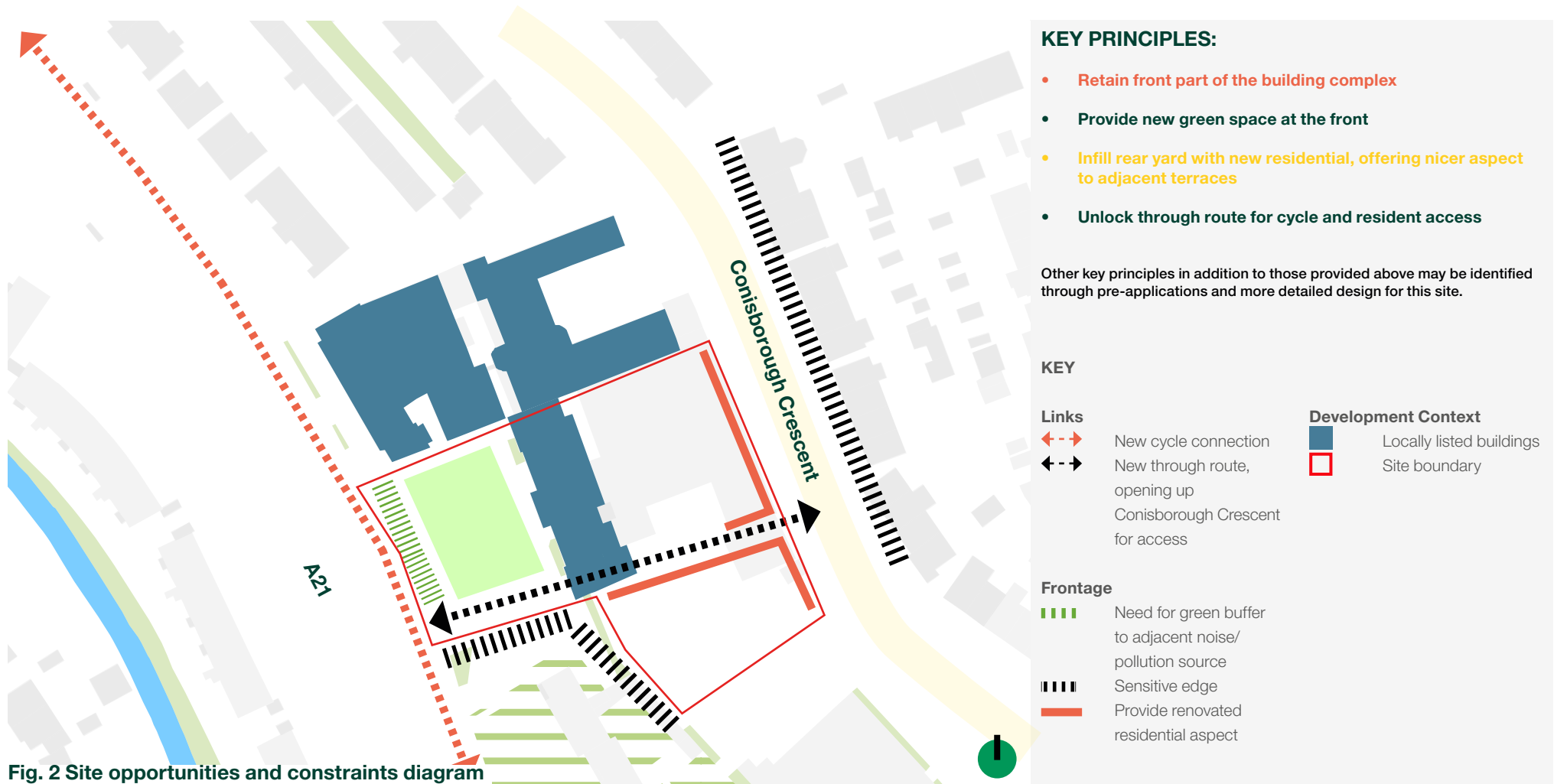


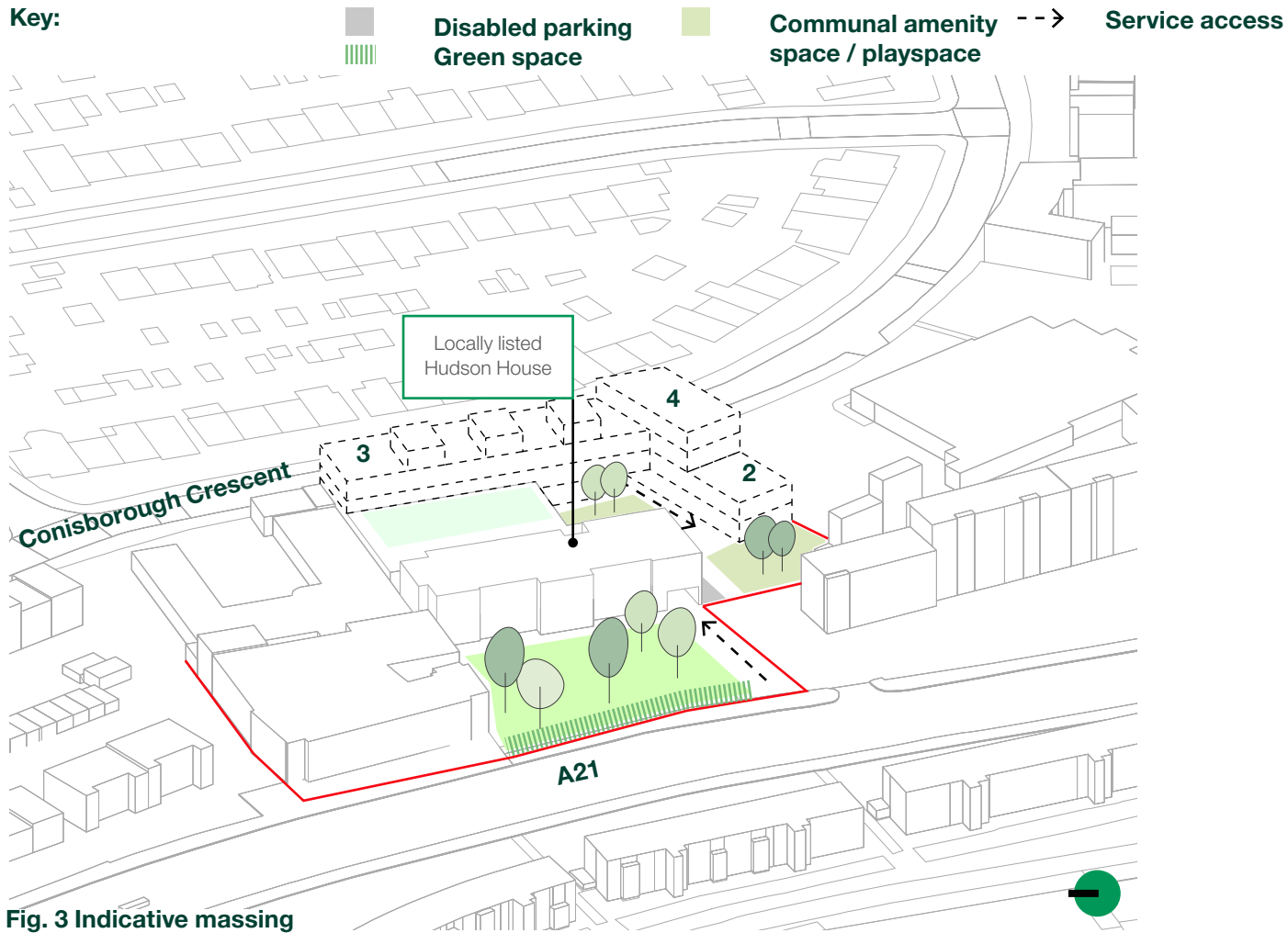
Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets
- Celebrate a rhythm of pause and intensity

# Potential Development Sites: Southend Character Area

## Site 12 - Hudson House

### Capacity study



### Relevant precedents



Fig 4. Communal green space at proposed Alton Estate masterplan, Wandsworth, London SW15 4PS



Fig 5. Contemporary townhouse design Lord Graham Mews, London, N18 2SL

# Potential Development Sites: Southend Character Area

## Site 12 - Hudson House

### Capacity study

**Key:**









	1Bed 1Person		2Bed 4 Persons		Class E & F uses Forecourt Public green space		Amenity space
	1Bed 2 Persons		3Bed 4 Persons				Disabled parking
	2Bed 3 Persons		3Bed 5 Persons				Service access



Fig 6. Typical floor plan

### Site capacity table

Unit Type	Number of units	% of total
1B2P	3	13%
2B4P	8	33%
3B5P	7	29%
3B6P	6	25%
<b>Total</b>	<b>24</b>	
<b>Added housing density</b>		<b>57 u/ha</b>

# Potential Development Sites: Southend Character Area

## Site 13 - Car Showroom

### Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Private
Site area	0.215ha
PTAL	3
Indicative capacity	N/A
Planning designations and site considerations	Adjacent to The Green Man - cultural venue with cafe and community program
Current use	Car showroom
Character Area Framework	Southend Character Area Framework (from p. 52)

# Potential Development Sites: Southend Character Area

## Site 13 - Car Showroom

### Capacity study

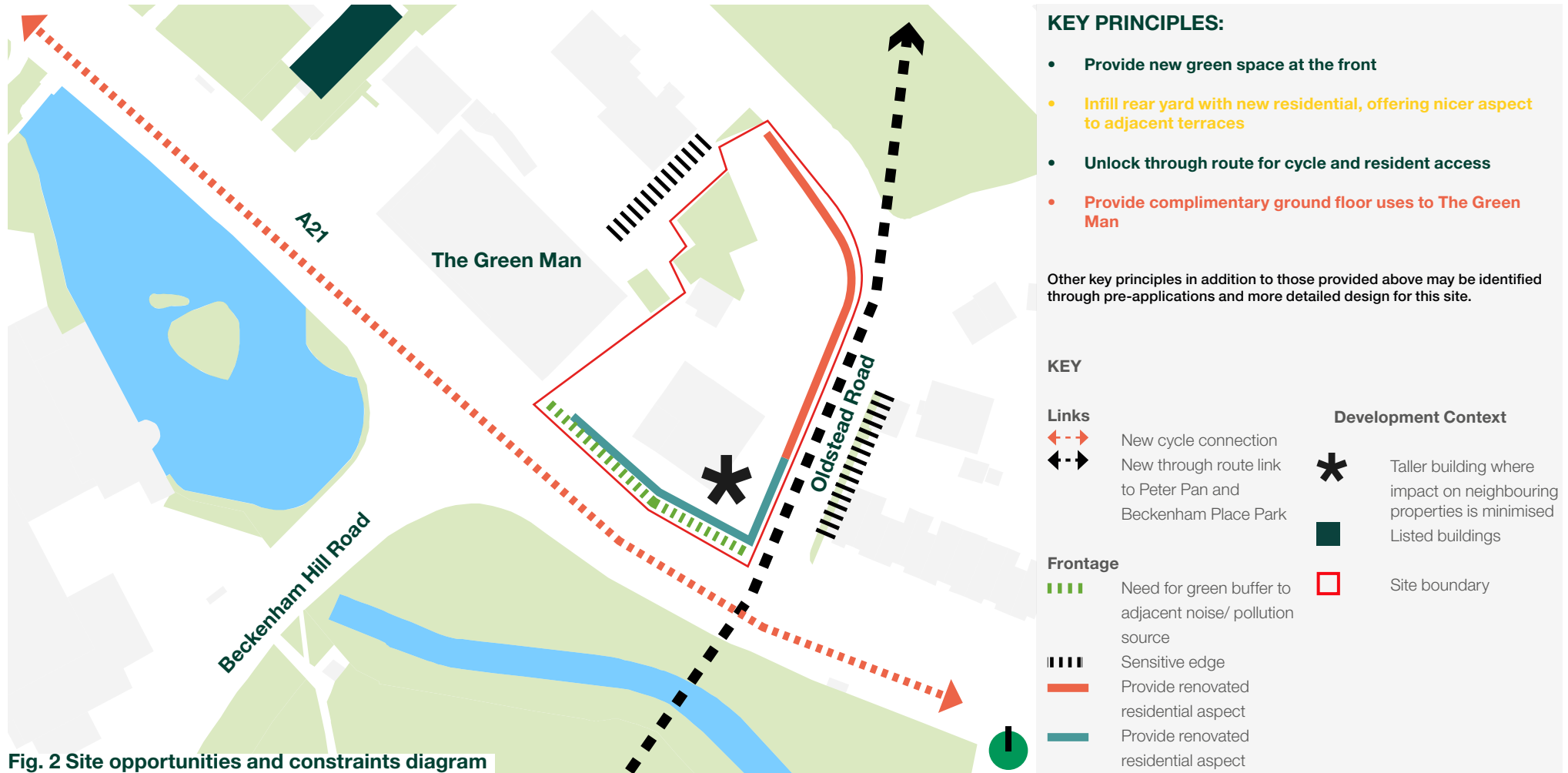


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets
- Celebrate a rhythm of pause and intensity

# Potential Development Sites: Southend Character Area

## Site 13 - Car Showroom Capacity study

### Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- Service access

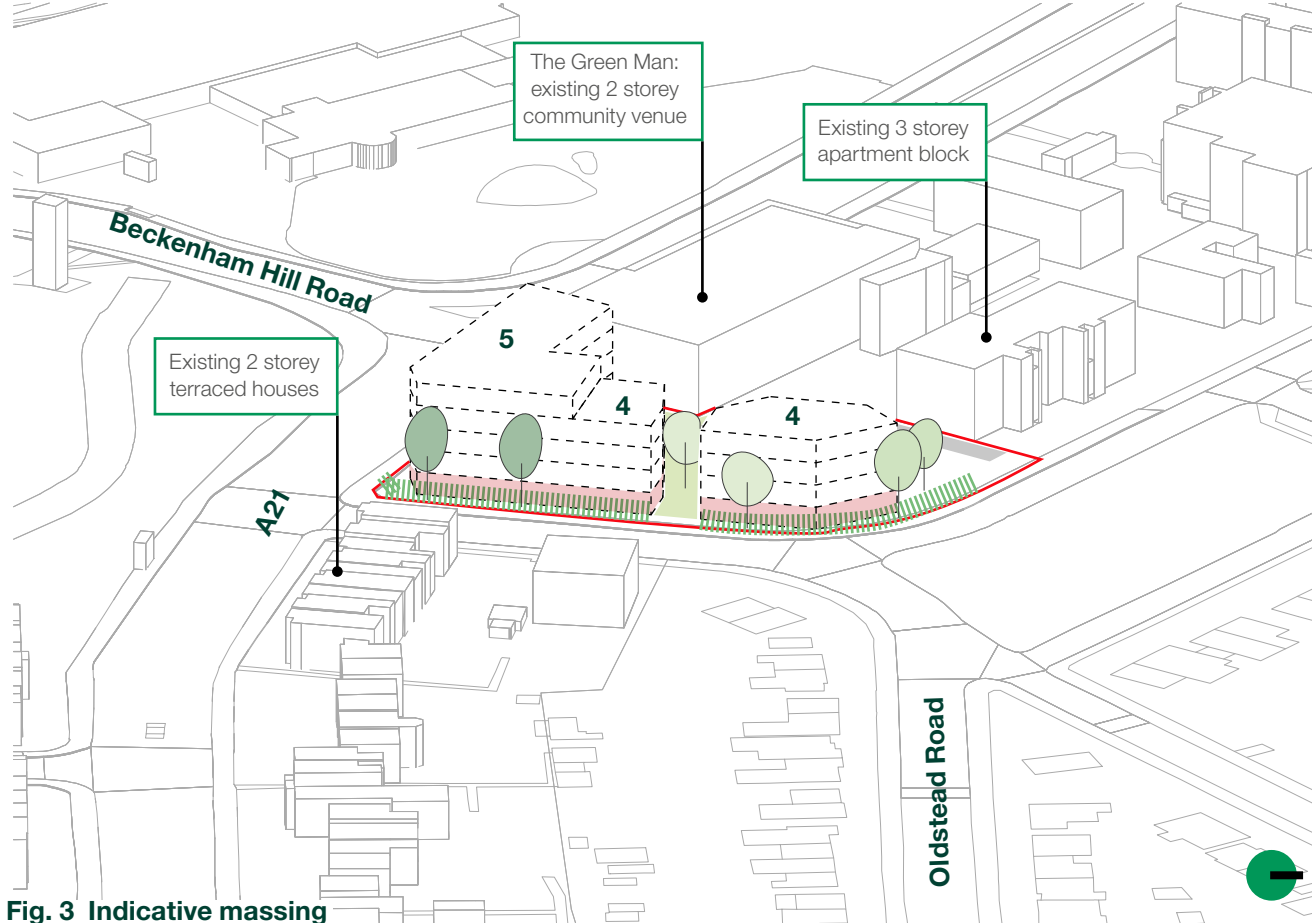


Fig. 3 Indicative massing

### Relevant precedents



Fig. 4 Commercial units with residential set-back from the street at Wick Lane, Bow, London E3 2JG











Fig 5. Landmark corner block at Kings Crescent, Hackney, London N4 2XD

# Potential Development Sites: Southend Character Area

## Site 13 - Car Showroom, Southend Capacity study

**Key:**

	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access

Site capacity table

Unit Type	Number of units	% of total
1B2P	16	33%
2B3P	2	4%
2B4P	20	41%
3B5P	4	8%
3B6P	3	6%
4B6P	1	2%
Class E & F units	3	6%
<b>Total</b>	<b>49</b>	
<b>Housing density</b>		<b>213 u/ha</b>



Fig 6. Ground floor plan

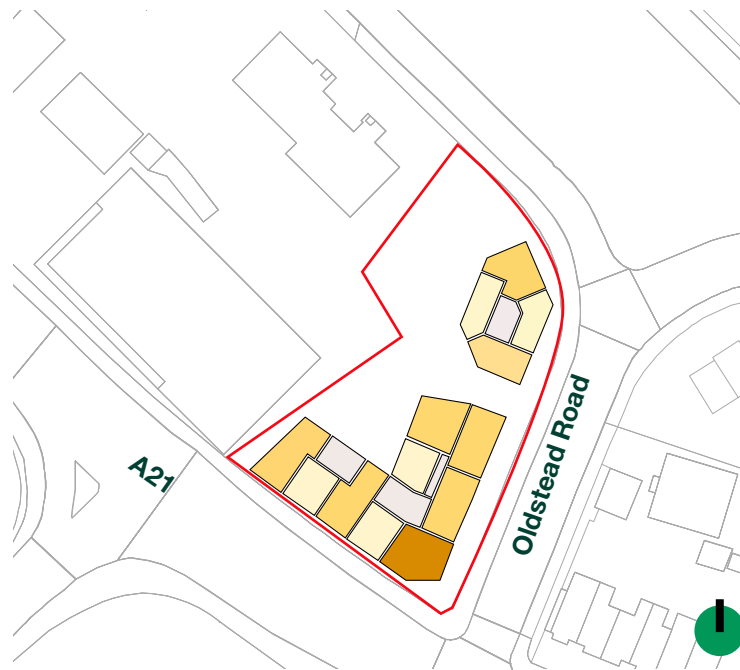


Fig 7. Typical upper floor plan



# Potential Development Sites: Downham Character Area

Site 14 - BP garage  
Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	--
Site area	0.24ha
PTAL	2-3
Indicative capacity	N/A
Planning designations and site considerations	Adjacent to residential and retail parade uses, close to Woodland Walk gateway
Current use	Petrol station
Character Area Framework	See Downham Area Framework (from p. 55)

# Potential Development Sites: Downham Character Area

Site 14 - BP garage  
Capacity study

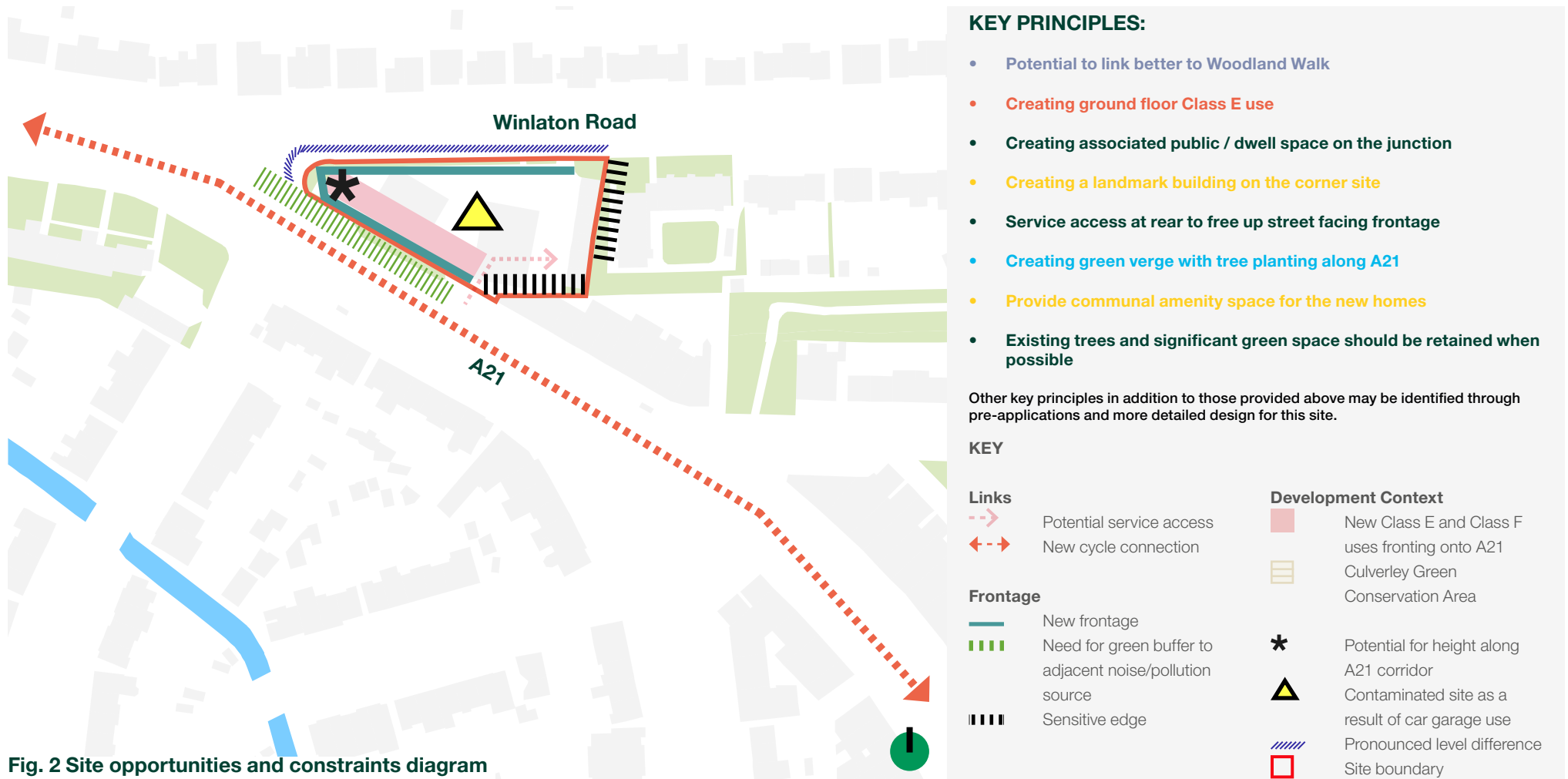


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

# Potential Development Sites: Downham Character Area

Site 14 - BP garage  
Capacity study

Key:

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- > Service access

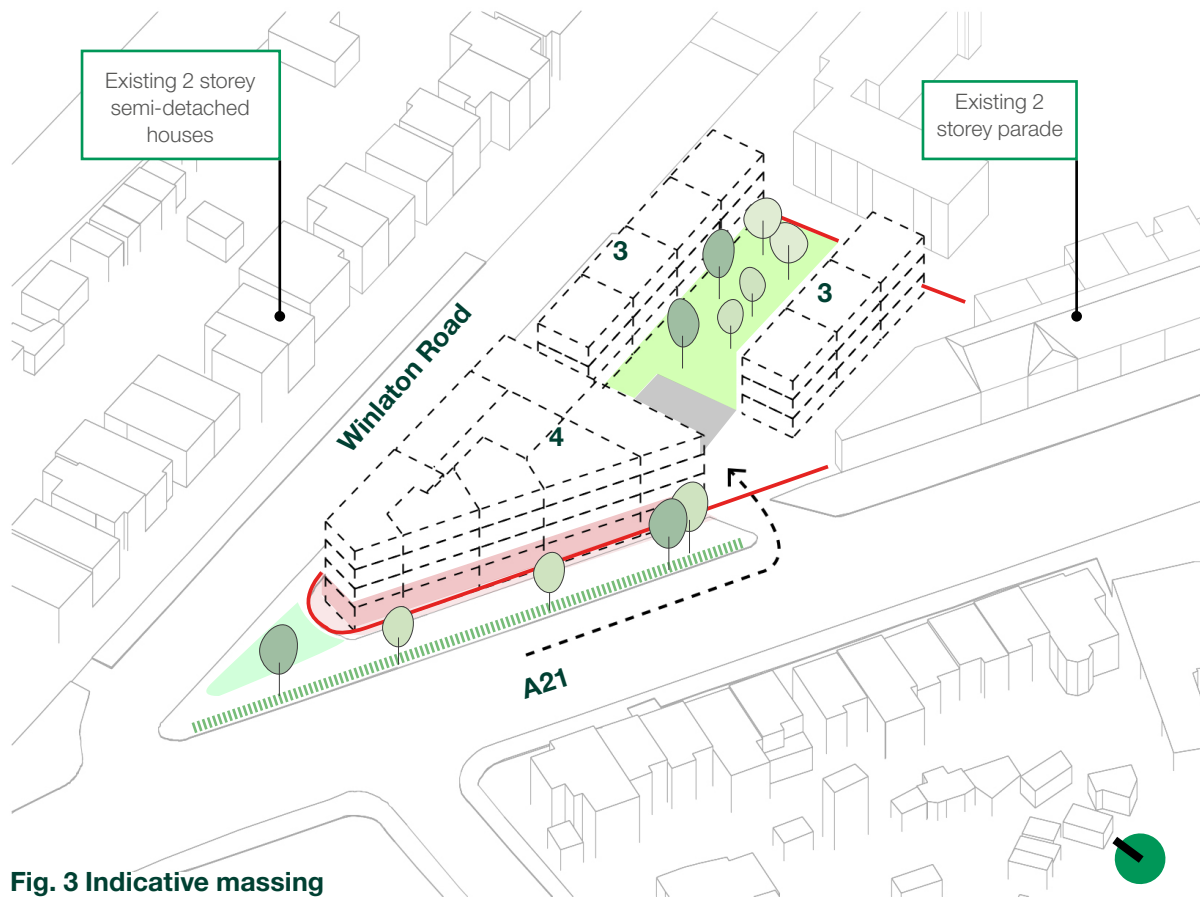


Fig. 3 Indicative massing

## Historical site images

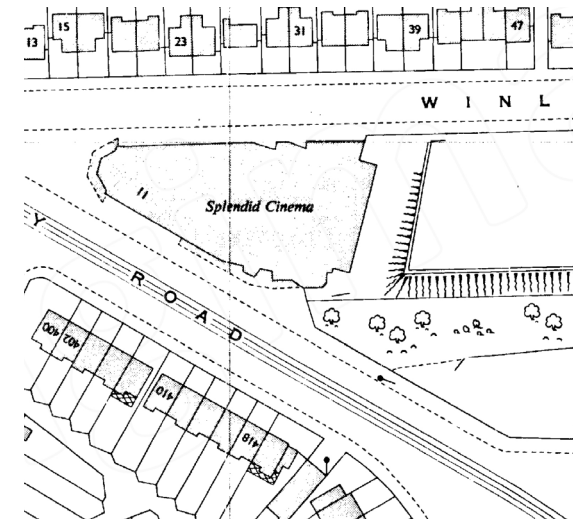


Fig. 4 Former building on the site - Splendid Cinema built in 1930 and demolished in 1958. View from Bromley Road (top) and plan (bottom)

# Potential Development Sites: Downham Character Area

Site 14 - BP garage  
Capacity study

**Key:**










	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access



Fig. 5 Ground floor plan



Fig. 6 Typical upper floor plan

## Site capacity table

Unit Type	Number of units	% of total
1B2P	3	10%
2B3P	6	19%
2B4P	3	10%
3B4P	6	19%
3B5P	3	10%
4B6P	7	23%
Class E & F units	3	10%
<b>Total</b>	<b>31</b>	
<b>Housing density</b>		<b>116 u/ha</b>

### Assumptions:

- Ground floor commercial space provision to compliment adjacent local retail parade

# Potential Development Sites: Downham Character Area

## Site 15 - Beadles Garage

### Capacity study



Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham South Area Site allocation 12
Ownership	Private
Site area	0.33ha
PTAL	2
Indicative capacity	22 residential units; 277m <sup>2</sup> non-residential floorspace
Planning designations and site considerations	Adjacent to Site of Importance for Nature Conservation, adjacent to Public Open Space, Critical Drainage Area
Current use	Car showroom / MOT
Character Area Framework	See Downham Area Framework (from p. 55)

# Potential Development Sites: Downham Character Area

## Site 15 - Beadles Garage

### Capacity study

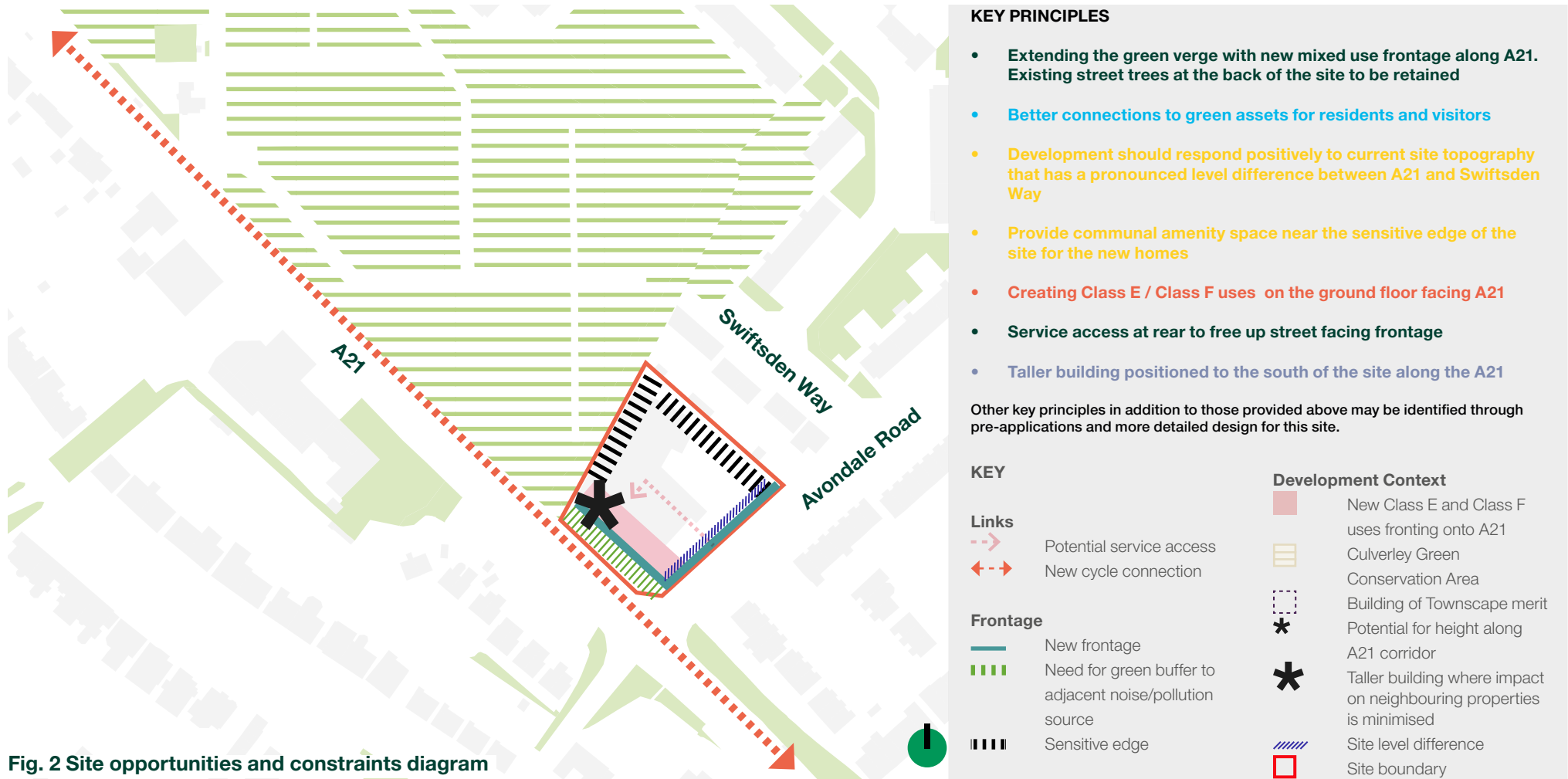


Fig. 2 Site opportunities and constraints diagram

- Maximise the delivery of new homes to meet the Borough's identified need
- Strengthen the distinctiveness of local centres, enhance the historic environment and meet local employment and infrastructure needs
- Promote sustainable modes of transport  
Support better air quality and create an exemplary healthy street at scale
- Increase tree planting and improve the condition of and access to the River Ravensbourne and other natural assets  
Celebrate a rhythm of pause and intensity

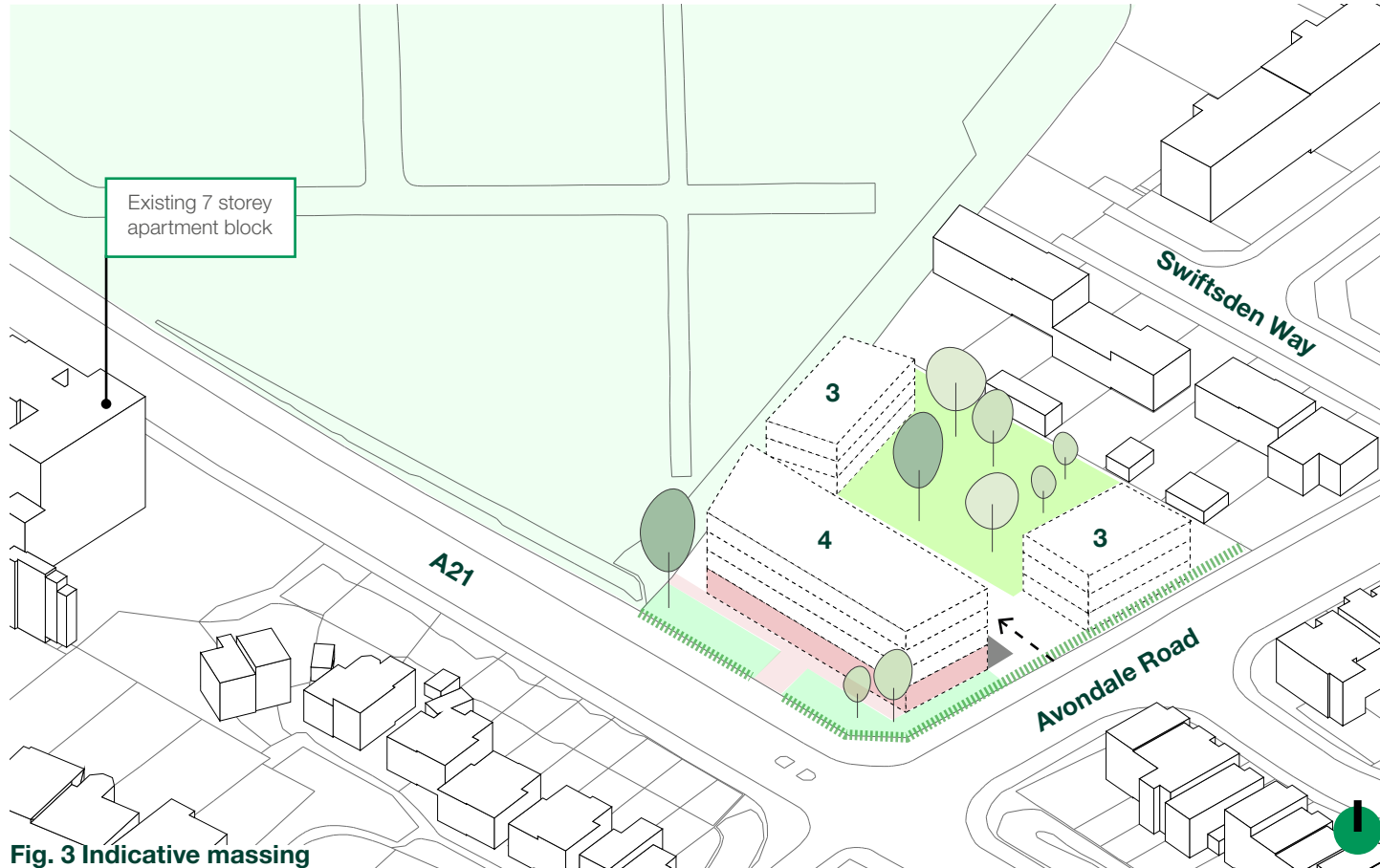
# Potential Development Sites: Downham Character Area

## Site 15 - Beadles Garage

### Capacity study

**Key:**

- Disabled parking
- Class E & F uses
- Forecourt
- Green space
- Communal amenity space / playspace
- > Service access



**Fig. 3 Indicative massing**

**Relevant precedents**



**Fig. 4 Block arrangement around greenery, Belle Vue, Hampstead, London NW3 2AD**











**Fig. 5 Contemporary terrace with varied roofline and materiality at St Chad's, Tilbury, Thurrock RM18 7AY**

# Potential Development Sites: Downham Character Area

## Site 15 - Beadles Garage

### Capacity study

**Key:**

	1Bed 1Person		2Bed 4 Persons		Class E & F uses		Amenity space
	1Bed 2 Persons		3Bed 4 Persons		Forecourt		Disabled parking
	2Bed 3 Persons		3Bed 5 Persons		Public green space		Service access

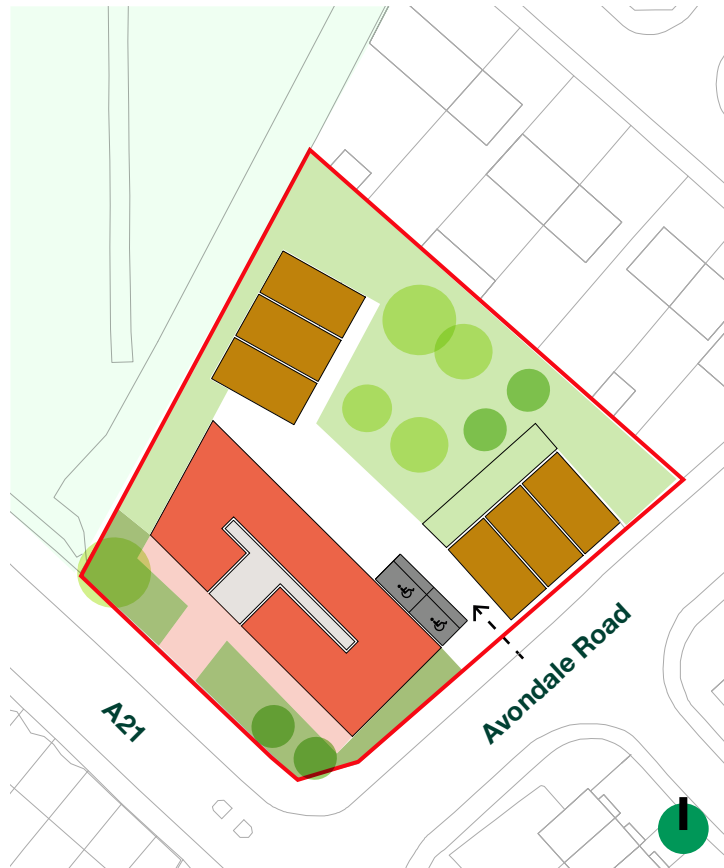


Fig. 6 Ground floor plan

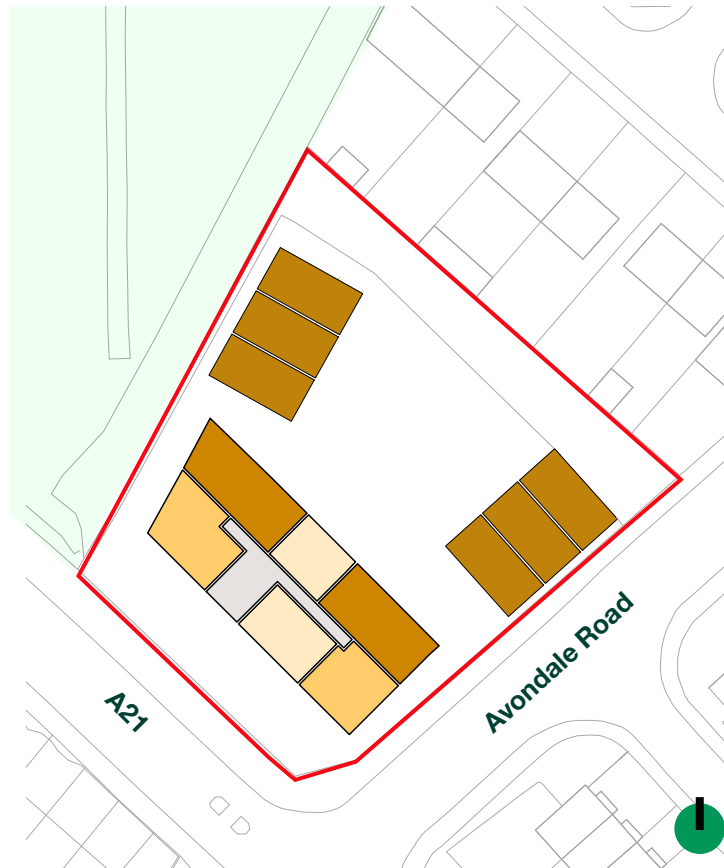


Fig. 7 Typical upper floor plan

### Site capacity table

Unit Type	Number of units	% of total
1B2P	6	24%
2B4P	6	24%
3B5P	12	48%
Class E & F units	1	4%
<b>Total</b>	<b>25</b>	
<b>Housing density</b>		<b>73 u/ha</b>

### Assumptions

- Ground floor commercial space provision



# Appendices

# Appendix 1:

## Emerging Transport Strategy

### Introduction

- 6.1 The emerging transport strategy comprises initial suggestions to enhance transport facilities along the A21 to improve sustainable travel.
- 6.2 The emerging transport strategy has been developed by Heyne Tillet Steele.
- 6.3 The A21 forms part of the Transport for London Road Network (TLRN) and as such TfL is the landowner, highway, traffic, signalling and public transport planning authority for the corridor. It has an important role in the management of traffic through Lewisham and for London overall.
- 6.4 The emerging transport strategy has been developed with regard to TfLs 'Healthy Streets for London' approach and planning applications for all new development will be expected to demonstrate how the London Plan Healthy Streets Approach and Toolkit Indicators have been considered and applied to their proposals.
- 6.5 The transport proposals are at an early design stage and require further investigation and consideration to determine if they can be taken forward.
- 6.6 This will involve collaborative working between TfL and the London Borough of Lewisham. There may be other transport priorities that take precedence over the concept proposals provided in the document in the future, which will be dependent on future broader movement strategies and transport hierarchy.
- 6.7 Buses play an important movement role along this corridor and the need to accommodate freight movements and the challenge of integrating cycling and bus infrastructure are recognised.
- 6.8 When transport and public realm proposals are developed for the A21 they must adhere to all relevant guidance and best practice and seek to improve the comfort and safety of pedestrians, cyclists and bus passengers alongside the reliability of bus services and the opportunity for the network to adapt to change.
- 6.9 Transport proposals should conform with the Mayor's Transport Strategy objectives including Good Growth and Vision Zero and follow TfL guidance including Streetscape Guidance, London Cycling Design Standards and Accessible Bus Stops. They will also need to balance competing demands for roadspace.
- 6.10 Consideration of the impacts on travel patterns of the potential delivery of an extension to the Bakerloo Underground Line should be part of the development of proposals along the A21. This should include consideration of both potential phases of the Bakerloo Line extension – Phase 1 (Elephant and Castle to Lewisham Station) and Phase 2 (Lewisham Station to Hayes and Beckenham).
- 6.11 Catford Bus Station that lies within the Bellingham Character Area Framework will remain in operational use and is expected to be upgraded to incorporate charging for electric buses. Any adjacent sites to the Catford Bus Garage should apply the 'agent of change' principle and mitigate against any noise, vibration or air quality impacts from the bus garage.
- 6.12 All proposals would need an Equalities Impact Assessment carried out during the design process.

# Emerging Transport Strategy

## 6.13 The A21 Today

Summary of Baseline A21 Development Framework Baseline Study

- The A21 is an arterial route with ‘fast’ corridor perception.
- It is characterised by inconsistent road engineering; median raised strips or discrete islands without drop kerbs, guard rails at some junctions and not others
- It provides an important bus corridor between Bromely and Lewisham Central, and beyond
- For much of its length the A21 has generous carriageways 12-15m wide
- Cycle infrastructure is limited, intermittent and poorly defined
- The A21 generates moderate pedestrian severance in the area because of the high volume of traffic that uses the road and its wide width and is a barrier to east-west movement
- A series of six rail stations reinforce the movement corridor – station entries and exits show that stations are under-utilised further south
- The PTAL forecast shows higher PTALs of 5 and 6 in Catford town Centre and Lewisham Centre, ranges 3-4 elsewhere along the route but drops off significantly at Downham. Additionally the 2031 forecast doesn’t account for the Bakerloo Line Extension
- There are accident spots in Catford and Lewisham centres, with some additional junctions with vulnerable road users



Image 1 – Vehicle Flows



Image 2 – A21 Severance

# Emerging Transport Strategy



Image 3 – Station Entries

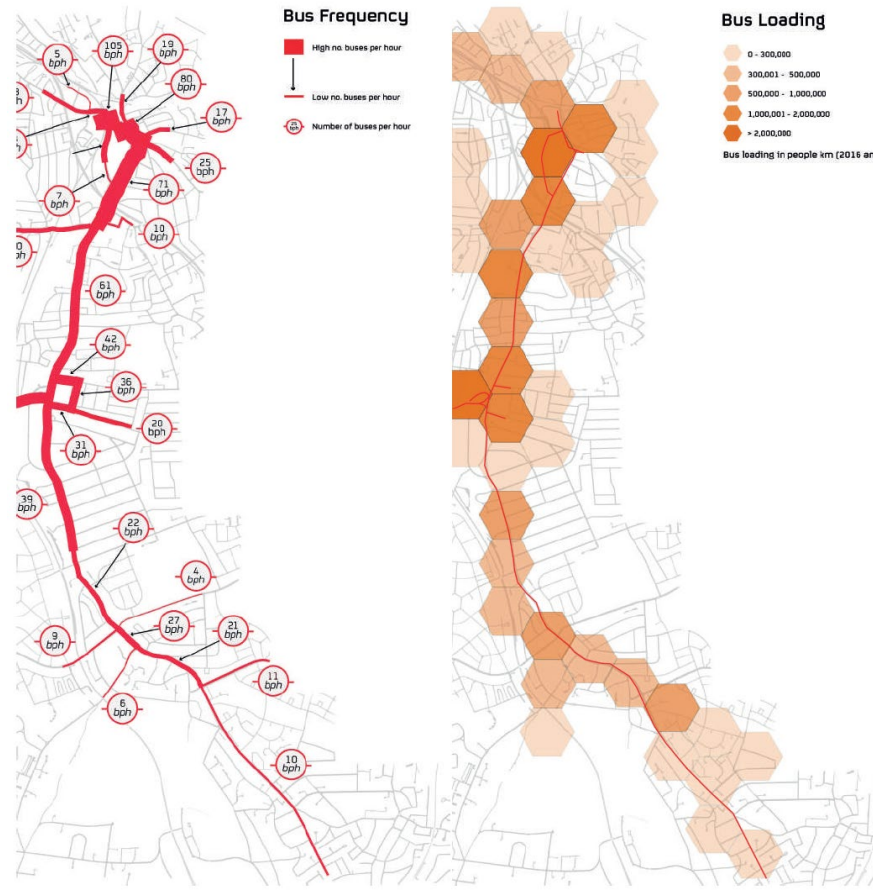


Image 4 – A21 Bus Patronage



Image 5 – Accidents

# Emerging Transport Strategy

## 6.14 Opportunities

- Carriageways are wide to accommodate cycle infrastructure
- Opportunity to extend further existing bus priority measures
- There are not many parking spaces along the A21.
- Potential to reinforce existing network of cycle routes and develop segregated routes on the A21
- Potential to further implement Low-Traffic Neighbourhoods
- Explore the reduction of the speed limit to 20mph between Catford Town Centre and Lewisham Town Centre
- Opportunity to explore a reduction of the speed limit to 20mph from Lewisham to Catford further to this being trialled under a temporary traffic order in 2020 as part of the London Streetspace programme.
- Opportunity to explore the provision of permanent cycle lane along the A21 further to a temporary lane being trialled in 2020 as part of the London Streetspace programme.

## 6.15 Constraints

- The A21 is a TfL managed route
- Off-street forecourt parking with footway crossovers is prevalent for much of the A21
- The designated London Squares constrain widths within Rushey Green
- Moreover the street width along the

A21 is more or less fixed, requiring a balanced re-allocation of space to accommodate bus priority, cycle infrastructure, planting

- Parking in neighbourhood centres can be perceived to be key to supporting economic activity

## 6.16 Area Wide Guidance Transport Strategies

### Cycling Strategies

- The principle of move fast / move slow; whereby the A21 provides a segregated fast and direct route, and parallel quietways provide slower routes between local amenities and open space
- A consistent language of cycle infrastructure should be implemented which is continuous and legible throughout the area
- Reinforce a good provision of secondary cycle routes in the area with increased wayfinding, priority junctions, and cycle filters
- Further implementation of low traffic neighbourhoods, building on the lessons learnt with Lewisham and Lee Green LTN
- Cycle hubs should be implemented within local centres which provide secure and dry parking, with cycle hire and ancillary facilities such as tools, pumps, vending machines of parts, and live travel information for onward journeys at stations

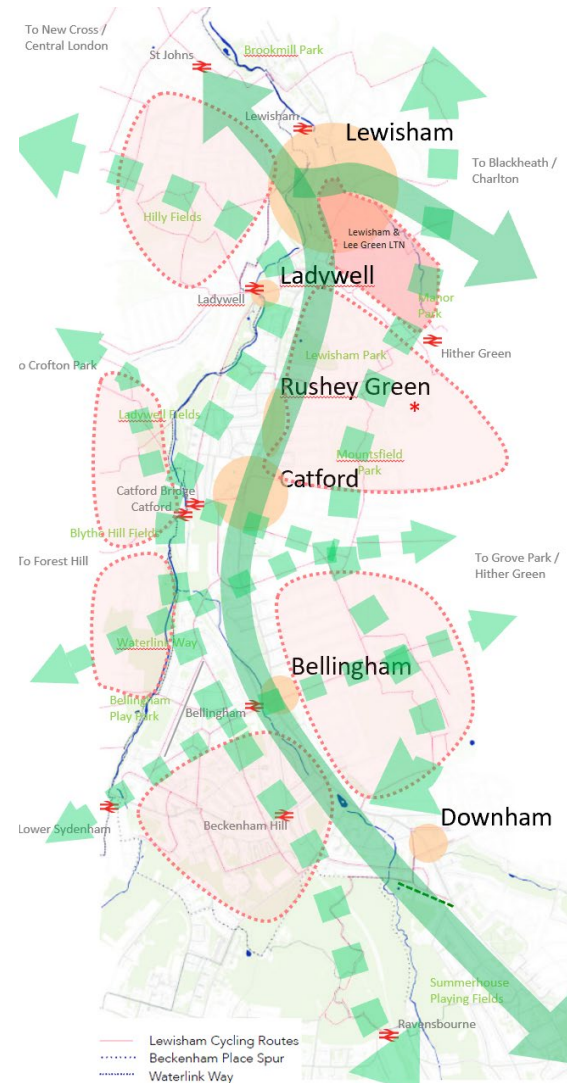


Image 6 – Proposed Cycle Strategy

# Emerging Transport Strategy

## 6.17 Character Areas

### Lewisham High Road / Molesworth Street

- Strategy to improve cycling facilities, pedestrian movements and increase public realm
- Central island and central reservation on Molesworth Street
- Two way signalled traffic and segregated cycle lanes in both directions
- Priority signal junction with bus and cycle green phases, improved pedestrian crossings on all arms
- Ghost turn lanes provided to facilitate all movement priority junctions exiting Endgate Street and Lewisham Shopping Centre



Image 7 - Lewisham High Road - Molesworth Street Junction



Image 8 - Lewisham Road - Molesworth Street Aerial

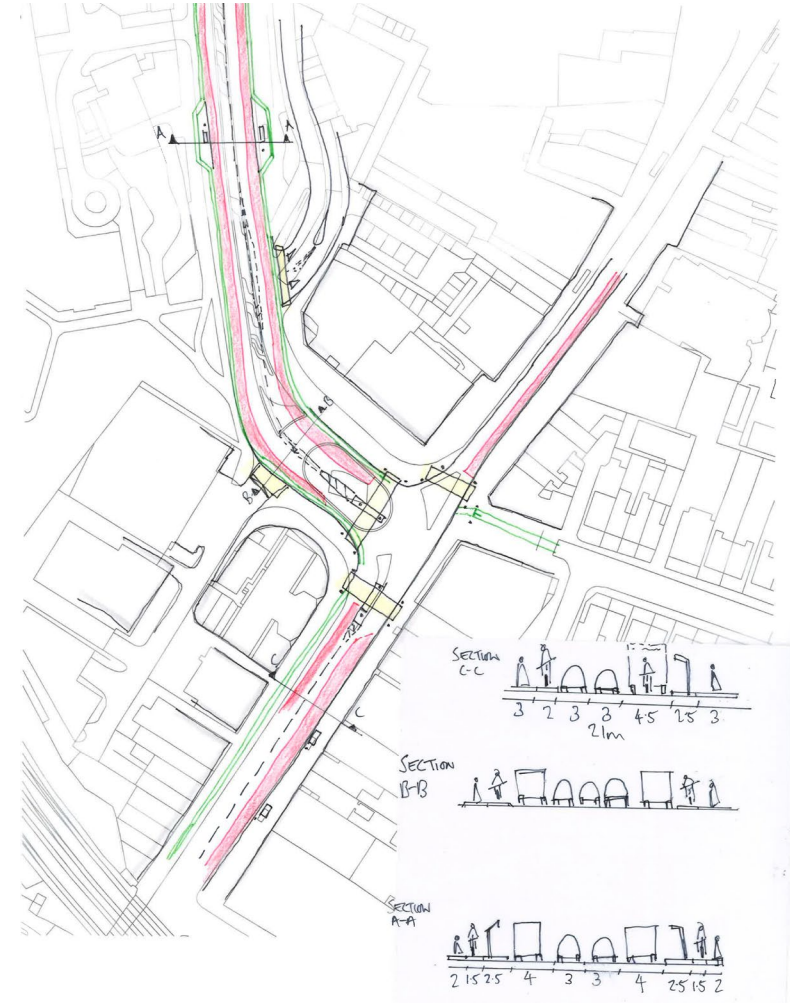


Image 9 - Molesworth Street-Lewisham High Road Junction

# Emerging Transport Strategy

## 6.18 Rushey Green

- Central ghost lane removed to facilitate cycle lanes within the main carriageway.
- Sub-base of cycle lane provides structural soil build-up for adjacent tree pits.
- Bus priority lanes are implemented leaving a single lane of general traffic.
- Cycle lanes bypass bus stops and loading bays
- Raised pedestrian crossings on A21 and continuous footways at side roads



Image 10 – Rushey Green Aerial



Image 11 – Rushey Green Street View



Image 12 - Bustop Bypass

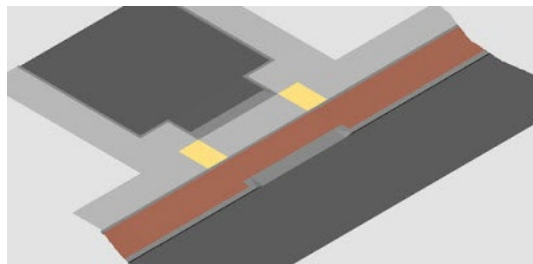


Image 13 - Side Road Entry Treatment (Ranty Highwayman)

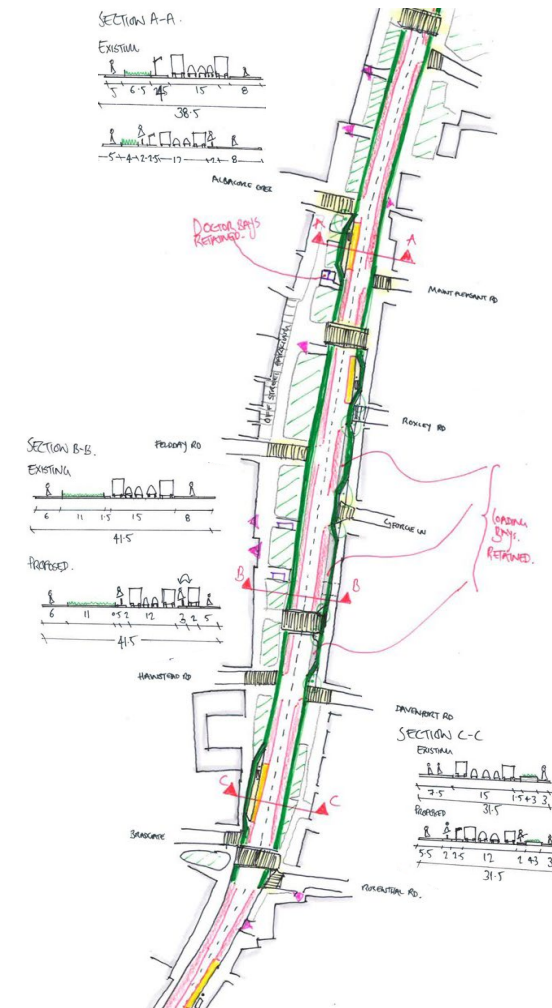


Image 14 - Proposed Rushey Green

# Emerging Transport Strategy

## 6.19 Bellingham

- Strategy is to slow all traffic to emphasise Bellingham as a local centre and increase social space.
- Carriageway narrowed to single lane traffic with bus laybys. Kerb build outs accommodate rainwater gardens, tree planters and integrated SuDs
- Kerb height lowered between gateway entries to facilitate easier pedestrian crossing.
- Street furniture and planting would prevent illegal forecourt parking south of Danby Road. North of Danby Road adjacent to 169-203, the existing condition would be retained; full kerb height, double red line or bus stop cage
- Catford Bus Garage (Stop BN) is proposed to be moved approximately 20m south to provide a narrowing effect to the carriageway
- Existing parking Red Route No Stopping Mon – Sat 7am – 7pm Except 10am-4pm 30min no return within 1 hour. Side roads accommodate unrestricted parking
- Proposed to minimise on-street parking to accommodate increased social space and street greening. Three bays retained to accommodate disabled parking and loading



Image 15 - Bellingham Streetview



Image 16 - Bellingham Aerial

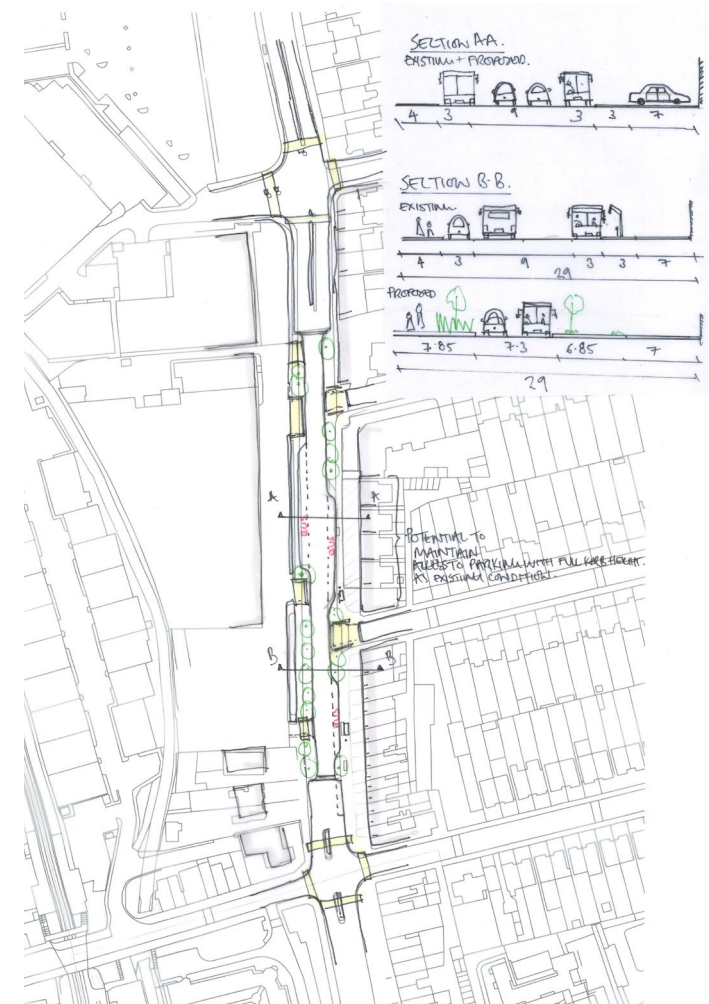


Image 17 - Proposed Bellingham



# Emerging Transport Strategy

## 6.20 Downham

- Strategy is to slow all traffic and increase social space to emphasise Downham as a local centre
- Two-way cycle lanes provided, and kerb build outs accommodate rainwater gardens and tree planting. Sub-base of cycle lane provides structural soil build-up for adjacent tree pits
- Raised pedestrian crossings, with junction of Downham Way tightened geometry with level pedestrian crossings. Western arm of junction to be closed from A21 other than cyclists, and pedestrianised
- Bus lane to be retained north of Downham Way.
- Existing parking Red Route No Stopping Mon – Sat 7am – 7pm Except 10am-4pm 30min no return within 1 hour. Side roads accommodate unrestricted parking
- Proposed to remove on-street parking on A21 to accommodate increased social space and street greening. Disabled and Loading Bays to be retained



Image 18 - Downham Streetview

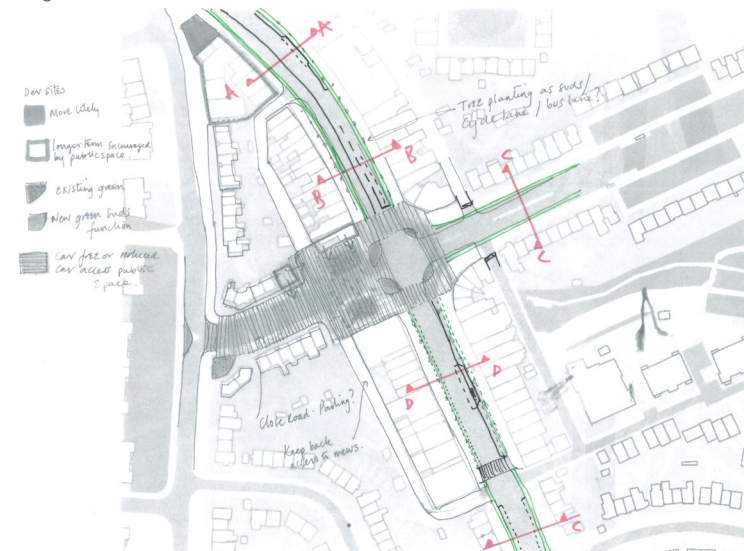


Image 19 - Proposed Downham



Image 20 - Downham Aerial

# Appendix 2: Good Practice Examples

## Support better air quality and create an exemplary healthy street at scale



### DELIVERING NEW GREEN OPEN SPACES AND GREEN SPINE

#### How to deliver this principle:

- Encourage London Squares\* (linear pocket-parks) approach within new developments and existing locations
- Establish de-paving interventions to improve the environment and mitigate against climate change
- Reduced car parking to break-up linear wall of cars with new green pockets
- Provide collated strips of rain gardens with softer surfaces, tree planting and seating at intervals along the A21 route
- Introduce towpaths along Ravensbourne River

#### Key locations implement:

Along A21, within new development sites and along the Ravensbourne River

#### Precedent: Dalston Curve Garden

**Application:** Informal activity and dwell space where budget is limited



### PROMOTE SUSTAINABLE TRANSPORT

#### How to deliver this principle:

- Prevent 'rat run' around residential areas
- Discourage the most polluting vehicles from entering high footfall areas
- Introduce a network of low traffic green streets with tree planting and SuDS and more space for pedestrian and cycle movement
- Improving the public transport offer to reduce car dominance
- Mitigate traffic noise emissions through noise reducing road surfaces and/or speed limits

#### Key locations implement:

Along A21 and ensure new development proposals are car free where possible

#### Precedent: Birmingham and Shoreditch Clean Air Zone (CAZ)

**Application:** Promote sustainable transport in an around town centres

## Promote sustainable modes of transport



### IMPROVE OR INTRODUCE CYCLING AND WALKING CONNECTIONS

#### How to deliver this principle:

- Position new cycle stands near commercial parades
- Provide cycle lanes on each side of A21 corridor
- Include low maintenance 'rain garden' buffers with native species to attenuate storm water
- Prevent forecourt parking
- Introduce wayfinding to improve legibility
- Provide additional, safe crossing points where possible

#### Key locations implement:

Along A21 and routes leading to residential areas

#### Precedent: Waltham Forest's Mini-Holland

**Application:** Pedestrian and cycle friendly streets. Provide additional safe crossings where possible.



### CONSOLIDATE DELIVERY AND WASTE LOGISTICS

#### How to deliver this principle:

- Create a hierarchy of movement by separating pedestrian, cycle, public transport and car access to sites where possible
- Work with individual shop owners to conclude deliveries by smaller vehicles (e.g. pantechicon)
- Timed access for servicing where possible
- Consolidate waste depositories and coordinate pick-up at quieter times of the day

#### Key locations implement:

High street parades

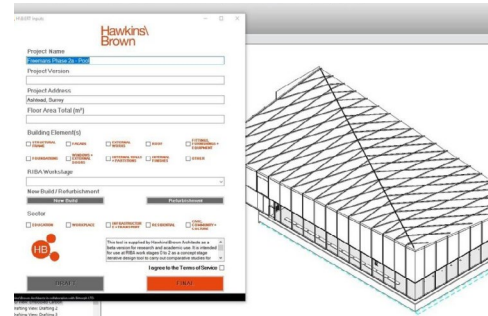
#### Precedent: planned new road system at Notting Hill Gate

**Application:** Freight and cycle friendly street design along retail parades

\* The London Squares were designated by the London Squares Preservation Act 1931. See map of the London Squares on page 16. Hawkins\Brown © | A21 Development Framework

# Good Practice Examples

## Maximise the delivery of new homes to meet the Borough's identified need



### INTEGRATING NEW DEVELOPMENTS

#### How to deliver this principle:

- Provide typological guidance for ground floor uses as part of a holistic strategy
- Provide a mix of housing types and tenures to meet current and future needs
- Potential to engage design teams in mini-competitions to achieve highest quality designs
- Deliver high quality housing stock accommodating increased density
- Set clear expectations and meet relevant design standards

#### Key locations implement:

All new developments. Beneficial to treat sites as one project in order to share resources and best practice

#### Precedent: Bermondsey Square

**Application:** A new square within residential and commercial bookend development at the end of the high street with low rise context

### DELIVERING CARBON 0 HOMES AND BUILDINGS

#### How to deliver this principle:

- Ensure new developments meet sustainability standards set by The New London Plan or similar reputable sources
- Incorporate exemplar sustainable travel, air quality, green infrastructure, sustainable design and construction and flood risk principles within design process

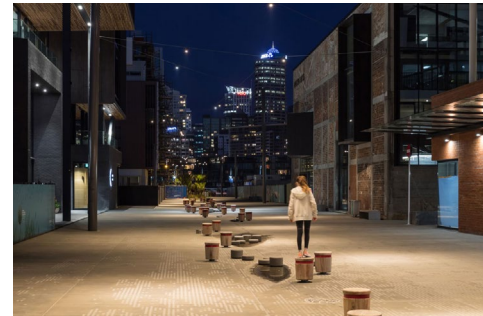
#### Key locations implement:

All new developments

#### Precedent: H\B:ERT plug-in tool

**Application:** Well designed carbon 0 buildings and areas on designated capacity sites that takes into account embodied and whole life carbon to minimise carbon footprint

## Celebrate a rhythm of pause and intensity



### ENSURING CRIME REDUCTION MEASURES AND PASSIVE SURVEILLANCE OPPORTUNITIES

#### How to deliver this principle:

- Make high streets as a destination for evening activity
- Update lighting along commercial parades
- Make back streets visible
- Ensure active frontages at ground level with overlooking from residential properties
- Ensure overall high quality of public realm not only as a mean to tackle vandalism but also empower local people
- Ensure proposals meet Secured By Design in collaboration with the Met Police

#### Key locations implement:

High street and service roads behind them; routes towards residential areas

**Precedent:** Catenary lighting in public realm, Tiramarama Way, New Zealand

**Application:** Low cost lighting intervention along open space

### LOW TRAFFIC NEIGHBOURHOODS

#### How to deliver this principle:

- Encourage and support existing local community to develop their aspirations towards greener and child friendly high street and local neighbourhoods
- Create a more relaxing street character, that encourages children to play and community life
- CPZ and additional parking controls
- New pedestrian and cycle links to train stations

#### Key locations implement:

Routes towards residential areas

**Precedent:** TfL Liveable Neighbourhoods Programme funded Redbridge Quiet Streets scheme

**Application:** local council working with the residents to develop safer and less polluted streets for walking, cycling and play in the borough

# Good Practice Examples

**Strengthen the distinctiveness of local centres, enhance the historic environment, and meet local employment and infrastructure needs**



## SOCIAL INFRASTRUCTURE AND SOCIAL VALUE OF PLACES

### How to deliver this principle:

- Undertake assessment and consultation for the delivery of physical, social and cultural infrastructure
- Deliver new residential neighbourhoods that coexist with and complement employment uses
- Ensure provision is affordable and reflects the diversity of the local area
- Utilise CIL and S106 to deliver social infrastructure and amenities

### Key locations implement:

New and existing ground floor uses

**Precedent:** Connective Social Infrastructure report

**Application:** identify and fill the gaps of social infrastructure in new and existing neighbourhoods

## DIVERSIFIED USES, LOCAL BUY-INS AND BUSINESS SUPPORT

### How to deliver this principle:

- Promote open collaboration/co-creation between schools, businesses, institutions
- Deliver hub spaces that provide opportunities for exchange of ideas
- Facilitate new affordable workspace and housing
- Talk to local business people and residents and those already using the places early-on in the design process

**Key locations implement:** high streets and town centres

**Precedent:** skills development for young people at Construction Youth Trust

**Application:** training and support services to vulnerable, disadvantaged and disengaged children and young people

**Increase tree planting and make the River Ravensbourne and other natural assets more accessible**



## UTILISING RIVERFRONT

### How to deliver this principle:

- Public realm improvements introducing new landscaping and better accessibility
- Facilities providing leisure activity, amenity and workspace to activate the riverside
- New pedestrian and cycle bridges to increase permeability and access to key green spaces
- New employment uses that address the riverfront in a positive way

**Key locations implement:** Ravensbourne River

**Precedent:** River restoration at Cornmill Gardens, Lewisham Town Centre

**Application:** unlocking walking, cycling, dwell and social space opportunities

## BUILDING ON NATURAL ASSETS

### How to deliver this principle:

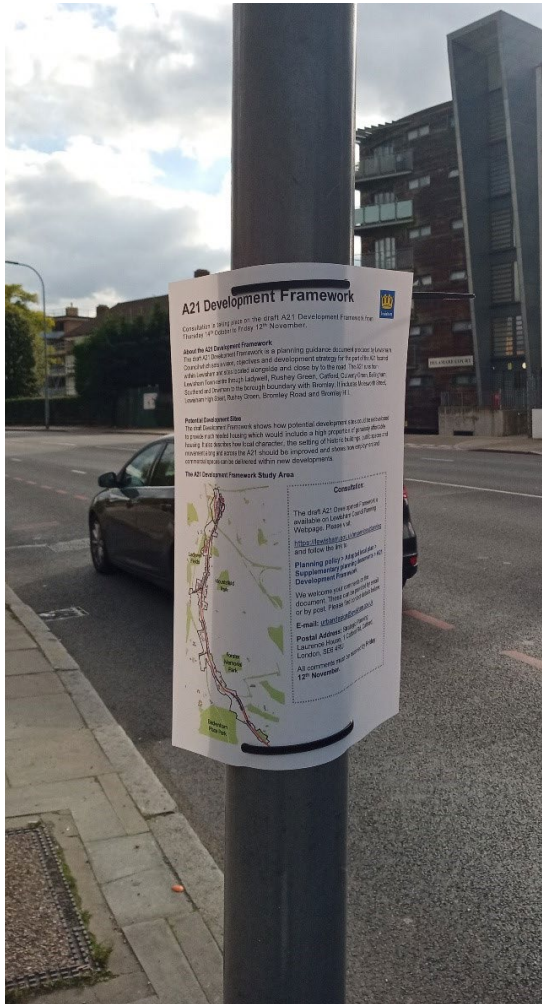
- Incorporate SUDS and green infrastructure linking to larger green spaces around A21
- Embed social value outcomes into future development ambitions to encourage inclusive growth incorporating greening, tree planting and play parks
- Provide resting amenity space with green pocket parks near the High Road to address

**Key locations implement:** Ladywell Fields, Lewisham Park, Foster Memorial Park, Downham Playing Fields, Ravensbourne River towpaths

**Precedent:** Dublin's 'Wilding' policy applied in St Anne's Park

**Application:** allowing wildflowers and weeds to flourish on roadside verges, open spaces, in parks and cemeteries

# Appendix 3: Public Consultation



## 6.21 Early Engagement

Early engagement included the following activities:

- Online interviews with Ward Councillors and local groups
- Online survey
- 2 x online community workshops

- A4 notices attached to lampposts along the A21
- On the A21 Development Framework webpage.
- On the social media platforms of Twitter, Instagram and Facebook.

## 6.22 Formal Consultation

Approval to consult on the draft A21 Development Framework was granted by Mayor and Cabinet on 6th October 2021.

6.25 Two evening, online virtual presentations on the draft A21 Development Framework were held at which attendees had the opportunity to ask questions about the document.

6.23 The consultation process ran for four weeks between October 14th and November 12th 2021 and was publicised as follows:

6.26 Due to the COVID safety government guidance in place during the consultation period for the draft A21 Development Framework, unfortunately it was not possible to hold in person consultation events.

- Email notification to specific Consultation Bodies, General Consultation Bodies and Other Consultees (to the extent that the Council considers the proposed subject matter affected that body). This included statutory bodies and local organisations
- Letters sent by post to the landowners of the sites identified as potential development sites
- A notice in the News Shopper

London\  
Edinburgh\  
Manchester\  
Los Angeles

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