



# Surrey Canal Triangle Design Framework

Supplementary  
Planning Document  
February 2020





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# Introduction



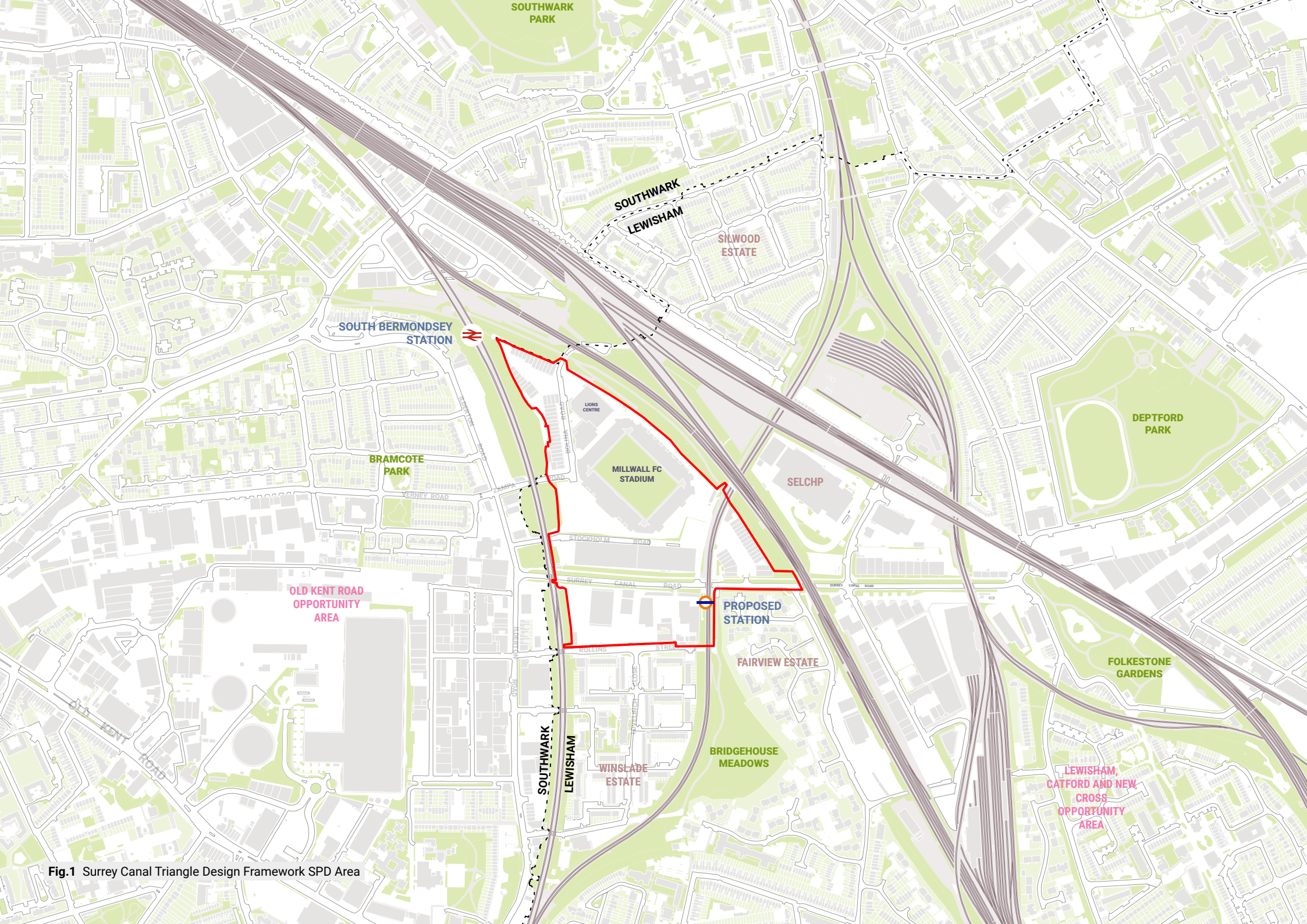


Fig.1 Surrey Canal Triangle Design Framework SPD Area



## 1.1 The Role of the Supplementary Planning Document

This Supplementary Planning Document (SPD) has been produced to provide further design guidance for the development of a comprehensive masterplan for Surrey Canal Triangle, as allocated for redevelopment in the Lewisham Core Strategy 2011. Strategic objectives include to make the best use of available land close to transport hubs, increase the delivery of affordable new homes and to facilitate the future aspirations of Millwall Football Club at the heart of the site.

Supplementary planning documents add further detail to policies in the Local Plan. They are a material consideration in the determination of planning applications but are not part of the Local Plan.

## 1.2 Background

The Development Area, known as Surrey Canal Triangle, is identified in the Adopted Core Strategy as Strategic Site Allocation 3 (SSA3). It covers an area of more than 10 hectares of land in the north west of the Borough. The land is bounded by railway lines and bisected by Surrey Canal Road. Millwall Football Stadium occupies the centre of the Development Area. The land is outlined in red on Fig.1.

The regeneration of the Development Area is of strategic significance and considered essential to the delivery of

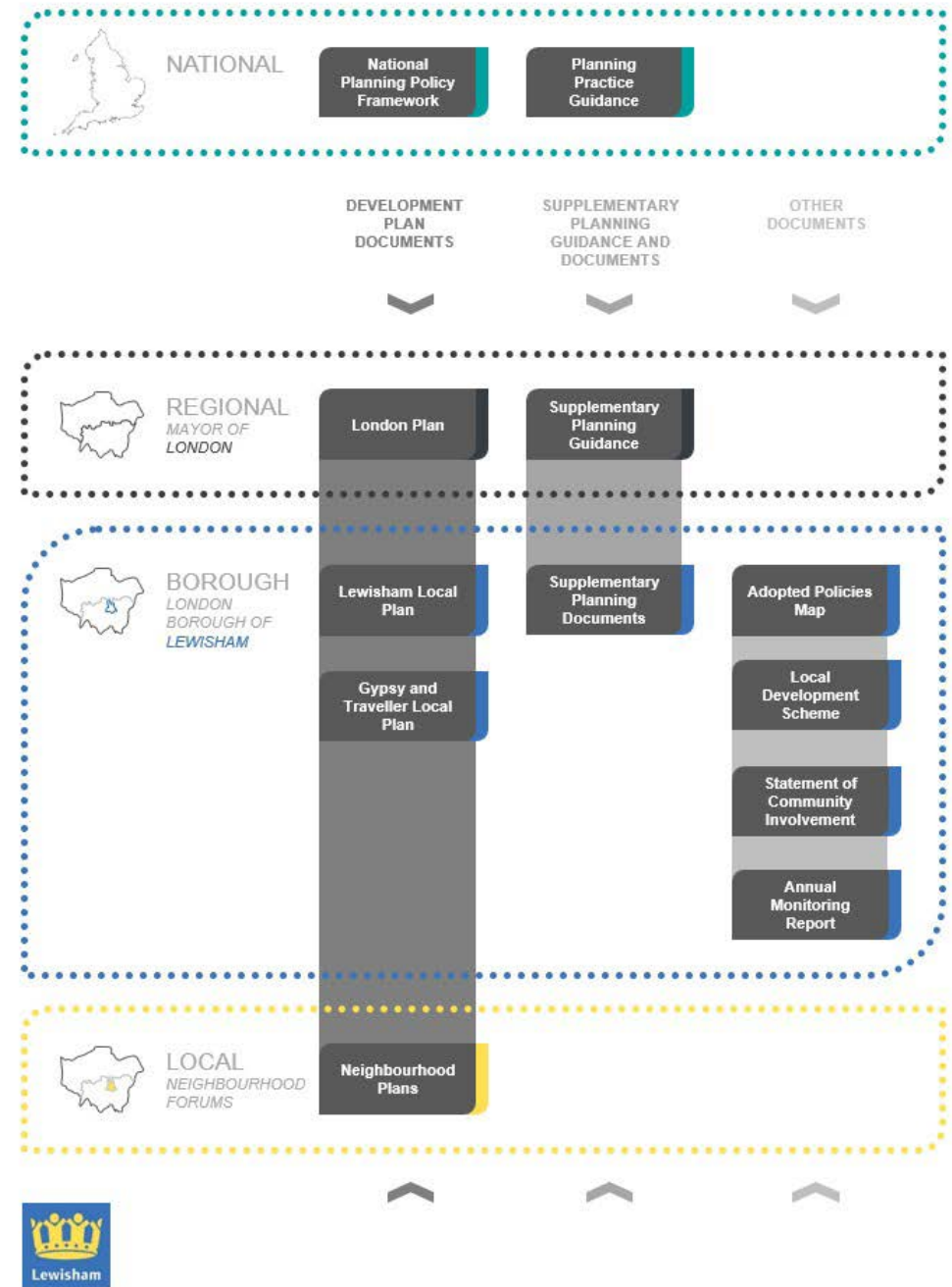
the Core Strategy. It should be planned comprehensively to ensure an outcome which achieves the highest standards of design quality and deliverability and which connects effectively with its surroundings both within Lewisham and the London Borough of Southwark. To this end, piecemeal development will not be supported; and also that if more than one planning application is required, the comprehensive ambitions described herein still need to be capable of being achieved. (see Core Strategy Policy SSA1).

### Relevant recent planning history

Outline planning permission was granted in March 2012 for the redevelopment of the entire Development Area (known as New Bermondsey), under reference DC/11/76357. A subsequent S73 planning approval was granted on 18 December 2015 under reference DC/13/085143. The description of the currently approved development is included at Appendix A. In granting this outline permission, the Council allowed an extended period of up to 10 years for the submission of subsequent reserved matters applications, recognising the scale of the development and its proposed phasing and delivery. This planning permission remains extant and applications for reserved matters approval could be submitted until 30 March 2022.

As previously referenced by the GLA in the Housing Zone designation, New Bermondsey has subsequently been identified as a Housing Zone by the London Mayor, with finance available to assist delivery.

The relationships between planning policies at different scales





### 1.3 History

Assessment of the historic maps dating from 1766 to 1995 shows that until the early 19th century the Site was part of a wider area of undeveloped open fields. The 1821 OS map shows the introduction of the Surrey Canal to the south of the Site; this was later closed and filled in to become Surrey Canal Road. The 1833 OS map also shows the early stages of the railway network which surround the Site today.

Aside from increased railway development the Site remained largely undeveloped until the late 19th Century which saw the introduction of a tight network of Victorian Terraces to the north of the canal, and warehouse development to the south (shown on the 1898 OS map).

The Site was subjected to heavy bomb damage in the 1940's resulting in a third of the Victorian street pattern being lost or cleared. As the 1967 OS map shows the Site then underwent post war redevelopment which saw the complete loss of the traditional Victorian building and street pattern.

In 1974 the Site was again cleared for sporting facilities including a recreational field. More recently this was developed to accommodate the current football stadium, which was completed on the Site in 1993, along with the surrounding industrial units. The site's history should be recognised as being reflective of the wider 19th century historic development of this part of London. The presence

of the canal, quickly superseded by the railways is of particular interest. Evidence of both canal and railway remain on site and beyond the site's boundaries – the former predominantly archaeological but some features may still remain, the latter being above ground and still in use. Reflecting this history and character should be included amongst the various design cues for redevelopment on the site.

With the exception of the engineering works associated with the railways, within the northern section of the Site no Victorian structures survive. To the south of Surrey Canal Road, the Site is occupied by a variety of modern light industrial units of little architectural merit.

Remnants of the Victorian period are evident along Ilderton Road to the west of the Site notably along Ilderton Road Baptist Church and the Slipper Baths.

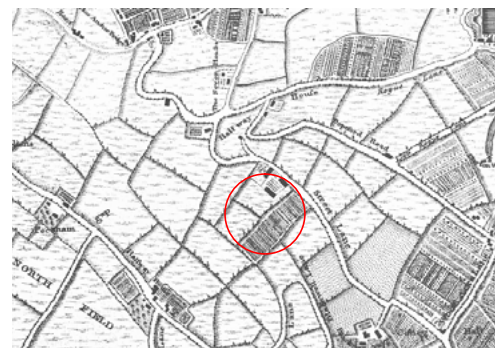


Fig.2 Surrey Canal OS Map - 1766

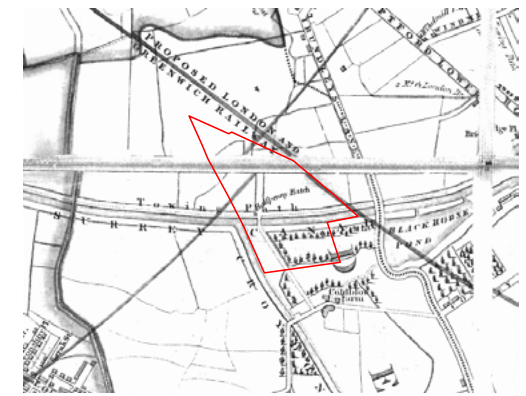


Fig.4 Surrey Canal OS Map - 1833

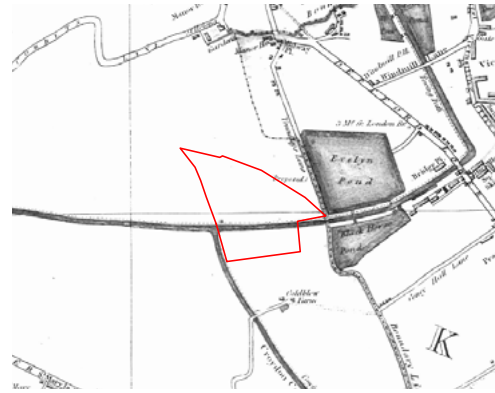


Fig.3 Surrey Canal OS Map - 1821

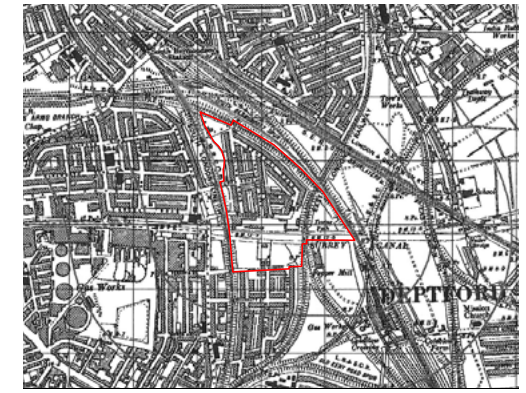


Fig.5 Surrey Canal OS Map - 1898



Fig.6 Surrey Canal OS Map - 1848





Fig.7 Surrey Canal OS Map - 1967



Fig.8 Surrey Canal OS Map - 1974



Fig.9 Surrey Canal OS Map - 1995



Fig.11 Timber Wharf in Operation (1970's)



Fig.10 Surrey Canal (1970's)









# The Surrey Canal Triangle Development Area Today



## 2.1 Site and Uses

Surrey Canal Triangle is situated at the north west of the London Borough of Lewisham close to the boundary with Southwark. Millwall Football Club's stadium is located to the north east of the allocated site and is at the heart of the proposed regeneration. The surrounding land is characterised by relatively low rise employment and warehousing units. The site covers more than 10 hectares of previously developed land.

The Development Area is currently comprised of the following areas:

- Millwall Football Club stadium which currently provides capacity for approximately 20,000 spectators. Surface car parking and hardstanding areas surround the stadium. Fencing marks the boundary of this land. Vehicular access to this land is currently via Stockholm Road and Zampa Road.
- The Millwall Community Trust at The Lions Centre which provides sports facilities for the local community. Vehicular access to this area is via Zampa Road and Bolina Road.
- The Orion Industrial Estate, a triangular area of land currently occupied by industrial and light industrial buildings. It is accessed directly from Surrey Canal Road to the south. The Thameslink and East London Overground railway lines delineate the western and eastern boundaries of this part of the Development Area.

- Excelsior Works, comprising Guild House, Rollins House have historical reference to the area. There are then various industrial units, located to the southeast of Surrey Canal. The area is currently occupied by a number of light industrial and workshop spaces together with a limited number of residential units let on short term tenancies.
- Land, formerly occupied by the builders' merchant, Jewsons, which currently accommodates a large single storey light industrial unit to the south west of Surrey Canal Road.
- A continuous run of single storey industrial units located to the north of Surrey Canal Road and south of Stockholm Road. These buildings are occupied by a waste transfer station and Hillsong Church as well as The Thunderdome which is home to London Thunder Basketball Club and Fusion Table Tennis Club.
- The largely rectangular site to the north west of the Development Area is occupied by light industrial uses, including the Bolina and Enterprise Industrial Estates. The site is bounded by Network Rail lines and by Zampa and Bolina Roads.

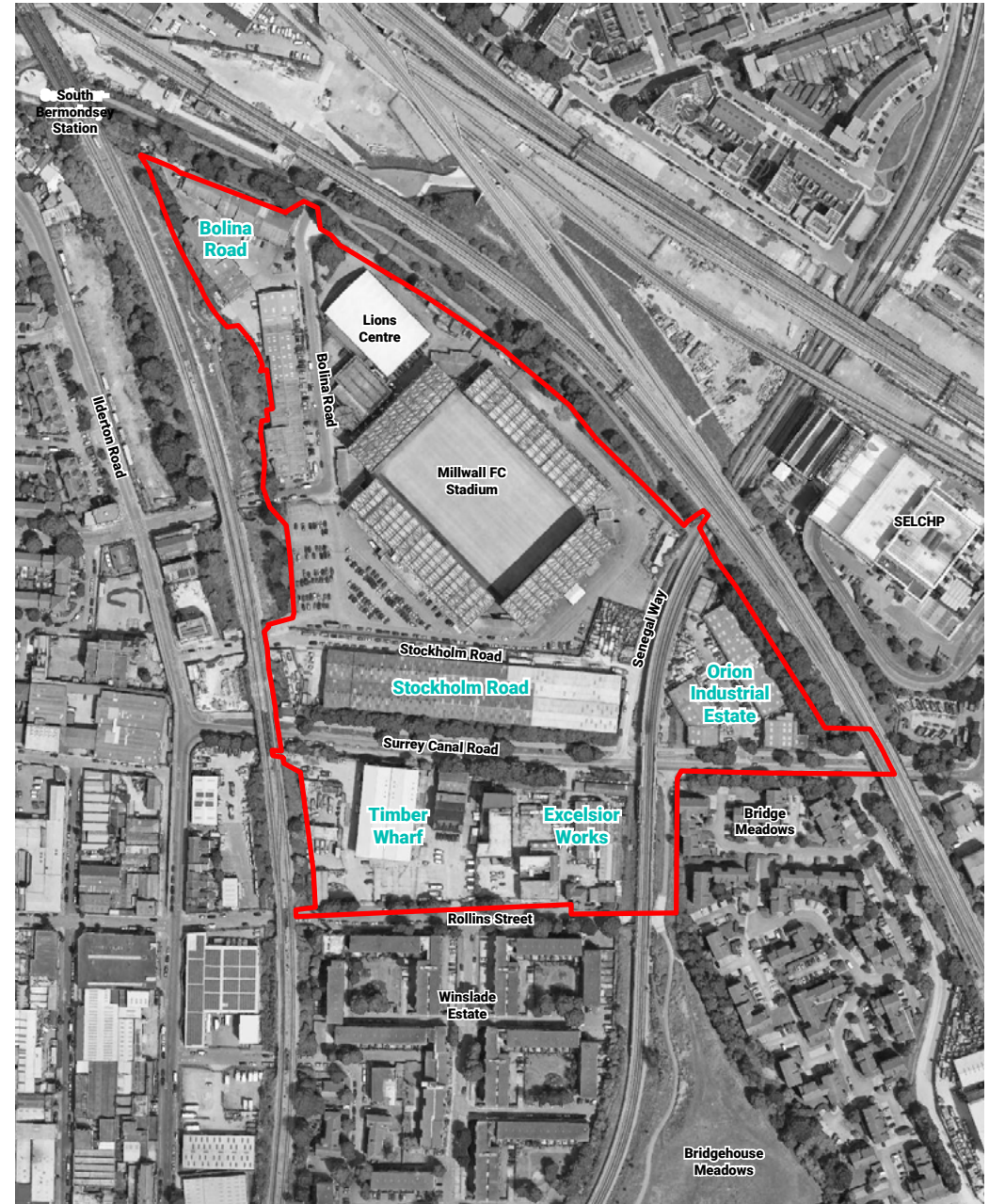


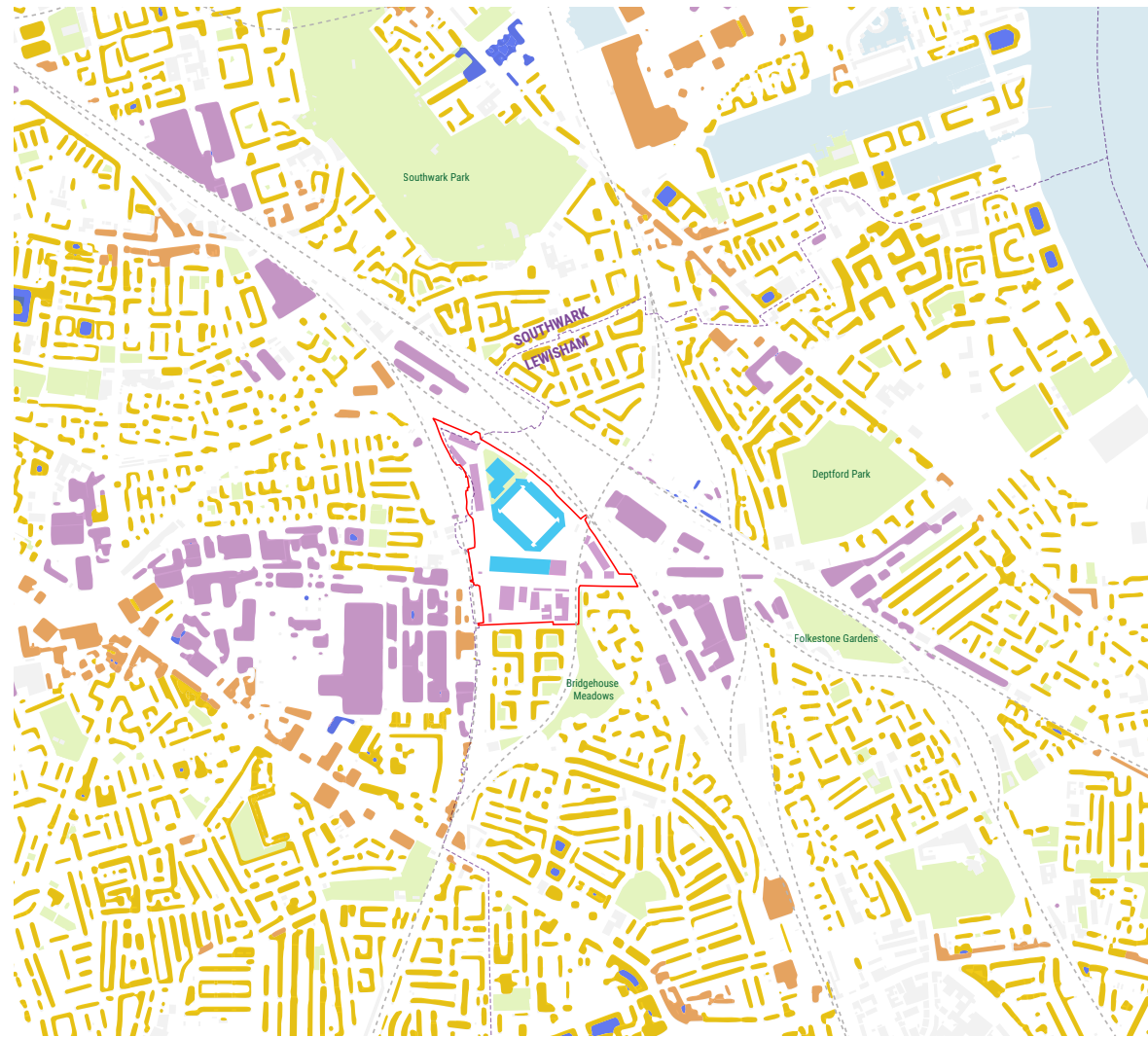
Fig.18 Existing Site



The site is largely level. There are no designated heritage assets within the Development Area. The closest listed buildings are the Church of St Augustine and its vicarage on Lynton Road, Bermondsey, and others on the Old Kent Road and New Cross Road. The closest conservation area is the Hatcham Conservation Area.

In terms of non designated heritage assets within close proximity of the Development Area, to the west along Ilderton Road, there are a modest number of noteworthy non listed Victorian buildings, although these are not identified on the local list. These buildings have the potential of contributing to the setting of the development however their context is of little significance.

Sites of Importance for Nature Conservation lie to the immediate east and west of the Development Area, running along the railway embankments.



**Fig.12** Prominent Existing Land Uses

- Residential

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- Sports, Leisure and Community

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- Industrial

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- Commercial

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- Town centre uses, including retail, F&B, etc.



## 2.2 Access and Movement Network

The Development Area is bounded by railway lines and bisected by a number of existing roads, notably Surrey Canal Road, an important local route which runs east-west through the Development Area. The existing Network Rail line served by Southern Railway generally establishes the western boundary of the Development Area, whilst the Thameslink line sets the northern and part of the eastern boundary, and the relatively new East London Overground Line routes north-south through the Site and marks the eastern boundary south of Surrey Canal Road.

The Development Area is currently served reasonably well by public transport but there is much potential for improvement.

The Site also currently lacks permeability. Access points into the site are limited and there are fences, buildings and railway lines as obstructions. Furthermore, it suffers from severance from the surrounding areas due to the character of the adjoining roads and the railway embankments which surround it.

### Rail

Two stations will serve the Development Area.

**South Bermondsey Station:** located to the north west of the area which has been operational for many years. South Bermondsey station is served by Southern Rail from London Bridge. There is a disused pedestrian walkway to South Bermondsey Station at the north west point of the Development Area.

There is currently no clear pedestrian route between the existing station at South Bermondsey and the future new station at Surrey Canal Road.

**The proposed new East London Overground Station:** located at Surrey Canal Road. This will provide services southwards towards New Cross, Crystal Palace, West Croydon and Clapham Junction, and northwards to Highbury and Islington and the wider underground and Overground networks. Currently the closest Overground station is Surrey Quays some 0.8 miles to the north via a pedestrian and cycle route. Basic infrastructure for the new station at Surrey Canal Road was provided as part of the delivery of the rail line but to facilitate the station, further work will be needed and platform extensions will be required to accommodate the new 5-carriage trains.

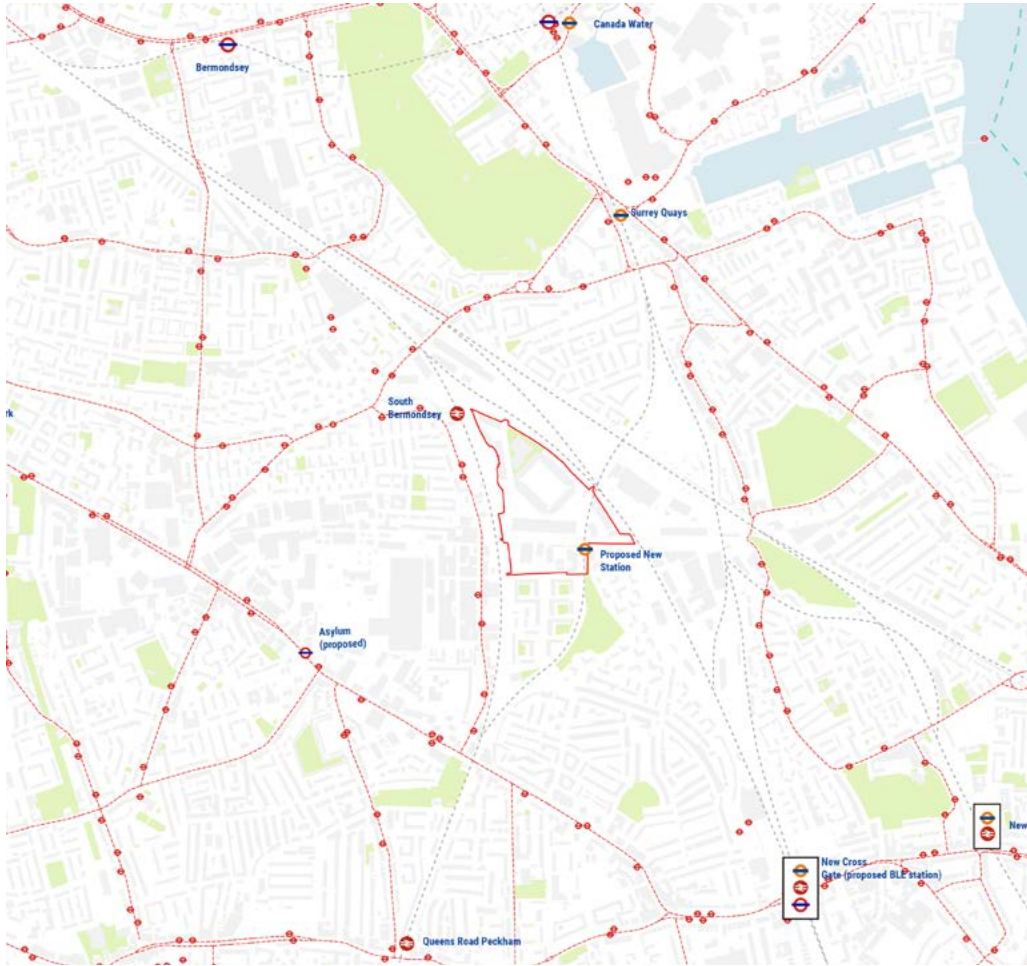


The proposed extension to the Bakerloo Line to Lewisham via the Old Kent Road and New Cross Gate, which is actively supported by Transport for London, Lewisham and Southwark, will further improve the accessibility of the area.

**Fig.13** Rail Network

- Overground
- Railway
- Bakerloo Line



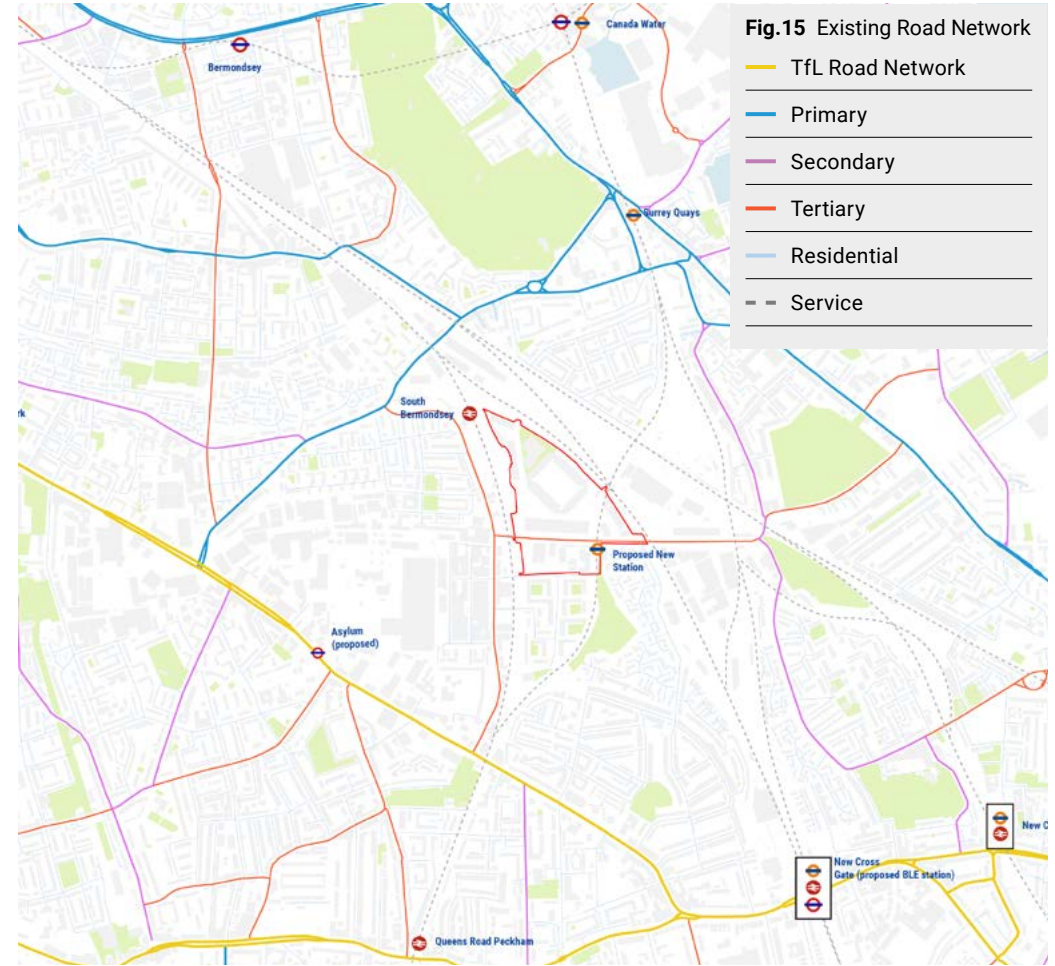


**Fig.14** Existing Bus Network

- - - Bus routes
- Bus stops
- - - River service

## Bus

The Development Area is currently served by the P12 bus and the following nearby service routes : 1, 225, 381, N1 and N381, as shown on Fig.15.



**Fig.15** Existing Road Network

- TfL Road Network
- Primary
- Secondary
- Tertiary
- Residential
- - - Service

## Road

Surrey Canal Road runs east-west through the Development Area, linking Trundleys Road to Ilderton Road. Bus services run along these roads.

provide north-south circulation within the land. Non-public circulation routes exist around the perimeter of the Stadium for use on match days.

Rollins Street marks the southern boundary of the Development Area. Zampa Road and Stockholm Road (from Ilderton Road) provide vehicular access into the Development Area from the west, and Senegal Road and Bolina Road



### Cycling

Quietway 1 lies to the immediate east of the Development Area, connecting to South Bermondsey Station to the northwest and beyond, and into and beyond the Silwood Estate to the east. Surrey Canal Road is also a cycle route, part of the network connecting Folkestone Gardens to Bramcote Park.

Funded and unfunded cycle superhighways in the vicinity are also shown on Fig.17.

### Walking

Pedestrian access is provided along the existing roadways, and informally along the cycle way to the north of the Development Area (Quietway 1). As mentioned above, existing industrial buildings and fencing enclosures prevent north-south circulation for pedestrians and cyclists.

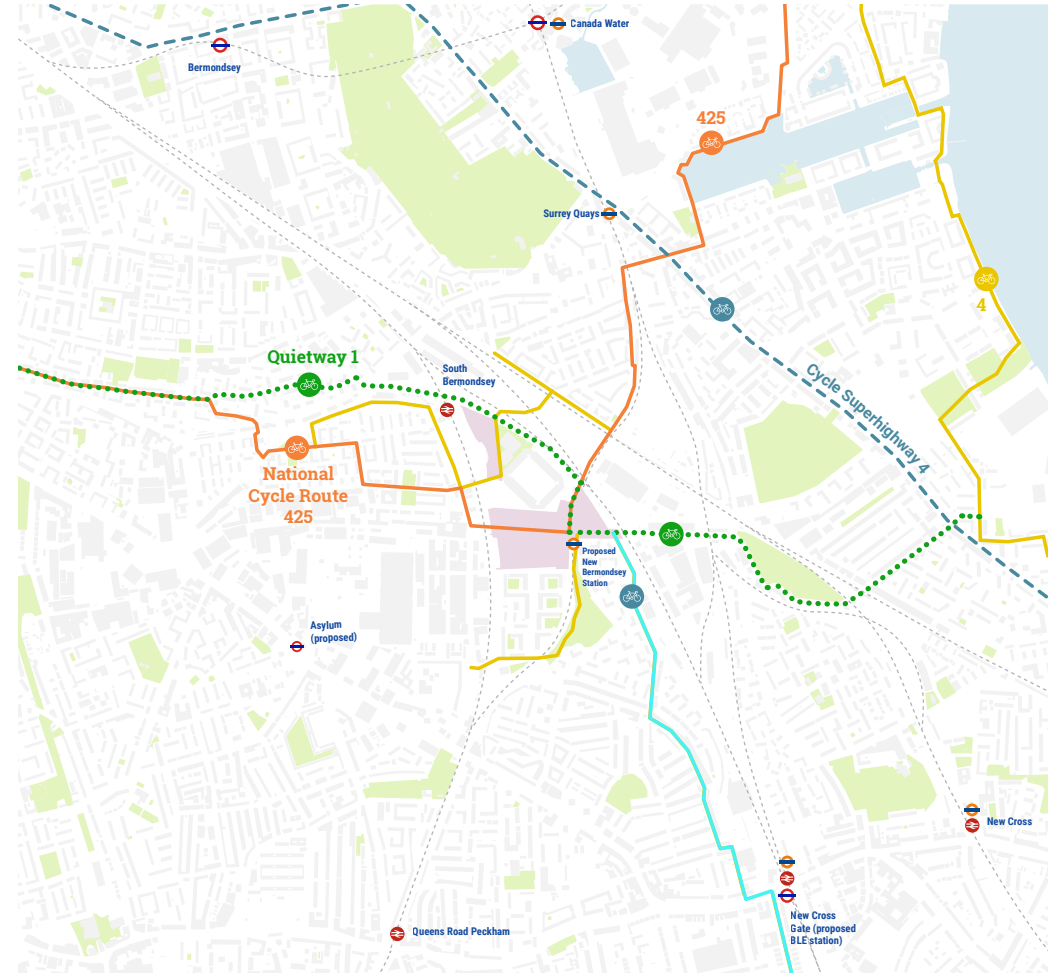
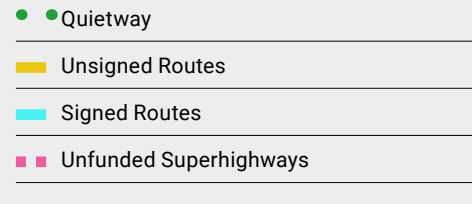
However, a new pedestrian route has been provided beneath the East London Overground Line on axis of Stockholm Road towards the Orion Business Centre.

Also, the area under the railway arch immediately to the south of South Bermondsey Station has been cleared to facilitate future direct access between the Development Area and the station.

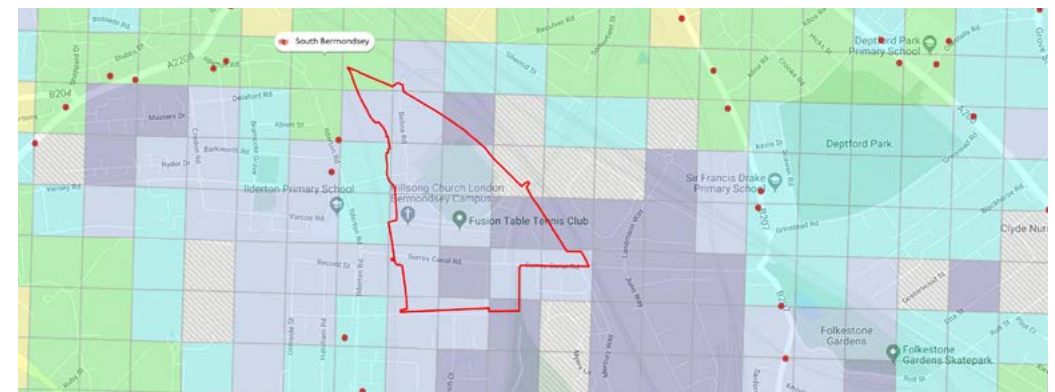
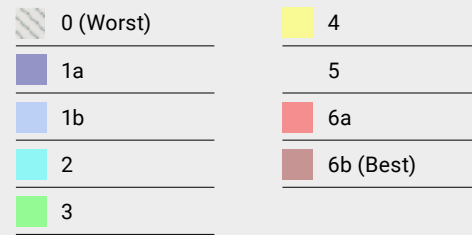
### PTAL

The site has a range of PTAL ratings from 1a through to 3. The majority of the site is rated 1b, notwithstanding travel times by train from South Bermondsey to London Bridge are only 5 minutes.

**Fig.16** Existing and Proposed Cycling Routes



**Fig.19** PTAL Map (image source: TfL WebCAT Website)





## 2.3 Open Space Network

There are currently no public open spaces on the Development Area.

Bridgehouse Meadows lies to the immediate south east of the Development Area. Formerly the Deptford Greyhound Stadium, it is a significant local open space, but despite its size it currently has no playground or other facilities. The closest formal facilities are a children's play area and basketball court based around Bramcote Grove and Verney Road.

Southwark Park and Deptford Park accommodate the closest formal outdoor sports pitches.

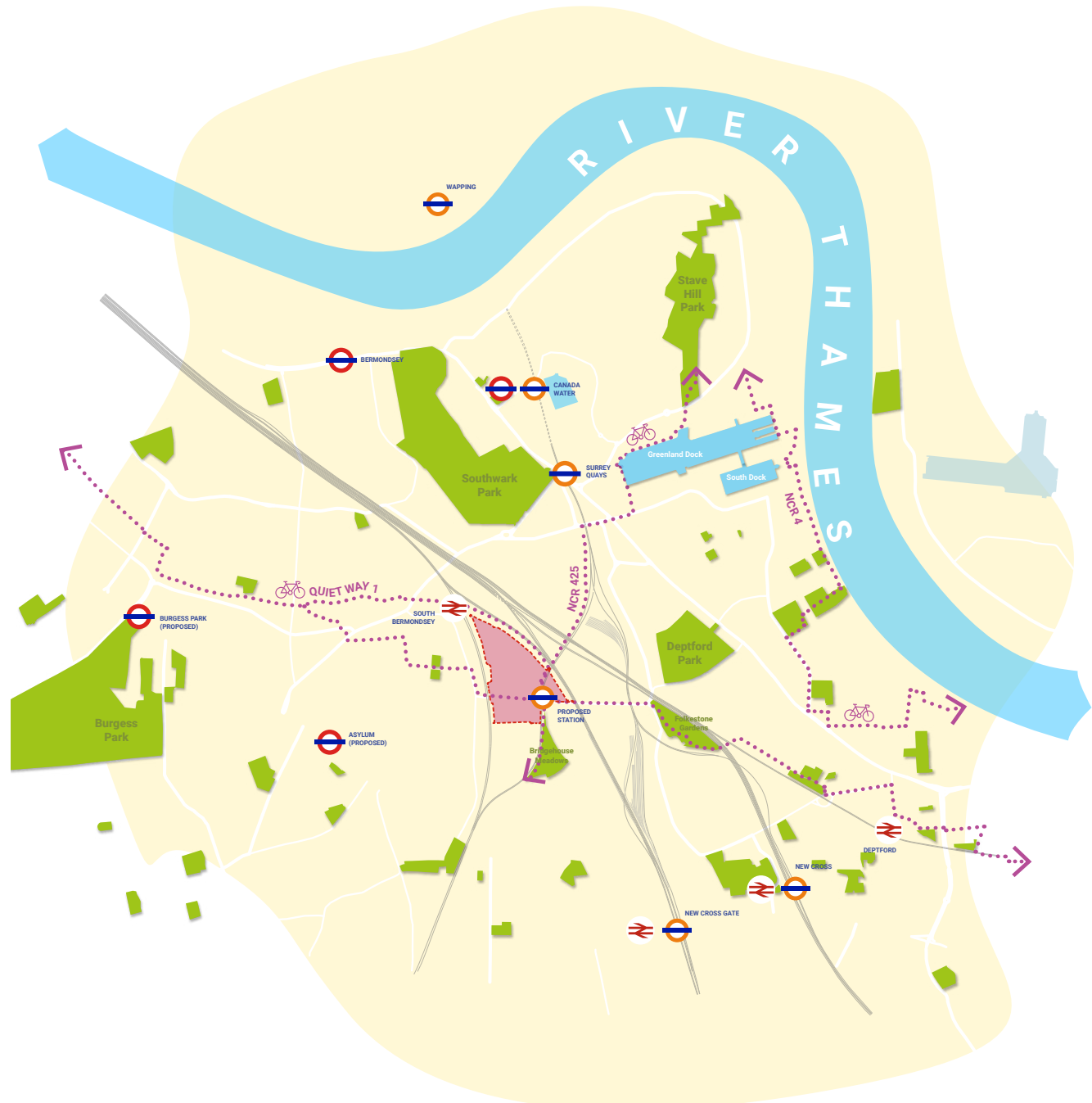


Fig.20 Existing Open Space Network



## 2.4 Community Provision

The Millwall Community Scheme (Lions Centre) is within the Development Area and is a local venue for sport and health related activities and community activities, with a meeting room, multi-purpose room and sport facilities on site. Other community facilities close by are the Tustin Community Centre to the south and the Silwood Community centre to the north.

Hillsong Church, The Lewisham Thunder Basketball Club and the Fusion Table Tennis Club occupy buildings along Stockholm Road as 'meanwhile' uses.

Two local retail parades on Ilderton Road provide limited shopping facilities for the existing communities.



**Fig.17** Existing Community Provision

- Residential
- Sports, Leisure and Community
- Industrial
- Commercial
- Town centre uses, including retail, F&B, etc.



## 2.5 Wider and Strategic Context

The Development Area forms part of a significant area of development and change.

Ilderton Road is located to the west of the Network Rail line and comprises a mix of residential and employment uses, including a primary school at the junction of Ilderton Road and Verney Road. It has recently been incorporated into the Old Kent Road Opportunity Area where extensive residential led mixed use regeneration is being realised. The Opportunity Area anticipates 20,000 new homes, 10,000 new jobs, schools, colleges and a new town centre.

Further significant mixed use development is proposed across 53 acres at Canada Water including shops, offices, hotels, homes, leisure and entertainment, and community uses.

The London Plan highlights Lewisham, Catford and New Cross opportunity area as centres with scope for intensification, regeneration, and renewal. There is scope for further intensification in central Lewisham where strategically important regeneration is already planned. Projects such as the Kender Triangle gyratory removal and Lewisham Gateway will provide development opportunities, improve the public realm and raise design quality in the area. The scope to address poor legibility, severance and traffic congestion should be investigated. Projects such as Waterlink Way and Deptford Loop should be

further developed together with wider environmental improvements such as extensions to the East London Green Grid.

Indicative employment capacity: 6,000  
Minimum new homes: 8,000

A further four Strategic Sites, allocated within the Lewisham Core Strategy, lie close by in the north of the borough.

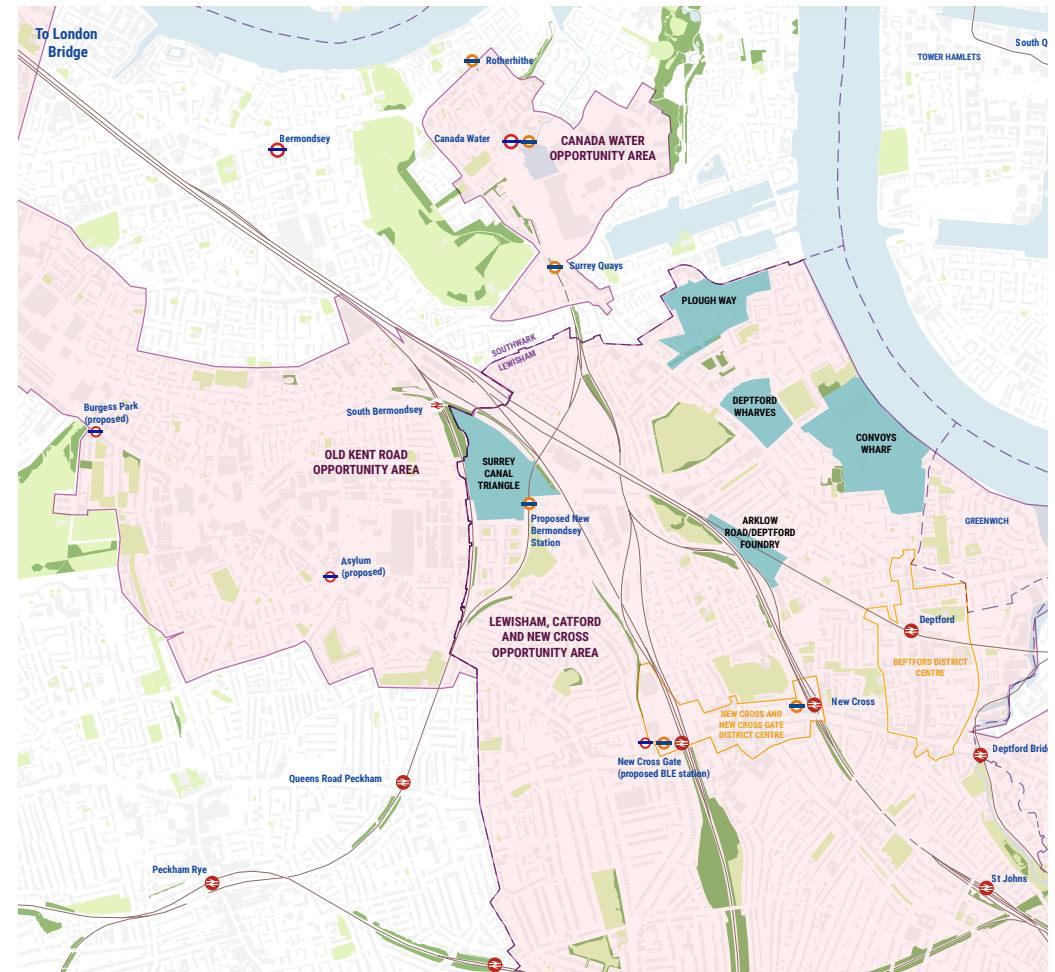
The Development Area is also deceptively close to London Bridge and the City of London, taking only five minutes by train from South Bermondsey Station.

The future extension of the Bakerloo Line into this part of south east London and the proposed new station on the East London Line at Surrey Canal Road will open up further opportunities for growth.

The residential areas of the Winslade Estate and Silwood Estate lie to the south and north of the Development Area respectively.

Land at Surrey Canal Road and beyond to the east is allocated as Strategic Industrial Land.

The South East London Combined Heat and Power Plant (SELCHP) is located to the north east of the Thames link railway line. It influences the local townscape and also offers the potential to be used as part of a district heat network for the Development Area.



**Fig.21** Wider and Strategic Context

- Opportunity Areas
- Lewisham Strategic Development Sites
- - Borough Boundary
- District Centres



### Policy Designations

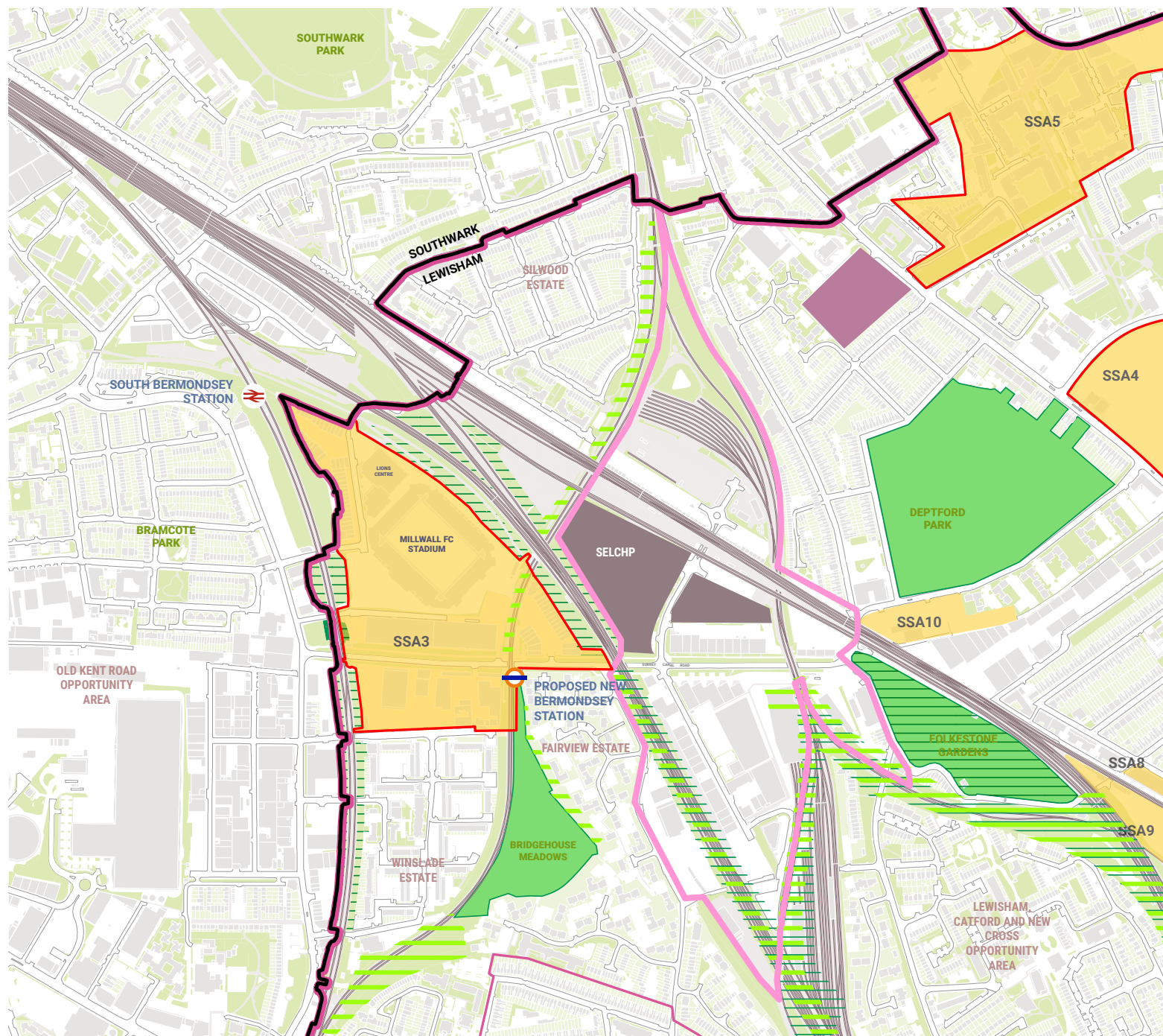
The Development Area is Strategic Site Allocation 3 as defined in the Core Strategy where significant and comprehensive mixed use development is required, adjacent to a proposed new station at Surrey Canal Road on the East London Line. The railway embankments to the east and west of the Development Area are identified as Sites of Importance for Nature Conservation under policies CS11 and CS12 of the Core Strategy.

Bridgehouse Meadows is identified as part of a Green Chain under Policy CS12 which continues north east along the railway line from the proposed new station through to the Silwood Estate. The whole Development Area falls within an Archaeological Priority area under Policy CS16 and APA 1, Thames Alluvial Floodplain.

Fig.22 Policy Designations

#### Constraints

- Strategic Site Allocation
- Archaeological Priority Area
- Mixed Use Employment Location
- Site of Importance for Nature Conservation
- Green Chain Area
- Strategic Industrial Location
- Local Employment Location
- Conservation Area
- Borough boundary
- Safeguarded waste sites
- New Overground station





## Heights

The heights and massing across the Development Area need to have regard to the London Views Management Framework SPG published by the GLA in March 2012. This document sets out important views across the capital, from parks and other public spaces that take in important buildings, to urban landscapes that help define London.

The SPD area falls within the extended backdrop of the background Wider Setting Consultation Area of the LVMF view from the Assessment Point 23A.1 (Bridge over the Serpentine to Westminster). Fig.23 illustrates the maximum building height constraints based on this.

Robust analysis and modelling will be required so as to ensure significant views are not affected by height and that regard is also given to the more general accumulative sky line and townscape.

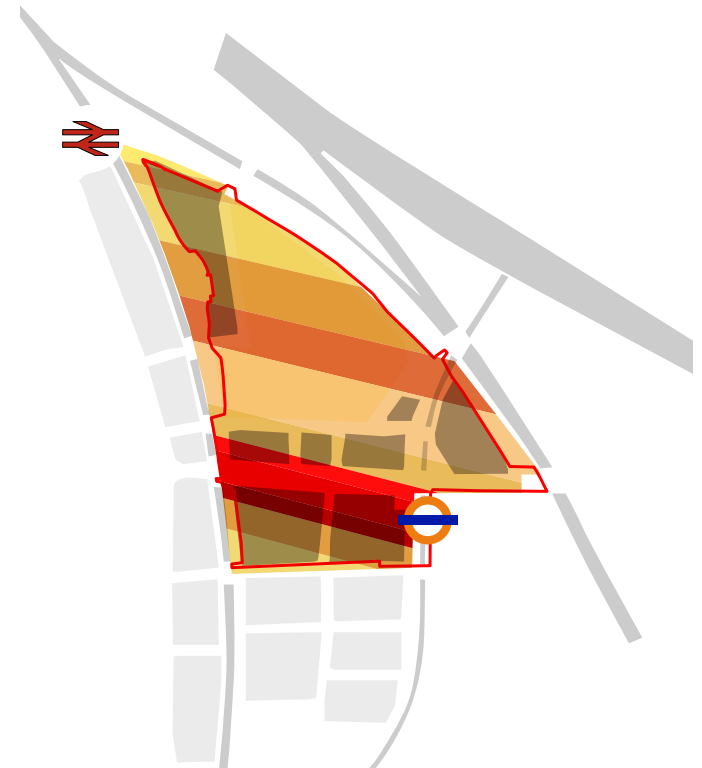
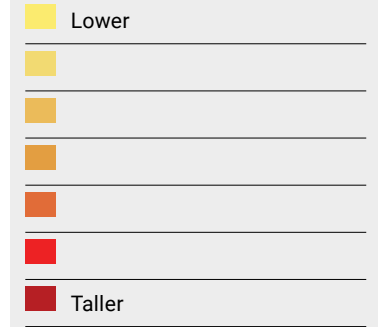
The impacts on locally significant views for Lewisham and neighbouring boroughs should be considered.



Panorama from Assessment Point 23A.1 Bridge over the Serpentine – at the centre of the bridge

Fig.24 Viewing Location 23A (Source: London Views Management SPG, 2012)

Fig.23 Heights Constraints determined by LVMF 23A











# Strategic Planning Objectives



## 3.1 Strategic Planning Objectives

The following strategic objectives as established in planning policy underlie the development of all strategic sites in the borough:

- Employment
- Affordable housing
- Improved transport facilities and connectivity
- New public realm and wider connections
- Community infrastructure

The following sections consider the hierarchy of planning guidance as it relates to these strategic objectives.

Currently, the Mayor has an 'intent to publish' a new London Plan. This SPD will be continuously monitored against any new Policy and amended accordingly.

### The National Planning Policy Framework (NPPF)

- 1.1** The revised NPPF was updated in February 2019. Its overall objective is to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It stipulates that strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. In terms of housing supply, it places a greater emphasis on freeing up land for housing with an onus on making more effective use of brownfield land and on speeding up housing delivery.
- 1.2** In particular, it gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs; supports appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; and promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified need for housing where land supply is constrained and available sites could be used more effectively.
- 1.3** The NPPF emphasises that planning policies and decisions should support development that makes efficient use of land, taking into account:
  - a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
  - b) local market conditions and viability;
  - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
  - d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
  - e) the importance of securing well-designed, attractive and healthy places.



## The London Plan 2016

- 1.4** The London Plan 2016 (consolidated with alterations since 2011) is the overall strategic plan for London, setting out an integrated economic environmental, transport and social framework for the development of London over the next 20-25 years. The Mayor of London is in the process of creating a New London Plan. The Plan has been through a period of consultation and an Examination in Public.
- 1.5** Both the existing and new draft of the London Plan identify a number of opportunity Areas (OA) across London, for the delivery of large-scale development. The Development Area lies within the 815 ha Lewisham, Catford and New Cross OA, which is identified to accommodate 8,000 new homes and 6,000 new jobs.
- 1.6** New Bermondsey has also been allocated as a Housing Zone by the London Mayor, providing additional funding to assist delivery.
- 1.7** Key policies in the draft London Plan consolidated changes version 2019 relevant to this SPD are as follows:

### Policy GG2 – Making the best use of land:

- 1.8** To create high-density, mixed-use places that make the best use of land, those involved in planning and development must, inter alia:
- a) prioritise the development of Opportunity Areas, brownfield land, surplus public sector land, sites which are well-connected by existing or planned Tube and rail stations, sites within and on the edge of town centres, and small sites.
  - b) proactively explore the potential to intensify the use of land, including public land, to support additional homes and workspaces, promoting higher density development, particularly on sites that are well-connected by public transport, walking and cycling, applying a design-led approach.

### Policy H1 – Increasing Housing Supply

- 1.9** The ten-year targets for net housing completions which each local planning authority should plan for are set out in a table.

To ensure that ten-year housing targets are achieved:

1. boroughs should prepare delivery-focused Development Plans which:
  - a) allocate an appropriate range and number of sites that are suitable for residential and mixed-use development and intensification
  - b) encourage development on other appropriate windfall sites not identified in Development Plans through the Plan period, especially from the sources of supply listed in B2
  - c) enable the delivery of housing capacity identified in Opportunity Areas, working closely with the GLA.
2. Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:
  - a) sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary...
  - b) housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses...
  - c) small housing sites

## Growth Corridors and Opportunity Areas

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

## Design

- 1.11** Part A of Policy D6 – Optimising Housing Density states:

*“Development proposals must make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:*

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

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

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

## Housing

- 1.13** The draft London Plan has significantly increased the housing targets for boroughs. Policy H1 Increasing housing supply sets out in Table 4.1 the ten-year targets for net housing completions. For Lewisham, the ten-year target is a net completion of 21,170 no. units at 2,117 no. units per annum. In part B (2), Policy H1 states:

*“...boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:*

*a. sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary...*

*f. industrial sites that have been identified through the processes set out in... ..Policy E7 Intensification, co-location and substitution of land for industry, logistics and services to support London’s economic function...”*

## Economy

- 1.14** Policy E7 Intensification, co-location and substitution of land for industry, logistics and services to support London’s economic function in part D states:

*“Mixed-use or residential development proposals on Non-Designated Industrial Sites will be supported where:*

1. *there is no reasonable prospect of the site being used for the industrial and related purposes set out in part A of Policy E4 Land for industry, logistics and services to support London’s economic function;...*



## The Core Strategy

- 1.15** The Lewisham Core Strategy constitutes the overarching planning policy document for the emerging Local Development Framework (LDF) and identifies the Spatial Vision and Strategic Objectives for development within the London Borough of Lewisham for the period up to 2026.
- 1.16** Spatial Policy 1: Lewisham Spatial Strategy sets out the strategy which identifies the hierarchy for the location of new development across the borough. Specifically, it identifies Regeneration and Growth Areas covering key localities within Lewisham, Catford, Deptford and New Cross/New Cross Gate.
- 1.17** The majority of the borough's new housing, retail and employment uses will be focused within the Regeneration and Growth Areas, which provide a clear basis and focus for the provision of new homes and jobs, which can contribute to local regeneration.
- 1.18** In reflecting the London Plan Opportunity Area Designations, Spatial Policy 2: Regeneration and Growth Areas identifies that the Deptford, Deptford Creekside, New Cross/New Cross Gate area will, inter alia, accommodate up to 2,300 additional new homes by 2016 and a further additional 8,325 new homes by 2026. It contains five Strategic Sites for significant redevelopment (including the Surrey Canal Triangle Site) which will act as a catalyst for the regeneration of the area.
- 1.19** Of the Strategic Sites in the north of the Borough. Four of these are designated as "Mixed Use Employment Locations" with an emphasis on offices, workshops and other industrial and commercial uses.
- 1.20** The sites are considered to be Strategic Sites because their redevelopment will collectively help to transform the physical and economic environment in some of the Council's most deprived areas, creating a significant number of new homes, a wide range of economic benefits including employment, training opportunities and improvements to the public infrastructure.
- 1.21** In addition, Spatial Policy 2 also supports the redevelopment of designated under-utilised employment sites for a mix of uses including residential and employment space, at Mixed Use Employment Locations (MELs), of which the Surrey Canal Triangle Site is one.
- 1.22** The regeneration and growth areas provide opportunities to improve connectivity throughout the area for pedestrians and cyclists and to provide new accessible public spaces.
- 1.23** The Core Strategy also contains specific Strategic Site Allocation (SSA) Policies. Policy SSA1: requires a site masterplan for each Strategic Site Allocation and a Delivery Strategy to identify how the development will be implemented and managed once occupied.
- 1.24** Strategic Site Allocation 3: Surrey Canal Triangle is allocated for mixed use development. The SSA seeks a comprehensive phased approach to redevelopment in line with an approved Masterplan that delivers the following priorities:
- *"a new 'destination' development that capitalises on the opportunities presented by Millwall Stadium ensuring that the existing football and sports facilities are enhanced and made accessible to the public including appropriate supporting uses in support of this aim.*
  - *provides at least 20% of the built floorspace developed on the site (excluding the Millwall Stadium area) for a mix of business space (B1(c), B2, B8) as appropriate to the site and its wider context.*
  - *creates a sustainable high density residential environment at a density commensurate with the existing PTAL (public transport accessibility) rating for the site or the future PTAL rating achieved through investment in transport infrastructure and services.*
  - *provides for a mix of dwelling types accommodating, subject to an acceptable site layout, scale and massing, up to 2,500 new homes (C3) with a proportion of on-site affordable housing.*
  - *makes provision for the Surrey Canal Road Overground Station which will be located to the south of Surrey Canal Road and a new pedestrian and cycle bridge adjacent to the East London Line Phase 2 extension.*
  - *provides retail uses to serve local needs that do not adversely impact existing town centres (A1, A2).*
  - *provides for a mix of restaurant, food and drink uses to serve the site and immediate neighbourhood.*

- *enhances Bridge House Meadows and provides appropriate amenity open space within the development including children’s play space to provide health and recreational opportunities for new residents.*
- *improves connectivity of the site and locality to the other strategic sites, the rest of the borough and adjoining sites within the London Borough of Southwark, through the provision of new pedestrian and cycling facilities and public transport services to increase permeability and accessibility.*
- *ensures the design enables the continued functioning of the adjoining Surrey Canal Road Strategic Industrial Location, including the waste transfer and processing uses on Surrey Canal Road.*
- *ensures appropriate noise mitigation against the surrounding railway viaducts*
- *take opportunities to use power generated by the South East London Combined Heat and Power Station (SELCHP) for district heating or other suitable sources of decentralised energy”.*

**1.25** In addition to the above, SSA3(2) identifies the following urban design principles as key features of any Masterplan for the Site:

- *“The layout of the development will ensure that the new business and industrial uses are capable of functioning minimising disturbance to the occupiers of the residential portions of the site.*
- *The layout will also ensure that Millwall Stadium can continue to function as a mass spectator destination with appropriate access for emergency services and evacuation arrangements and that disturbance to residents is minimised.*
- *The commercial industrial units should be designed to ensure viability and flexibility of use with appropriate floor to ceiling heights, internal space layouts and partitioning, and delivery and goods handling arrangements.*
- *The location and design of buildings will need to respond to the height of the railway viaducts surrounding the site and the location of the SELCHP facility to the east of the site.*
- *Access and links to the site should be improved”.*

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

- *“Apply national and regional policy and guidance to ensure highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises*

*the potential of sites and is sensitive to the local context and responds to local character;*

- *Ensure design acts to reduce crime and the fear of crime;*
- *Apply the housing densities as outlined in the London Plan, except where this is not appropriate to preserving or enhancing the characteristics of conservation areas;*
- *Use Building for Life standards to assess major planning applications to ensure design quality in new housing schemes, and*
- *Ensure development is flexible and adaptable to change”.*

**1.27** Development in the Regeneration and Growth Areas should also achieve, inter alia, the following design aims:

- *“In the Deptford and New Cross area, urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. Tall buildings may be appropriate in certain locations subject to Core Strategy Policy 18.*
- *Development within the Mixed Use Employment Locations (MELs) will need to create new places in areas that currently lack identity and will build on existing landscape features to preserve local distinctiveness”.*

**1.28** In developing the Spatial Strategy identified in policies SP1 and SP2, the Core Strategy Policy CP1: Housing Provision, Mix and Affordability identifies that the Council will seek the maximum provision of affordable housing with a strategic target for 50% affordable housing from all sources. Contributions will be sought on sites capable of providing 10 or more dwellings and provided at 70% social rented and 30% intermediate housing. That said, CP1 also acknowledges that where a site falls within an area which has existing high concentrations of social rented housing, the Council will seek affordable housing contributions to be provided in a way which assists in securing a more balanced social mix as well as an appropriate mix of market housing.

**1.29** The provision of family housing (three+ bedrooms) will be expected on sites of 10 or more dwellings. All new housing is to be built to Lifetime Homes standards and 10% of all housing is to be wheelchair accessible (or easily adapted for those using a wheelchair) in accordance with London Plan policy (CP1).











# The Urban Design Framework

## 4.1 Vision

The Regeneration of the Surrey Canal Triangle Development Area can bring transformative change to a forgotten area of Lewisham. Through high-quality mixed-use architecture and landscapes, it can become a healthy, liveable and sustainable place where high-density living can be associated with high standards of wellbeing. Crucially, the Surrey Canal Triangle Development Area can be opened up and stitched back into the urban grain of the neighbourhoods, enabling Surrey Canal Triangle to connect the wider network of open spaces and unlocking a much-needed link between east and west.

The SPD requires that planning applications coming forward should develop a unique identity for the area, through positive and careful regeneration. At the heart of the vision is the ambition to build upon the things that already make the area special. These comprise a number of assets which must be acknowledged and strengthened, including its multi-cultural community, young population and creative enthusiasm, its location in relation to the Docklands and the City, and the heritage established through sport.

The railway heritage is also very visible and will influence the appearance of new spaces alongside the viaducts – its value as a design cue should be recognised.

This section of the SPD reflects on the key principles set out in Policy SSA3 of the Core Strategy, and other identified

constraints and opportunities, to create an urban design framework for comprehensive development.

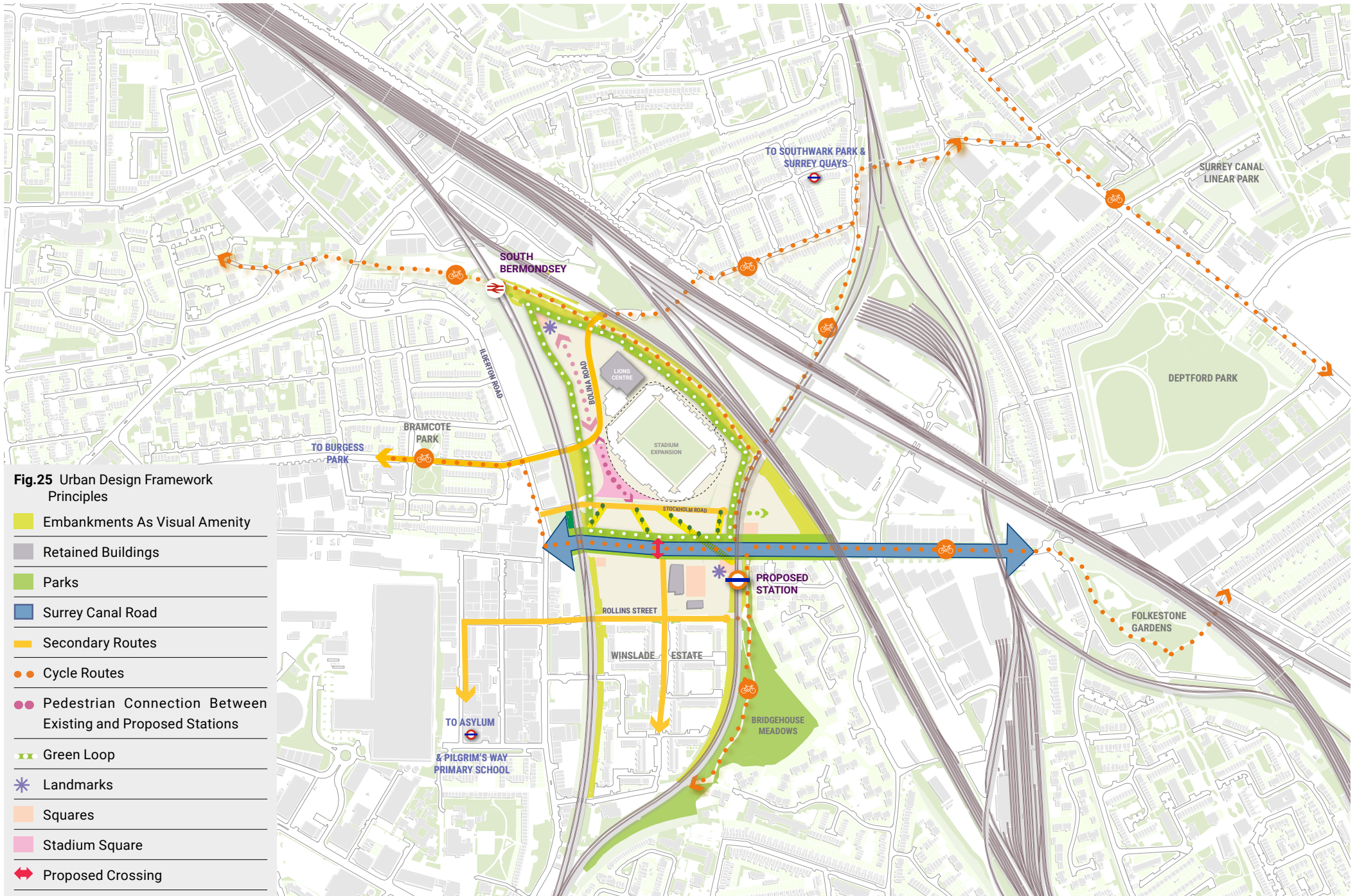
The following historical features could also add value to the regeneration of the area and should be considered; the former canal, as reflected by the route of the Surrey Canal Road, extant bridges and potential for surviving features, there is a mooring bollard still in situ beyond the eastern site boundary next to the next railway bridge. The elevated grassy section to the north side of the road/canal is on the site of the former towpath. There may well be other features, related to canal side buildings, that might be discovered once ground works start.

Historical reference to the character and the unique identity of the area should be reflected in the form of public art, sculpture and other messages, landscaping can also be used to provide visual cues for example where the tow-path along the former Surrey Canal still exists

The key objectives to take from Policy SSA3 are as follows:

- MFC to continue to function within the new development;
- The creation of a 'destination';
- Employment and residential uses to be complementary;
- The provision of a high density mixed use development;
- Supporting retail and restaurant uses to be part of the mix of uses;
- Bridgehouse Meadows to be improved alongside the provision of new amenity open spaces on site;
- Improved connectivity and accessibility alongside the new station at Surrey Canal Road ;
- MFC to continue to function within the new development;
- New employment spaces to be viable and flexible;
- The design is to respond to the height of the adjoining railway and SELCHP.





**Fig.25** Urban Design Framework Principles

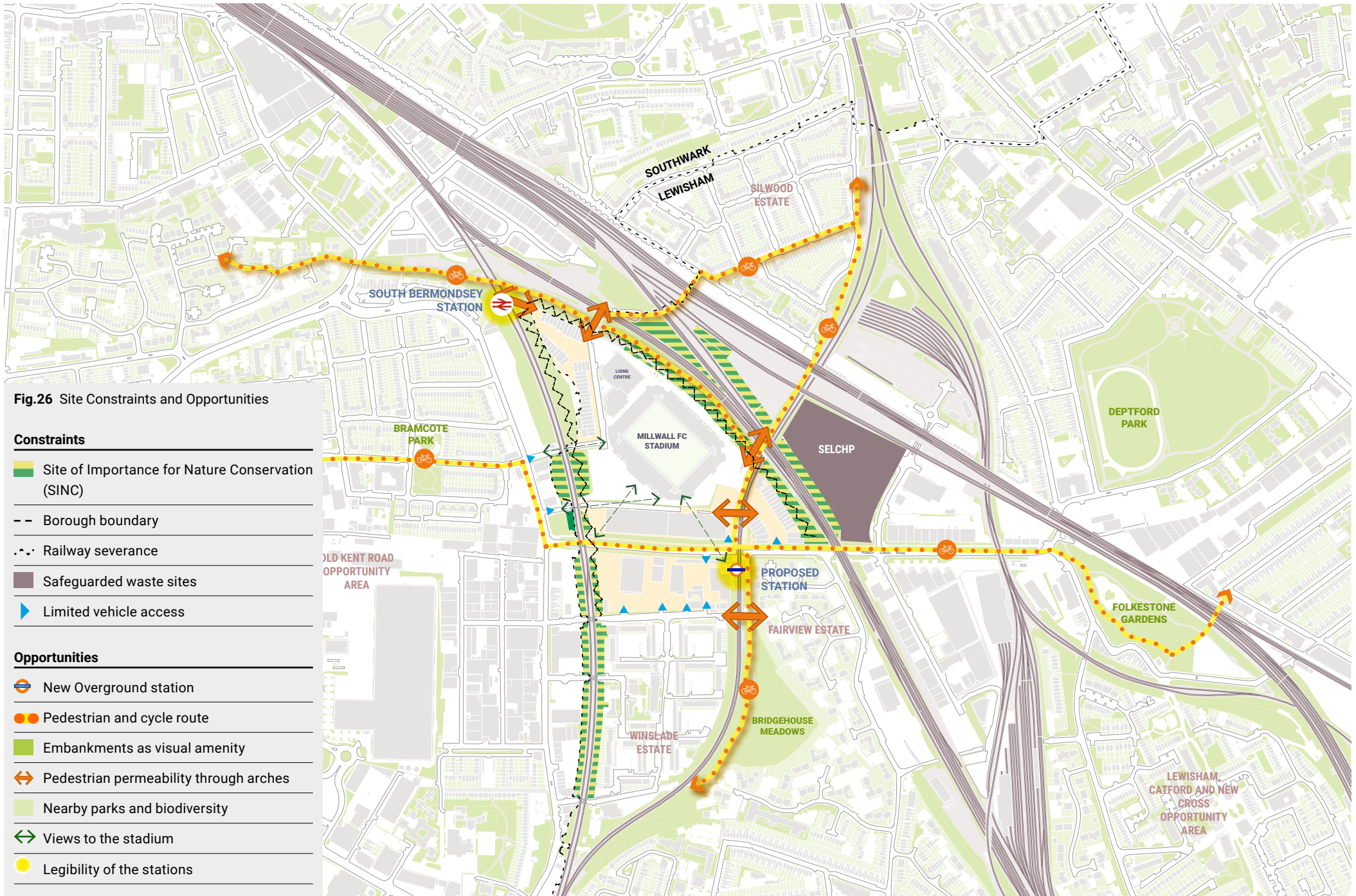
- Embankments As Visual Amenity
- Retained Buildings
- Parks
- Surrey Canal Road
- Secondary Routes
- Cycle Routes
- Pedestrian Connection Between Existing and Proposed Stations
- Green Loop
- Landmarks
- Squares
- Stadium Square
- Proposed Crossing

## 4.2 Design Constraints and Opportunities

In addition to the guiding objectives of Policy SSA3, the characteristics of the site offer up further constraints and opportunities. These are shown on the following diagram and can generally be summarised as:

- accessibility of existing and new stations;
- severance by railways;
- views of stadium;
- green corridors and SINC;
- access routes in and out of the site for pedestrians and vehicles;
- railways embankments and SELCHP (already mentioned in Policy SSA3); and
- east west Surrey Canal Road – (formerly route of canal).





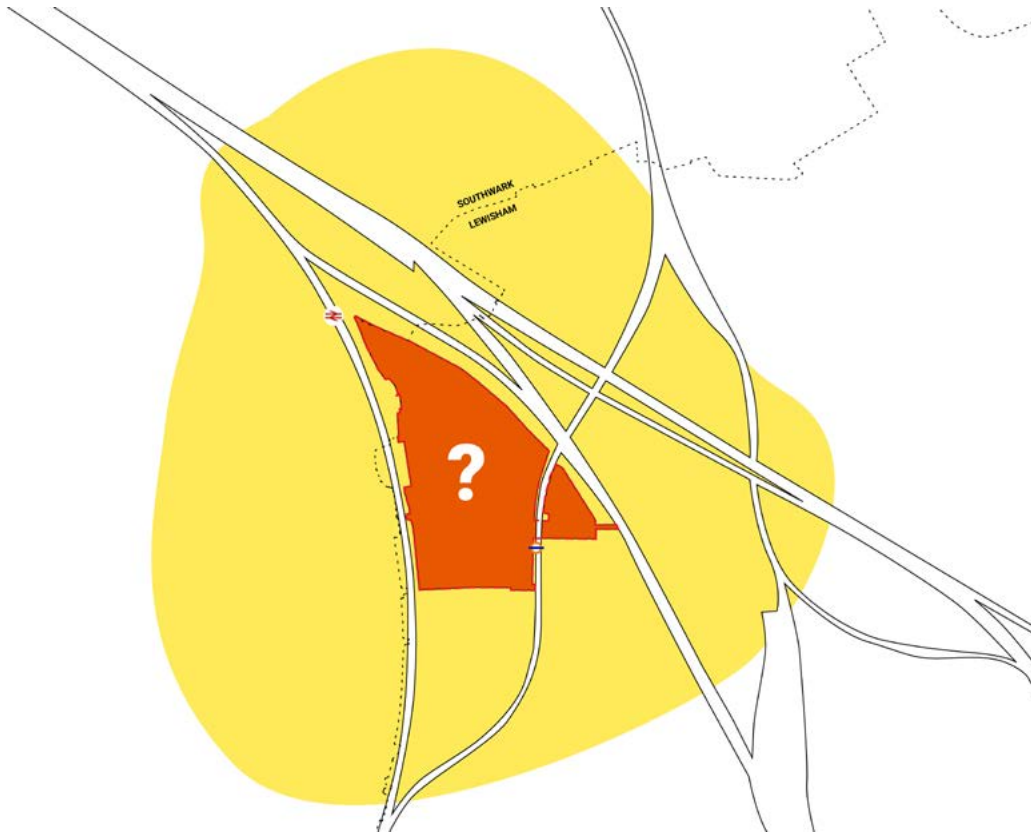
### 4.3 Overarching Principles

The design framework is built upon the series of objectives outlined within the Core Strategy policy SSA3 and having regard to the aforementioned constraints and opportunities. The framework proposes to open up, stitch and connect



Repair the severance caused by the railway infrastructure and open up the Development Area to the surrounding community.

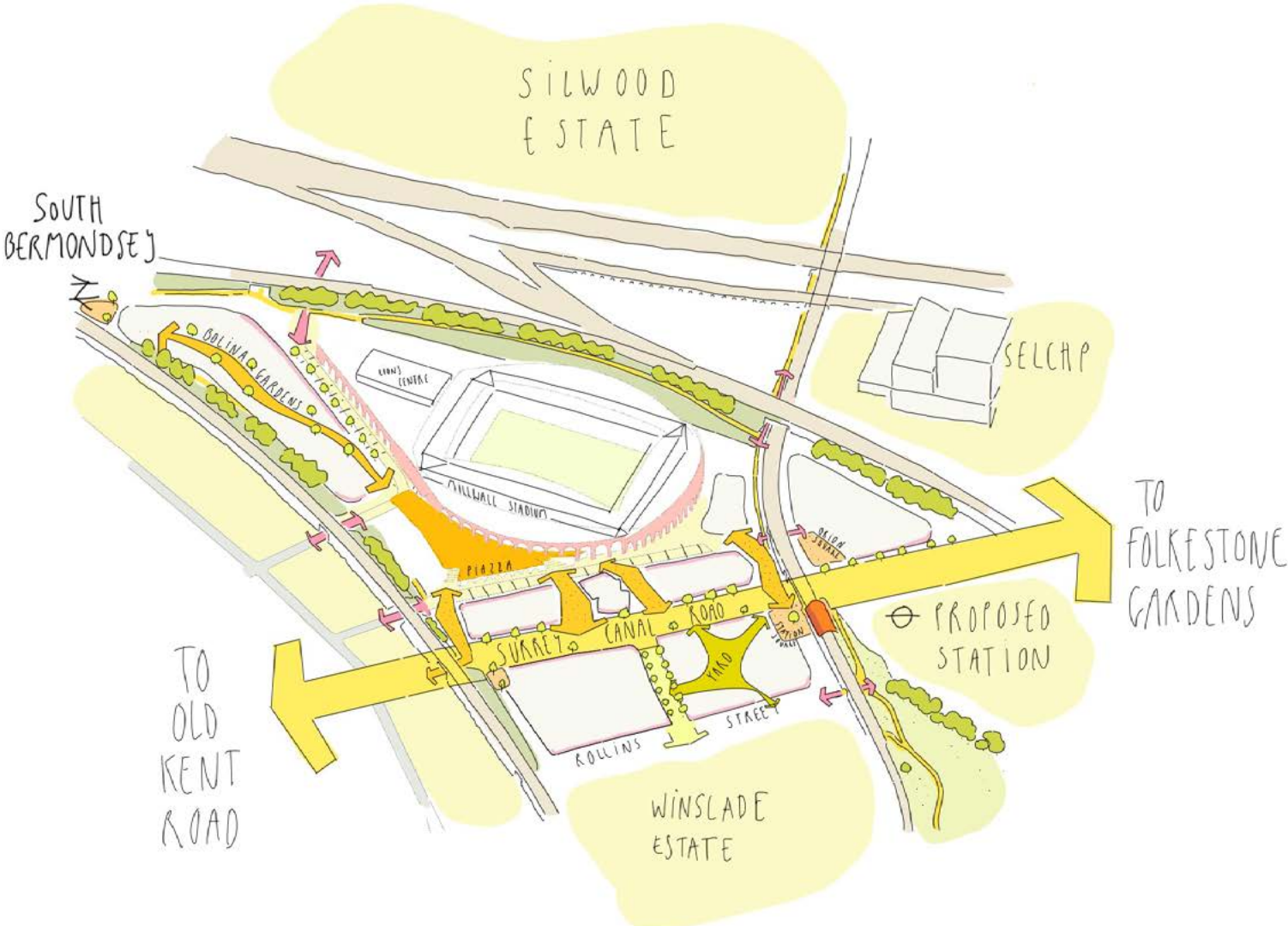




Today, a site hidden from the rest of the city by railways

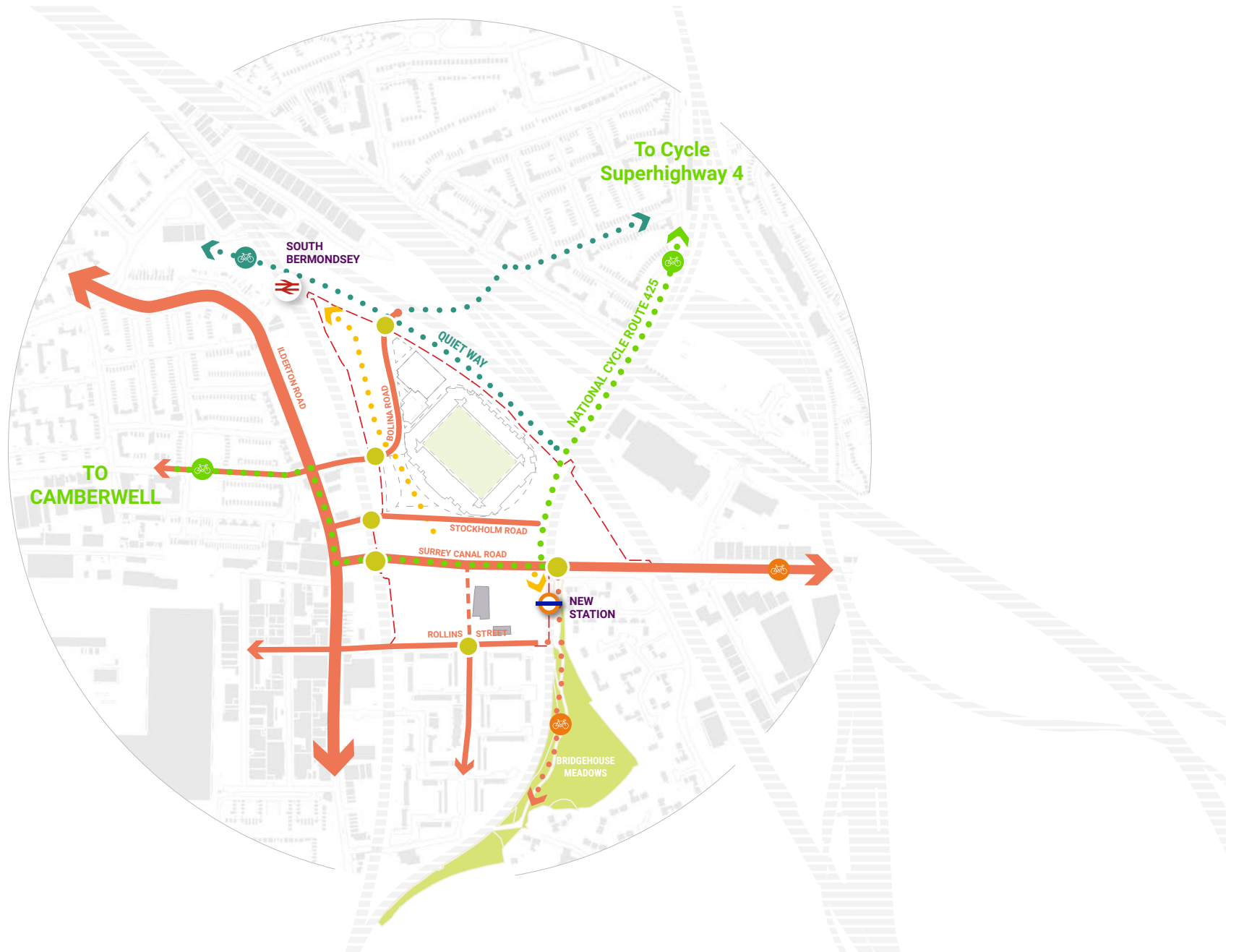


Tomorrow, an opportunity to open the enclave and improve permeability

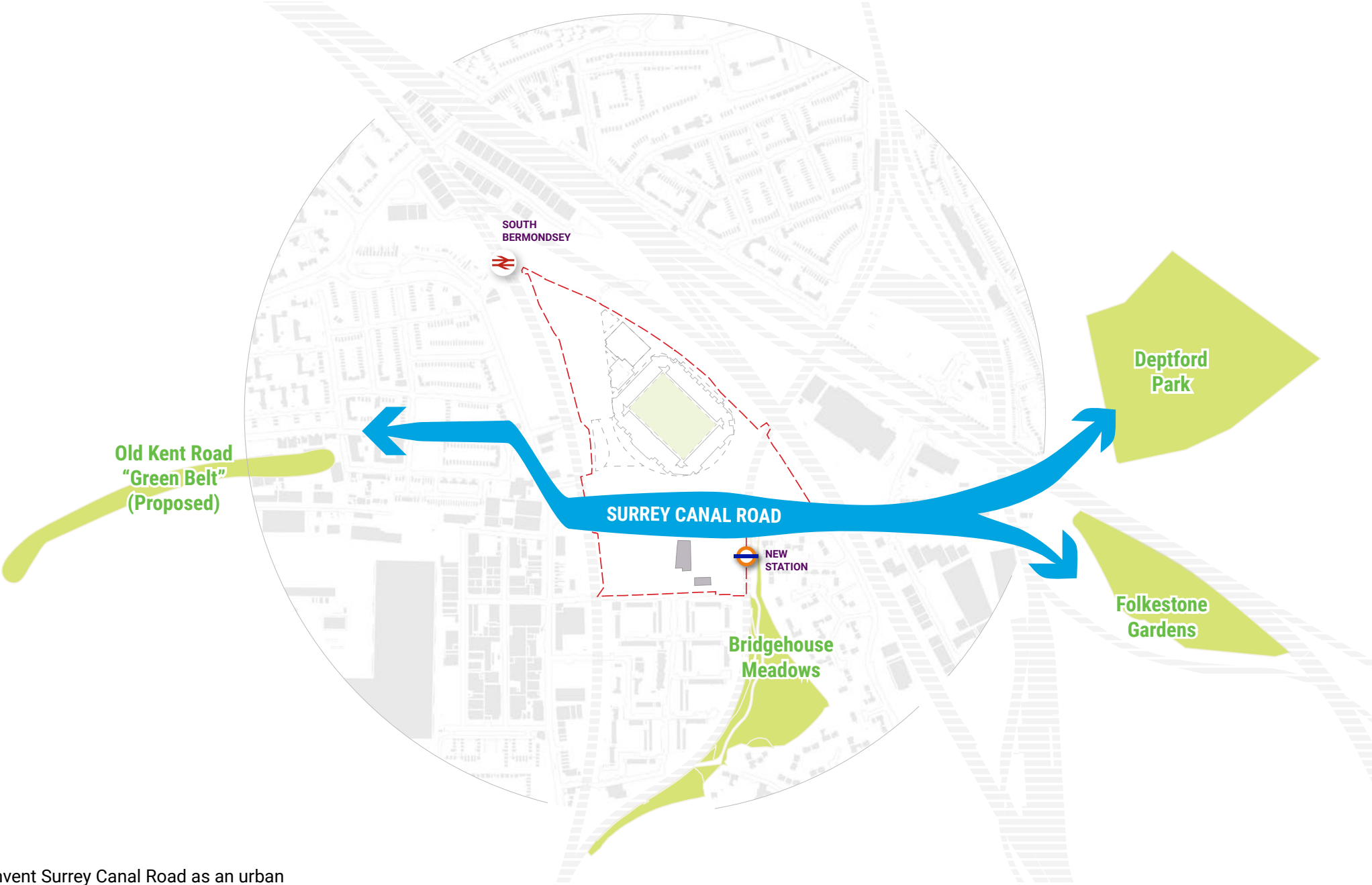


Establish a varied network of spaces and respect and integrate an improved and enhanced Stadium at the heart of the Development Area.



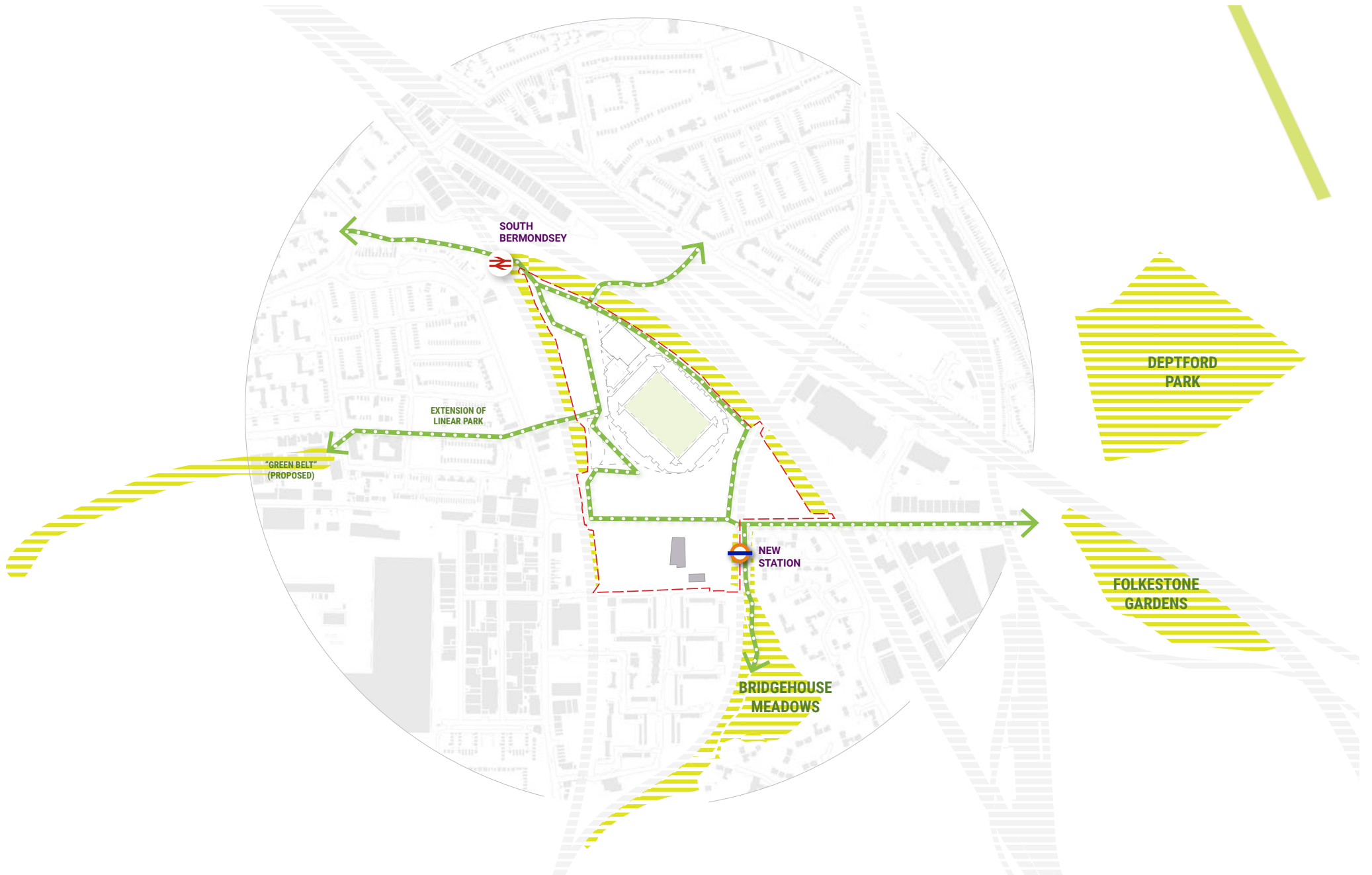


Create a coherent movement network.

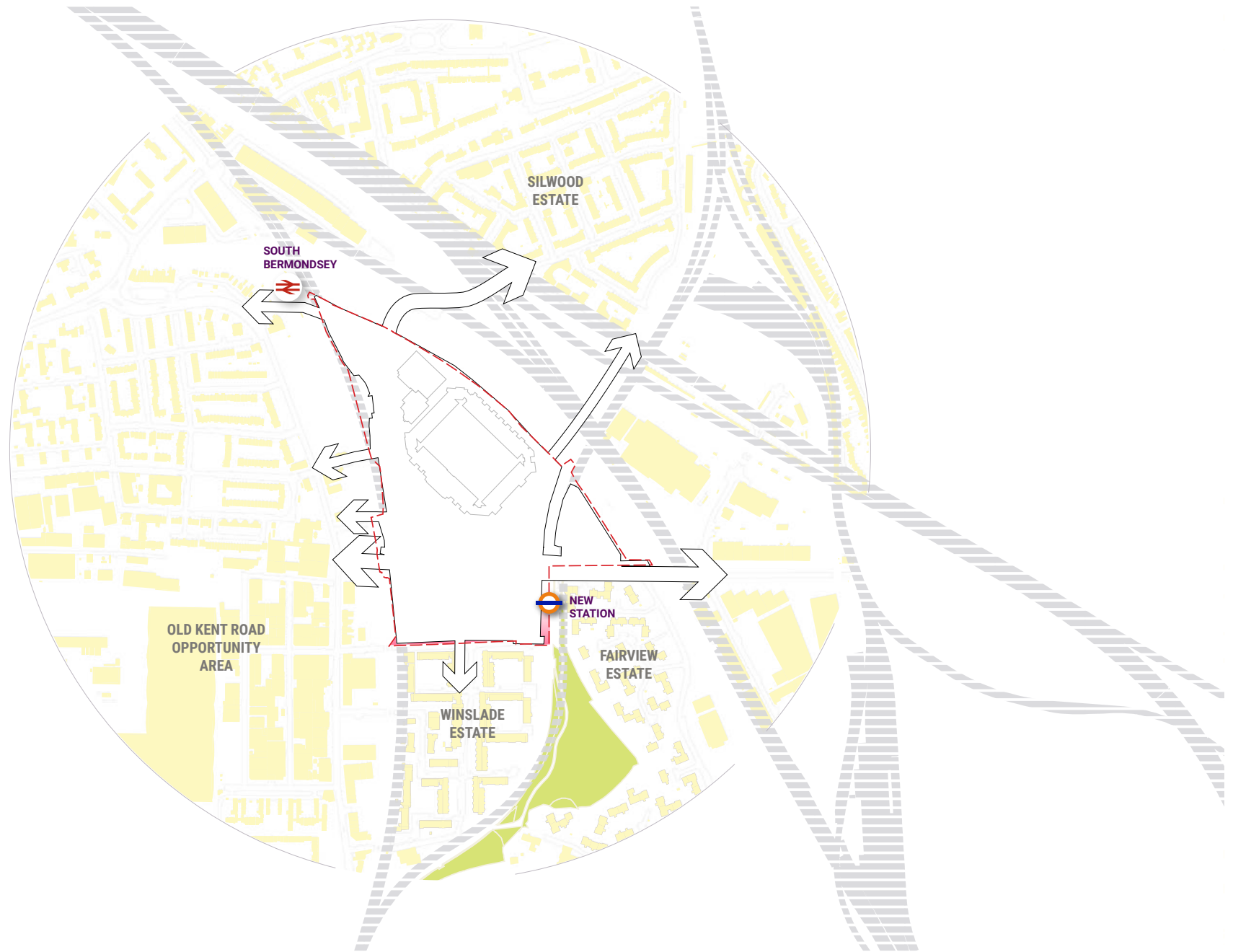


Reinvent Surrey Canal Road as an urban avenue that is pedestrian and cyclist-friendly and that bridges north and south, east and west.





Respond positively to the site's edges.



To provide a good neighbour and integrate with surrounding communities.





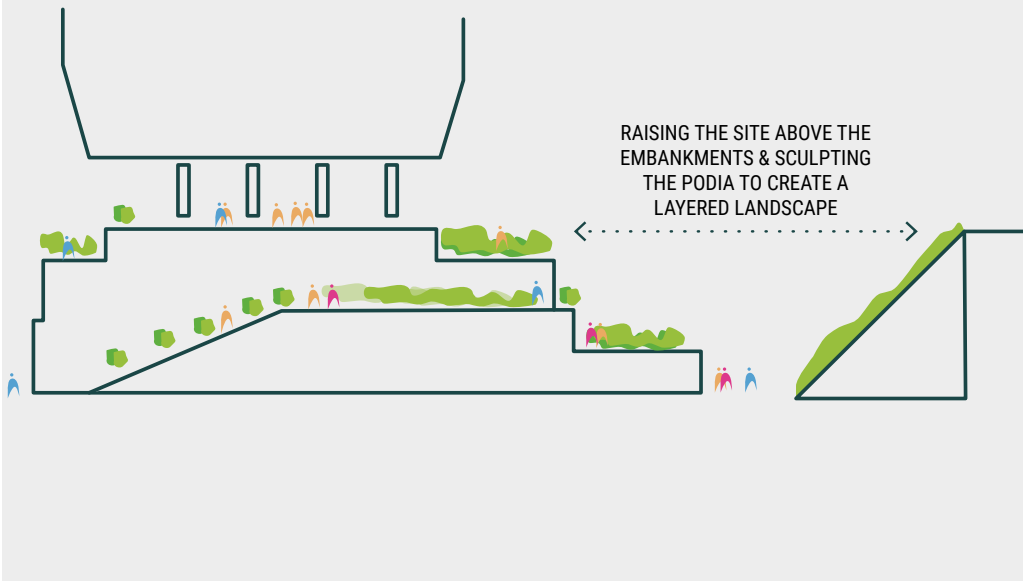
Create a legible massing strategy and maximise the opportunities of the proximity to South Bermondsey Station and the future new station at Surrey Canal Road.



Enhance access to and through the Development Area, including better access to the existing and proposed new stations and to Bridgehouse Meadows, and the provision of a clear link between them.



## Landscape and Homes



Relate the architectural form to the height of the embankments, potentially including the provision of elevated podiums that lift the residential experience above the railways.



Fig.27 Precedent Images Darling Harbour, Sydney

## 4.4 Access and movement

A key aspect of the success of future development within the SPD Area will be its ability to enable better routes and connections within the site, through the site and with the wider area.

At a strategic level, draft London Plan Policy GG2 Making the best use of land requires that developments contain good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel. This is reiterated in draft London Plan Policy T3 Strategic approach to transport. It also states “Links to the wider neighbourhood for all pedestrians should be carefully considered, including networks of legible, logical, safe and navigable pedestrian routes, dropped kerbs and crossing points with associated tactile paving”.

### Requirements:

In order to achieve the key policy principles identified earlier in this section, the following key access and movement outcomes are considered necessary:

- Support provision for the Surrey Canal Road Overground Station which will be located to the south of Surrey Canal Road and a new pedestrian and cycle route adjacent to the East London Line Phase 2 extension.
- Improved public access into the site from South Bermondsey Station to the north.

- The Development Area should be structured around legible routes that are primarily defined by the existing street pattern.
- Opportunities must be taken to unlock barriers to movement, including the enclosed hard standing surrounding the Stadium, the impenetrable railway embankments and the primary road networks.
- Surrey Canal Road should be transformed into an urban boulevard with improved cycling and walking provision.
- Crossings should be provided at key points along Surrey Canal Road to aid pedestrian movement.
- A key north south diagonal pedestrian link across the site should be provided connecting the new Surrey Canal Station, through to a new stadium plaza and onto Bolina in the north west of the site.
- Every opportunity must be made to improve access through railway embankments and upgrade underpasses.
- A variety of gateways into the site should be created, connected by a series of streets and squares, and wayfinding needs to be clear and logical.

- Existing cycling routes throughout the Development Area need to be upgraded and, where possible, extended. The existing cycle network should become more legible and safer, through a clear separation of pedestrian and cycle movement. Improved access to neighbouring leisure destinations in the wider area, including Folkestone Gardens, Southwark Park, and Burgess Park will enhance health and wellbeing.
- Consideration should be given to principles of Health Living Streets as set out in Fig.28 TfL Healthy Living Streets.

### All routes proposed in the scheme must:

- Be well designed with good sightlines.
- Take into account all users and their experience.
- Be simple to navigate, logical and intuitive.
- Have active frontages along them so that users feel safe and routes are well used.
- Include lighting, street furniture and surfacing which responds to the character of the area and be robust and of high quality.
- Consider cyclists and how they connect into the existing cycle network.
- If any route is also to be used as a shared space care must be taken to accommodate all users including those with disabilities and in designing the

space priority should not be given to vehicles.

- Incorporate green infrastructure, including street trees to, help improve air quality and contribute to biodiversity.
- The creation of any new links between Rollins Street and Surrey Canal Road, and the north south route and east west route should be for access and buses only.



Fig.29 TfL Healthy Living Streets



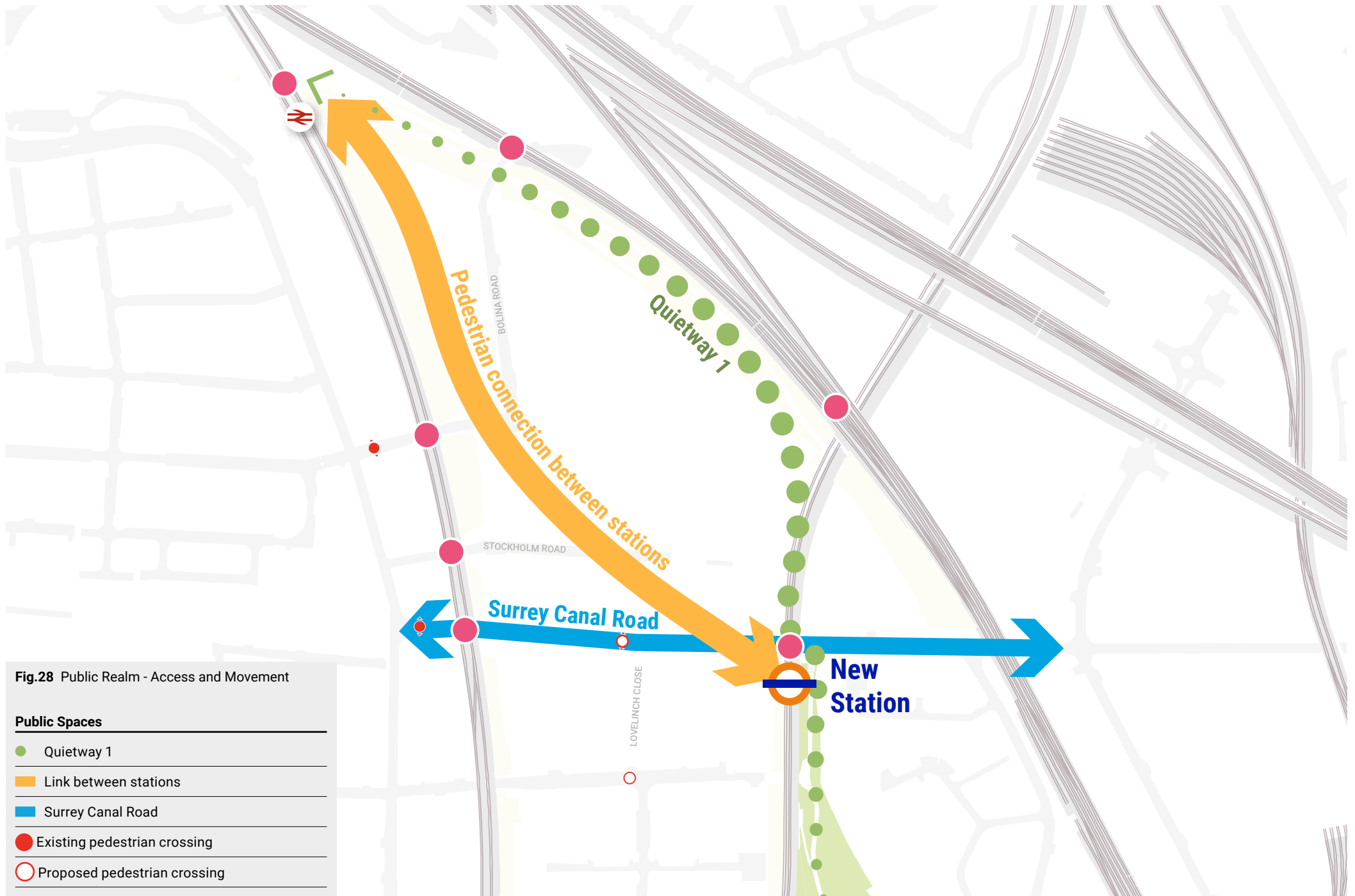


Fig.28 Public Realm - Access and Movement

**Public Spaces**

- Quietway 1
- ➔ Link between stations
- ➔ Surrey Canal Road
- Existing pedestrian crossing
- Proposed pedestrian crossing

## 4.5 Public Realm and Spaces

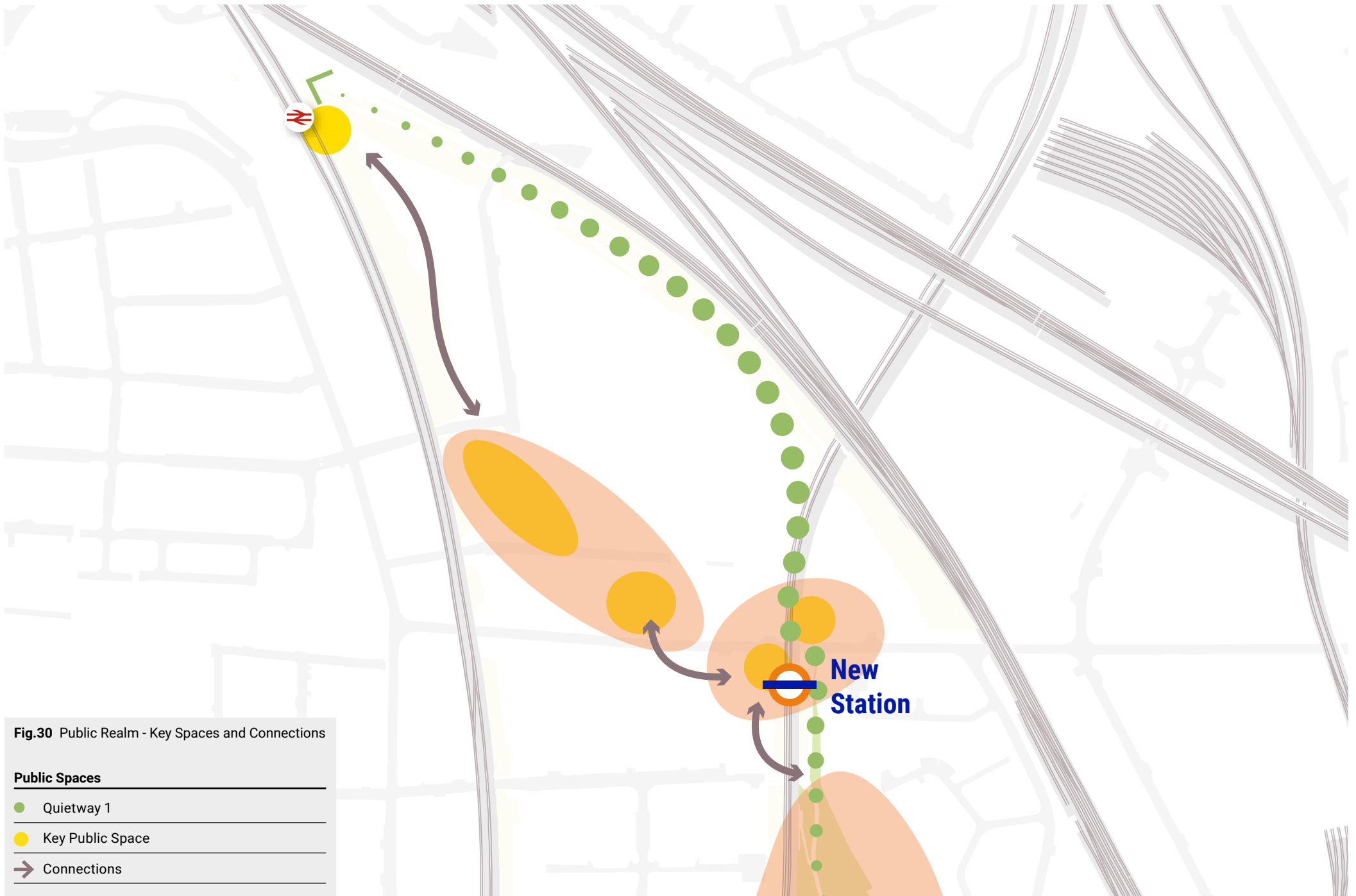
The ambitious vision for Surrey Canal Triangle can only be achieved if public realm is placed at the forefront of spatial aspirations. A primary aspect of the framework's success will be its ability to enable better porosity within and to the wider area, while developing a true sense of distinctiveness within.

### Requirements:

In order to achieve the key policy principles identified earlier in this section, the following key public realm and public spaces outcomes are considered necessary:

- The creation of a new public space adjoining the new station with improved access to Surrey Canal Road, which in turn links into new public space on the northern side of the road, providing access into the heart of the development area;
  - A new area of public space adjoining the west stand of Millwall Stadium as a setting for the stadium and to provide pedestrian linkage between the spaces to the south and the northern area of the development;
  - Urban spaces at the new development gateways;
  - A new 'yard area' within the heart of an expanded creative quarter at Excelsior Works;
  - Provide for significant improvements to Bridgehouse Meadows;
  - Provides appropriate amenity open space within the development including children's play space to provide health and recreational opportunities for new residents.
- All public realm and spaces within the SPD area should:
- Be of high quality, robust and fit for purpose;
  - Have sufficient sunlight penetration and be protected from wind to make them an enjoyable place to linger;
  - Have buildings around the edges of a space;
  - Have active frontages along edges, provided by entrances onto the space and overlooking windows, so that people come and go at different times;
  - Include natural elements such as tree planting or water within the space its self or the backdrop;
  - Natural surveillance from inside adjoining buildings provided by windows and balconies, so that users of the space feel they might be overlooked by people from inside;
  - Be designed so that landscape influences the microclimate and promotes a sense of tranquillity;
  - Risk assessment and mitigation at an early stage of the design process, so security measures can be integrated into positive design features.





**Fig.30** Public Realm - Key Spaces and Connections

**Public Spaces**

- Quietway 1

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- Key Public Space

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- Connections

## 4.6 Land Uses

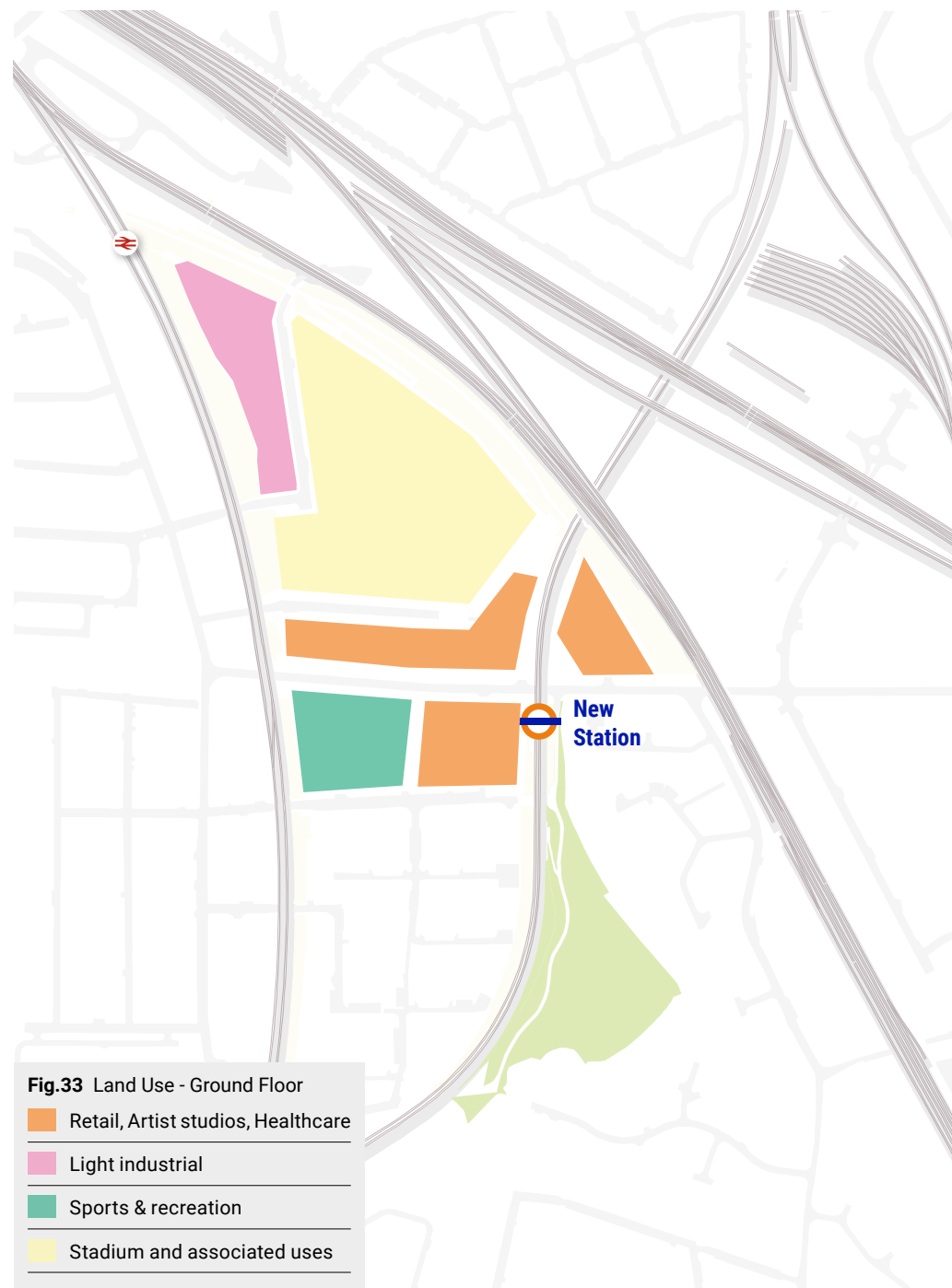
The London Plan states in regard to the New Cross /Lewisham / Catford Opportunity Area that there remain significant opportunities for redevelopment especially around stations, which should complement the existing education, leisure, employment and retail offer as well as provide additional housing, public realm and highways improvements.

The strategic site allocation for Surrey Canal Triangle (SAA3) in Lewisham's Core Strategy is for mixed-use retail, housing, employment, community facilities and the provision of a new station.

### Requirements:

- The development must make efficient use of land providing much needed housing within the borough with a mix of dwelling types and tenures including a significant proportion of on-site genuinely affordable housing;
- "A new 'destination' development that capitalises on the opportunities presented by Millwall Stadium ensuring that the existing football and sports facilities are enhanced and made accessible to the public including appropriate supporting uses in support of this aim;

- The football club and Lions Centre are to be retained. In the case of the former, the facilities are to be expanded and improved. There should be creativeness about the form of new employment uses in order to create a 'destination', to build in flexibility for the future and to ensure that all the uses are complementary;
- Employment generating uses should be maximised, such as light and general industry, creative industries, leisure and supporting retail (A1 and A2 uses) and food and drink uses;
- Provide retail uses to serve local needs that do not adversely impact existing town centres (A1, A2);
- Provide for a mix of restaurant, food and drink uses to serve the site and immediate neighbourhood;
- Community uses will also be required.







**Fig.32** Land Use - Podium Floor  
Stadium and associated uses  
Residential Amenity



**Fig.31** Land Use - Upper Floors  
Residential

## 4.7 Heights, Scale and Massing

The National Design Guide (2019) states that “proposals for tall buildings require special consideration and this includes ‘their location and siting; relationship to context; impact on local character, views and sight lines; composition - how they meet the ground and the sky; and environmental impacts, such as sunlight, daylight, overshadowing and wind. These need to be resolved satisfactorily in relation to the context and local character.”

It also states that ‘Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary.’ It goes on to say that it enhances positive qualities and improves negative ones and that some features are physical, including the existing built development, including layout, form, scale, appearance, details, and materials

Draft London Plan Policy D8 Tall Buildings goes into detail about the considerations for tall buildings, this includes local and strategic views, that there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy and that proposals should take account of, and avoid harm to, the significance of London’s heritage assets and their settings and positively contribute to the character of the area.

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

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

### Height within the SPD area:

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

- Buildings that are significantly taller than the predominant height of buildings in the surrounding area;
- Buildings that have a notable impact on the skyline of the borough and/or

- Buildings that are more than 25 metres high adjacent to River Thames or more than 30 metres high elsewhere in the borough;
- Core Strategy Policy 17 requires that new development does not impede or detract from local views or obscure local landmarks.

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

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

1. Understand the topography;
2. Identify important views and locations where the heritage asset and its setting could potentially be impacted;
3. Consider City airport’s flight path safety zones;
4. Test height scenarios through 3D modelling;
5. Identify sensitive relationships with surrounding low rise residential properties;
6. Identify key routes and connections.

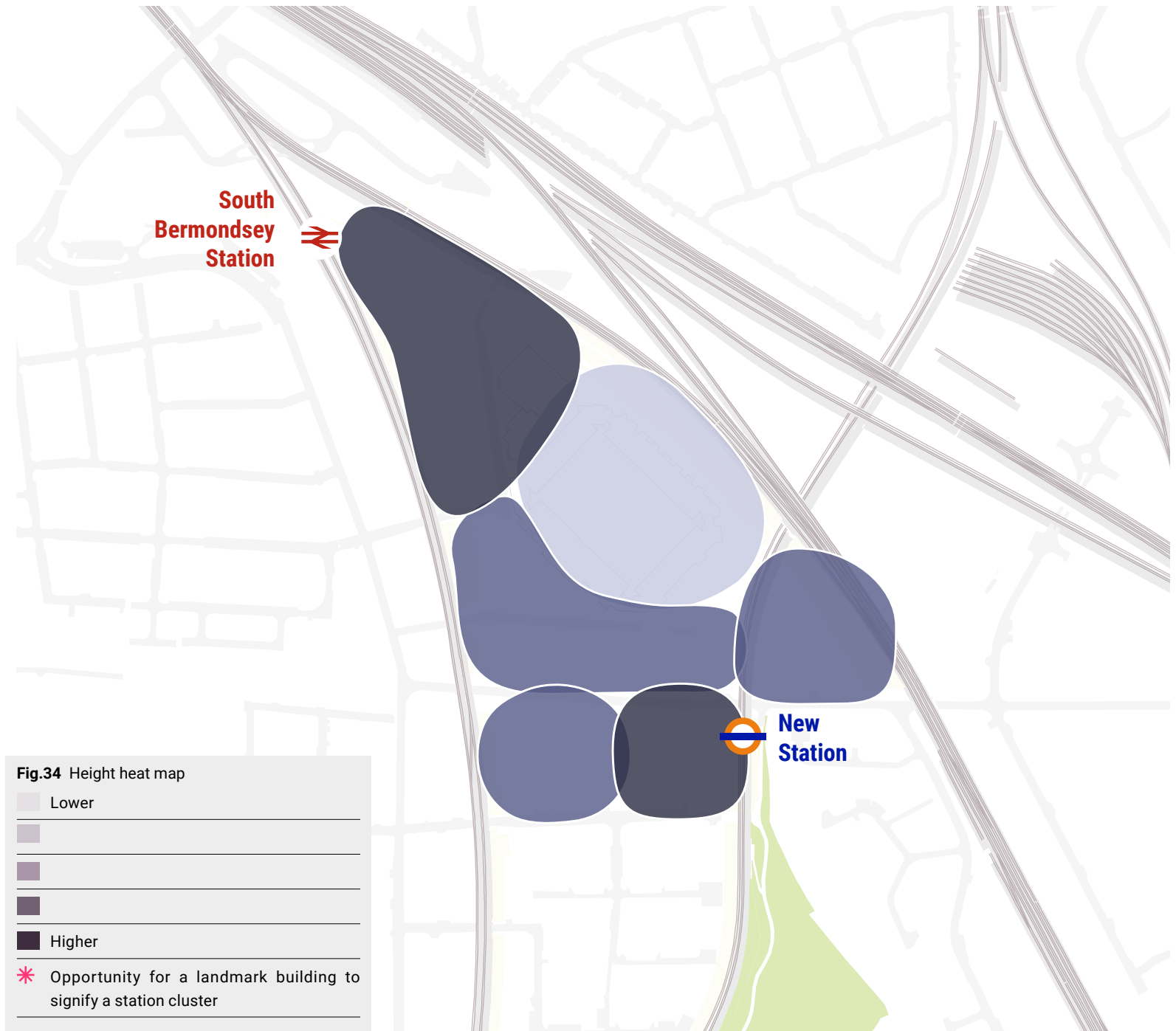
Having assessed the above a heat map showing locations which are suitable for buildings which are tall in a New Cross context has been created.

The key urban design principles for any schemes coming forward in the SPD in relation to height, scale and massing are as follows:

- The scale and massing of buildings must respond to positively to the character of the adjacent residential environments and provide a transition in scale from any taller elements proposed and existing development;
- Tall buildings should be sited in the locations identified as suitable in on the heat map;
- Tall buildings should not cause significant harm to existing residential environments and their amenity;
- Tall buildings must be positioned in locations which are logical and legible and on key routes;
- Tall buildings must be informed by an assessment of views at local and cross London levels, as identified in Lewisham’s Local Plan and the London View Management Framework as shown on plan Fig.344;
- The location and scale of tall buildings must be informed by the City airport’s flight path safety zones;



- Buildings of height must be positioned so that there is daylight and sunlight penetration to open spaces and public realm so that they are fit for purpose and are useable, pleasant spaces for long periods during the day;
- In terms of the building itself a tall building must comprise:
  - Lower floors: active frontages with a mixture of uses and clear entrances;
  - Middle floors: articulated façade, balconies/winter gardens, vertical expression, façade proportion and modelling;
  - Upper floors: opportunities for varying the building line with setback/frame;
- Architecture of buildings must be varied to provide interest but there should be some common language between buildings to create a cohesive development.



## 4.8 Summary

These principles should be followed in order to transform Surrey Canal Triangle from a somewhat fragmented part of the borough into a thriving new area for London. This will be achieved through:

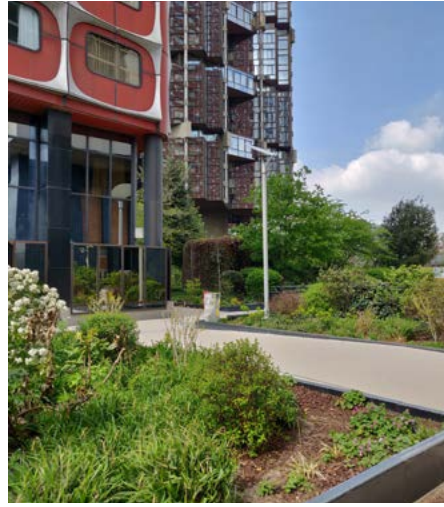
- The reconnection of the Development Area (which is largely separated from its surroundings by railway embankments) with the wider area.
- The creation of an exciting new development which makes the most of its highly accessible location, building on the opportunities created by the existing station at South Bermondsey and a new station at Surrey Canal Road on the East London Overground Line.
- The provision of new high quality homes for families with children, couples and sharers, as well as for people living alone.
- The delivery of a mix of residential tenures, maximising the number of genuinely affordable homes for existing and future residents of the borough.
- New jobs, in a variety of sectors, including the creative industries.
- An expanded and enhanced stadium for Millwall Football Club hosting football matches and associated events.
- A sustainable development that also seeks to promote and engender healthy and active living.

The regeneration of the Development Area is much needed and will be ambitious, exciting and challenging; its delivery will lead to a significant step change in the socio-economic and physical characteristics of this part of North Lewisham and bring significant benefits to the adjoining areas of Lewisham and Southwark.

As part of the vision and aspiration for the Development Area, a unique identity needs to be developed for it, with distinct drivers and attractors, through positive and careful regeneration. However, at the heart of the vision, it is essential not to ignore or forget the existing strengths of the area which must be built upon and strengthened, including its multicultural community, its young population and creative enthusiasm, its location in relation to London as a whole, and its sporting heritage established through greyhound racing, boxing and Millwall Football Club.















# Character Areas

## 5.1 Local Distinctiveness and Character Areas

The Development Area naturally falls into the following distinct character areas:

- The Stadium, the Lions Centre and Surrounds
- Orion
- Excelsior
- Timber Wharf
- Stockholm & Senegal
- Bolina
- Surrey Canal Road

Character areas are now discussed in further detail in section 5.

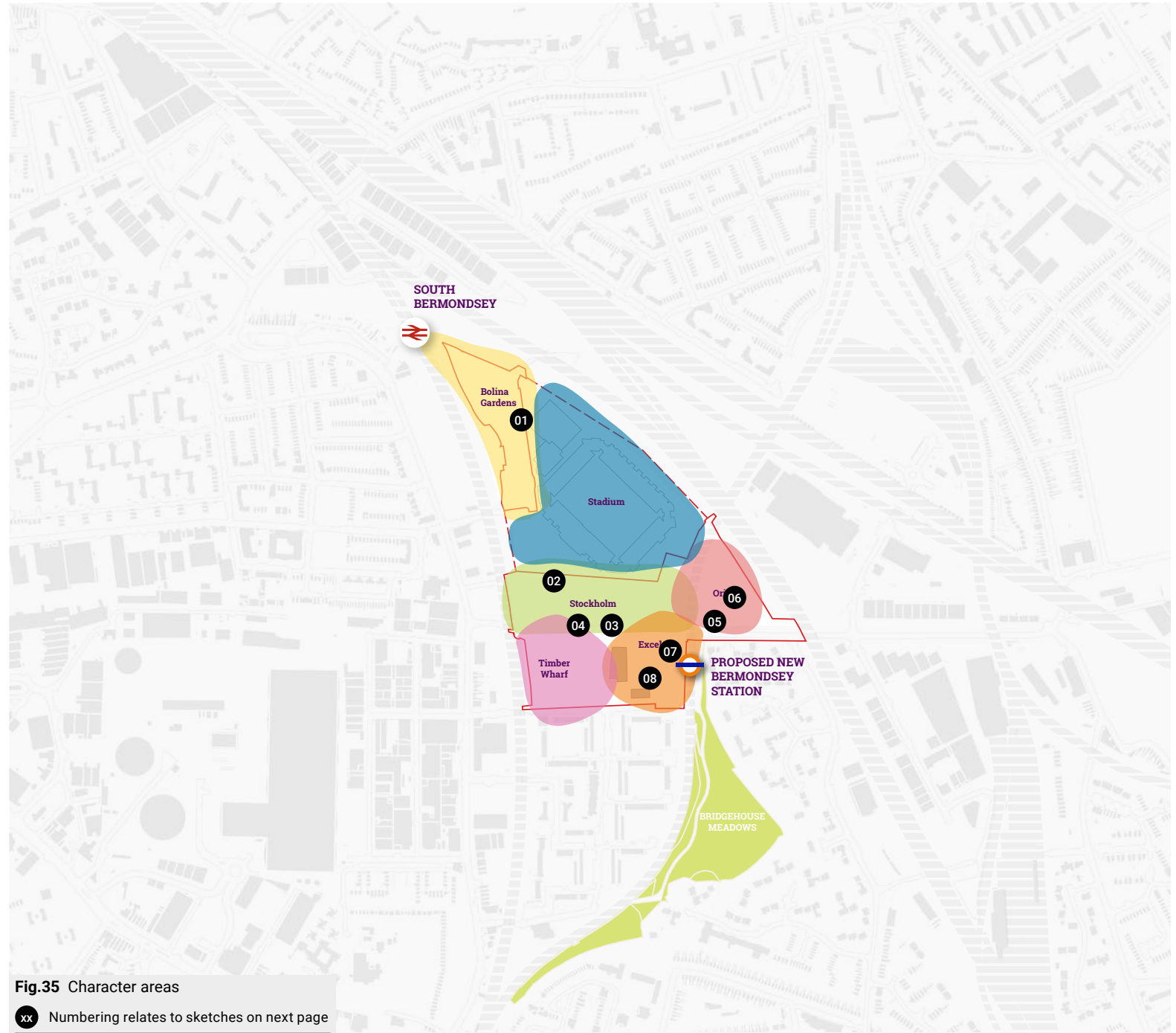


Fig.35 Character areas

xx Numbering relates to sketches on next page



Character areas are joined together by an high-quality public realm that offers a sequence of experiences throughout the Development Area.

01



02



03



04



05



06



07



08



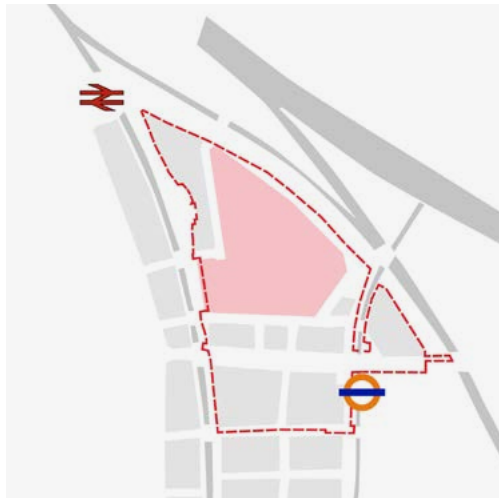
## 5.2 The Stadium, the Lions Centre and Surrounds

### Context

The land is bounded by Stockholm Road to the south, Zampa Road and Bolina Road to the west, the East London Overground Line to the east, and Network Rail Thameslink line and the cycleway to the north.

The site currently accommodates a 20,000 seater football stadium surrounded by surface car parking and hard standing enclosed by palisade fencing along the entire perimeter.

The Lions Centre occupies a site to the north west of the stadium. This local sports facility is operated by the Millwall Community Trust, a separate charitable Trust supported by Millwall Football Club for the benefit of local people.



### Ambition

Millwall Football Stadium will be enhanced and expanded to accommodate a larger crowd as the Club seeks promotion to the English Premier League. The Stadium will sit proudly at the heart of the Development Area welcoming visitors every day to new up to date conferencing and banqueting facilities.

In order to improve the setting of the Stadium in its urban environment, for it to become an integral part of the new townscape and community, and also to create permeability and connections across the whole development, new public realm will be provided at the front of the Stadium for new and existing communities to enjoy on non-Event Days, and to accommodate the increased crowds on Event Days. There would be benefits in elevating this new space above the ground plane hiding the vehicle parking and servicing from view and prioritising access for pedestrians at the upper level.

In the event that delivery of the enlarged Stadium is delayed, permeability through the Development Area to and from the new Station at Surrey Canal Road and to South Bermondsey Station will be secured on delivery of the new Station through the removal of the existing palisade fencing and improvements to the

hardstanding surrounding the Stadium, such as new lighting, landscaping and street furniture.

Vehicle access and servicing will continue to be provided from Zampa Road potentially to connect with a new stadium circulation route out of sight around the perimeter of the stadium building beneath a new Stadium Piazza.

Shops and cafés could occupy new retail units fronting Stockholm Road and Bolina Road complementing the offer on neighbouring development phases.

There is potential for a tall building in the southwest of the MFC land. This could potentially be used as a hotel, for business, residential (including affordable tenures) or mixed uses.

The Lions Centre will continue in its role as an important sports provider for local people. The retained 3G 5-a-side football pitch within will complement the other sports envisaged to be accommodated in Timber Wharf. Subject to structural analysis, there is the potential, in townscape terms, for taller buildings to be located above the Lions Centre.

All existing and meanwhile amenity and facilities relating to sporting activity will be retained and/or reprovided on site within the boundary of the SPD. Any loss or reprovion off site will need to be justified against all the relevant policies as set out in the NPPF, Mayor's London Plan and Lewisham's Core Strategy and Local Plan.





Fig.36 Illustrative example of an enhanced and expanded stadium

## Principles

1. To retain Millwall Football Stadium.
2. To retain the facilities of The Lions Centre for the benefit of local people.
3. To significantly improve and enhance the Stadium, including its external fabric and facilities, and to encourage complementary uses, such as new up to date banqueting and conferencing spaces, for use every day as befits a cultural hub at the heart of this important Development Area.
4. To facilitate access to and from the Stadium and across the whole Development Area, including a direct route between South Bermondsey station and Surrey Canal Road station and bus interchange, by removing the perimeter fencing and providing new public open space in front of the Stadium that is publicly accessible every day, allowing also for any egress and access safety requirements to the stadium.
5. To ideally elevate the public realm by way of a raised piazza so as to provide car and coach parking out of sight beneath, which in turn will provide safe access to the Stadium for VIP guests and players on Event Days, and prioritise pedestrian access at all times on the upper level.
6. To provide a new area for outside broadcasting facilities to the east of the stadium to satisfy English Premier League regulations and TV requirements.
7. To preserve the Millwall Memorial for Stadium Events on MFC Land with the potential for additional buildings elsewhere within this character area, for a mix of uses including residential.
8. To animate the surrounding streets for example through the introduction of complementary commercial spaces such as sports retail or Football Club merchandising units or food and drink premises fronting Stockholm Road and Bolina Road.
9. To provide a new building in the south west corner of the MFC land.
10. To provide all car, service and coach parking associated with the operation of the stadium and any other development as noted in point 7.





Fig.37 Illustrative example of an enhanced and expanded stadium

## 5.3 Orion

### Context

This plot sits to the north of Surrey Canal Road, opposite the site for the proposed new Surrey Canal Road Station. The site is also bordered by network rail lines to the east and the East London Overground Line to the west. The South East London Combined Heat and Power (SELCHP) plant is located to the north east of the plot beyond the network railway line. The area is currently wholly occupied by the Orion Business Centre.



### Ambition

The Orion plot could provide a permanent home for an important community facility, together with a significant area of new public realm in front of the new building.

Residential could rise above the roof providing a mix of apartment sizes for different residential tenures, including affordable homes.

The new building/s would be set within a new public square, which would also provide a link between the proposed new station and the pedestrian route already created under the railway embankment which runs along the western side of the plot. Any parking would be hidden away from the public realm.



**Fig.39** Artist's impression of a new public square for Orion and a route through to Stockholm Road

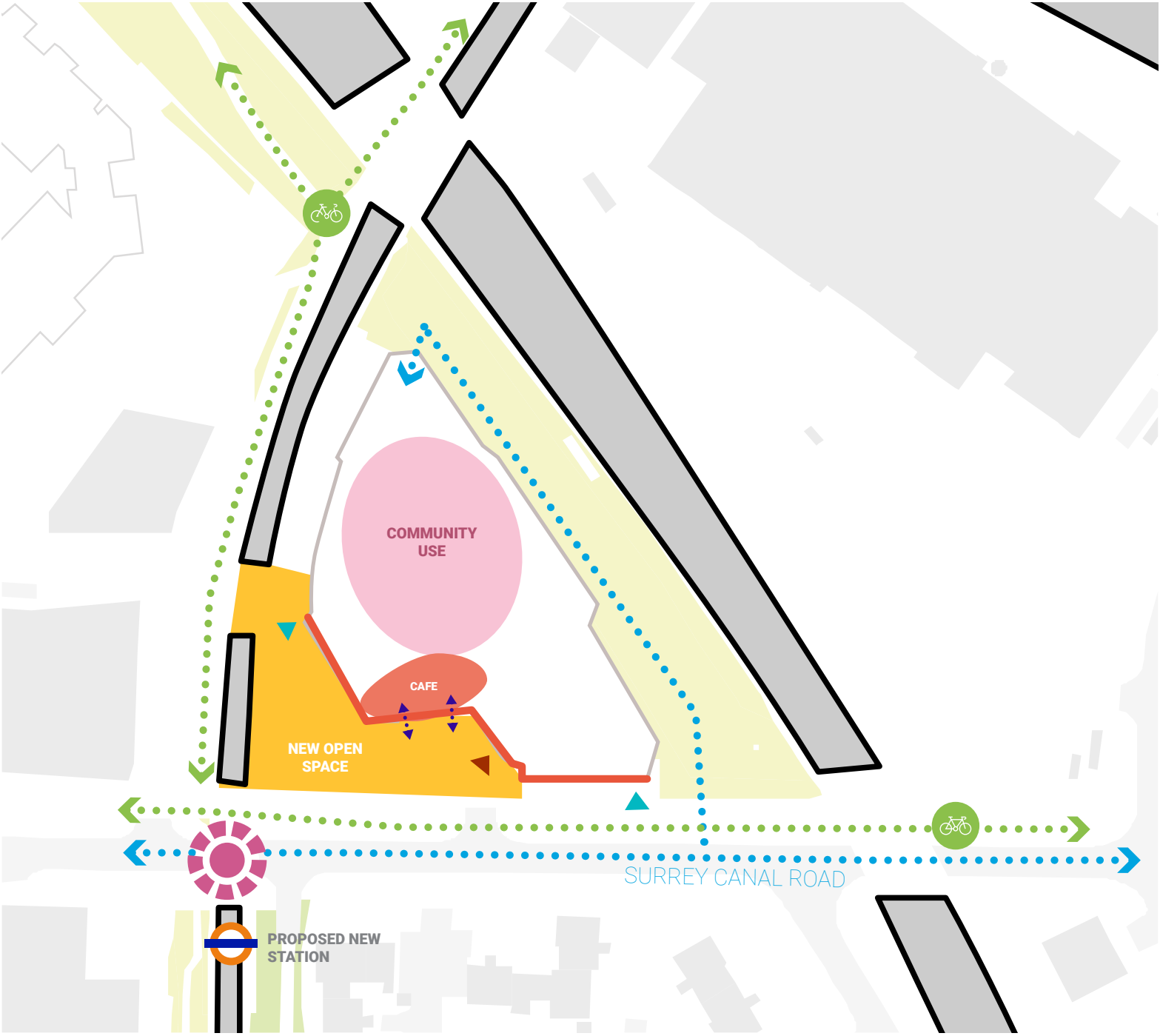




## Principles












1. To provide a significant number of new homes for sale or rent including affordable housing.
2. To provide active uses at ground level, such as community uses and/or retail to serve the new community, alongside clearly defined accesses to residential accommodation above.
3. To create new public realm linking beneath the East London Overground Line through to Stockholm Road, and to the proposed new station at Surrey Canal Road.
4. To create new communal open space for residents, including play space for young children.
5. To promote access around the perimeter of the site for servicing, car and cycle parking, and into ground level uses and residential accommodation, hiding all servicing and vehicles away from the public realm.





Indicative illustration showing how principles might be implemented

Fig.38 Urban Design Framework for Orion

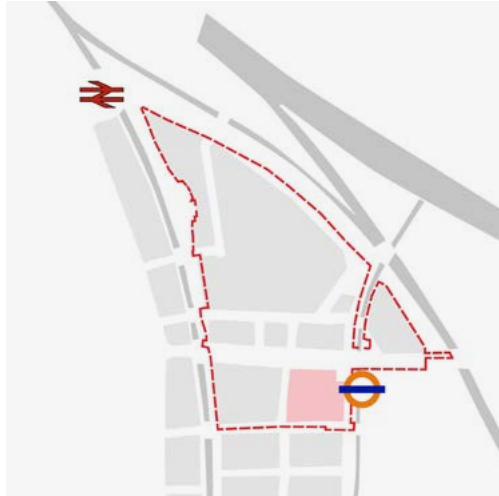
-  Overground station
-  Bus stop
-  Crossing
-  Enhanced archway
-  Vehicular movement
-  Cycle route
-  Landscaped open space
-  Residential entrance
-  Community use entrance
-  Potential for activity spill
-  Active frontage

## 5.4 Excelsior

### Context

The Excelsior plot sits to the immediate west of the East London Overground Line and the site of the proposed Surrey Canal Road Station south of Surrey Canal Road. The area is currently occupied principally by industrial uses and other workspace, together with a number of residential units.

Guild House and Rollins House comprise multi-storey mixed-use buildings built in the early 1900's. Surrey Canal Road is located to the north of the plot and Rollins Street marks the southern boundary. The Winslade Estate neighbours Excelsior to the south of Rollins Street.



### Ambition

Excelsior is envisaged as a new creative quarter providing the opportunity to merge existing and new workspaces around high-quality public realm, and to serve as a landmark gateway into Surrey Canal Triangle.

Guild House would need to be refurbished and integrated into a contemporary structure providing new workspace for the creative industries already operating in and around Surrey Canal Triangle and new ventures wanting to locate in the area.

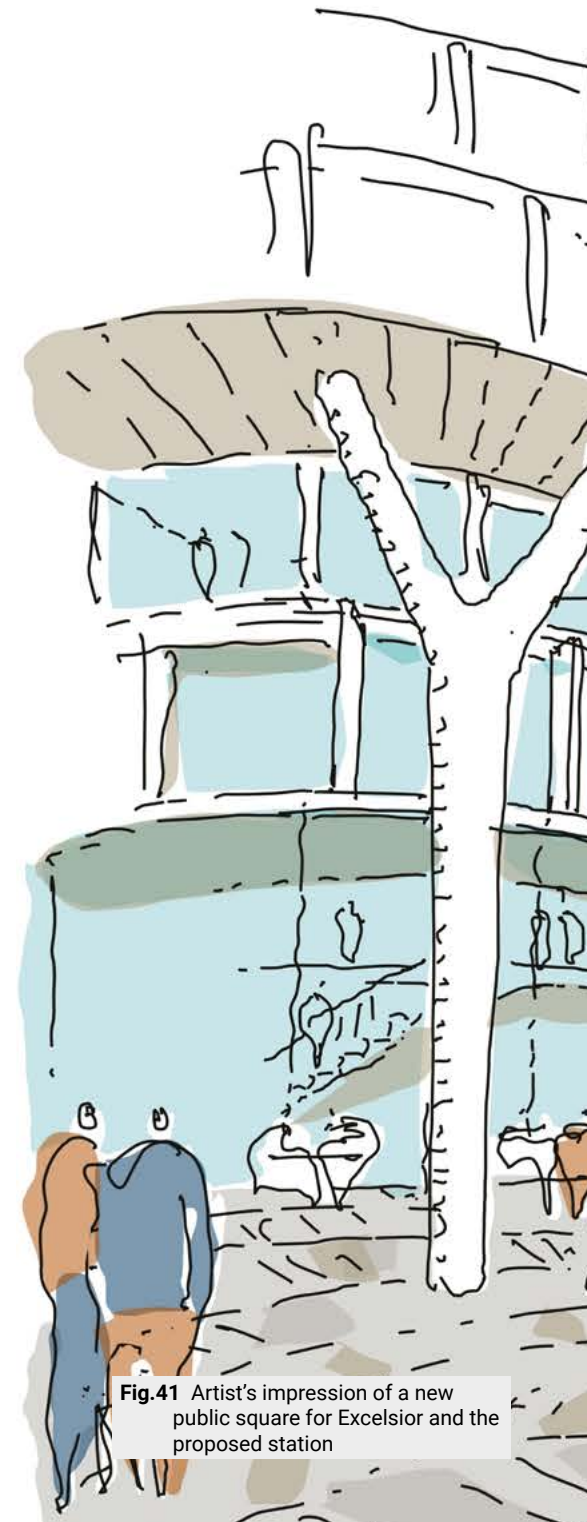
A large courtyard space at the heart of the plot would provide vibrant flexible open space hosting artisan and food markets as well as other meanwhile uses and offering attractive meeting places for the new and existing communities to come together.

Creative studios should front onto the courtyard on all sides. Their activities would spill out on occasion and permeate the public realm. A café located at the northern entrance to the courtyard would bring animation to the area, drawing people in from the Station Square and acting as a threshold into the more intimate setting of the courtyard.

New homes could be located along the eastern perimeter of the plot possibly above a convenience store to serve local retail needs situated opposite the new Station's entrance. Taller buildings, with distinct architectural forms will be provided to mark the location of Surrey Canal Road Station.

Generous pavements outside the Station and at the foot of the residential buildings will extend the space south of Surrey Canal Road, comfortably accommodating event crowds when they come but landscaped to provide more intimate spaces for every day.

New north-south routes towards Surrey Canal Road will allow access from Rollins Street and the Winslade homes to the south. These will ease access to the new and existing Stations, the new uses anticipated for Surrey Canal Triangle and the existing Millwall football stadium and community sports facilities.



**Fig.41** Artist's impression of a new public square for Excelsior and the proposed station







## Principles

1. To deliver a mix of uses, including residential accommodation and commercial uses, such as workspaces for new and existing creative industries, and retail to support the new community and the Station users. Residential accommodation must provide for a variety of tenures including affordable housing.
2. To extend the existing Guild House structure and integrate it fully into the wider development area.
3. To provide a public square to facilitate access to the retained building and to accommodate potential meanwhile uses, such as a local farmers' market, art fairs and pop up events.
4. To integrate the plot with the neighbouring new Station by way of new public realm, and to deliver the transport interchange between trains and buses secured through the existing outline planning permission.
5. To accommodate servicing for retail, workspaces and residential accommodation from neighbouring streets.
6. To provide two new links between Rollins Street and Surrey Canal Road to allow vehicle and pedestrian access, particularly from the Winslade Estate, to the development area to the north.
7. To provide building/s to signify the location of this transport hub.
8. Two new north-south routes to the east and west of the plot respectively will replace the existing informal vehicular route currently located through the centre of the plot forming a new transport interchange. The eastern route could facilitate vehicular access and the transfer interchange between bus and rail services. The route to the west will align with Lovelinch Close and provide access for pedestrians, cycles and buses.
9. To accommodate active uses at ground level around the perimeter the plot in order to provide animati to the surrounding streetscape.

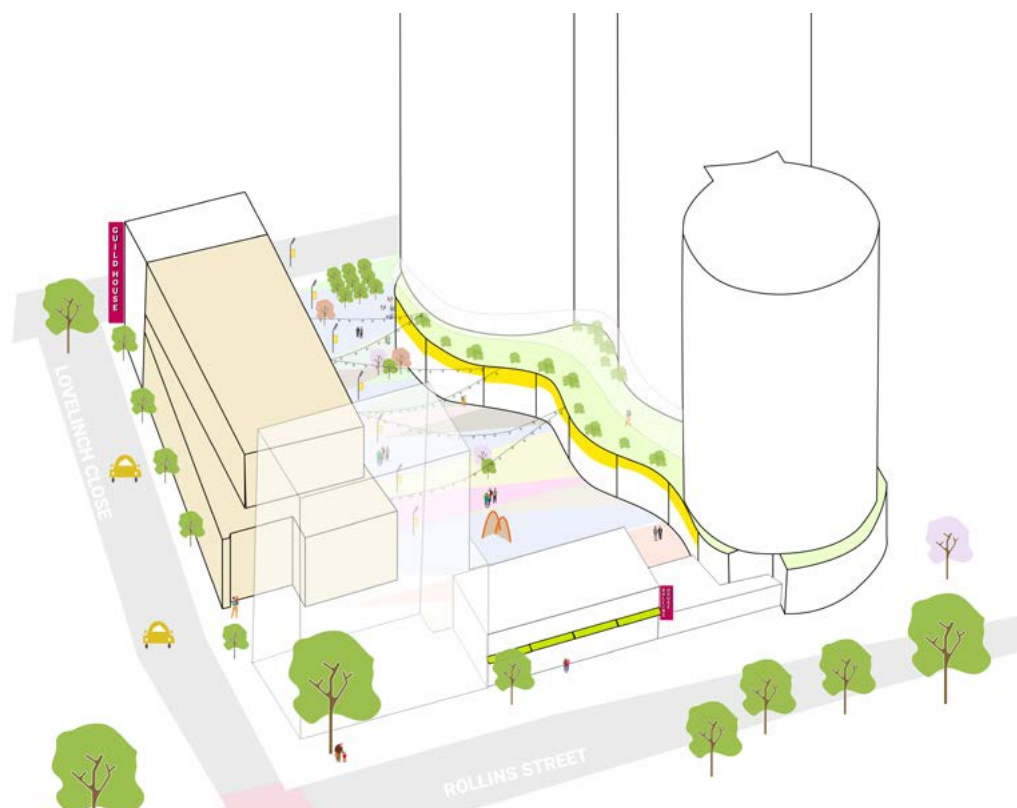
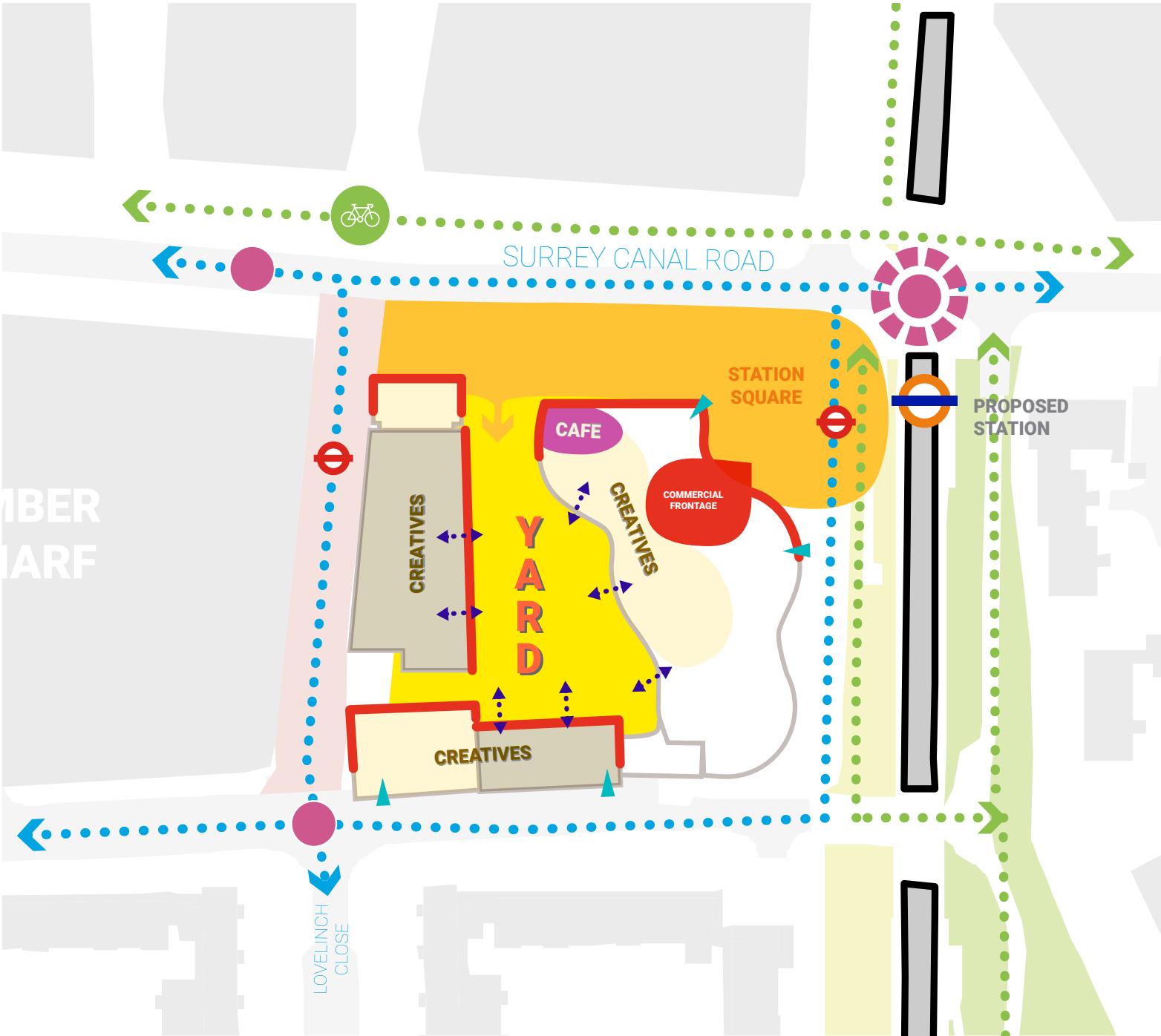



Fig.42 A new public square for meanwhile uses at the heart of Excelsior






Indicative illustration showing how principles might be implemented


Fig.40 Urban Design Framework for Excelsior

-  Overground station


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-  Bus stop


---

-  Crossing


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-  Enhanced archway


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-  Vehicular movement


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-  Cycle route


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-  Landscaped open space


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-  Landscaped yard space


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-  Retained building


---

-  Residential entrance

---

-  Potential for activity spill

---

-  Active frontage









## 5.5 Timber Wharf

### Context

Timber Wharf sits alongside the Excelsior Plot to the south of Surrey Canal Road. It is bordered by Rollins Street to the south and by the existing Network Rail line served by Southern Railway to the west.

Industrial buildings and associated yard space occupy the site. Existing site access is via Rollins Street.



### Ambition

Timber Wharf will be the new state-of-the-art sports hub for Surrey Canal Triangle and North Lewisham, promoting health and wellbeing in addition to the offer already provided by Millwall Football club and Lions Centre. A multitude of sports facilities will be gathered in one location, bringing together the various existing sports clubs in the area in facilities such as a swimming pool and a new multi-sports.

A new permanent new home will be provided for a local youth outreach community centre.

Surrey Canal Road will be animated with views into the new sports offer, café and sports retail whilst other community uses will be accessible directly from Rollins Street.

New homes for all tenures and communal open space are envisaged above the sports complex, using the landscaped podium as communal open space. Access for all uses will be provided animating the surrounding streets.



Fig.44 Artist's impression of Timber Wharf fronting Stockholm Road







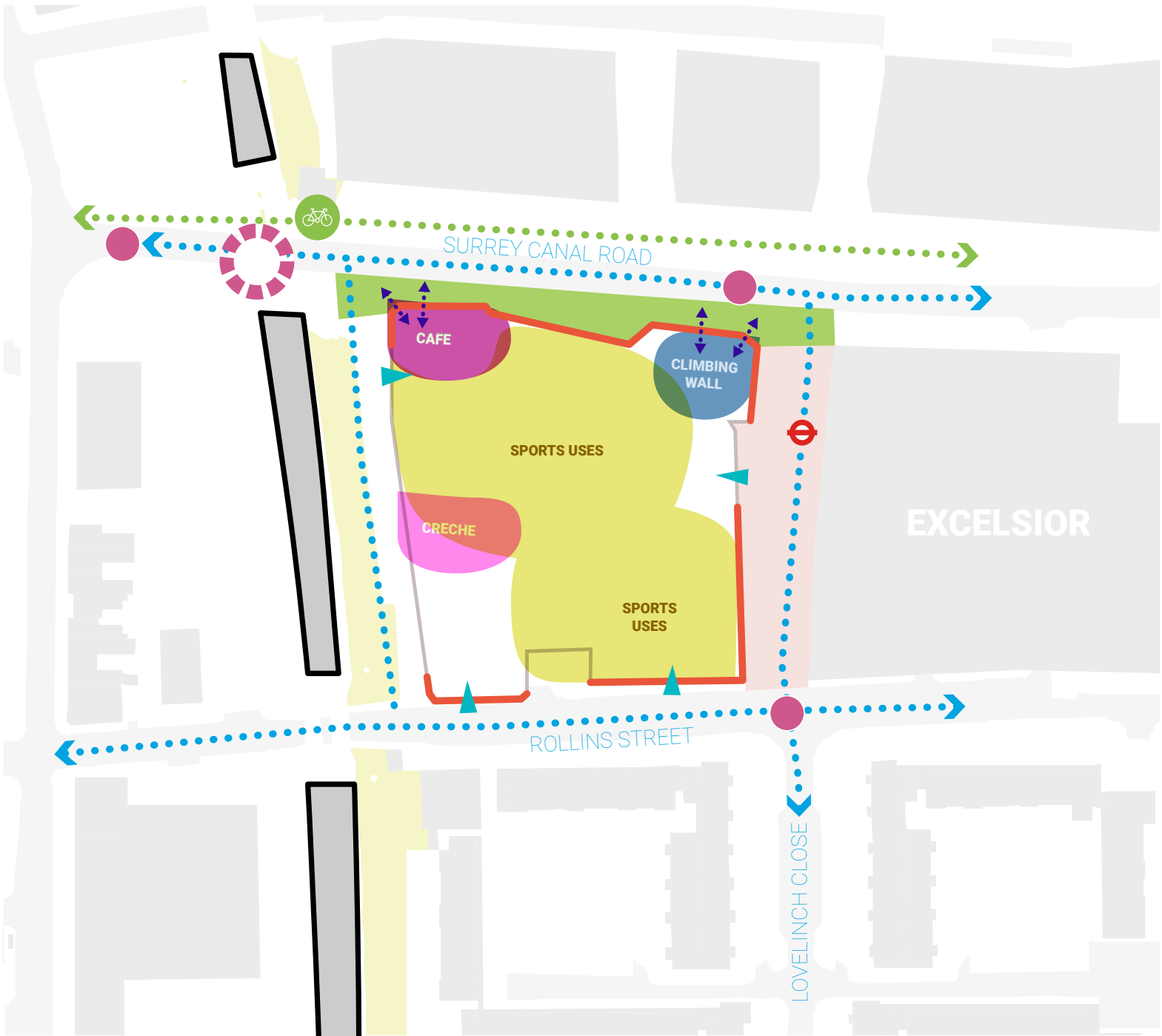
## Principles

1. To deliver a new and innovative sports facility serving the local community, ideally accommodating local clubs, schools, residents and some elite users, and anchored by a new multi-sports arena for London.
2. To integrate residential accommodation, including affordable tenures.
3. To provide an appropriate interface between Surrey Canal Road and Winslade Estate.
4. To provide pedestrian access from all sides of the plot, with vehicular access from Rollins Street. Parking should be generally hidden from public view.



Fig.45 Artist's impression of a youth outreach community centre on Rollins Street





Indicative illustration showing how principles might be implemented

**Fig.46** Urban Design Framework for Timber Wharf

-  Bus stop

---

-  Crossing

---

-  Enhanced archway

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-  Vehicular movement

---

-  Cycle route

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-  Avenue treatment

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-  Shared surface

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-  Residential entrance

---

-  Potential for activity spill

---

-  Active frontage

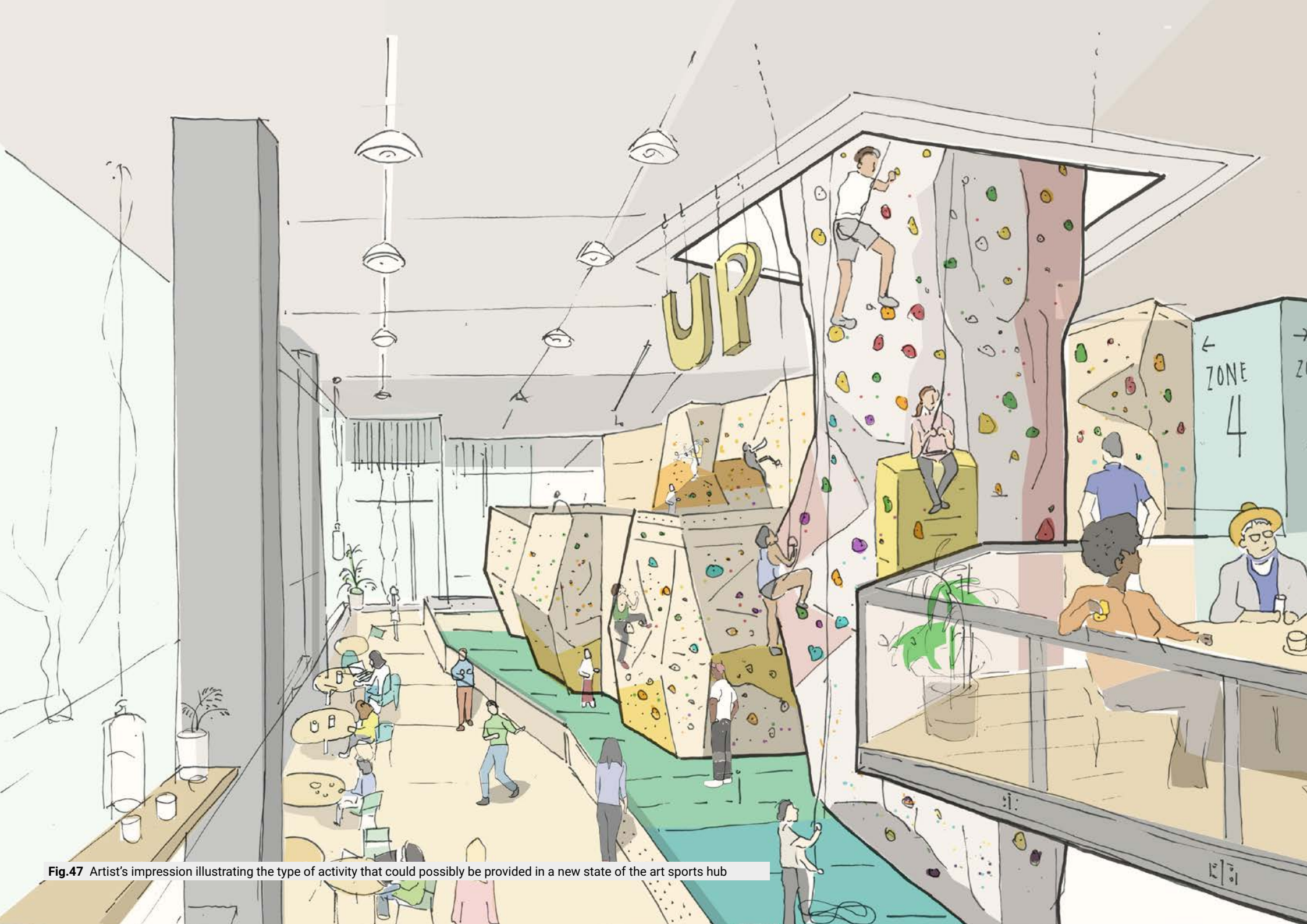
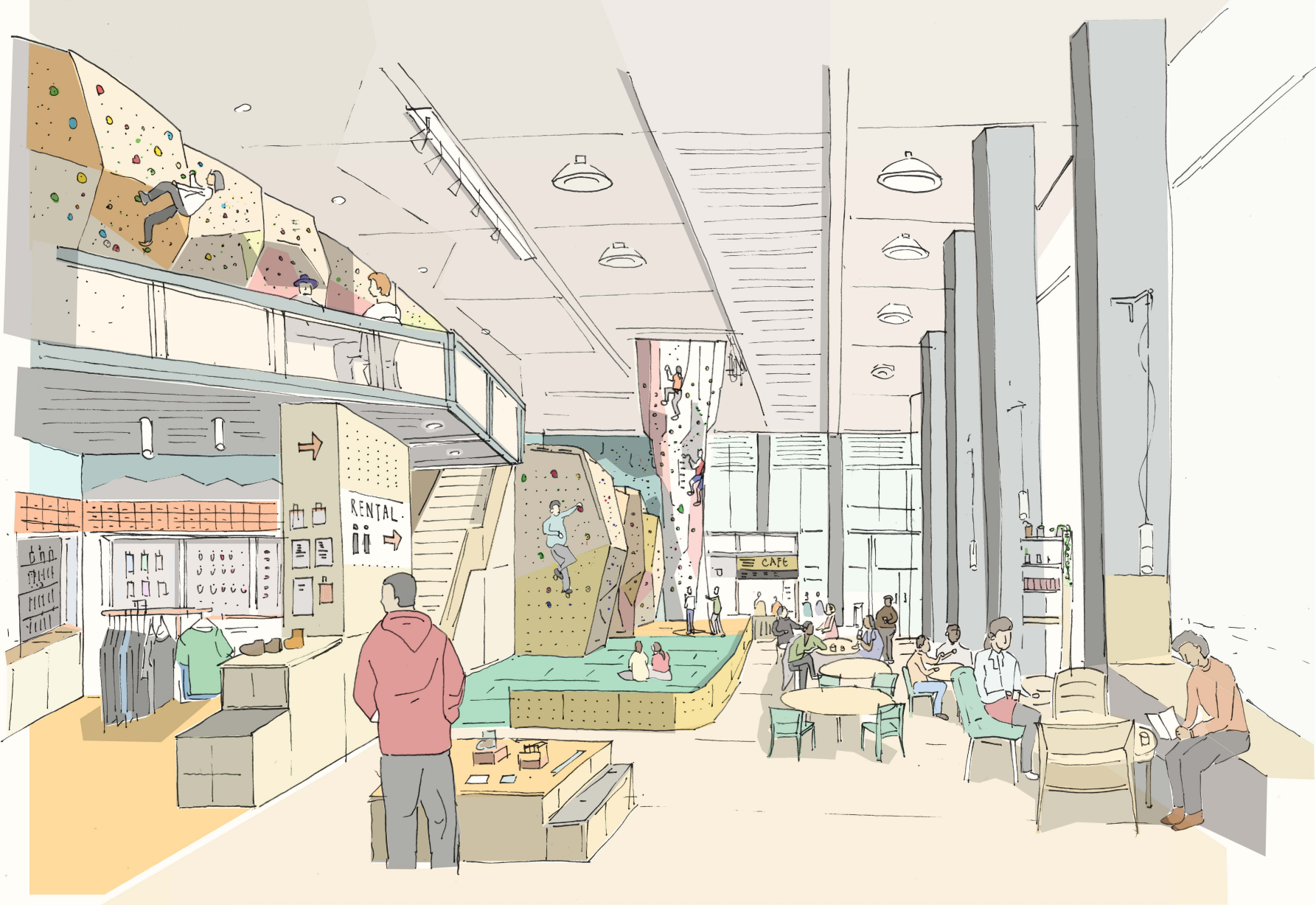


Fig.47 Artist's impression illustrating the type of activity that could possibly be provided in a new state of the art sports hub





Fig

## 5.6 Stockholm

### Context

The Stockholm plot sits to the north of Surrey Canal Road and south of Stockholm Road. The plot abuts the Millwall Football Club area situated to the north of Stockholm Road.

Currently the site accommodates single storey, large span, steel framed warehousing occupied by a waste recycling company, the Thunderdome sports facility and Hillsong Church. Access to the uses is via Stockholm Road from Ilderton Road, and along Senegal Road to the east.



### Ambition

The Stockholm plots provide an essential transition between the creative and sports hubs to the south of Surrey Canal Road in Excelsior and Timber Wharf, and the cultural sports hub that is Millwall Football Stadium to the north of Stockholm Road. The plots will principally comprise a mix of new homes, including for families, across a variety of tenures.

At the lower levels of the buildings, retail, new bars, restaurants and cafés will provide new meeting and eating places for visitors and residents alike. These commercial uses will be integrated into landscaped podium levels which green the space and introduce softness to the currently industrial environment. Maximum use should be made of the southern sunny frontage to Surrey Canal Road.

The plots will be separated by generous open spaces which will allow large crowds of football supporters to move easily between the new Station and the new Stadium on event days and allow the new and existing communities of Surrey Canal Triangle to enjoy the new open spaces every day.

Car, cycle parking and servicing will be provided beneath the plots in undercroft spaces delivered within the natural topography of the land.

Stockholm Road will be a pedestrian priority route providing vehicle access only to the Stockholm plots themselves.



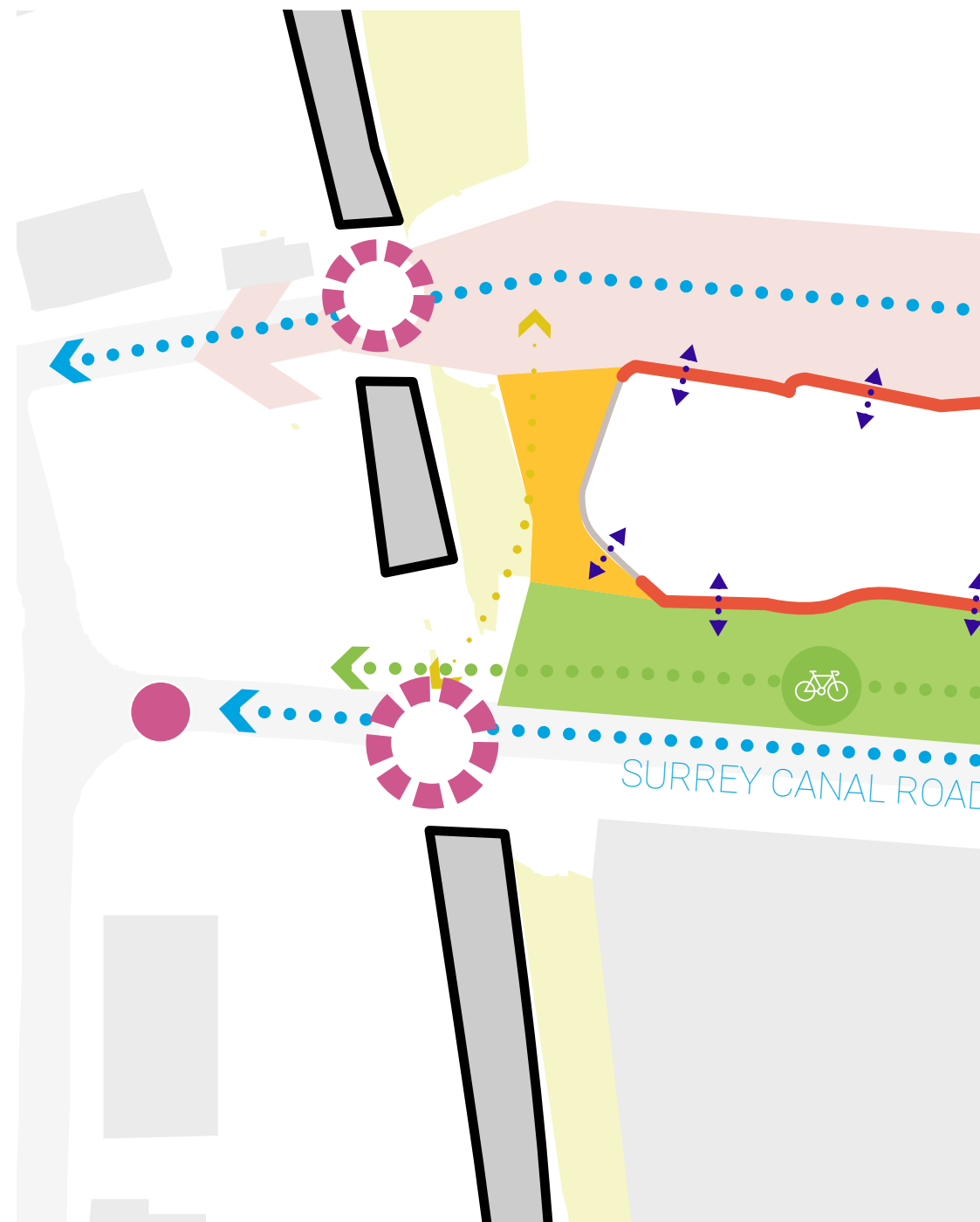




Fig.50 Artist's impression of Stockholm Road's pedestrian-priority treatment, looking east towards Senegal Way

## Principles

1. To redevelop the site to provide a mix of uses, including residential of different tenures and dwelling sizes.
2. To animate the ground plane with active uses, including a food and beverage offer to cater for the new community living in the development area as well as the fans visiting Millwall Football Stadium.
3. To create an exciting and active place during the day and evening for residents and visitors.
4. To provide new public realm between the buildings facilitating permeability through the site for pedestrians and cyclists.
5. To articulate the buildings so as to facilitate an appropriate microclimate at ground level on the surrounding streets to support significant new soft landscaping, including trees.
6. To clearly differentiate the residential accommodation above and make it legible from the ground level.
7. To accommodate parking away from the public realm, ideally in the undercroft accessed from Stockholm Road.







Indicative illustration showing how principles might be implemented

Fig.49 Urban Design Framework for Stockholm

- Crossing
- ☼ Enhanced archway
- Vehicular movement
- Cycle route
- Landscaped open space
- Avenue treatment
- Shared surface
- ▶ Residential entrance
- ↔ Potential for activity spill
- Active frontage



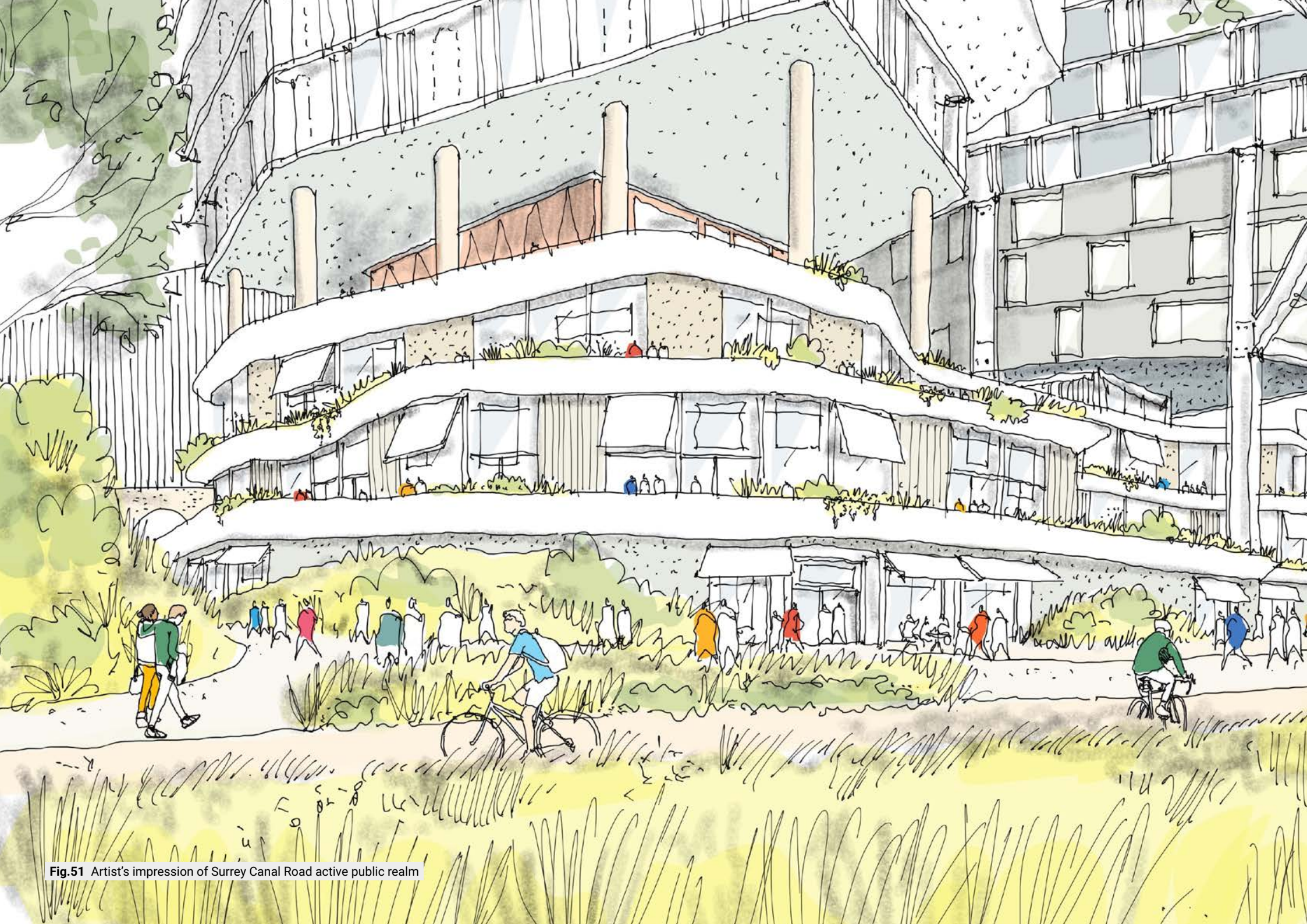


Fig.51 Artist's impression of Surrey Canal Road active public realm





## 5.7 Senegal

### Context

The plot is located to the north of Stockholm Road close to the Millwall Football Club Memorial Garden.

Currently the site comprises an area of open storage.

### Ambition

Together with its Stockholm neighbour, the Senegal plot frames the pedestrian route through to Orion. Located at the eastern end of Stockholm. Senegal will enclose the space surrounding the Stadium and act as an important marker for circulation through the public realm surrounding the Stadium and into the wider Development Area.

At the lower levels of the buildings, new health provision would complement the sports offer in Timber Wharf and the Millwall Football Club land, and reinforce the health and wellbeing ambition of the Development Area as a whole.

A mix of apartments will be provided above the lower levels accommodating a variety of tenures, including affordable homes. Communal amenity space will be provided within the structure of the building.

Car and cycle parking will be provided beneath the plot, which will be serviced from surrounding streets.

### Principles:

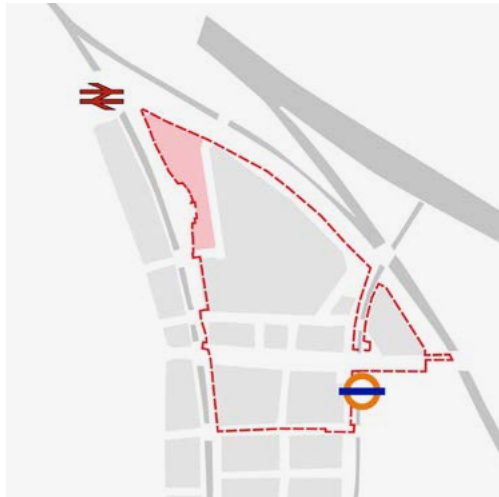
1. To redevelop the site to provide a mix of uses, including residential of different tenures and dwelling sizes.
2. To animate the ground plane with active uses surrounded by new public realm.
3. To articulate the building/s to read as part of a family with the Stockholm Plots.
4. To provide clear legible residential entrances above non residential uses.
5. To ensure that access, servicing and parking does not interfere with the Stadium's requirements on event and non event days.

## 5.8 Bolina Gardens

### Context

The Bolina Gardens plot is located to the west of Bolina Road accessed via Zampa Road from Ilderton Road further west. The Southern Rail line and embankments principally mark the western boundary of the plot. South Bermondsey Station is located north of the plot but is currently inaccessible from the Development Area.

The land is currently occupied by a mix of light industrial units. Access to these is provided via Bolina Road.



### Ambition

Bolina is the largest plot and has the most potential to provide a series of taller buildings responding the proximity to South Bermondsey Station and accommodating high quality new homes for rent or sale. The residential buildings will rise above extensive, accessible podium gardens, incorporating doorstep and local play amongst lush green planting.

A pedestrian route could be incorporated providing non-event day access for local people between a raised Stadium Piazza and South Bermondsey station.

At the lower levels of the buildings, new light industrial units will be directly accessible from Bolina Road retaining the industrial edge reminiscent of the history of this part of south London.

Car and cycle parking, and servicing for residential uses will be accommodated beneath the plot, accessed from Bolina Road.





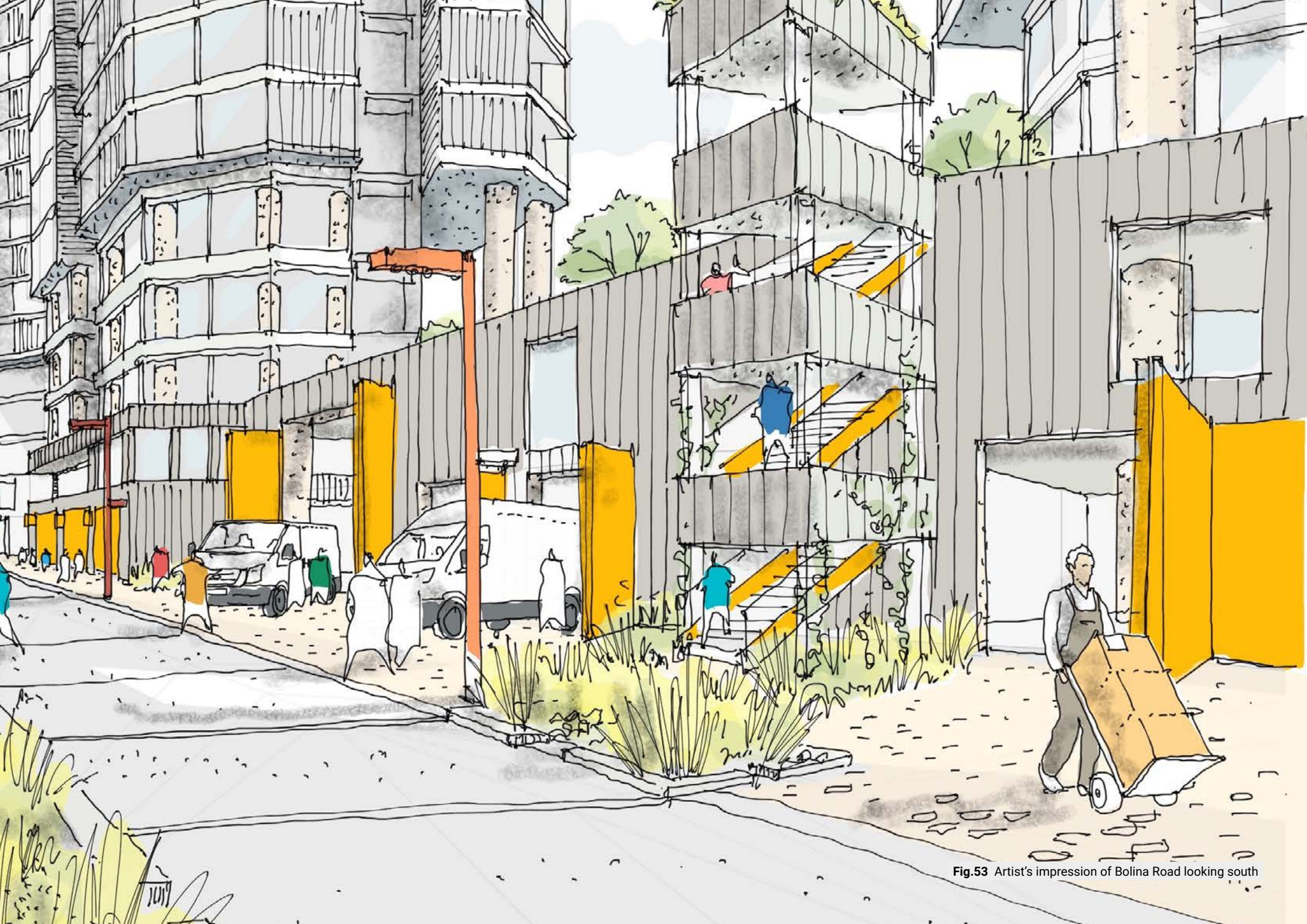
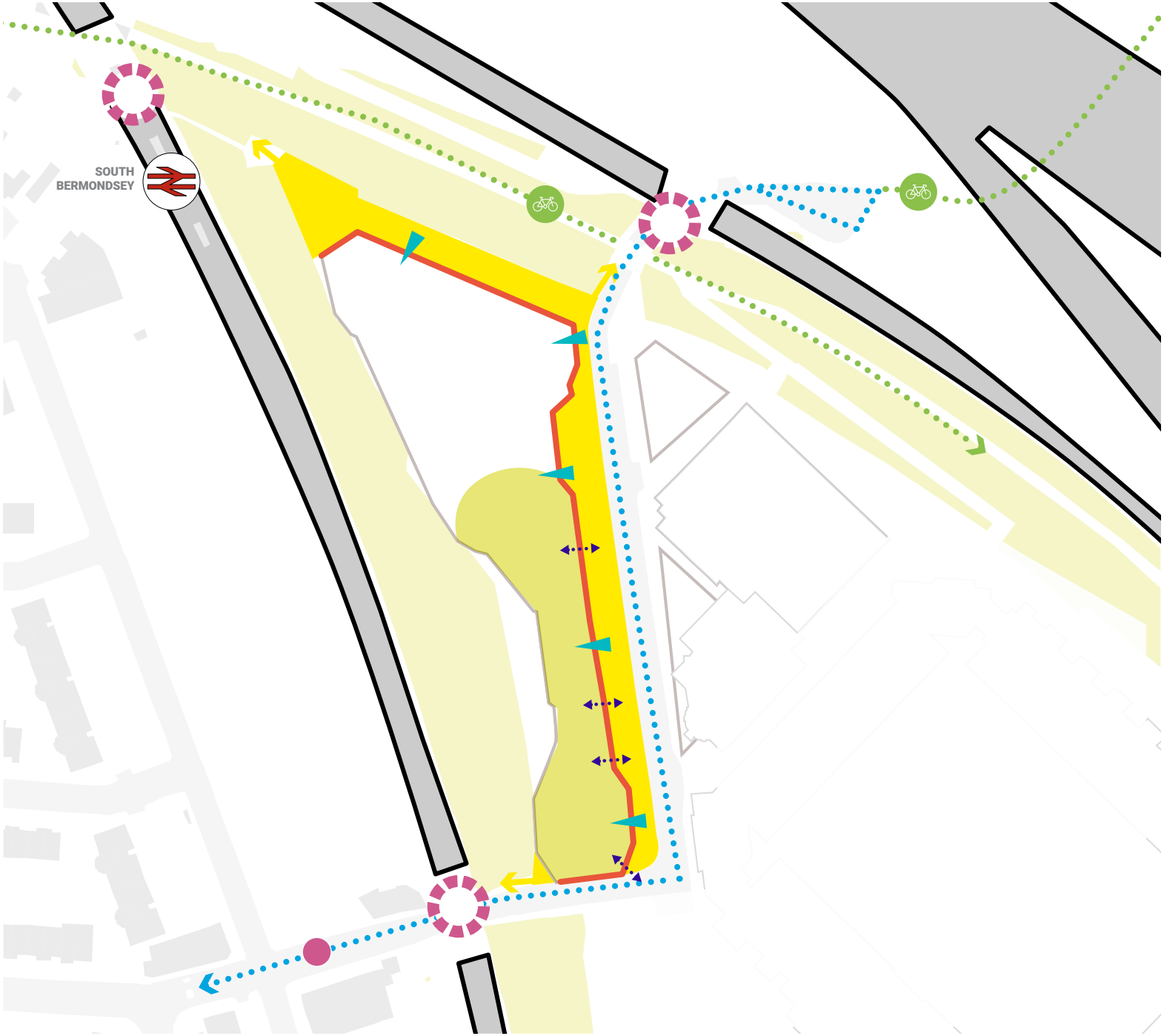


Fig.53 Artist's impression of Bolina Road looking south

## Principles

1. To redevelop the site to provide a mix of uses, including residential of different tenures and dwelling sizes.
2. To provide light industrial workspaces at ground level accessed from Bolina Road.
3. To signal South Bermondsey Station with tall buildings.
4. To deliver extensive communal open space (potentially at podium level if a raised piazza is created around the stadium) for the residents of Bolina to use.
5. To create an appropriate transition between a raised Stadium Piazza and raised podium gardens.
6. To facilitate access between the public realm adjoining the west stand of the stadium and South Bermondsey station by enabling access including utilising the land beneath the disused rail archway in the north west corner of this area of the site.





Indicative illustration showing how principles might be implemented

**Fig.52** Urban Design Framework for Bolina










-  Overground station
-  Crossing
-  Enhanced archway
-  Vehicular movement
-  Cycle route
-  Yard
-  Residential entrance
-  Potential for activity spill
-  Active frontage



Fig.54 Artist's impression of the raised podium gardens of Bolina







## 5.9 Surrey Canal Road

### Context

Surrey Canal Road is the principal vehicle access route running east-west through the Development Area. Located on the route of the Victorian Surrey Canal, it is a straight carriageway, limited to 30mph and interrupted by a single light controlled pedestrian crossing towards the east of the Site beneath the new East London Overground Line.

Pedestrian and cycle routes are separated from the carriageway by shallow green embankments interspersed with mature tree planting. There is limited delineation for pedestrians and cyclists along these routes.

Impenetrable industrial sites line Surrey Canal Road.

### Ambition

As the principal circulation route through the Development Area, Surrey Canal Road provides critical links to the surrounding wider area. Currently drivers move through the space at a constant speed since neighbouring industrial uses are fenced off and unexpected pedestrian movements do not occur.

As the Development Area is redeveloped, the route will adapt to greater numbers of people and their related movements every day. Pedestrians will amble along close to the new shops and restaurants opening along Stockholm or stride purposefully in the direction of Surrey Canal Road station or Timber Wharf sports offer.

The articulation of the building plots at ground level will define the edges of this generous space, whilst upper levels will be arranged cohesively to facilitate greater openness. Clear delineation of uses on the footways will facilitate a safe place for pedestrians to dwell or stroll alongside active ground level uses whilst allowing cyclists to pass by safely away from the vehicle carriageway.

The natural embankments raise the pedestrian and cycleways above the vehicle route but the introduction of activity along Surrey Canal Road together with new crossing places will slow traffic through the Development Area.

Enhanced soft landscaping along the carriageway and around the podia of the plots will improve the environment for pedestrians. Surrounding buildings should be designed to facilitate strong growth of this new planting.

New, legible north-south routes for pedestrians and vehicles will increase the porosity of the area as a whole.

Surrey Canal Road will maintain its primary status for circulation through the Development Area but the ambience will change for the better and a layer of historic reference will add interest and anchor the area in its industrial past.

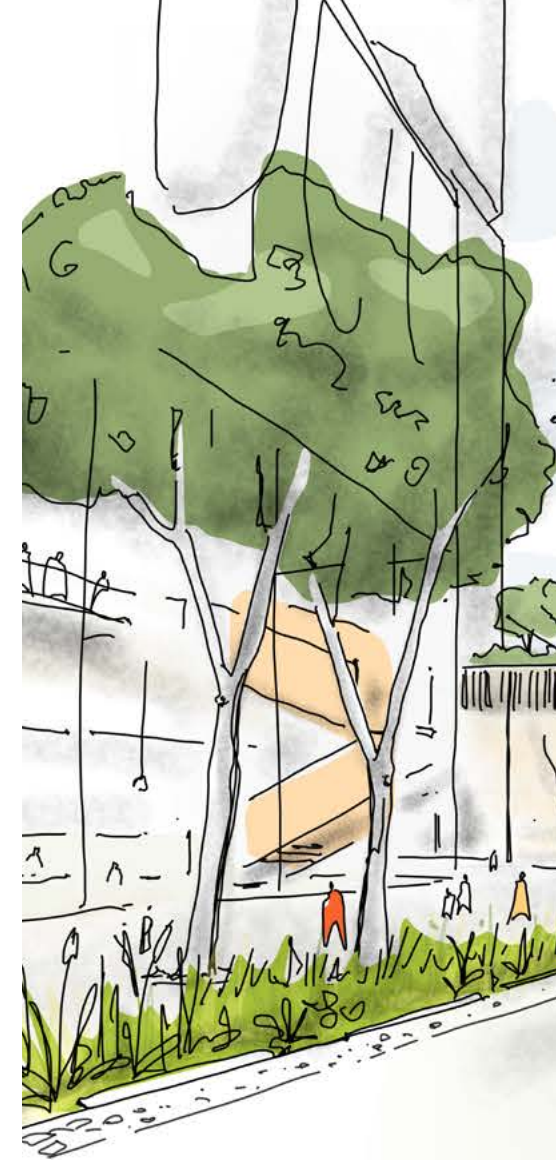


Fig.55 Artist's impression of Surrey Canal Road looking west







## Principles

1. To improve porosity through the Development Area stemming from this principal circulation route.
2. To create an environment that encourages drivers to adapt driving styles in response to greater pedestrian movements every day as the Development Area changes from an industrial environment to one of residential-led mixed use.
3. To safely integrate existing pedestrian and cyclist routes into the envisaged new environment.
4. To reference the area's industrial heritage and refer to the canal and towpath through, for instance, landscaping and public art.

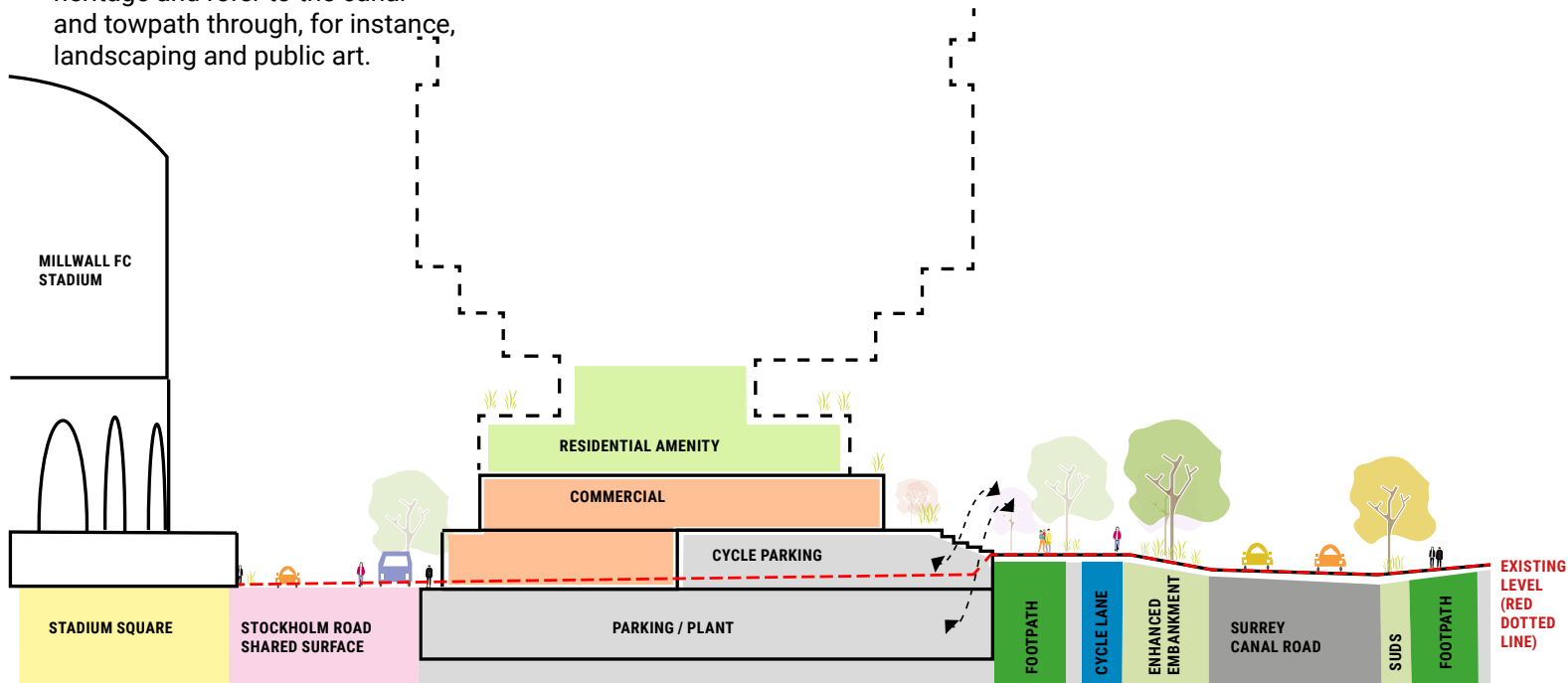


Fig.57 Working with the existing topography



Fig.56 Artist's impression of Surrey Canal Road naturally calmed through new pedestrian activity and improved soft landscaping













# Delivery and Requirements

## 6.1 Delivery

### Land Ownership

There are two principal landowners within the Development Area:

1. Renewal – Renewal owns the significant majority of the Development Area.
2. LB Lewisham – Millwall Football Club and the Millwall Community Trust lease the land on which the stadium and Lions Centre stand.

Ongoing dialogue needs to continue between the principal landowners and those with smaller interests to enable the successful delivery of the regeneration. However, because of the importance of the Development Area in delivering the objectives of the Adopted Core Strategy, the Council acknowledges that it may be necessary to use compulsory purchase powers in relation to certain interests to acquire and facilitate the delivery of Surrey Canal Triangle as a whole.

### Phasing and Infrastructure

Subject to the grant of any planning consent, the aspiration is for development works to commence between the Autumn of 2020 and Spring 2021. The redevelopment of the Development Area is envisaged to take approximately 10-12 years. The diagram at Fig.589 sets out the anticipated phasing plan. The phases

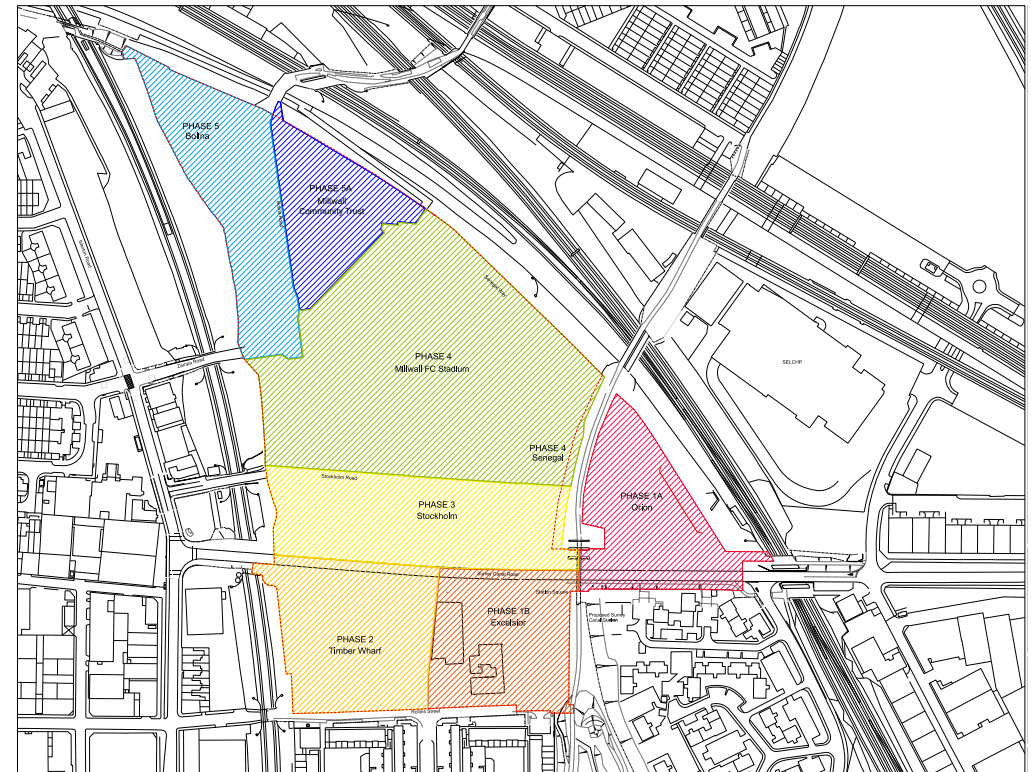
do not need to be delivered numerically in order; the numbers simply distinguish the different anticipated phases.

In order to ensure that the impact on existing businesses and residents within and adjoining the Development Area is minimised, careful construction management will be needed.

Carefully planned infrastructure delivery will need to support the phased development. This would be secured through agreements pursuant to the Town and Country Planning Act (referred to as Section 106 agreements) and/or through Community Infrastructure Levy payments.

Developer contributions to the Community Infrastructure Levy are fixed and subject to the provisions of the Community Infrastructure Levy Regulations 2010 (as amended). The Council's current CIL charging levels are set out on the Lewisham CIL Charging Schedule 2015 and are subject to change from time to time. CIL payments can be made in instalments.

Section 106 contributions are required to mitigate the impacts of proposed development. Affordable Housing provision will form an important element of the S106 Agreement.



**Fig.58** Indicative phasing plan

Infrastructure, in addition to Affordable Housing, is likely to include improvements to the following:

- Transport
- Public Realm
- Social Infrastructure
  - Schools
  - Healthcare
  - Employment
  - Community Facilities
- Energy and Sustainability

Infrastructure provision, whether delivered through CIL or S106 will need to be phased in line with the delivery of the regeneration of the Development Area.

The provision of affordable housing will be required in line with the delivery of private homes so that various tenures come forward in tandem.



## 6.2 Infrastructure Requirements

The elements of infrastructure considered critical to the successful delivery of the comprehensive regeneration of the Surrey Canal Triangle Development Area are set out below together with related phasing considerations. Unless specifically stated, these would normally be calculated commensurate and proportionate to each phase, but this will need to be the subject of detailed testing.

The following list is not exhaustive and there may be additional requirements.

### Transport

Surrey Canal Road Station – located on the East London Overground Line, this new station will serve Millwall Football Stadium and the new residential, commercial and other uses at Surrey Canal Triangle as well as existing residents and businesses in the area. Passive provision has been made for the station together with an integrated underpass from Rollins Street through to the existing access to Bridgehouse Meadows. The Station will be delivered by TfL using developer contributions and/or other funding streams such as the Housing Infrastructure Fund, in line with the occupation of early phases of development.

Improvements to the immediate environment of the new Station will be required as part of the delivery of neighbouring plots, including at Excelsior and Surrey Canal Road.

Improved cycle and pedestrian access to South Bermondsey Station is considered appropriate through improvements to the rail archway to the north west of the Development Area. In addition, consideration should be given to step free access to South Bermondsey Station.

Bus Services and Infrastructure, including improved bus services, new bus shelters and driver facilities will be sought, to be delivered in line with the phasing of the development.

Highways Improvements, including junction improvements and additional new pedestrian crossings across Surrey Canal Road, are anticipated together with contributions to the affected wider network outside the boundary of the Development Area. These would be phased to support the delivery of new road connections and the occupation of the new development.

Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. London is at the forefront of this approach and the Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. Developers will need to work with the necessary statutory authorities at detailed design stage so that any necessary measures to achieve Vision zero are incorporated.

The Mayor's Strategic Modal Shift Target should be considered. For Lewisham is 90 percent of all journeys to be made by sustainable and active travel by 2041.

### Open Space and Public Realm

Private and Communal Open Space – it is expected that the residential development will provide appropriate commensurate communal and private open space for new residents.

Play space – it is expected that Doorstep, Local and Neighbourhood play space for the various child age groups will be achieved within the Development Area and/or through improvements to the neighbouring Bridgehouse Meadows. Contributions towards or delivery of enhancements to Bridgehouse Meadows will be sought. Increased access points are sought, especially to the east of the Meadows where there are currently none. The enhancements should be delivered in tandem with the completion of the new family dwellings.

Public Open Space – public access will be sought to all new areas of public open space. Such space should include pedestrian and cycle links through and across the Development Area especially between Rollins Street and Surrey Canal Road, Stockholm Road and Surrey Canal Road, and between Bolina Road and Stockholm Road in front of the western stand of the Stadium. The provision of these connections will be delivered as the development is occupied, potentially in an interim manner prior to final delivery.

Embankments – there are a number of railway embankments surrounding the Development Area. These are owned by Network Rail. The appearance of these railway embankments could be enhanced through planting of suitable vegetation. However, the designation of some of these embankments as Sites of Nature Conservation Interest also needs to be respected as part of these works.

## Social Infrastructure

### Schools:

- School Places – the delivery of school places for different ages will be secured through the development either by way of Section 106 commitments or CIL payments. New school places will be delivered in line with the delivery of family housing.
- Childcare and Nursery Facilities – these will be sought as part of the development.

**Healthcare** – a new healthcare facility is expected to come forward as part of the development. This requirement will be ratified through rigorous analysis and in close consultation with the NHS Lewisham Clinical Commissioning Group.

### Employment and Training:

- Apprenticeships – these are considered a necessary part of bringing forward the considerable construction required to deliver the development.
- Employment and Training Initiatives – contributions will be sought in line with the delivery of new non-residential accommodation.
- Relocation Strategy – Some of the existing occupiers within the Development Area will need to be relocated. A supporting strategy for supporting their relocation should be provided, as appropriate.

### Community Facilities

- Sports Facilities – access to the new sports facilities will be required for all and a proportion of memberships should be affordable.
- Lions Centre – the retention of the Lions Centre will be required together with the continued community access and outreach programmes.
- Memorial Garden – the retention of the Memorial Garden is encouraged and any relocation should be carefully consulted upon prior to submission for approval to the Council.
- Events Management – simultaneous events at one or more of the new venues in the Development Area with a football event at Millwall Stadium should be carefully co-ordinated amongst the operators in consultation with the Metropolitan Police and the Council's Environmental Protection Officers to ensure the successful operation of such occurrences. An Event Day Management Plan will be sought for approval prior to the occupation of any new venue.

### Sustainability

- Energy – one or a limited number of energy centres will be sought to provide heating and / or hot water to the Development supported by backup boilers. A two way hot water system fired by SELCHP's energy recovery process could be linked to the Development Area via new and existing service corridors. Photo-voltaic panels should be considered.
- An innovative waste management system could be incorporated throughout the Development Area. Such a system could avoid the need for standard refuse collection and significantly increase recycling.
- Sustainable Materials – the sustainability profile of materials will be considered when submitted to the Council for approval. The use of lower embodied energy materials and sustainable timber, for instance, are encouraged together with locally sourced materials and recycled aggregates.
- A BREEAM assessment will be required for non-residential floorspace.
- Sustainable Transport Initiatives will be required to come forward in tandem with delivery of the various uses within the Development Area. Improvements to the cycleways surrounding the Development Area have been delivered since the original outline planning permission was granted in 2012. To supplement those improvements, access to hire bikes is also sought.

In addition to the general associated improvements expected to come forward as part of the delivery of the phases, improvements to signage and wayfinding are required. Also, improvements to the various rail archways surrounding the Development Area are anticipated. There are a number of railway arches surrounding the Site which are owned by Network Rail.

The general appearance of these railway arches could be improved to create a safe and welcoming environment, and to encourage the use of walking and cycle links through and beyond the Site. It is envisaged that many of the arches could be cleared of vegetation, cleaned, better lit and accommodate new landscaping, together with pedestrian and cycle routes. New art installations could be incorporated.

**Car access** – car parking for private cars will be minimised and supplemented by the introduction of a car club scheme and the implementation of CPZ schemes in residential roads surrounding the Development Area. Parking permits will not be available to new residents.

**Taxis** – consideration should be given to the delivery of infrastructure to support taxi services.

**Travel plans** – these will be required for the residential and non-residential uses within the Development Area.



**New water and waste water**

**infrastructure** - Development needs to consider the potential need for infrastructure upgrades and impacts in the broader context.

**SuDS** - It is the responsibility of the developer to make proper provision for surface water drainage to ground, water courses or surface water sewers. It must not be allowed to drain to the foul sewer. This is a major contributor to sewer flooding.

**Water consumption** - Development must be designed to be water efficient and reduce water consumption.

Refurbishments and non-domestic development will be expected to meet BREEAM water efficiency credits. Residential development must not exceed a maximum water use of 105 litres per day (excluding the allowance of 5 litres for external usage). Planning conditions will be applied to new residential development to ensure water efficiency standards are met.

**Energy supplier** - Developers should engage with the National Grid in the early stages of any development proposals.







# Statutory Considerations

### Glossary of Terms

- The Development Area – the area to which this SPD applies, as shown on Fig.1
- BREEAM – British Research Establishment Environmental Assessment Method – the generally accepted means of assessing the sustainability of a new development.
- The Council – the London Borough of Lewisham, the local planning authority for the Development Area
- CPZ – Car Parking Zone; an area of restricted parking implemented on Stadium Event Days or every day subject to consultation with affected residents.
- LVMF – London View Management Framework (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/london-view-management>)
- MFC – Millwall Football Club
- SELCHP - South East London Combined Heat and Power plant
- SPD – Supplementary Planning Document
- SSA3 – Strategic Site Allocation 3, as defined in the LB Lewisham Core Strategy, Adopted June 2011.
- SuDS – Sustainable Drainage Systems
- TfL - Transport for London













# Appendices

Appendix A

Outline planning permission DC/11/76357 (March 2012) as varied by Section 73 planning permission DC/13/085143 (December 2015).

*“Comprehensive, phased, mixed use development of the site, for up to 240,000 sqm (GEA) of development, as set out in the revised Development Specification dated 1 July 2011, and as amended 2 September 2011.*

*The development comprises:*

- *Class A1/A2 (shops and financial and professional services) up to 3,000 sq m;*
- *Class A3/A4 (cafés/restaurants and drinking establishments) up to 3,000 sq m;*
- *Class A5 (hot food takeaways) up to 300 sq m;*
- *Class B1 (business) between 10,000 sq m - 15,000 sq m;*
- *Class C1 (hotels) up to 10,000 sq m;*
- *Class C3 (dwelling houses) between 150,000 sq m – 190,000 sq m (up to 2,400 homes of different sizes and types);*
- *Class D1 (non-residential institutions) between 400 sq m - 10,000 sq m;*
- *Class D2 (leisure and assembly) between 4,260 sq m - 15,800 sq m (excluding the Stadium which remains but including a replacement ground person’s store of 140 sq m);*

*Involving the demolition of all existing buildings on the site with the exception*

*of the Millwall FC Stadium (which is to be retained and its façade upgraded and/or reclad), Plot Excelsior 2 - Guild House (which is to be retained and extended) and Plot Excelsior 5 – Rollins House (which is to be retained, but not altered or extended as part of this planning application); the demolition and replacement of the existing Millwall FC Ground person’s store of approximately 140 sq m; redevelopment to provide a series of new buildings (including roof top and basement plant); re-profiling of site levels; alterations to Surrey Canal Road and the re-alignment of Bolina Road; new streets and other means of access and circulation, including pedestrian/cycle paths carriageways and servicing areas; areas for parking for emergency services vehicles and outside broadcast units; external areas of hard and soft landscaping and publicly accessible open space; car and coach parking areas and accesses to them; cycle storage; and, supporting infrastructure works and facilities including sub-stations, energy centre/s District Heating Network (DHN) connections to and between each plot, the proposed energy centre and the adjoining South East London Combined Heat and Power (SELCHP) plant (to the extent to which they lie within the Planning Application Boundary) and an ENVAC waste storage and handling system (including DHN and ENVAC connections to plots south of Surrey Canal Road under the carriageway of Surrey Canal Road, as altered).”*

The planning application boundary is shown opposite.













# References

**1.** Lewisham Characterisation Study

[https://consultation.lewisham.gov.uk/planning/lewisham-characterisation-study/supporting\\_documents/Lewisham%20Characterisation%20Study.pdf](https://consultation.lewisham.gov.uk/planning/lewisham-characterisation-study/supporting_documents/Lewisham%20Characterisation%20Study.pdf)

**2.** North Lewisham Links

<https://lewisham.gov.uk/-/media/files/imported/northlewishamlinkscontentsandintroduction.ashx>

**3.** New Cross Area Framework

<https://lewisham.gov.uk/-/media/files/imported/nxg-new-cross-area-framework.ashx>





