

Tall Buildings Study

An evidence based assessment

September 2010 and updated 2012



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Chapter 1 Introduction

1.1 Purpose and content

This study is one of the evidence based documents prepared in order to support the policy on tall buildings in the Lewisham Core Strategy. Using the methodology developed by the Commission for Architecture and the Built Environment (CABE) and English Heritage, its purpose is to assess whether the two major town centres in the borough, and strategic sites allocated in the Core Strategy for high density mixed use development are suitable locations for tall buildings. These are:

- Lewisham and Catford Town Centres
- The Lewisham Gateway Site
- Sites in Deptford and New Cross (Convoys Wharf, Oxestalls Road, Plough Way, Surrey Canal Triangle).

The Lewisham Gateway site is located within and forms part of Lewisham Town Centre. This site will be considered in the document alongside Lewisham Town Centre.

The rest of Chapter 1 explains the aims of the Core Strategy and the methodology used to assess the locations for tall buildings. Chapter 2 reviews current national, regional and local policies relating to tall buildings, and various associated guidelines. Chapter 3 presents a framework for the study, and after a brief discussion of the criteria used, analyses the sites and locations in the study using a map overlay technique, with detailed observations and analysis using photographs. Chapter 4 then provides recommendations for LDF policy relating to tall buildings as well as conclusions about the suitability of each assessed location for tall buildings, drawing from the analysis in Chapter 3. The conclusions will also identify the constraints these locations present in relation to tall building developments and any possible or necessary mitigation measures to ensure tall buildings make a positive contribution to the site and to the wider urban character.

1.2 The Lewisham Core Strategy

The Core Strategy sets out the vision, objectives, spatial strategy and policies that will guide public and private sector investment to manage development and regeneration in the Borough over the next 15 years. The Core Strategy was adopted in 2011 and is the key document in the Lewisham Local Development Framework (LDF). It sets out the ambitions and priorities for the Borough, a set of proposals and the means for ensuring their delivery. Major change is anticipated for Lewisham and Catford Town Centres and in Deptford and New Cross. The spatial strategy is illustrated in map 1.1

The Core Strategy sets out a spatial strategy based on a vision for the type of place the borough will be in 2026, the key drivers for change which impact on the Borough now and expected in the future, and the need to ensure that any change is

maximised for the long-term benefit of all in the Lewisham community. It builds on the vision and action for 2008 – 2020 set out in the borough's Sustainable Community Strategy which promotes the economic, social and environmental well-being of everyone who lives, works or learns in the borough.

The spatial strategy focuses growth and larger scale development in the north of the borough on the localities of Lewisham, Catford, Deptford and New Cross/New Cross Gate. These locations are shown on Map 1.2. Benefitting from generally higher levels of public transport accessibility and with sites that are available and deliverable, this strategy area is considered to be capable of accommodating substantial new jobs, homes and infrastructure. These sites have been identified as essential in order to deliver the spatial strategy. Directing growth to these key localities, will upgrade the environment in those areas which have a poorer urban quality and ensure that the character of the borough's conservation areas, and existing residential neighbourhoods are protected.

The socio-economic benefits of developing these sites will include:

- a wide range of regeneration benefits including new housing, jobs, environmental improvements and restorations, transport provision and improvements to accessibility
- a significant contribution to housing numbers (to meet local housing need and as required by London Plan targets)
- an increased contribution to the continuing functioning of the Lewisham and London economy.

Tall buildings when appropriately designed and located can make an immense contribution to the regeneration of an area by acting as a landmark, raising the profile and the urban quality of an area and making a positive contribution to the skyline. Larger scale buildings are likely to be more intensively used, and will have a greater visual impact, both visually and on the surrounding transport infrastructure. They should be located close to good transport facilities. Their impacts need to be judged carefully in relation to important and significant aspects of the built and natural environment, to ensure they contribute positively to the urban form and there is no undue harm to local character.

1.3 Definitions and Methodology

For the purpose of this study the definition of a tall building will be:

- buildings that are significantly taller than the predominant height of buildings in the surrounding area and/or
- buildings that have a notable impact on the skyline of the borough and/or
- buildings that are more than 25 metres high adjacent to the River Thames or more than 30 metres high elsewhere in the borough. (The Town and Country Planning [Mayor of London] Order 2008).

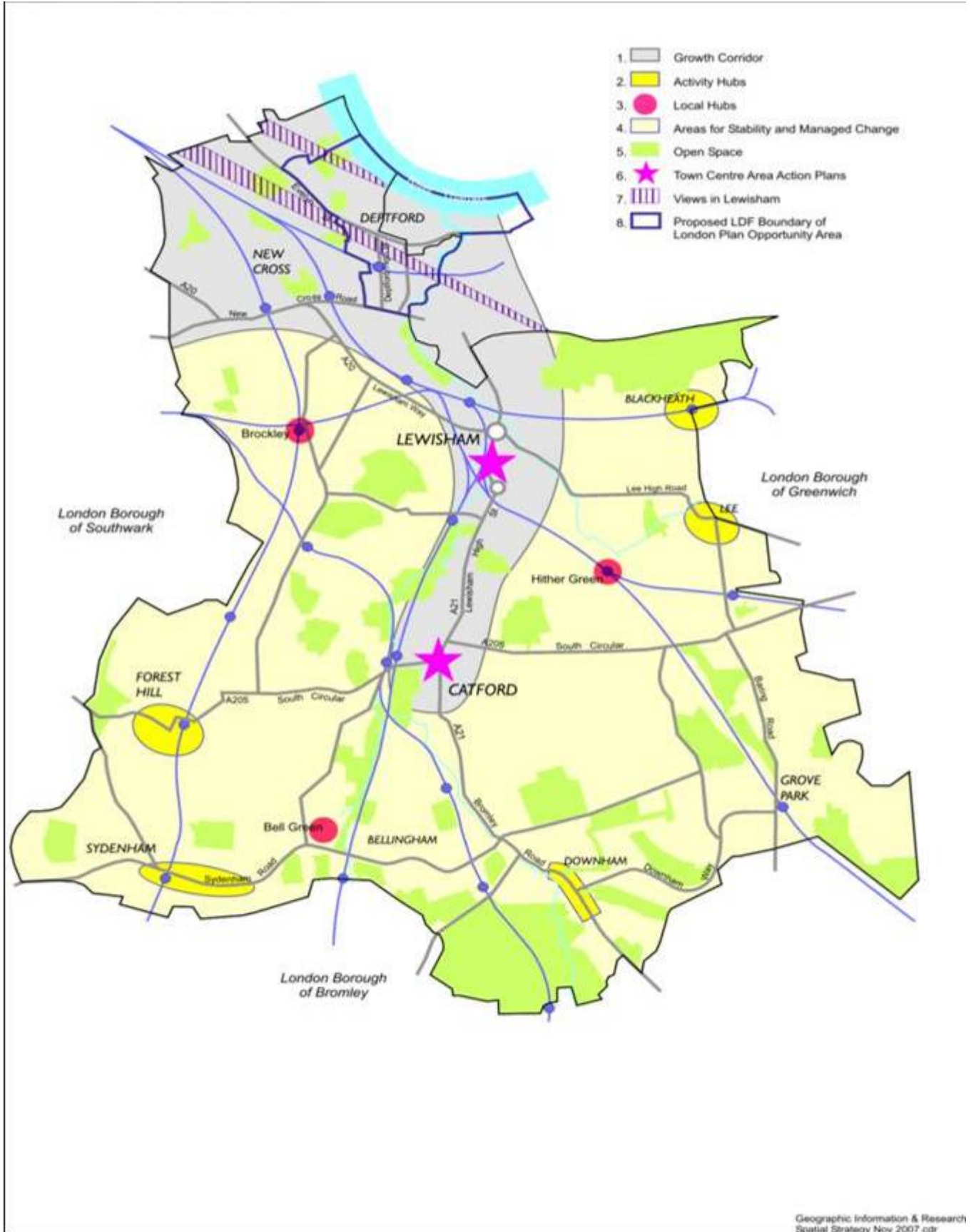
This study follows the CABE and English Heritage (Guidance on tall buildings, July 2007) methodology which encourages local authorities to adopt a development plan led approach to identifying suitable locations for tall buildings, including how they can contribute to areas of change. The guidance advises that this should be based on a detailed urban design study that will consider, in addition to the wider objectives of sustainable development:

- the historic context
- a character appraisal of the immediate context, identifying those elements that create local character and other important features and constraints including:
 - natural topography
 - urban grain
 - significant views of skylines
 - scale and height
 - streetscape
 - landmark buildings and their setting including backdrops and,
 - important local views, prospects and panoramas.

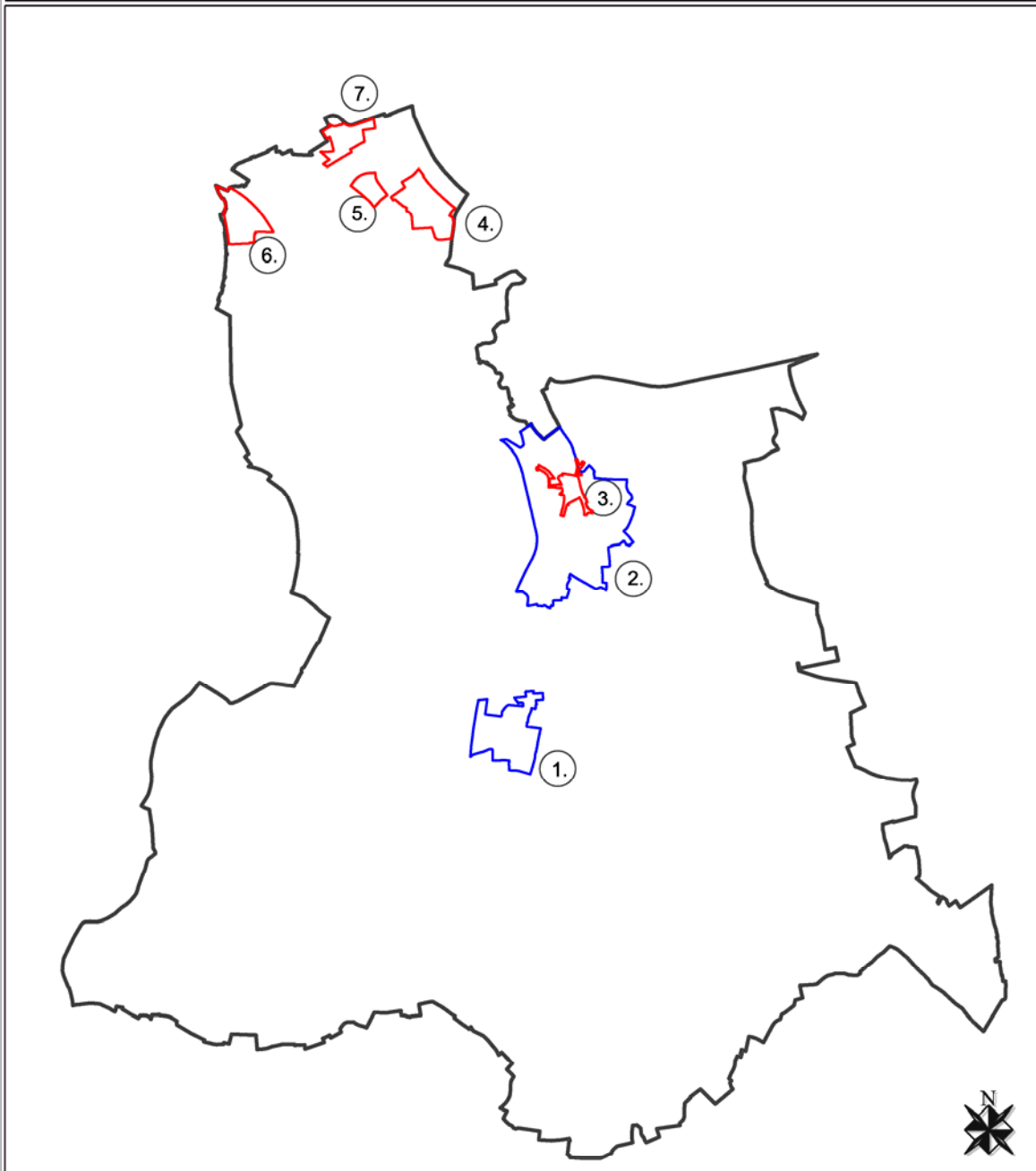
The study will examine the identified strategic sites and town centre locations in terms of this methodology and will identify areas in a map based form that are appropriate, sensitive or inappropriate for tall buildings. It is likely that tall buildings will be a component of the new high density developments on the locations that are the subject of this study.

The analysis in Chapter 3 applies a map overlay technique to identify impacts of tall buildings and constraints. A detailed site survey was undertaken where particular constraints were identified that required closer examination of the context.

Map 1.1 Lewisham's Core Strategy Key Diagram



Map. 1.2 Key Sites/Location for tall buildings development



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- Key**
- TOWN CENTRES
 - 1. Catford Town Centre
 - 2. Lewisham Town Centre
 - STRATEGIC SITES IN DEPTFORD AND NEW CROSS
 - 3. Lewisham Gateway Strategic Sites
 - 4. Convoys Wharf
 - 5. Oxestalls Road
 - 6. Surrey Canal Triangle
 - 7. Plough Way
 - BOROUGH BOUNDARY

Chapter 2 Policy Context

This section briefly reviews the strategic policies to which Lewisham's policy on tall buildings needs to conform. The national policies relating to tall buildings are set out followed by relevant regional policy (i.e. from the London Plan), local policies in Lewisham's adopted and emerging Local Plan documents, and finally policies that are still in force from the Lewisham Unitary Development Plan 2004.

2.1 National Policy

2.1.1 National Planning Policy Framework (NPPF)

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development which means that development must meet the needs of the present without compromising the ability of future generations to meet their own needs (para. 9).

Para 10 states that delivering sustainable development means planning for prosperity, people and places and that these should be pursued in an integrated way, planned and undertaken responsibly.

Para 14 states that local planning authorities should plan positively for new development and that permission should be granted for development unless the adverse impacts would significantly and demonstrably outweigh the benefits of the development.

Evidence

Para 27 states that local planning authorities should ensure that the Local Plan is based on adequate and up-to-date evidence about the local areas. This includes evidence on the historic environment which would be used to assess the significance of heritage assets and the contribution they make to the environment. (para. 37)

High quality built environment and design

Para 114 states the government's support for high quality built environment and its role in contributing positively to making places better for people and ensures attractive usable and durable places central to achieving sustainable development.

Para 115 sets out the importance of achieving high quality and inclusive design for all development including individual buildings, public and private spaces and wider area development schemes. Para 116 sets out the aims that development should achieve including contribution to the functioning and quality of an area, responding to local character and identity, creating safe and accessible environments, and being visually attractive as a result of good architecture and landscaping. Para 125 states that new development should:

- facilitate social interaction

- create inclusive communities that are safe and accessible, where crime and disorder do not undermine quality of life or social cohesion,
- provide clear and legible pedestrian routes with high quality public space.

Paras. 178 – 190 deal with how designated and undesignated heritage assets should be assessed, managed and enhanced as part of the development management process.

Para 98 states that that new buildings should not cause interference with broadcast and telecommunications services.

2.1.2 By Design – Urban design in the planning system: towards better practice

This guidance document sets out a number of principles of good urban design to aid the creation of attractive and sustainable places. The guidance advises that scale, massing and height of proposed developments should be considered in relation to that of adjoining buildings, the topography, the general pattern of heights in the area, as well as views, vistas and landmarks.

2.1.3 Circular 07/2009 - Circular on the Protection of World Heritage Sites

This Circular is relevant to Lewisham as developments within the borough could be visible from within the Maritime Greenwich World Heritage Site to the west of the borough. Most of the Metropolitan Open Land within Blackheath falls within the World Heritage Site Buffer Zone which comprises part of the setting of the World Heritage Site. Paragraph 15 of the Circular states: -‘The setting of a World Heritage Sites is the areas around it (including any buffer zone....) in which change or development is capable of having an adverse impact on the World Heritage Site.’ The outstanding universal value, integrity, authenticity and significance of the World Heritage Site should not be adversely affected by inappropriate change or development.

2.1.4 CABE/English Heritage Guidance on Tall Buildings – July 2007

The CABE/English Heritage guidance sets out criteria for assessing both proposals for tall buildings and their locations, identifying if they are appropriate and suitable. It advises that Local Authorities should undertake an urban design study, considering elements that create local character as well as other important features, constraints and opportunities. The guidance states that proposals for tall buildings will conserve, or not damage or detract from:

- Listed buildings and their settings, including the foregrounds and backdrops to landmark buildings
- Conservation areas and their settings
- Historic parks and gardens, landscapes and their settings
- Other open spaces, including rivers and waterways, their settings and views from them
- Other important views, prospects and panoramas.

The guidance notes that high density development does not necessarily equate to a need for tall buildings which is only one possible model for high density development. The guidance also states that when assessing areas suitable for tall buildings, Local Authorities should carry out a character appraisal of the context including those elements that create local character, and other important features and constraints including: natural topography, urban grain, significant views of skylines, scale and height, streetscape, landmark buildings and their settings, and important local views, prospects and panoramas.

2.2 Regional Policy

2.2.1 The London Plan July 2011

The tall buildings policy (Policy 7.7 Location and design of tall and large buildings) states tall buildings should be part of a strategic approach to changing or developing an area. The policy provides a number of criteria for their location, judging their overall quality and adverse impacts.

The policy states that tall buildings should generally be limited to sites in the Central Activities Zone, Opportunity Areas, Areas of Intensification or Town Centres that have good access to public transport. There is an emphasis placed upon the positive regeneration benefits of tall buildings, and their potential individually or as a group to 'form a distinctive landmark that emphasises a point of civic or visual significance, and enhances the skyline and image of London'.

The Plan also has general policies on; Architecture (Policy 7.6), Heritage Assets and Archaeology (Policy 7.8) and Heritage-led regeneration (Policy 7.9). Policy 7.10 World Heritage Sites states that new development in the setting of a World Heritage Sites should not have a negative impact on the Site's Outstanding Universal Values. Policies 7.11 and 7.12 relate to the London View Management Framework. The London Plan has numerous other policies protecting the natural environment, the river network and open space.

2.2.2 London View Management Framework 29 July 2010 – Supplementary Planning Guidance to the London Plan

This Supplementary Planning Guidance sets out guidance and view management plans for the London panoramas and the two vistas protected by Directions under Articles 10(3) and 27 of the Town and Country Planning (General Development Procedure Order 1995) dated 29 July 2010 protecting views from Greenwich Park and Blackheath Point to St Paul's Cathedral.

2.2.3 Maritime Greenwich World Heritage Site Management Plan 2004 and Maritime Greenwich A World Heritage Site Important Views and Tall Buildings 2006

These documents set out Management plans and important views from the Maritime Greenwich World Heritage Site. Development at Convoys Wharf is identified as potentially affecting the setting of the World Heritage Site.

2.3 Local Policy

2.3.1 Adopted Core Strategy June 2011

The Core Strategy proposes a Regeneration and Growth area covering key localities in Lewisham and Catford Town Centres, Deptford, New Cross and New Cross Gate. A number of large strategic sites in this corridor as well as Lewisham and Catford Town Centres are identified for major redevelopment. The suitability of these sites, and Lewisham and Catford Town Centres, for tall buildings will be examined by this study.

The Core Strategy sets out policies for spatial areas in Lewisham including the Regeneration and Growth Corridor, District Hubs (the main District Town Centres), Local Hubs (small centres or locations where development sites are available outside the Regeneration and Growth Corridor) and Areas of Stability and Managed Change which are the largely residential areas of the borough.

The Core Strategy also proposes policies covering High Quality design (CS Policy 15), conservation areas, heritage assets and the historic environment (CS Policy 16), protected vistas, the London panorama and local views, landmarks and panoramas (CS Policy 17) and the location and design of tall buildings (CS Policy 18). Open space and river policy issues are dealt by Core Strategy policies 11 (River and Waterways Network) and 12 (Open space and environmental assets).

2.3.2 Lewisham Unitary Development Plan 2004

A number of policies from the Lewisham UDP have been 'saved' and are still relevant up to the point when the

The main relevant saved policies are:

- URB 3 Urban Design which covers all aspects of design in new and extended developments ensuring that the scale and character of new development is considered in relation to its setting;
- OS7 Other Open Space protects smaller areas of open space.

2.3.2 Lewisham Development Management Local Plan

The Policies in the Lewisham Development Management Document, when adopted by the Council will provide detailed provisions for the range of development management issues generally met when considering planning applications. The

above policies in the Unitary Development Plan will be replaced when the Plan is adopted. It is expected that the Plan will be adopted in the summer of 2014.

2.3.2 Lewisham Town Centre and Catford Town Centre Local Plans

These Local Plans will focus on the Town Centre Areas identified in this study. Further analysis may result in more detailed policies for the town centres. The Lewisham Town Centre Local Plan is expected to be adopted as Council policy in Autumn 2013 and the Catford Town Centre Local Plan is programmed to be adopted in Summer 2016.

Chapter 3 Analysis

This chapter analyses the Strategic Sites and Lewisham and Catford Town Centres in terms of constraints and opportunities for tall buildings, in relation to a set of valued elements of the natural and built environment.

3.1 Tall buildings and open space

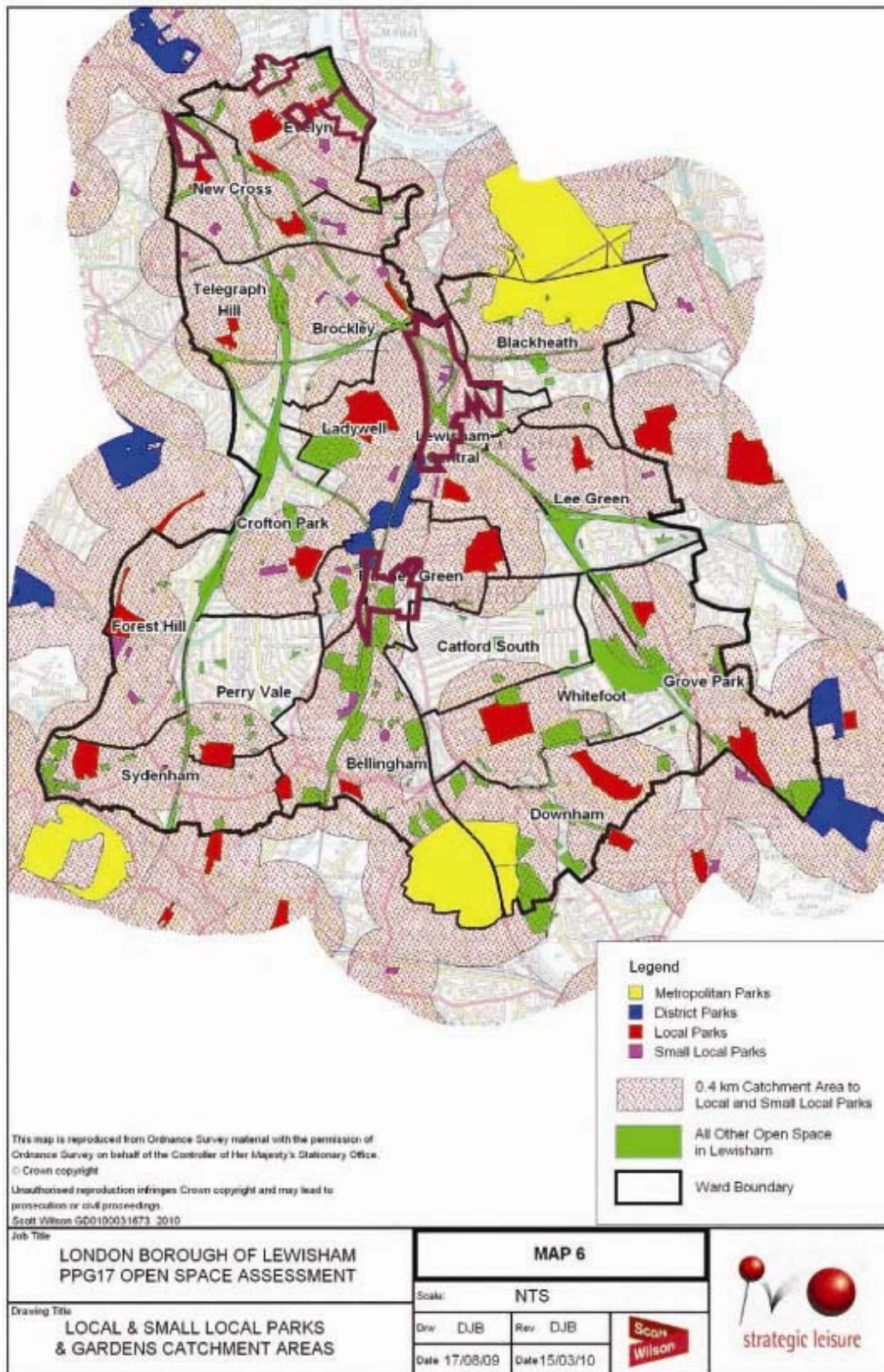
Relationship with open space and the river network

Proposals for tall buildings have a number of potential impacts on open space that need to be addressed including visual impacts, overshadowing and damage to the natural and expansive character of some open spaces. Tall building proposals should seek to create a positive relationship with existing open space to create memorable places that are sustainable, useable and attractive. Used properly, open space can act to integrate large new developments into the wider urban form and street network.

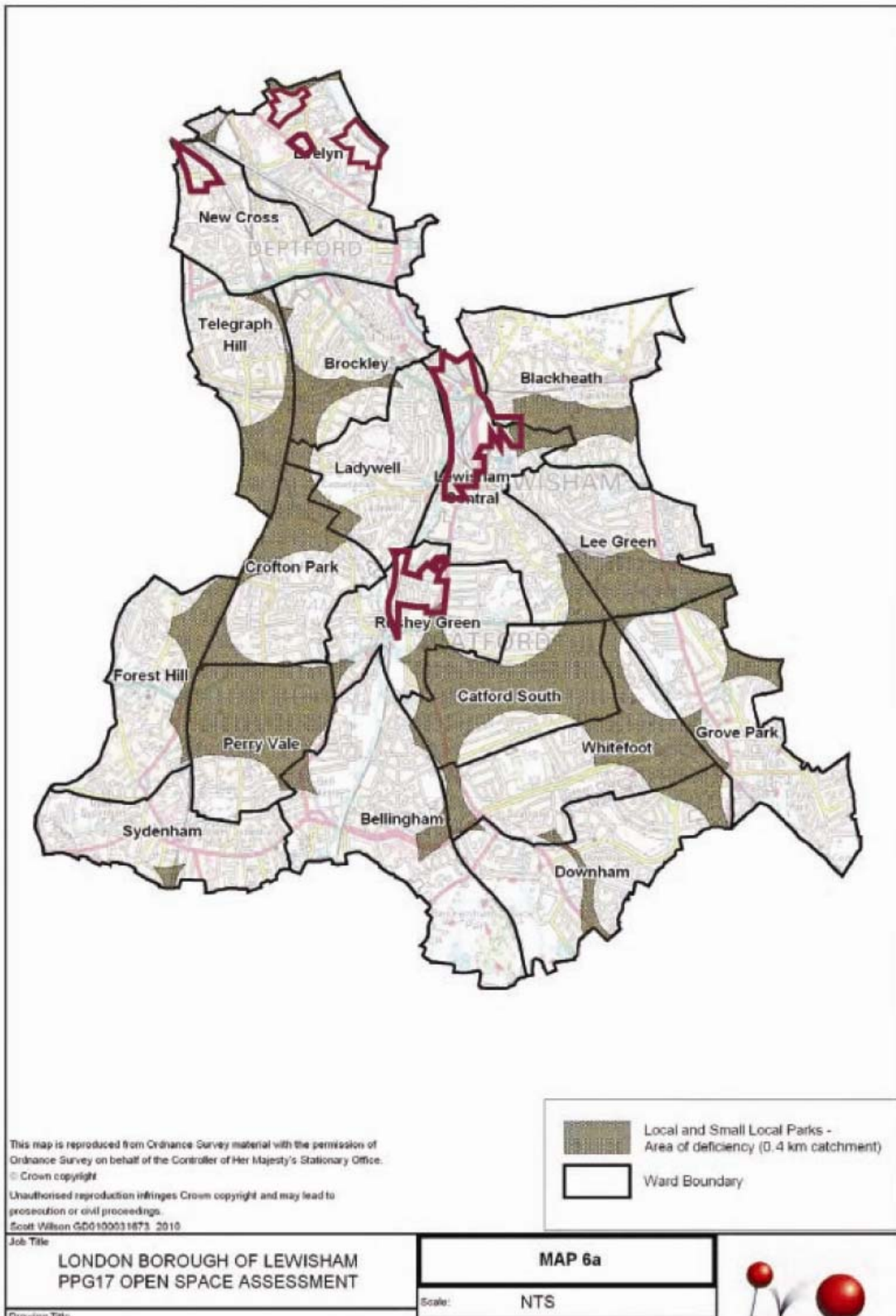
Consideration needs to be given to the availability of open space for the occupants of tall buildings and/or the creation of new open space. High density development will create more demand on existing parks and open spaces, and there should be enough open space to cater for the proposed development in terms of quantity and quality. Open spaces have an important role in providing places for communities to meet and relax or enjoy sport and active recreation. They also contribute to climate regulation important when considering high density developments.

In areas of open space deficiency the Council will concentrate its efforts to create new open space, and enhance public access to existing open space, and to negotiate with developers for new provision.

Map 3.1 shows where the major open spaces within Lewisham are located. The Lewisham Leisure and Open Spaces Study 2010 should be referred to for more information on open space provision in Lewisham. This study shows deficiency areas for open space classifications (see Map 3.2).



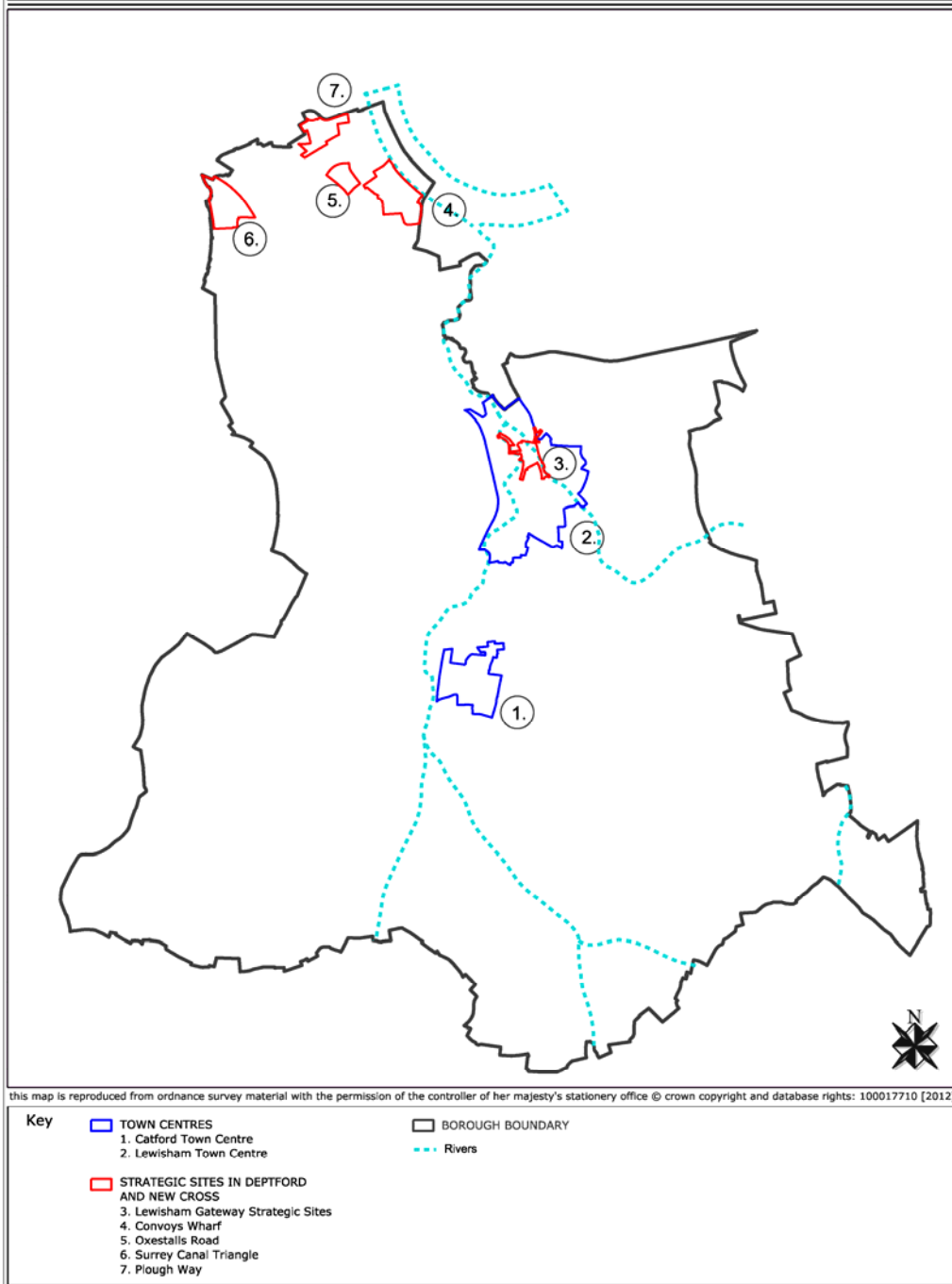
Map 3.1 Open Space and Strategic Sites



Map 3.2 Areas of Deficiency for local and small parks

Map 3.2 shows the strategic sites and Lewisham and Catford Town Centre overlaid with areas of deficiency for small and local parks.

Rivers and development sites



Map 3.3 Rivers and development sites

Map 3.3 shows the locations of rivers in relation to Lewisham and Catford Town Centres and the Strategic Sites. The study does not consider the detailed impact of tall buildings on the rivers. Any planning application that could have an impact on the rivers would need to provide a detailed study of the interaction of the proposals with the river. There follows a discussion on the potential effect that development of tall buildings on these town centres and sites would have on the open spaces and rivers of the borough.

3.1.2 Lewisham and Catford Town Centres in relation to Open Space

Lewisham Town Centre

Lewisham Town Centre has a length of Metropolitan Open Land associated with the Ravensbourne River to the west of Molesworth Street. The award winning Cornmill Gardens is at its centre. The Waterlink Way, which is a long distance footpath/cycleway which seeks to follow the course of the Ravensbourne/Pool river, links the Metropolitan Open Land in Lewisham Town Centre with the large number of green spaces bordering Catford Town Centre which include parks, both public and privately owned, sports grounds, and Ladywell Fields.

The town centre and in particular the Lewisham Gateway Strategic Site lies at the confluence of the Ravensbourne and Quaggy rivers. At present these rivers are confined to concrete channels due to the flood alleviation schemes of the 1960s, and make very little contribution to the quality of the area. This will change with the development of the Lewisham Gateway site which is intended to improve the riverine environment and its natural character.

Development at the Lewisham Gateway site should improve the character of the river confluence and interact positively with it. Development in the rest of Lewisham Town Centre should be sensitive to the open space which is of Metropolitan Importance.

Catford Town Centre

Any developer considering locating a tall building within Catford Town Centre must consider the visual impacts on these open spaces. The River Ravensbourne which borders the town centre, is vulnerable to overshadowing by buildings which might harm biodiversity interests. The tall buildings recently granted planning permission on the Catford Stadium site may create some limited overshadowing of the edge of Ladywell Fields, but more positively will frame a new entrance to and overlook what is presently an under used and isolated area of the park.

The Ravensbourne River Corridor Improvement Plan 2010 is a study of the Ravensbourne Corridor conducted jointly by Lewisham Council and the Environment Agency. The study makes various specific recommendations in relation to open space and treatment of the river in Lewisham and Catford Town Centres, in order to ensure that the river is reintegrated into the urban environment, improve its value as open space and its biodiversity value. The river has the potential to play a major role in ensuring the attractiveness of both town centres, and ensuring flooding and general climate change objectives are met. Developers should refer extensively to this document when planning new developments in these areas.

The Lewisham Leisure and Open Spaces Study 2010 shows that Lewisham and Catford Town Centres are located in areas that are deficient in areas of amenity and green space and small and local parks.



Fig 3.1 Tall buildings should respond positively to Ladywell Fields at the edge of Catford Town Centre



**Figs 3.2 and 3.3
River Quaggy and River Ravensbourne in Lewisham**



Fig 3.4 Development in Cornmill Gardens. This is a good example of the integration of rivers into large development sites. Tall building projects should develop a sensitive approach to such natural resources.



Figs 3.5 and 3.6 Images of River Ravensbourne next to Catford Town Centre and the railway station

3.1.3 Deptford and New Cross Strategic Sites in relation to open space

Surrey Canal Triangle

This strategic site is quite isolated from nearby open spaces. Although not technically in any deficiency area identified in the Lewisham Leisure and Open Spaces Study 2010, Bridgehouse Meadows is the closest open space which would

need to be accessed by crossing Surrey Canal Road. Any increased difficulties of access to this space associated with the completion of Phase 2 of the East London Line extension is proposed to be remedied by the building of new accesses and underpasses associated with the proposed new development.

Impacts on open space from the development are considered to be limited. The issue for this strategic site is the difficulty in accessing open space which should be improved as part of any new development.

Convoys Wharf

Convoys Wharf is a large site at over 16 hectares. High density development should place a strong emphasis in providing new green and amenity space for residents. Convoys Wharf is close to Pepys Park and Sayes Court Park which are both classified as local parks. These open spaces are relatively small and flat so the tall buildings located adjacent to them have the potential to create strong negative impacts.

Convoys Wharf is adjacent to the River Thames which is classified as a Site of Nature Conservation Importance of Metropolitan Importance. The important biodiversity interests represented by the river are vulnerable to overshadowing from tall buildings. The river frontage within the borough is underused and despite only lying 1km from New Cross Road, does not attract the same level of usage as other riverside stretches to the east and west. This is partly due to the fact that historically it has not been possible to access the river directly at Convoys Wharf due to the wharf operation on site. The Thames Long Distance Footpath diverts around the site. New high density development at Convoys Wharf will present an opportunity to enhance access to the river. However as stated above these buildings need to be sited sensitively.

The Lewisham Leisure and Open Spaces study shows that Convoys Wharf is in an area deficient in District Park provision. Any new development on the site should provide a new on-site open space including a mix of green and hard surfaced spaces that adds to and maximises the value of adjacent open space.

Plough Way

Map 3.2 shows that a narrow slice of the Plough Way Strategic Site falls within an area deficient in small and local parks as do parts of Lewisham and Catford Town Centres. New high density development would need to take advantage of and enhance the course of the former Surrey Canal that passes through the site as an area of open space that could compensate for some of the identified open space deficiency, as well as providing other amenity and open space.

Oxestalls Road

The Lewisham Leisure and Open Spaces Study 2010 shows that part of the Oxestalls Road site falls within an area deficient in District Parks. Two local parks are in close proximity. Pepys Park is the closest while Deptford Park is a larger area

of open space accessible by crossing the A200 Evelyn Street. Tall buildings on this site are likely to have a greater impact on Pepys Park than on Deptford Park, which is slightly further away and screened by three or four storey residential developments along Evelyn Street.

Oxestalls Road Strategic Site also has the course of the former Surrey Canal running through it. Developers should take advantage of the existence of this feature to create new open space for this development as well as providing other amenity and open space.

3.1.4 Conclusions

None of the locations identified for growth and regeneration have large areas of open space within their boundaries. Cornmill Gardens is within the boundary of Lewisham Town Centre and the Lewisham Gateway Strategic Site. It is a small but vitally important area of open space for the attractiveness of the Town Centre. There are a number of open spaces close to the boundaries of these sites and the impact of tall buildings proposals on these must be considered carefully.

Much of the open space within or close to Lewisham and Catford Town Centres is categorised as Metropolitan Open Land which will be protected in accordance with the principles of the London Plan and the Lewisham Core Strategy. Developers will need to demonstrate that the impact of tall buildings on these open spaces has been considered including ways of mitigating potential overshadowing or over-dominance that could detract from the qualities of these spaces. All applications should be supported with evidence and illustrations to demonstrate that this has been taken into account.

New development should interact positively with the extensive river network in Lewisham and not detract from its qualities by overshadowing or by other micro-climatic effects and should act to improve the character of the river confluence. Developers will also need to demonstrate that there is reasonable accessibility to adequate open space, or that this can be provided, and that these spaces can cater for the proposed development in terms of quantity and quality.

3.2 Urban Character and Topography

Tall buildings are by definition different in character from their general context (see definition in para. 1.3). Their location therefore needs to be carefully and sensitively considered. They should contribute to the creation of a sense of place, and develop a positive relationship with the wider and immediate context, by improving its legibility, imageability and permeability.

The borough today presents great contrasts in terms of the character of its development. There are low density relatively modern suburbs of houses with gardens and higher density neighbourhoods, some comprising small Victorian and Edwardian terraces and others with modern high rise flats. Main roads and railways criss-cross the borough – a result of the geographical position of the borough on the ancient routes between London and the Kent and Sussex coast. The Deptford/New Cross area in the north of the borough contains most of the borough's industrial and commercial areas. Lewisham Town Centre has the largest shopping centre in the borough. Catford is the location for the borough's civic buildings and the Broadway Theatre, and Studio Theatre.

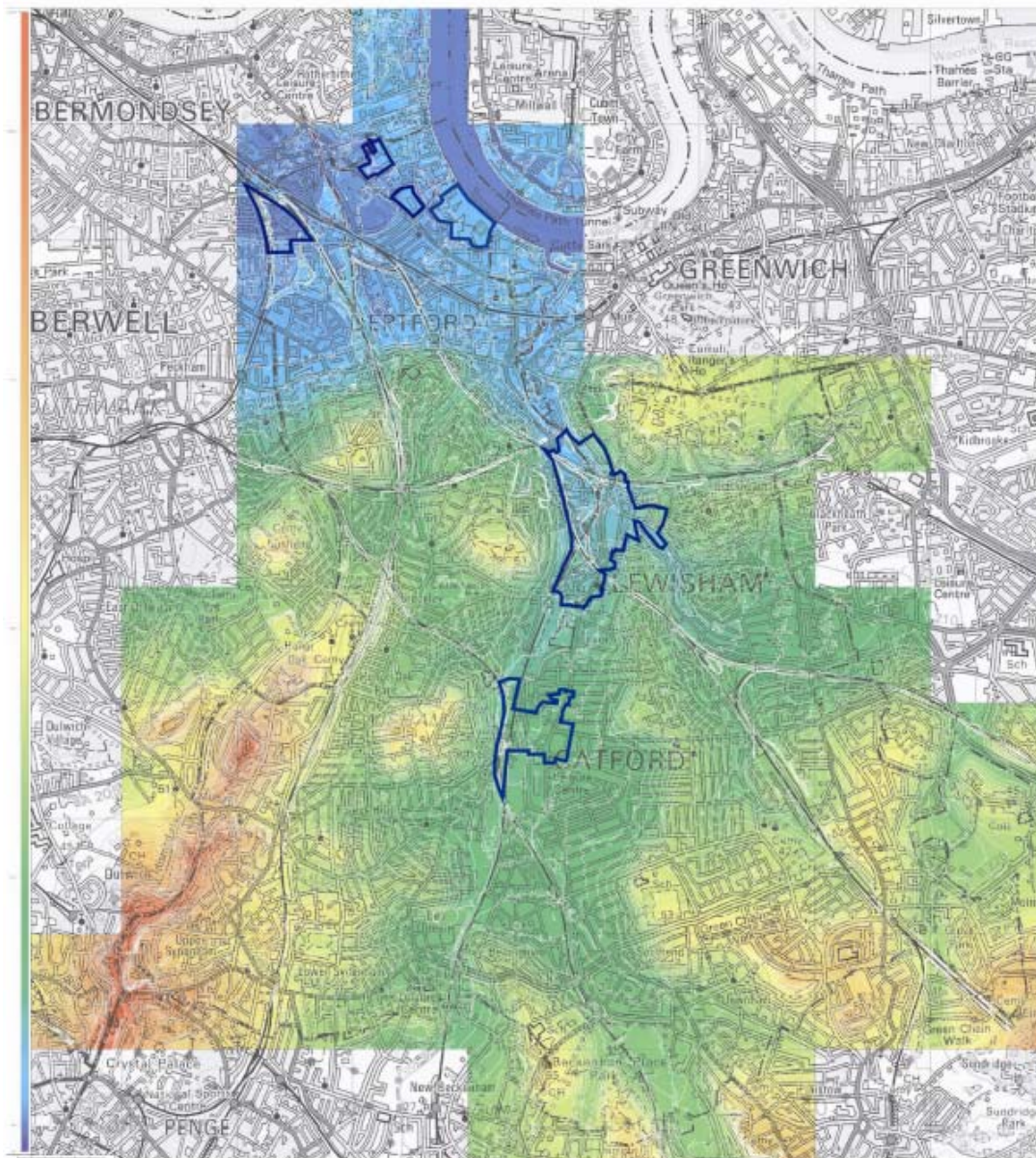
The urban form and built character of the borough has been studied extensively and is presented in the Lewisham Borough Wide Character Study. Developers proposing tall buildings will also need to refer to the extensive material in this study describing and analysing Lewisham's urban character.

3.2.1 Topography and natural landscape and profile

The natural profile of an area helps to define its character along with the cultural and historic character of its built heritage. Lewisham has a distinctive natural form deriving from the valley of the Ravensbourne, Pool and Quaggy rivers. The valley is flanked by a number of open spaces on low hill tops that can be seen from different parts of the borough and which contribute to its verdant character. The south western corner of the borough is hilly forming part of the Sydenham Ridge visible from across London (e.g. from Parliament Hill on Hampstead Heath).

The area north of the A2 leading down towards the Thames is flatter in character, and as a result horizons are more limited. Way-finding can become difficult due to a poorly connected street network and the absence of distinctive landmarks.

This topographical profile should be carefully considered when designing proposals for tall buildings. Tall and bulky buildings on high ground can easily appear overbearing and have a negative impact on the residential amenity of adjacent areas as well as having a greater impact on the borough's skyline. Tall buildings in flatter urban areas, while still needing careful consideration, can contribute to placemaking and character by providing landmarks and interest to the skyline. Map 3.4 below shows the topography of the borough.



Map 3.4 Impact on topography and natural profile

Map 3.4 shows that none of the strategic site allocations under analysis are sensitively placed in relationship to these areas of higher ground shown as red and orange on the map.

3.3.2 Strategic and Local views

As a result of the distinct topography of Lewisham, Strategic and Local views have been identified as an important component of local character.

The Deptford New Cross Area leading down to the Thames is flatter than the rest of the borough. Because of its low profile panoramic views of central London are obtainable from the higher ground of Greenwich Park and Blackheath to the east. This area as a whole is therefore sensitive to the location of tall buildings and is

where the Convoys Wharf, Plough Way, Oxestalls Road and Surrey Canal Triangle Strategic Sites are located. The London View Management Framework (LVMF) which is Supplementary Planning Guidance for the London Plan sets out how new development should preserve panoramic views of London and protected vistas of St. Paul's Cathedral.

A framework of panoramic local views has been identified from the open spaces on the low hills that surround the Ravensbourne Valley, as well as a local view towards the west and the City from the Sydenham Ridge at Horniman Gardens and a local view of the Thames from the listed buildings at Deptford Wharf.

3.2.3 The London View Management Framework (LVMF)

This section of the study sets out a summary of comprehensive approach to managing the strategically important views in London as described in the London View Management Framework (LVMF) which is Supplementary Planning Guidance to the London Plan.

London Panoramas

The northern part of the borough is defined in the Framework as falling within a 'London Panorama'. This is a wide view of London incorporating St Paul's Cathedral which may be viewed from the higher ground at Greenwich Park (General Wolfe's Statue) and Blackheath Point.

The LVMF gives detailed guidance as to how the panorama should be managed from both viewing points and the visual elements and relationships that should be protected. It must be referred to when considering the development of tall buildings in the area affected by the LVMF. The main points of the guidance are:

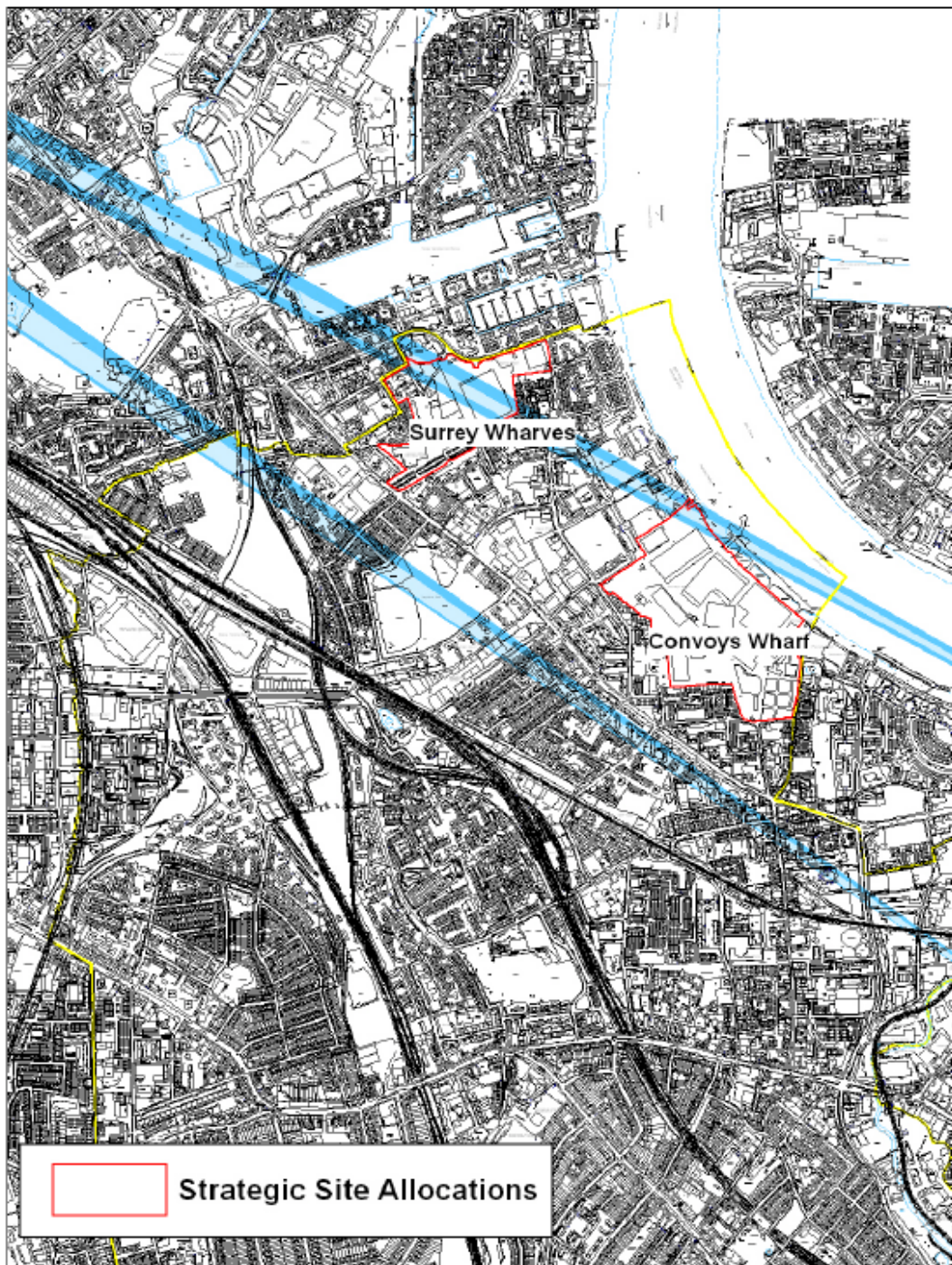
- London Panoramas provide views of central London and its suburbs from elevated public open spaces
- development in the foreground should not be overly intrusive, unsightly or prominent to the detriment of the view as a whole
- development as seen from above or obliquely in the front and middle ground should fit within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole.

The LVMF should be referred to for specific information as to how the panoramas within Lewisham will be managed.

Protected Vistas

St Pauls' Cathedral is a strategically important landmark that is also protected by Directions of the Secretary of State which define 'Protected Vistas'. The viewing points for these vistas are from Greenwich Park (General Wolfe's Statue) and Blackheath Point both within the Royal Borough of Greenwich. The Protected Vistas are shown in Map 3.5 and show that the north eastern corner of Convoys Wharf and Plough Way (described as Surrey Wharves on the map) fall within the viewing corridor defined in the Directions. Further details are to be found in the LVMF as to

the factors that need to be taken into consideration when locating and designing tall buildings in relation to these Protected Vistas. The most up to date version of this Supplementary Planning Guidance to the London Plan should always be referred to.



MAP 3.5 London View Management Framework: Protected Vistas

Protected Vistas are shown in blue- Light blue is the Landmark Viewing Corridor. Dark blue is the wider setting consultation area. Surrey Wharves was a former description of the Plough Way Strategic Site Allocation.



FIG 3.4 PANORAMIC VIEW FROM THE ORIENTATION BOARD BY THE GENERAL WOLFE STATUE



FIG 3.5 PANORAMIC VIEW FROM THE NORTH EAST OF THE GENERAL WOLFE STATUE



FIG 3.6 PANORAMA FROM THE ORIENTATION BOARD ON BLACKHEATH POINT



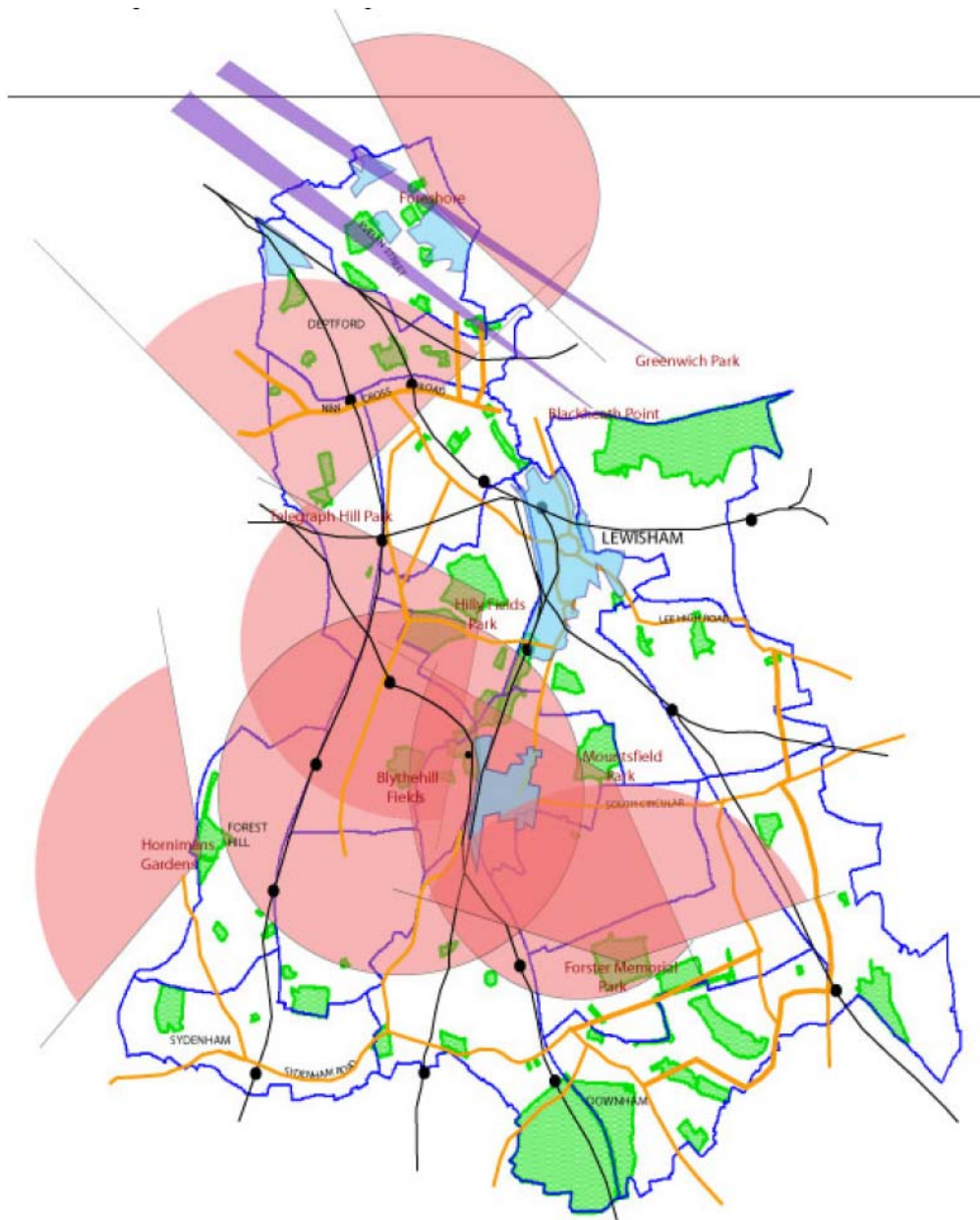
FIG 3.7 THE AREA INDICATED IN RED IS THE PROTECTED VISTA TO ST. PAUL'S FROM BLACKHEATH POINT
(FIGS 3.4 – 3.7 - IMAGES ADAPTED FROM THE LONDON VIEW MANAGEMENT FRAMEWORK)

3.3.3 Local Views

The Lewisham Core Strategy identifies seven local views that should be protected in Lewisham. The locations and extent of these views are shown on Map 3.6 and are discussed in more detail below.

Core Strategy Policy 17 protects these views by identifying panoramas and ensuring that new development does not impede or detract from these views. They are identified on the Proposals Map.

Map 3.6 shows the framework of local and strategic views in the borough and in particular sets out the areas in which large and bulky developments will be resisted in order to protect them.



Map 3.6 View points and panoramas - panoramas from the local viewpoints showing the extent of the foreground and middle ground from the seven local views.

Local View 1: Horniman Gardens:



The panoramic view from the Gardens covers a wide sweep of south and central London including Battersea Power Station, and the City including St Pauls Cathedral and the Shard. A good viewing place in the park is the Bandstand Terrace. Photographs giving an impression of the panorama that should be maintained are shown in Figs 3.8 – 3.10 below.

Figs 3.8, 3.9, 3.10 Local View from Horniman Gardens



FIGS 3.11 – 3.14 Local View from Blythe Hill Fields

Local View 3: Hilly Fields

Photographs showing various aspects of the panorama that should be maintained are shown in Figs 3.15 – 3.19.

The viewing point is towards the centre of the park where the main paths cross.





FIGS 3.15 – 3.19 Local view from Hilly Fields

Local View 4: Telegraph Hill

The viewing point is within Telegraph Hill Upper Park. Telegraph Hill takes its name from the semaphore telegraph, which was placed on the summit, some 160 feet above sea level, by the Admiralty Board. The news of the victory of the Battle of Waterloo was passed to London via this station.

An impression of the panorama to be protected is shown in Figs 3.20 – 3.24.



FIGS 3.20 – 3.24 Local View from Telegraph Hill Park

Local View 5: Mountsfield Park

This park is on a gentle rise to the east of Catford Town Centre with views largely over towards Catford Town Centre and to Sydenham Ridge beyond. The viewing point is from the highest part of the park.

The view from Mountsfield Park is shown in Figs. 3.25 – 3.26.



FIGS 3.25 – 3.26 Local View from Mountsfield Park

Local View 6: Forster Memorial Park

The views from Forster Memorial Park are less notable than the other local views. These are shown in Figs 3.27 – 3.28.



FIGS 3.27 – 3.28 Local View from Forster Memorial Park

Local View 7 Foreshore Deptford

This local view was protects the views of the river from the setting of the Listed Buildings at Deptford Wharf. These are shown in Figs 3.29 – 3.30



FIGS 3.29 – 3.30 Local View from Foreshore, Deptford

3 .3.4 Assessment of the Local Views in Relation to Town Centres and Strategic Sites

Lewisham Town Centre

Map 3.6 indicates that Lewisham Town Centre and the Lewisham Gateway Strategic Sites does not fall within the foreground or the middle ground of any of the identified Local Views. It is not highly visible from any of the identified viewpoints in Lewisham.

Catford Town Centre

Map 3.6 shows that Catford Town Centre falls within the foreground and middle ground of Local Views 2, 5 and 6. Proposals for tall buildings in Catford Town Centre will need careful consideration of the impacts on these local views.

Deptford and New Cross Strategic Sites

The strategic sites are not visible from the local viewing points as they are on lower ground towards the Thames. This does not mean that tall buildings on the strategic sites will not be visible from the identified local views depending on their height, so the effect on the local views of proposals would need to be carefully considered. It is possible nevertheless that as there is already a backdrop of tall buildings at Canary Wharf and London Docklands their impact is likely to be less pronounced. The regeneration area in Deptford and New Cross is therefore considered to be less significant for the local views in Lewisham.

3.3.5 Conclusions

Lewisham Town Centre and Lewisham Gateway Strategic Site.

No direct impacts were identified on local views and London panoramas and vistas.

Catford Town Centre

This stands in the foreground and middle ground of three important local views. Proposals for tall buildings must therefore include a detailed examination of the impact on these views.

Deptford and New Cross Strategic Sites

The London Panorama and the Protected Vistas identified and described in the London View Management Framework (LVMF) are impacted on by development on these sites. The Protected Vistas cross Convoys Wharf and Plough Way Strategic Sites.

Potential developers should refer to the LVMF for full details as to how tall buildings proposals will be dealt with in relation to these views.

3.3 Tall Buildings and Aircraft Navigation and Telecommunications

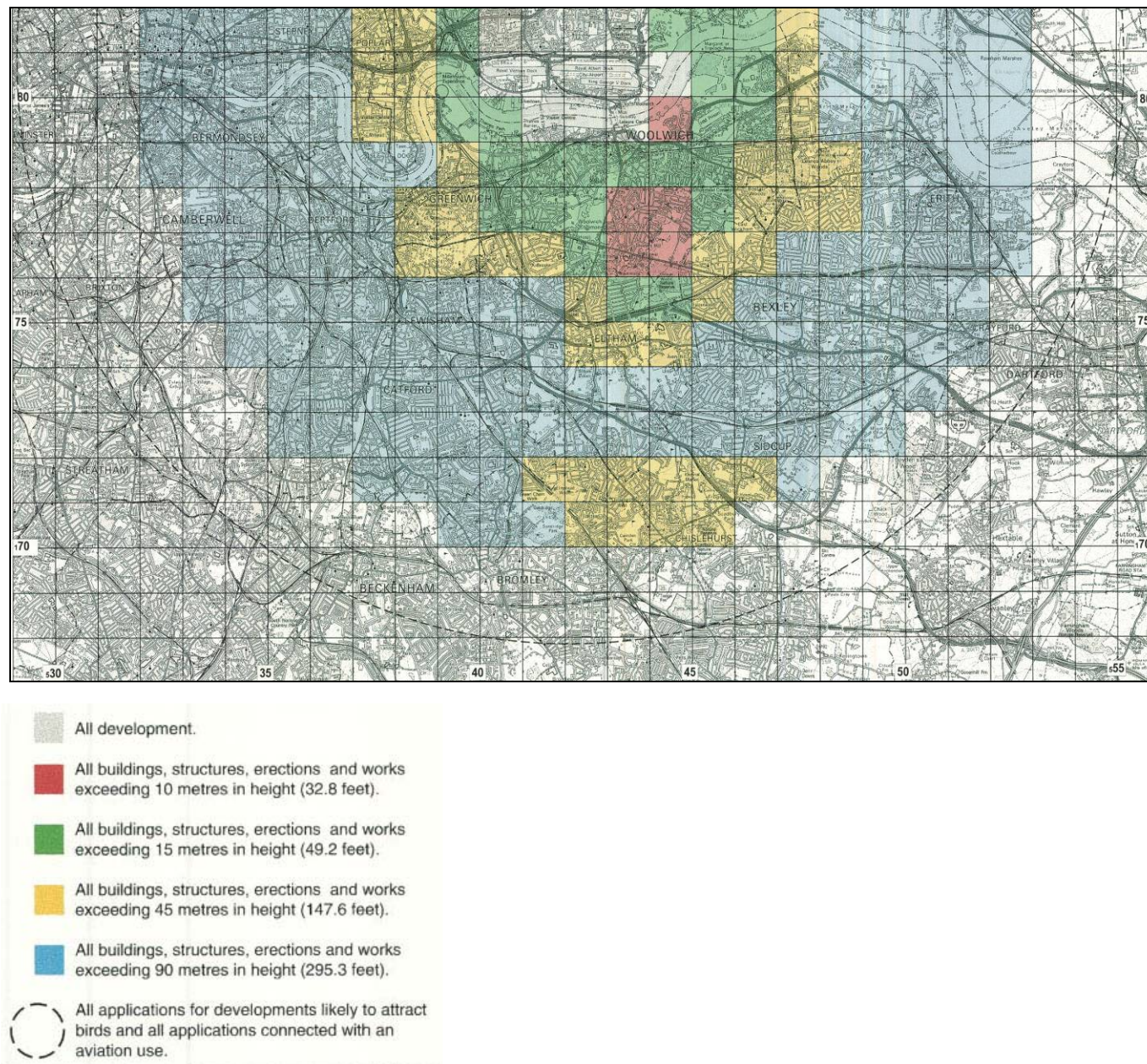
Tall buildings have the potential to interfere with navigation and telecommunication network and to have impacts on airport flight paths.

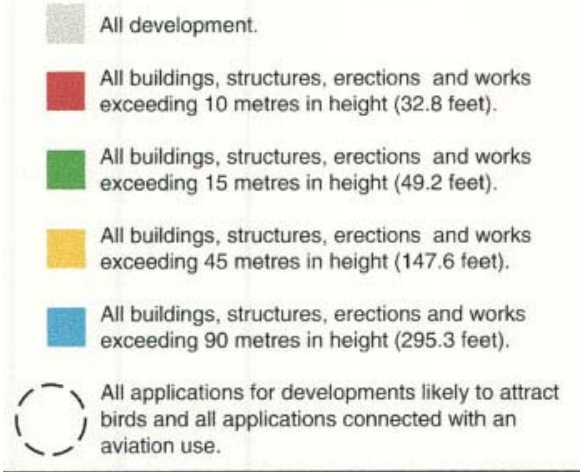
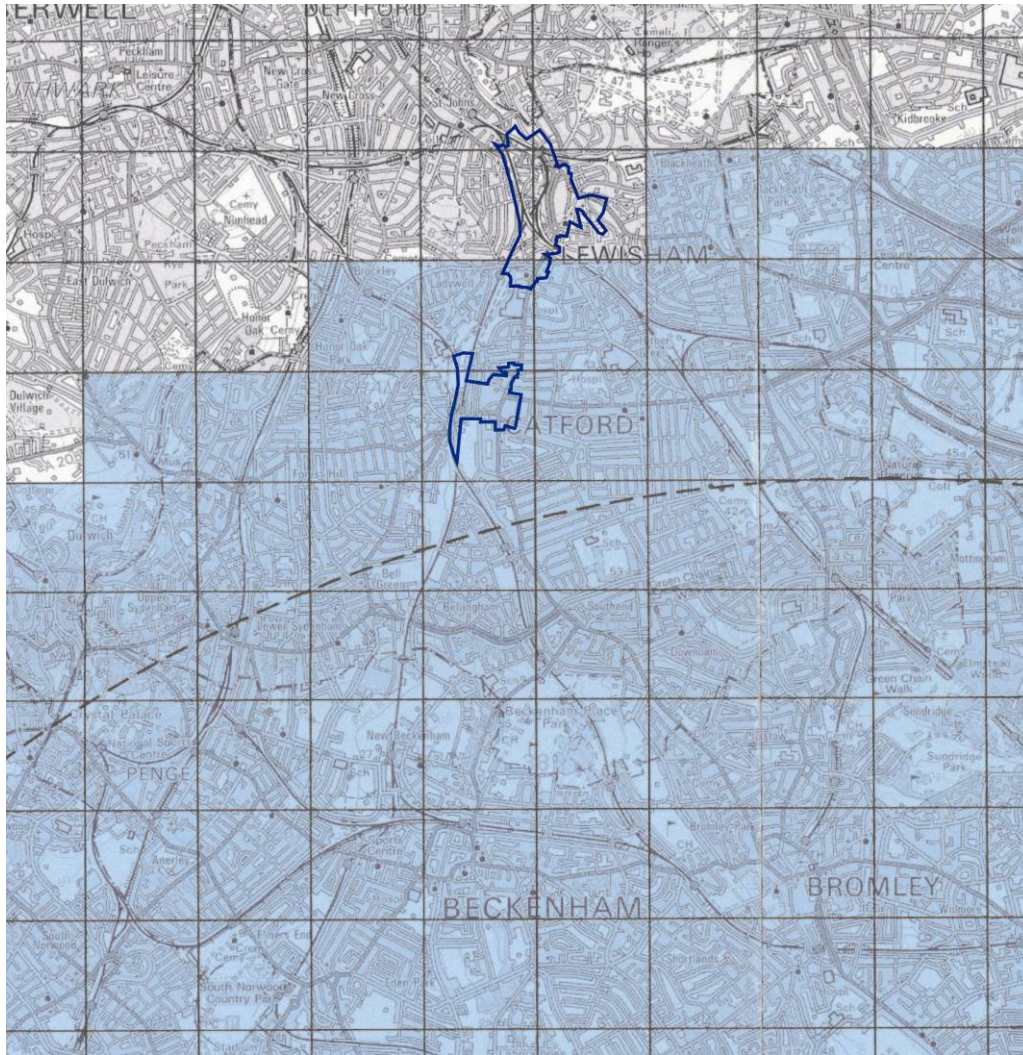
3.3.1 Aircraft

The borough is located between two airports – Biggin Hill in Kent and the London City Airport. This means that all developments in the borough need to take into account the secure functioning of these airports.

Maps 3.7 and 3.8 show the safeguarding areas, and the relevant height of development that would be affected by the requirement to consult with the operators.

Map 3.7 London City Airport Safeguarding Map





Map 3.8 Biggin Hill Airport Safeguarding Map

3.3.2 Navigation and Telecommunications

The borough is adjacent to the River Thames. Tall and bulky developments have the potential to interfere with navigational communications which may operate on a line of sight basis. Developers of tall buildings on Convoys Wharf, Oxestalls Road and Plough Way Strategic Sites should therefore consult with the Port of London Authority at an early stage to ensure that these problems are dealt with appropriately.

Tall buildings and sometimes buildings above 4 storeys can also potentially block telecommunications coverage.

Developers constructing tall buildings may wish to incorporate antennae into the design of their building. Allocating space for antennae and associated equipment, preferably screened to reduce impact, may provide a solution to coverage lost as a result of a tall building and provide a potential new site for operators to increase capacity.

3.4 Public Transport Accessibility Level and Pedestrian Facilities

As set out in Policy 7.7 of the London Plan the height of buildings should 'generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have got good access to public transport'. They should also 'contribute to the permeability of the site and wider area where possible' and have 'ground floor activities that provide a positive relationship to the surrounding streets'.

The Public Transport Accessibility Level of a site (PTAL) is used as a tool to gauge the appropriate density of development of a site (see London Plan Table 3.2 Sustainable Residential Quality (SRQ) density matrix). Other factors also come into play such as the surrounding urban context. A number of factors including PTAL may influence the maximum height of development. The PTAL rating ranges from a score of 1 where accessibility is poor through to 6 which is excellent.

3.4.1 Public Transport Accessibility Level

Lewisham and Catford Town Centres including Lewisham Gateway Strategic Site

Map 3.9 shows that Catford and Lewisham Town Centres can accommodate high trip generating development, as both have high PTAL levels and capacity with easy access to railway stations, buses and in the case of Lewisham, access to DLR services. Locating high trip generating development in town centres also means that a greater number of facilities will be located within walking distance and the need for car travel will be reduced, encouraging more sustainable life styles and increasing the sustainability of the centres.

Deptford and New Cross Strategic Sites

These sites are in areas which have poor access to rail facilities, limited bus services and a congested road network. Any significant development in this area, and therefore any tall building would need to provide extensive evidence and traffic studies as to how the increased journey numbers would be managed. Detailed proposals would be required as to how public transport and the general accessibility of the sites would be improved.

Convoys Wharf

Parts of Convoys Wharf are relatively close to Deptford Station and to buses that run along the A200 Evelyn Street. The overall PTAL of the site is however low with a PTAL of 1 on the western part of the site and a PTAL of 2 in the eastern part. This is because no buses currently serve the site directly, and the distance to Deptford Station would not be considered by Transport for London to be within reasonable walking distance. The distance between the Deptford Station and the nearest entrance to the site is 0.5 km. The distance from Deptford Station to the nearest edge of the Thames is 0.8 km.

Plough Way

Plough Way has a medium to low PTAL level of 3 and 2 and 1 over different parts of the site. Buses pass close by on Evelyn Street, and a single bus route passes along Plough Way. Surrey Quays Station is 650 metres away at the nearest point on Yeoman Street which also has the highest PTAL rating. Services from Surrey Quays station have recently been greatly improved as it is now a station on the London Overground.

Oxestalls Road

This site has a low PTAL rating of 2 with the only the south western corner of the site in PTAL 3. The site has a direct frontage onto the A200 Evelyn Street with access to buses. A single bus route also passes along Oxestalls Road. Oxestalls Road is about equidistant between Surrey Quays and Deptford Stations. The nearest points are about 1km away from the stations.

Surrey Canal Road

Surrey Canal Road Strategic Site is estimated to have a low PTAL (estimated to be PTAL 2). Despite the proximity of South Bermondsey station it is not currently accessible from within the site other than by a path used on match days only for the football stadium which is at the heart of the site. Pedestrian connections to the station not using this route are poor. There is a limited bus network in the surrounding area. This could be improved if a new station on the East London Line is built.

3.4.2 Quality of Pedestrian and Public Access

Even if tall buildings are located in areas of adequate public transport capacity, this advantage in terms of accessibility can be undermined if the public realm is poorly designed in terms of physical accessibility and perceptions of safety. High density development and tall buildings can put significant pressure on the public realm and its role and vulnerability becomes even more key to creating sustainable communities.

In order to maintain or help provide adequate, attractive, inclusive and safe pedestrian and public transport access, any proposals for tall buildings will need to consider the impact on microclimate, provide active and attractive ground floor uses that interact with and provide interest to the public realm, provide or improve sufficient amenity space and facilities (such as bins, cycle storage etc) and create a

high quality, robust and legible streetscape that takes into account the use of the public realm for a variety of users and activities.

The following sections describe the quality of the public realm and access to public transport in the key sites for regeneration. This analysis will also inform the nature of the qualitative improvement required in the infrastructure if taller buildings are to be introduced.

Lewisham Town Centre and Lewisham Gateway Strategic Site

Although well supplied with rail and bus services, Lewisham Town Centre suffers from relatively low quality accessibility. The design of the large roundabout at the northern end of the centre with often intense traffic flows makes the surface level pedestrian crossings towards the rail stations unattractive and often circuitous. Molesworth Street, a dual carriageway road that by-passes the centre to the west presents another traffic barrier. In Lewisham High Street, the space for buses is constrained and the street area feels overcrowded, even though it is a partly pedestrianized area. Development of tall buildings in the town centre would need to take into account the quality and management of the public realm for pedestrian and vehicular movement alike.

Catford Town Centre

Catford Town Centre is served by two railway stations located close together to the west of the town centre. Although close together the stations are not integrated and access between them is poor. Poor facilities at the railway stations, traffic congestion and pedestrian safety are significant concerns regarding the quality of the pedestrian and public transport access in the area. The public realm is generally dominated by heavy traffic on the South Circular (A205) and suffers from noise and air pollution.

Deptford and New Cross Strategic Sites

Convoys Wharf

Since it ceased operation, Convoys Wharf's existing access through New King Street, Prince Street, Watergate Street and Grove Street is through predominantly calm and, in places, attractive residential areas.

Oxestalls Road

Oxestalls Road Strategic Site has reasonably good access to buses along Evelyn Street. As Evelyn Street plays a crucial role in the local traffic network, a high volume of traffic passes along it. For most of its length, Evelyn Street presents a harsh environment for the pedestrian and cyclist giving the perception of a lengthy and featureless road with, in many places, run down shopping parades and a low quality public realm.

Plough Way

Plough Way Strategic Site has reasonably good access to bus routes along Evelyn Street, and there is one route along Grove Street and Plough Way. As described above Evelyn Street presents a harsh pedestrian environment but Grove Street and Plough Way are main local streets offering more space and series of community and

other facilities along their way which provide amenity and variety to the area. The quality of the public realm is generally very poor and needs improvement.

Surrey Canal Triangle

This site is poorly linked to the surrounding area and lacks permeability, largely because it is bounded by railway lines and lacks the types of streets and footpaths that would aid movement through the area.

Particular issues exist in relation to this site. The route north through Bolina Road has particular issues as the road passes through several railway arches, some of which are low or narrow, has no pedestrian facilities, and is not overlooked. The final design of the 'Bermondsey Diveunder' which is a new piece of railway infrastructure and is part of the works for the Thameslink project will also affect access through Bolina Road.

Pedestrian access to South Bermondsey Station which is the nearest station to the site is via Ilderton Road. There is no general public access to the station from within the site. However there is the potential for the construction of a new station on the East London Line at Surrey Canal Road.

3.4.3 Public Transport Accessibility Level - Conclusions

The quality of access to public transport and of the public realm is a key issue which needs to be addressed in all the Strategic Sites. Surrey Canal Triangle in particular, has some significant problems in terms of the accessibility and permeability of the site which could pose problems for any high density development which would include tall buildings.

Both Lewisham and Catford Town Centres enjoy good public transport access, although there are specific problems with pedestrian access to the rail stations. Both centres have problems in terms of the quality of the public realm and overcrowding. These issues would need to be considered and any adverse impacts mitigated in any proposals for tall buildings.

3.5 Heritage Assets and Historic Character

3.5.1 Introduction

The CABE and English Heritage Guidance on Tall Buildings document stipulates that analysis should be carried out to gauge the impact tall buildings may have on the setting of and views to and from:

- Conservation Areas and Listed Buildings
- Archaeological remains
- World Heritage Sites
- Scheduled Ancient Monuments
- Registered Parks and Gardens and registered battlefields

Lewisham has three registered historic parks: Horniman Gardens, Manor House Gardens and Grove Park Cemetery. These are all a considerable distance away from the potential tall building locations covered by this report and so are not referred to further. There are no registered battlefields in Lewisham.

Lewisham's register of locally listed buildings is currently being reviewed and updated so references to non-designated heritage assets in this report will inevitably be incomplete. Additionally new non-designated heritage assets might be identified during the development process.

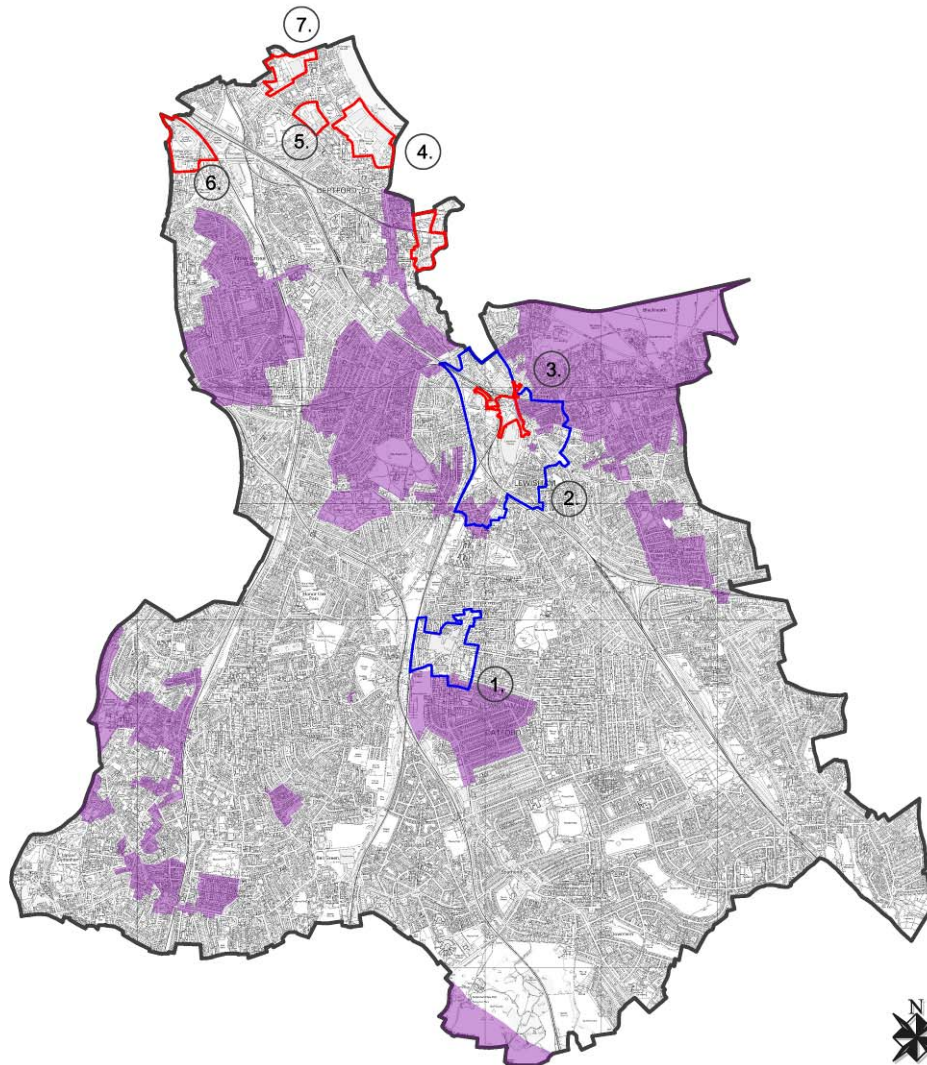
Whenever the location of a tall building might affect a heritage asset whether designated or undesignated (see PPS5 Companion Guide), a micro level study based on a set of detailed observations would be required to identify the nature of any impact.

3.5.2 Conservation Areas and Listed Buildings

The borough has ¹27 conservation areas as shown on represented on Map 3.9. They are for the most part domestic in scale and character and are generally characterised by two to four storey domestic building typologies. As a result of this domestic scale, Lewisham's conservation areas will inevitably be sensitive to the impact of tall buildings. Tall buildings in Conservation Areas will be considered inappropriate and careful consideration will need to be given to any impact of a tall building on their settings.

¹ Since the map was produced a further Conservation Area at Creekside has been declared.

Conservation Areas



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Key	TOWN CENTRES	BOROUGH BOUNDARY
	1. Catford Town Centre	Conservation Areas
	2. Lewisham Town Centre	
	STRATEGIC SITES IN DEPTFORD AND NEW CROSS	
	3. Lewisham Gateway Strategic Sites	
	4. Convoys Wharf	
	5. Oxestalls Road	
	6. Surrey Canal Triangle	
	7. Plough Way	

Map 3.9 Conservation Areas in the Borough

Lewisham Town Centre and Lewisham Gateway Strategic Site

Three conservation areas fall entirely within the boundary of Lewisham Town Centre in the north eastern corner. These are:

- St. Stephen's which also lies adjacent to the Lewisham Gateway Strategic Site
- Belmont
- Mercia Grove

To the south of the town centre there are;

- St Mary's Conservation Area which straddles the town centre boundary
- Ladywell Conservation Area which lies close to the south western boundary

Other Conservation areas close to the Town Centre are Blackheath to the north east and St. John's, Brookmill Road and Somerset Gardens to the north east.

Tall buildings located within the Town Centre could potentially compromise the setting of these areas, and must be located and designed sensitively. The domestically scaled residential parts of the town centre, notably the Victorian and early 20th Century residential areas to the south, east and north which comprise the conservation area.

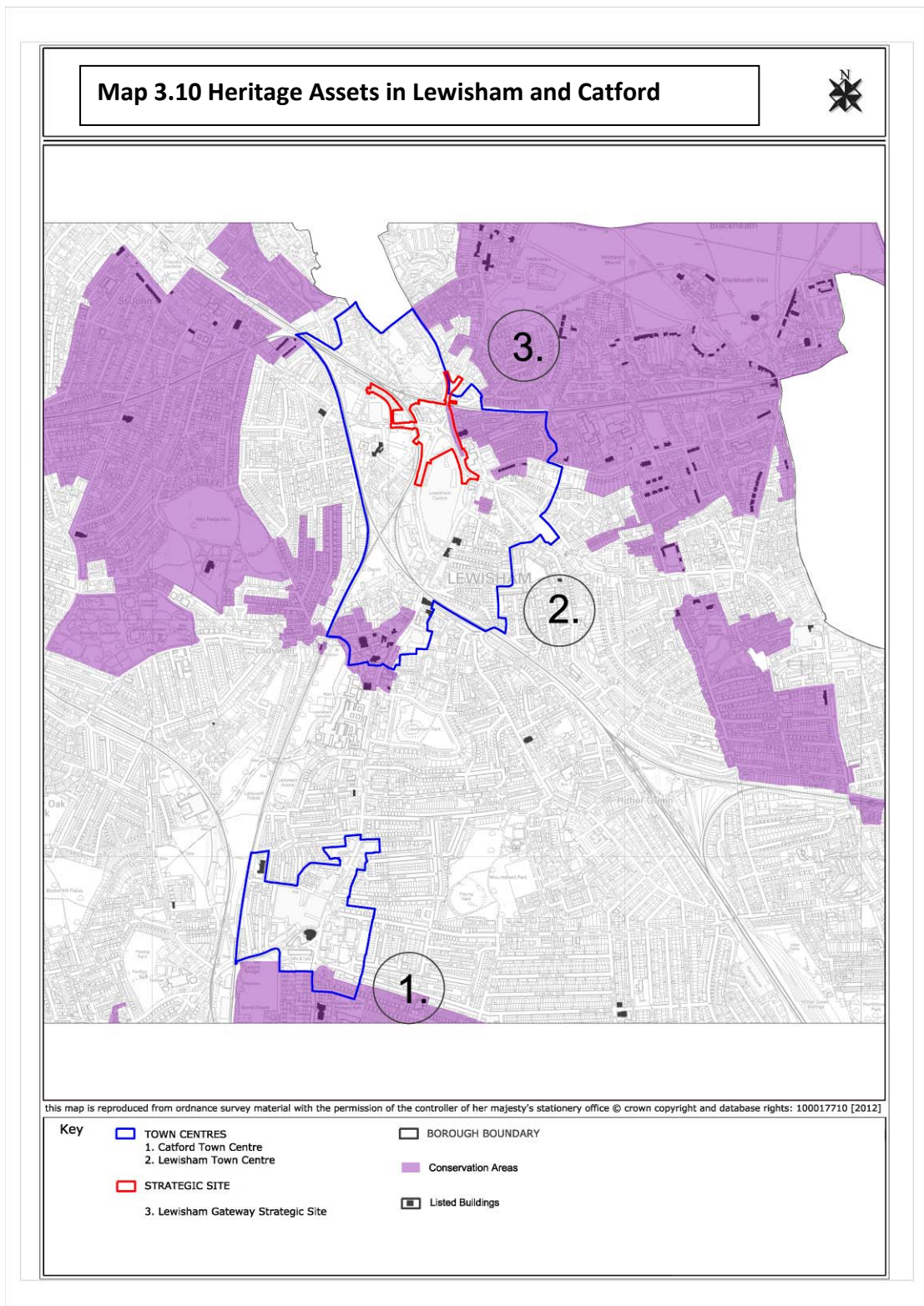
The Town Centre has a number of listed buildings and structures shown on Map 3.10:

- Clock Tower Lewisham High Street (Grade II)
- Church of St Stephen Lewisham High Street (East Side) (Grade II)
- Church of St Saviour and St John the Baptist and Evangelist Lewisham High Street (East Side) (Grade II*)
- Presbytery adjacent Church of St Saviour & St John the Baptist and Evangelist (Grade II)
- St Mary's Vicarage Lewisham High Street (West Side) (Grade II)
- St Mary's Vicarage Garden Walls Lewisham High Street (West Side) (Grade II)
- Church of St Mary the Virgin Lewisham High Street (West Side) (Grade II*)
- Walls surrounding St Mary the Virgin Churchyard (Grade II)
- Nos. 233-241 Lewisham High Street Rileys (former Temperance Billiard Hall) (Grade II)
- No 340 Lewisham High Street Lewisham Fire Station (Grade II)

The first two in the above list are in the northern part of the centre. The Church of St. Stephen is directly adjacent to the Lewisham Gateway Strategic Site. Tall buildings proposals will need to respect the setting of the listed building and not harm the Conservation Area.

The other buildings in the list are in the southern part of the centre apart from St. Saviour's Church which provides a landmark on the High Street itself. The Grade II listed former Lewisham Public Library lies just to the south outside the town centre boundary. The southern part of the town centre is clearly an important area in terms of built heritage. Developers who are considering locating tall buildings in Lewisham

must take account of the location of these listed buildings and the overall character of the conservation areas, and ensure that their character and setting is not compromised.

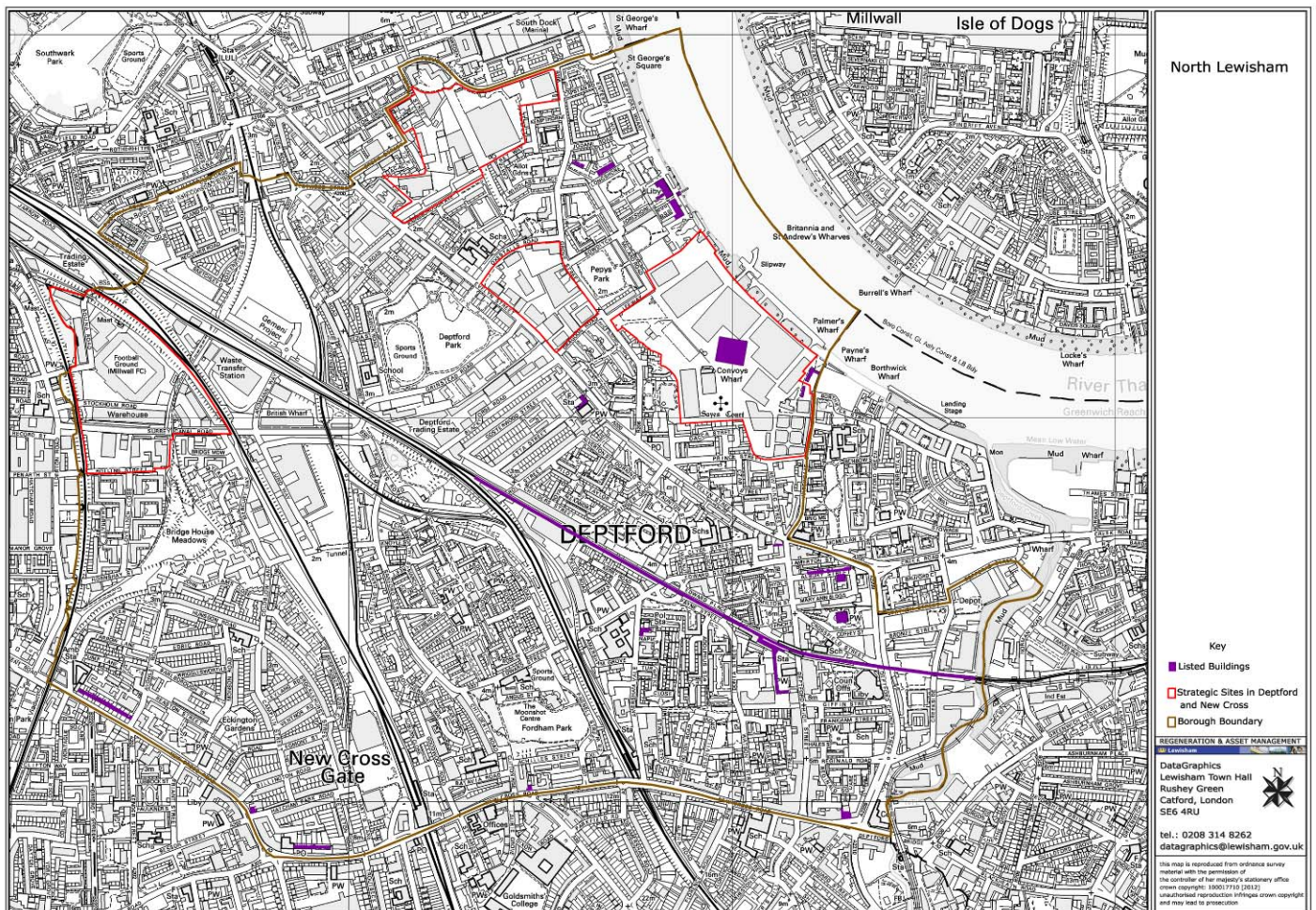


Catford Town Centre

The Culverley Green Conservation Area borders the town centre to the south west and includes a number of town centre buildings within in it including the former Cinema building on the corner of Sangley Road and a number of houses on Culverley Road.

The listed Broadway Theatre and Town Hall Chambers Building forms a prominent feature on Rushey Green that contributes strongly to the character of the centre. On the eastern side of Rushey Green, the former Black Horse and Harrow Pub, which is a three storey pub buildings with a turret and a decorative gable, is locally listed. Also locally listed, a little further south on the corner of Bromley Road and Sangley road is the former 'Central Picture Hall' built in 1913, now used as a church which forms a prominent corner feature. Elmwood Conservative Club just off Thomas Lane is a locally listed building from 1736.

The setting of these buildings should be given careful consideration when considering tall buildings in Catford Town Centre.



Map 3.11 Listed Buildings in Deptford and New Cross

Deptford and New Cross Strategic Sites

These Strategic Sites are all some distance away from Conservation Areas and are considered to have no direct impact on them as shown on Map 3.11.

There is a Grade II Listed Building within the Convoys Wharf site (Olympia Warehouse) and Listed Buildings on the eastern boundary. The setting of these buildings will need careful consideration when locating tall buildings on this site.

3.5.3 Areas of Archaeological Priority and Scheduled Ancient Monument at Convoys Wharf

Areas of Archaeological Priority

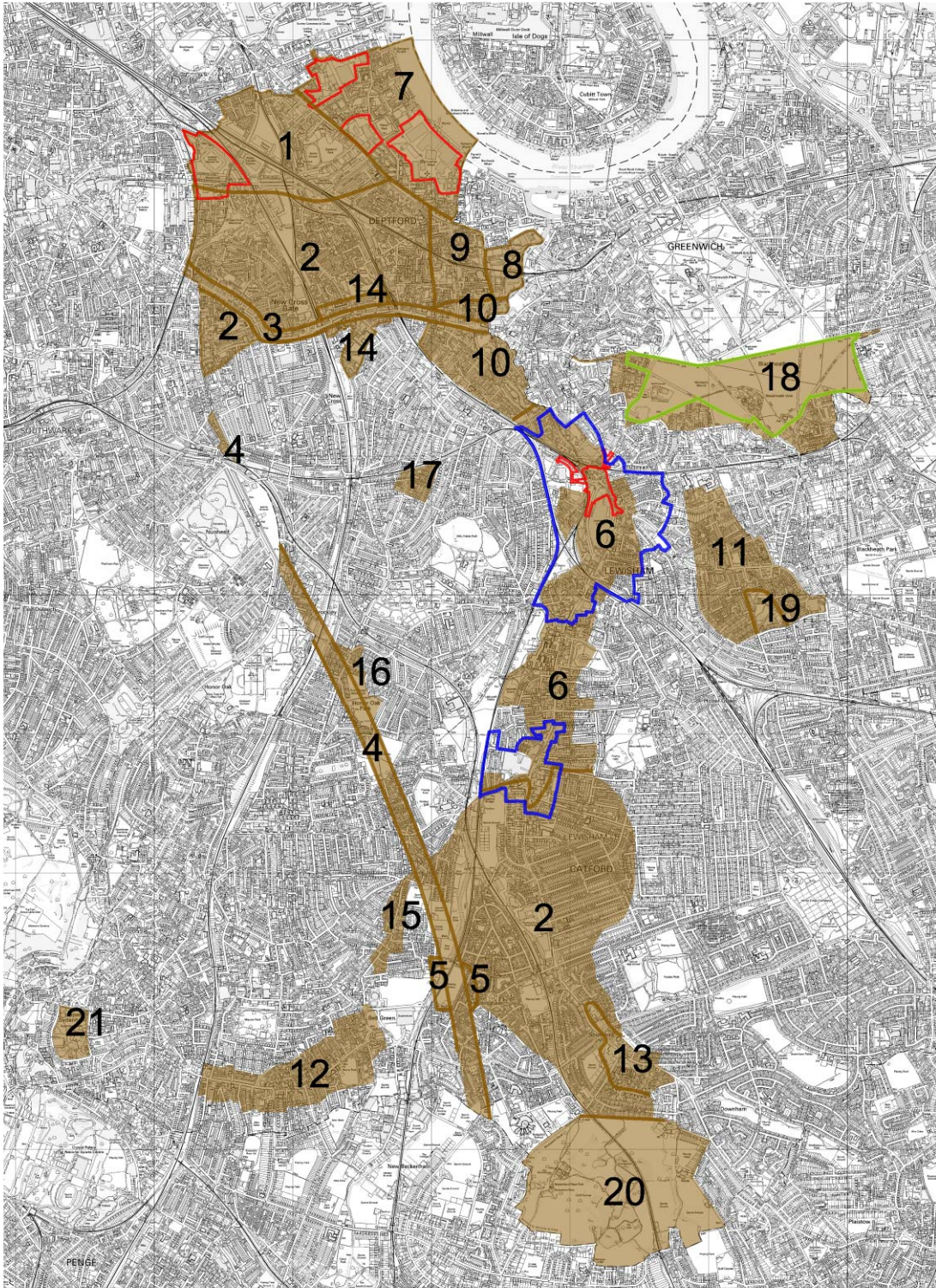
Map 3.12 illustrates the Areas of Archaeological Archaeology in the borough as designated in the Lewisham Core Strategy. These indicate that a certain type and age of archaeological remains might be discovered in particular areas should redevelopment occur. The map shows that all the strategic sites and both Lewisham and Catford Town Centres fall within Areas of Archaeological Priority. The potential for archaeological finds and their appropriate treatment, preservation and interpretation needs to be taken into consideration when all new development is proposed in accordance with Core Strategy policies.

Scheduled Monument

Convoys Wharf is an important site in archaeological and historical terms. The site contains the only Scheduled Ancient Monument in the borough. Deptford Dockyard was founded in 1513 by Henry VIII when a storehouse was built, which became the core of a complex of warehouse buildings as the dockyard grew. The last above-ground parts of the storehouse, now a Scheduled Monument, were demolished in the 1950s, although the foundations were identified during the archaeological evaluation.

3.5.4 World Heritage Site Buffer Zone

The World Heritage Site of Maritime Greenwich lies outside of Lewisham. The World Heritage Site Buffer Zone for this site covers most of the area of Blackheath which is located to the north east of Lewisham town centre. The Council will ensure that the Outstanding Universal Value, integrity and authenticity of the site will be protected and enhanced and ensure the implementation of the World Heritage Site Master Plan. Convoys Wharf has been identified as falling within the setting of the World Heritage Site (see important Views and tall Buildings: Maritime Greenwich A World Heritage Site: Greenwich World Heritage Site Co-ordinator, November 2006).



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Map Sch 1 Areas of Archaeological Priority

- | | |
|--|---------------------------------------|
| 1. Thames Alluvial Floodplain | 11. Lee |
| 2. Thames and Ravensbourne Terrace Gravels | 12. Sydenham |
| 3. Watling Street and the 'Deep-Ford' | 13. Southend |
| 4. London - Lewes Roman Road | 14. New Cross |
| 5. Bell Green | 15. Perry Street |
| 6. Lewisham and Catford / Rushey Green | 16. Brockley Jack |
| 7. Deptford - The Strand, Sayes Court and the Royal Naval Dockyard | 17. Brockley Priory |
| 8. Deptford Creek | 18. Blackheath and Blackheath Village |
| 9. Upper Deptford | 19. The Manor House, Lee |
| 10. Deptford - The Broadway and Tanners Hill | 20. Beckenham Place Park |
| | 21. Wells Park |

- World Heritage Site
- Town Centres
- Strategic Sites in Deptford and New Cross



Map 3.12 Areas of Archaeological Priority and World Heritage Site Buffer Zone

3.6 Scale, massing, urban grain and landmarks

3.6.1 Introduction

Scale and massing and urban grain

The context based definition of a tall building implies that such a development will be different in kind and form from the context in which it is built. Urban grain may be defined as the overall street, plot and building pattern of an area. The design and location of tall buildings should ensure that the existing massing of buildings and the urban grain of an area is not simply dwarfed by a new development. The new development should be designed to add value to the context and streetscape and respond positively to the existing massing and urban form.

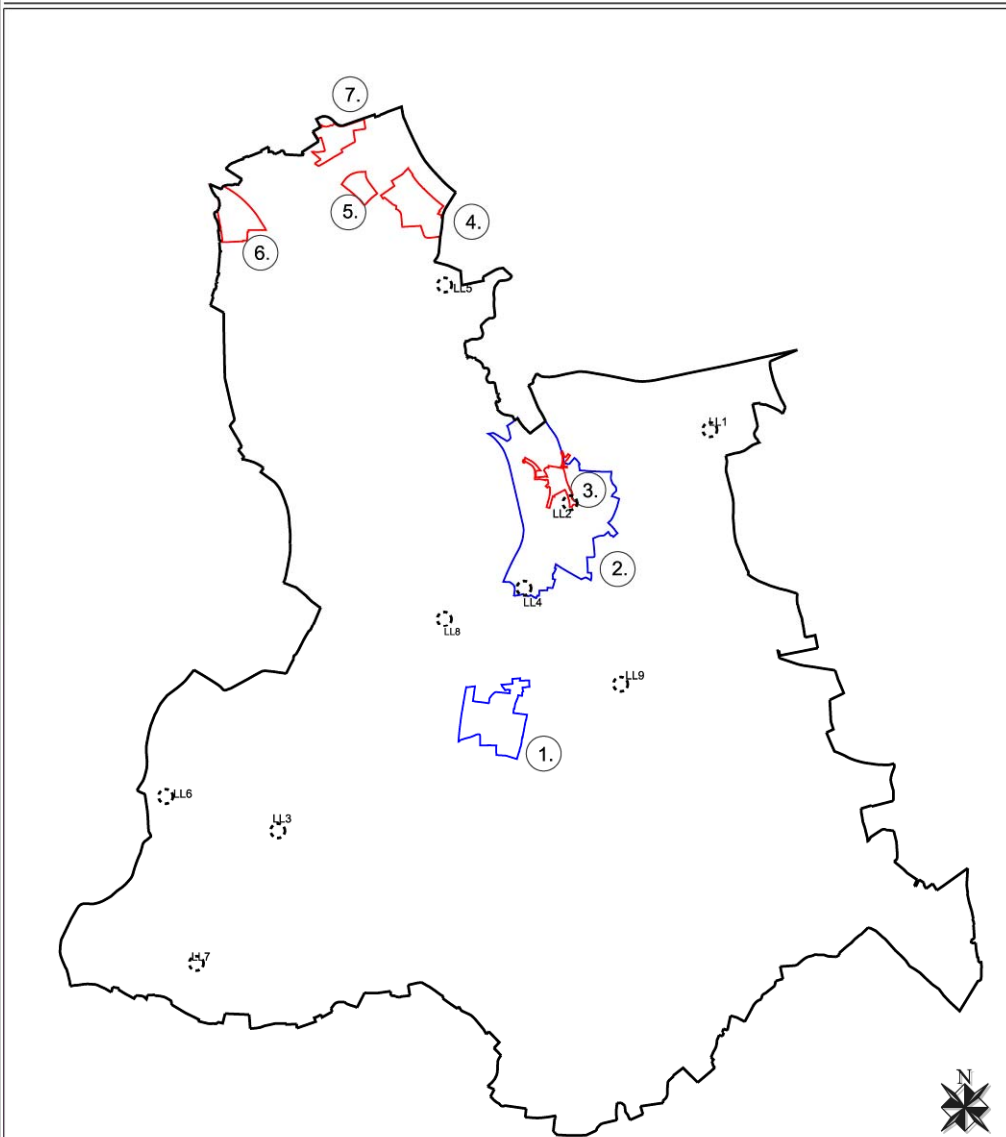
For example a modest podium could contribute to creating a continuous streetscape which might otherwise be interrupted. The design of the base of a tall building where it interacts with the street, and its creation of the public realm is just as important as creating a high quality roof profile and skyline. It is also important that tall buildings are located in order to relate positively to other tall buildings in the borough. This could involve, for example, creating a 'spatial drama' using patterns such as a cluster or a straight line. This patterning could enhance the spatial form of the context better than when a tall building is in an isolated position.

Landmarks

Local landmarks have an important role in giving character to neighbourhoods. In Lewisham a set of landmarks has been formally identified which are also characterful historic landmarks that have made a long term contribution to the character of neighbourhoods. Many of these formally designated landmarks are also listed buildings. These formally designated landmarks are shown on Map 3.13 Local Landmarks in relation to Town Centres and Strategic Sites.

Other landmark buildings exist in the borough which are not historic or of special architectural value and these can perform other functions such as a building that can be used as a way finder or a marker. An example of this is the chimney of the South East London Combined Heat and Power Station which is visible over long distances and the Citibank Tower in Lewisham Town Centre. The locations of these landmarks which are discussed in more detail below should be considered positively when proposing to locate tall buildings. Tall buildings proposals should provide sufficient analysis to identify the impact of proximity to local landmarks.

Local Landmarks and development sites



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Key	 TOWN CENTRES	 BOROUGH BOUNDARY	LL1 All Saints Blackheath
	1. Catford Town Centre		LL2 Lewisham clock tower
	2. Lewisham Town Centre		LL3 Christchurch Forest Hill
 STRATEGIC SITES IN DEPTFORD AND NEW CROSS			LL4 St Mary's Ladywell
3. Lewisham Gateway Strategic Sites			LL5 St Paul's Deptford
4. Convoys Wharf			LL6 Horniman Museum
5. Oxestalls Road			LL7 St Bartholemews
6. Surrey Canal Triangle			LL8 Ladywell Water Tower
7. Plough Way			LL9 Hither Green Hospital Clock and Water Tower

MAP 3.13 Local Landmarks in relation to Town Centres and Strategic Sites

3.6.2 Lewisham Town Centre and Lewisham Gateway

Scale, urban grain and character

The western edge of the shopping centre providing the frontage on to Molesworth Street lacks rhythm and a human scale. The Citibank Tower forms a landmark but it fails to interact positively at street level. The High Street and the Market are enveloped by 3-4 storey buildings that provide a comfortable scale and give a feeling of enclosure. The urban grain of the areas to the north, east and south of the shopping centre provide a tighter, historic, residential street pattern.

Landmarks

Buildings such as St. Stephen's Church and the Lewisham Clock Tower provide a sense of place and history. Other landmarks in Lewisham are important as a method of way-finding such as the Citibank buildings, and add a sense of place to the centre. All are important to consider when deciding where to locate tall buildings.

Figs. 3.30 to 3.40 portray the sensitive streetscapes identified in Lewisham High Street that need to be integrated positively with any tall building development in Lewisham Town Centre. All tall building proposals should conduct detailed analyses of their impact on the streetscape elements pictured here.



Fig. 3.30 United Reformed Church tower; junction of Hither Green Lane and Lewisham High Street



Fig 3.31 St Saviour's Church Spire and Lewisham Market
Fig 3.32 St Saviours Church on Lewisham High Street

Below are photographs showing examples of high quality domestically scaled residential areas around and within the town centre boundary. Any impact of tall buildings on these areas will require detailed consideration.



Fig 3.35 and 3.36 Domestically scaled residential areas adjacent to Lewisham Town Centre



Fig 3.37 Former Cooperative Society Building – 65-71 Lewisham High Street
Fig 3.38 St Stephen's church (adjacent to Lewisham Police Station)

It should be noted that St Stephen's Church in Fig 3.38 is within St Stephen's Conservation Area and is a listed building. Tall buildings proposals will need to respect the setting of the listed building and not harm the Conservation Area.



FIG 3.39 Citibank Tower



FIG 3.40 Lewisham Park tower blocks

Tall and bulky buildings forms e.g. the residential tower blocks at Lewisham Park south of the Town Centre and Citibank Tower already exist in Lewisham (see above Figs 3.39 and 3.40), hence new tall building developments will not be an unfamiliar urban form in the local context.

A more detailed examination of the structure of the skyline in Lewisham Town Centre reveals that these tall structures form an interesting sequence along the High Street and therefore mark its course.

The sequence commences with the Clock Tower and the former Royal Arsenal Cooperative Society building at the northern end of the High Street (65-71 Lewisham High Street), followed by the 'spire' of St. Saviour's Church and terminating to the south with the spire at Sion House (former Lewisham United Reformed Church). These local landmarks are considered to contribute to the streetscape in the Town Centre and provide a coherent skyline. The impact of any proposals for tall buildings on these landmarks needs to be positive, to integrate with them individually and to the sequence of streetscape experience they form.

This sequence is shown below in Figs. 3.41 to 3.46. The Clock Tower and the sequence of views along Lewisham High Street with the three buildings as noted above, defines a characteristic skyline to which new proposals for tall buildings should respond. The sequence is shown from north to south.



FIGS 3.41 and FIG 3.42: Lewisham Clock Tower and the former Royal Arsenal Co-operative Society Building (65-71 Lewisham High Street).



FIG 3.43 Lewisham High Street and the Clock Tower - Sequence 1 Lewisham High Street looking south from the Clock tower to St. Saviour's Church



FIG 3.44 St. Saviour's RC Church

FIG 3.45 Spire at Sion House (formerly Lewisham United Reformed Church)



FIG 3.46 Sequence 2 from Clock Tower to St Saviour's Church and spire at Sion House

3.6.3 Catford Town Centre

Scale, urban grain and character including Listed and Locally Listed Buildings

The commercial shopping area within the town centre is characterised by rows of shops with flats above on Rushey Green, which is the principal street in the centre built between 1900 and 1910. The height of these buildings is typically four storeys. Other buildings of note include the Town Hall and adjoining listed Broadway Theatre and Town Hall Chambers and the old cinema building on Bromley Road. The Town Hall itself and Laurence House are bulky five/six storey buildings forming the civic complex with the A205 South Circular Road passing between them.

Some redevelopment took place in the 1960s and 1970s, notably Eros House on the corner of Rushey Green and Brownhill Road which is a tall, former office building, in the brutalist style of architecture designed by Owen Luder, and now re-clad and converted to residential. Opposite is the landmark 'Catford Cat', a fibreglass sculpture which marks the entrance to the shopping centre, built in 1974 and also designed by Owen Luder. The centre has six storeys of residential development over a double height commercial base. The northern end of the shopping centre is marked by Capital House, a tall residential block with offices uses in the lower floors. Outside of these prominent town centre features the scale drops to two and three storey predominantly Victorian terraced housing in a dense street pattern.



FIG 3.47 and FIG 3.48 Urban grain and scale in Catford.

Tall buildings should be sensitive to the two storey terraced houses around the edge of the town centre development area

The more spaciouly laid out Culverley Green Conservation Area and sports grounds border the centre to the south. Care should be taken when locating tall buildings in the town centre to avoid dominating the character of the Victorian housing surrounding the town centre, and to not detract from the character and setting of the historic buildings on Rushey Green.

Holbeach Primary School in the residential area to the west of the town centre which has been recently added to the list of locally listed buildings is also a prominent

building that contributes to the urban form and character of the neighbourhood – particularly in terms of the view of the building from Ladywell Fields across the railway line.



FIG 3.49 Broadway Theatre and Town Hall Chambers

The Broadway theatre and Town Hall Chambers (Grade II Listed building) and Rushey Green form a characteristic streetscape in the Catford Town Centre area that needs consideration while developing tall buildings proposals.



FIG 3.50 Holbeach Primary School.

Care should be taken that the special qualities of this building and its role in the Catford streetscape are not harmed or obscured.



FIG 3.51 View of Holbeach Primary School from Ladywell Fields

3.6.4 Deptford and New Cross Strategic Sites

Scale, urban grain and character

These sites are in the flatter northern part of the borough leading down toward the Thames. Skylines are more enclosed and limited and way-finding is therefore more difficult. The area is punctuated by some tall, post-war residential tower blocks which have a poor relationship with the public realm making it difficult to locate each block within its setting, due also to the fact that many of the key through routes are indirect and not obvious. The poor quality of the public realm, lack of memorable spaces, and landmarks that are difficult to locate spatially means that it is difficult to find your way.

With some notable exceptions – the Conservation Areas around Deptford High Street and New Cross/New Cross Gate, and the Victorian/Edwardian streets near Deptford Park, much of the area was redeveloped with relatively modern housing estates of varying style including slab blocks, and taller buildings. These are interspersed by with industrial areas around Surrey Canal Road, Blackhorse Road, Oxestalls Road and Plough Way. Map 3.14 shows character areas.



FIGS 3.52 – 3.54 New Cross Road and Deptford High Street

These successful and distinctive character areas have a number of elements in common which are: human scale, building height, and street profile. Active or semi-active frontages, a sense of rhythm in the architectural treatments and permeability make valuable contributions.

Its previous use as a wharf means that there has been no public access through the site to the Thames, and the Thames long-distance footpath currently diverts around the site.

The architecture surrounding the site is a varied urban mix, but comprises of predominantly post war 2- 5 storey modern housing which is of average architectural quality with few distinguishing characteristics and lacking a strong identity. New development should respect the settings of the listed buildings at the centre and on the eastern boundary of the site and not overshadow the domestically scaled modern dwellings surrounding the site.

Plough Way

Historically the site was developed to service the docks to the north. The Grand Surrey Canal ran through the site surrounding by timber yards and other industrial/warehousing buildings. The canal is now filled in but remains undeveloped for most of its length within the site and is designated as a Site of Importance for Nature Conservation, as are the remains of the railway structure that historically served the wharves. Other areas of the site are occupied by industrial and storage buildings, open storage areas and a business centre converted from a former laundry.



Fig 3.55 Plough Way – Image courtesy of HKR Architects

This site is surrounded by varying styles of housing development from small domestically scaled terraces on Croft Street, social housing mansion blocks from the 1930s adjacent to the Cannon Wharf Business Centre, and the Pepys Estate from the 1960 made up of a mixture of 2-3 storey houses, 6 storey apartment blocks and three taller slender towers to the western boundary. Surrey Quays on the northern boundary of the site is made up of private housing made up of 4-7 storey townhouses and blocks of flats. In some cases the residential uses back directly on to the Plough Way sites. The surrounding urban form is fractured and illegible. The site is essentially hidden behind the residential uses. There is no route through this large backland site leading to the area lacking permeability and coherence.

Tall buildings could be appropriate on this site. However the fact that the site backs directly on to the back gardens of some domestically scaled dwellings, and the surrounding generally low rise urban grain means that care must be taken in locating tall buildings.

Oxestalls Road

This site is positioned between two key open spaces – Deptford Park to the south west and Pepys to the north east. Deptford Park is largely screened from the site by an intervening terrace of residential development on the west side of the A200 Evelyn Street. The Grand Surrey Canal once cut across the site. It was in-filled in 1974.

The site is currently occupied by a number of storage/commercial buildings, open service yards, a car breaking firm and a garage with the small retail outlet.



Fig. 3.56 Oxestalls Road – image courtesy of HKR Architects

The area is characterised by a mixed and somewhat fragmented urban grain, with the buildings of the Pepys Estate to the north and east, and 1960s slab blocks to the south.

This is a self contained site surrounded by roads. There may be some sensitivity to the placement of tall buildings due to the existence of Pepys Park to the north east. The course of the former Surrey Canal represents an opportunity to create a sense of place and distinctiveness through the creation of a landscape feature and historical interpretation of the route. The placement of tall buildings on the site should be sensitive and relate positively to this feature.

Surrey Canal Triangle

This area surrounding this site is characterised by a lack of any well defined urban character due to a fragmented and varied urban grain. The site comprises the Millwall Football Ground, a range of industrial uses including some purpose built industrial units, a large timber yards and large warehouses.

The land uses surrounding the site are varied, however the site is impermeable and difficult to access particularly to the north because of the surrounding railway

viaducts and embankments which are a prominent feature. To the east the site is bounded by railway lines and beyond that an industrial area containing the borough's main waste processing sites. A major feature here is the South East London Combined Heat and Power station (SELCHP) which incinerates waste and has a tall chimney.

The west of the site is bounded by a railway line on an embankment. Beyond this is Ilderton Road which is lined by a combination of 2-4 storey houses and flats, a small line of shops and extensive industrial uses. Rollins Street forms the southern boundary of the site. South of this is the Winslade Estate which is a relatively low rise estate of public housing at up to four storeys. A pedestrian bridge crosses Surrey Canal Road and links to Bridgehouse meadows to the south which is raised above the land to either side and will be a key area from which to consider the impact of any tall buildings.

There is a range of building heights in the surrounding areas, however these do not generally rise above four storeys. The exception to this is the SELCHP which is a large bulky building with a tall chimney. The area to the south of Surrey Canal has the greatest sensitivity to tall buildings due to the proximity of the Winslade Estate. Any building on site would need to respond to the height of the surrounding embankments and viaducts and also to the height of SELCHP.

Landmarks in Deptford and New Cross in relation to these Strategic Sites

The Deptford and New Cross Area is relatively flat and has few landmarks other than in the Conservation Areas of Deptford and New Cross, and the Laban Centre at Creekside. These landmarks are not close to the Strategic Sites in the area. SELCHP can be considered a landmark at its chimney is visible from a wide range of places in the area.

The street layout of the area is often indirect and many of the estates are inward looking and not designed as through routes. As a result the area lacks permeability and way-finding is confusing and difficult. Tall buildings may have a role in rendering the area more legible, and making the skyline of the area more vibrant.

At a more local scale, significant trees and spaces can act as landmarks. An example of this is the small shopping square on Evelyn Street which has a mature plane tree and which marks it out as a place on a relatively featureless road. Local landmarks such as these can help define and communicate a sense of place. Local landmarks such as these should be considered when locating tall buildings to ensure, where appropriate, that these aspects are reinforced.

4 Conclusions

General Conclusions and Policy Recommendations

4.1 LDF Policy Recommendations

This study demonstrates that the sites identified for growth and development in the Core Strategy are all by and large appropriate for the location of tall buildings. The study shows that certain areas are more sensitive to tall buildings than others and highlights those areas where strong justifications would be required to prove that the issues identified in this study have been addressed. There are also some places in the study areas where it is apparent that tall buildings would not be appropriate.

The Core Strategy reflects the strategic policy direction for the assessment of tall buildings across the borough and covers the key issues identified in this study.

The Core Strategy policy refers to the elements considered appropriate for assessment in the CABE/English Heritage Guidance for Tall Buildings and to areas that are inappropriate, appropriate or sensitive to tall buildings.

The subsequent Local Plan Documents for Lewisham and Catford town centres provide a more detailed analysis of the suitability of tall buildings for specific sites within these areas.

All tall building proposals will need to be accompanied by a detailed urban design strategy which will identify areas in the immediate and wider context where these buildings will be visible from. The strategy will need to present positive design solutions which could be assessed as to whether they would be appropriate to the context. The analysis will be expected to identify areas in the immediate and wider context from where the tall components of project would be visible, and the type of design responses appropriate to make a positive impact on the urban form.

4.2 Site and Area Specific Recommendations

These recommendations summarise in map form the findings for Lewisham And Catford Town Centres, Lewisham Gateway Strategic Site and Strategic sites in Deptford and New Cross from the previous chapters. Areas that are inappropriate, appropriate and sensitive to tall buildings are defined on the maps in accordance with the methodology recommended in the CABE English Heritage Tall Buildings Guidance.

All the Strategic sites, and Lewisham and Catford Town Centres, are in areas where there is an identified potential for the discovery of archaeological remains. Convoys Wharf is also especially significant as it has the borough's only Scheduled Ancient Monument.

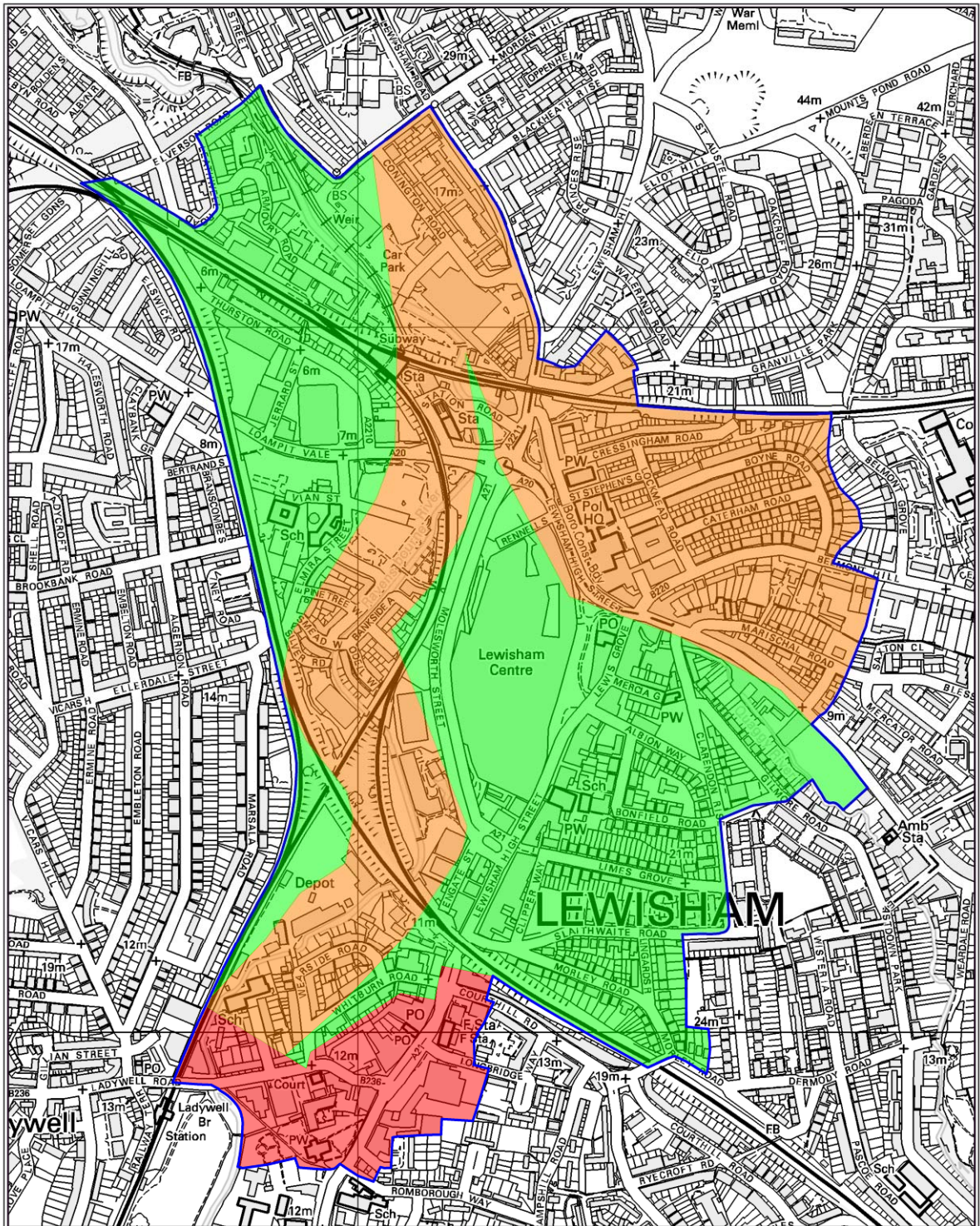
4.2.1 Lewisham Town Centre and Lewisham Gateway Strategic Site

Lewisham Town Centre has the greatest number of issues to consider when locating tall buildings, as it has significant Conservation Areas within the centre and interesting landmark buildings along the High Street. There is a concentration of heritage assets in the southern part of the centre, and the area is surrounded by good quality residential development in traditional street patterns and which is often of Conservation Areas status.

Tall building proposals would need to seek to achieve a positive relationship with these assets which supply character and a sense of place to the town centre. Lewisham Gateway Strategic Site is at the north end of the Molesworth Street and Lewisham High Street where tall buildings are proposed. Development in this part of the centre would need to achieve a positive relationship with the St Stephen's Conservation Area and the listed St Stephen's Church. Tall buildings at the northern end of the centre will be visible from adjacent Conservation Areas. The impact of any tall buildings developments on these Conservation Areas would need to be carefully assessed.

Summary of Main points of sensitivity:-

- the south of the centre is particularly sensitive to tall buildings because of the concentration of heritage assets (listed buildings and conservation areas)
- the centre is bordered by four other conservation areas
- the Lewisham Gateway Strategic Site is adjacent to a listed building and St Stephen's Conservation Area
- Lewisham Town Centre has very little open space within its boundary other than Cornmill Gardens. Proposals for tall buildings should provide new amenity space.
- Lewisham High Street is punctuated by a number of local landmark buildings which add structure to the skyline, and some tall bulky buildings. Care should be taken when designing tall buildings to create a positive relationship with the existing skyline and landmark buildings.
- the amenity aspect of the pedestrianised high street and market area should be enhanced and not compromised when locating tall buildings.
- the impact of tall buildings on the Rivers Ravensbourne and Quaggy will need to be carefully considered
- the Maritime Greenwich World Heritage Site lies just to the north-east of Lewisham Town Centre.. The World Heritage Site Buffer Zone is aligned closely to the boundary of the open space at Blackheath. Tall buildings may be visible from within the Buffer Zone, but are unlikely to impact of the World Heritage Site itself.



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Tall Building Sensitivity		REGENERATION & ASSET MANAGEMENT	
Key		Lewisham	
	Appropriate	DataGraphics Lewisham Town Hall Rushey Green Catford, London SE6 4RU	
	Sensitive	 tel.: 0208 314 8262 datagraphics@lewisham.gov.uk	
	Inappropriate		
		Date:05-02-13	

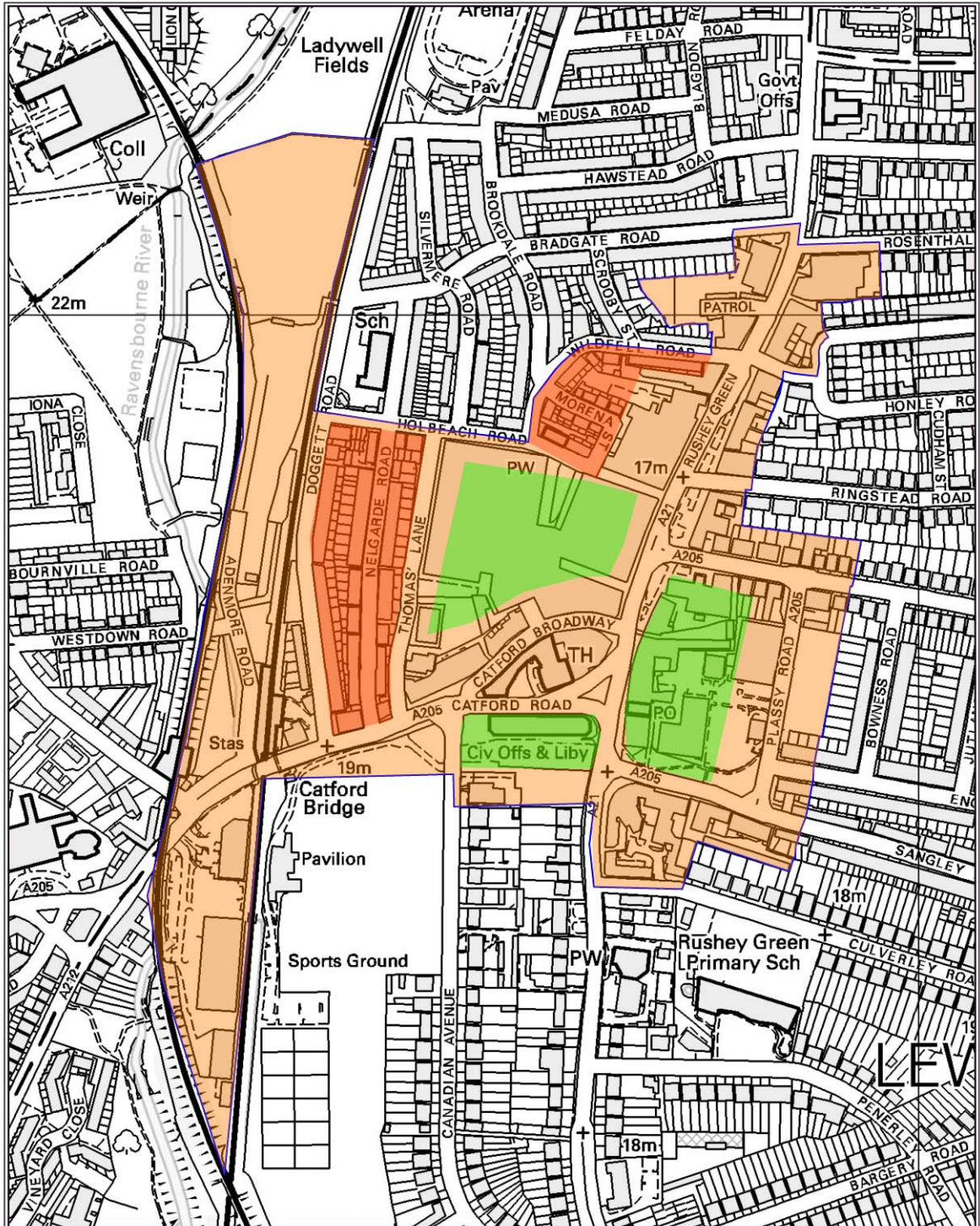
Lewisham Gateway and Lewisham Town Centre Sensitivity Map

4.2.2 Catford Town Centre

Tall buildings developments in Catford Town Centre would need to respond to particular issues relating to local landmarks, conservation areas, and other designated and undesignated heritage assets including listed and locally listed buildings.

Summary of Main points of sensitivity

- Catford is well provided with open space, but has deficiencies in terms of amenity space. The open space closest to the town centre is private. Better links to public open space might be needed in the case of new proposals for tall buildings as well as the provision of new amenity space. The visual impact of a tall buildings on these open spaces would need to be carefully considered.
- the southern edge of the town centre is bordered by Culverley Green Conservation Area which will be sensitive to tall buildings
- the core of the Town Centre contains two prominent listed buildings and a number of locally listed buildings which add character and interest
- extensive areas of the town centre are made up of low rise Victorian terraced housing which are sensitive to tall buildings
- the town centre is sensitive in respect of local views as it is in the foreground and middle ground of three local views. A proposal for a tall building in Catford Town Centre would need to consider the impact on these views and ensure an appropriate design that would complement the view.
- the town centre has problems with overcrowding in what is a low quality public realm. These problems need to be considered and possible solutions offered to mitigate them when considering the location of tall buildings
- Catford has a number of tall buildings and proposals should aim to develop a positive relationship with them.



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<p>Key</p> <ul style="list-style-type: none"> Appropriate Sensitive Inappropriate 		<p>Tall Building Sensitivity</p>	<p>REGENERATION & ASSET MANAGEMENT Lewisham DataGraphics Lewisham Town Hall Rushey Green Catford, London SE6 4RU tel.: 0208 314 8262 datagraphics@lewisham.gov.uk</p>
		<p>Date: 05.02.13</p>	

Catford Town Centre Sensitivity Map

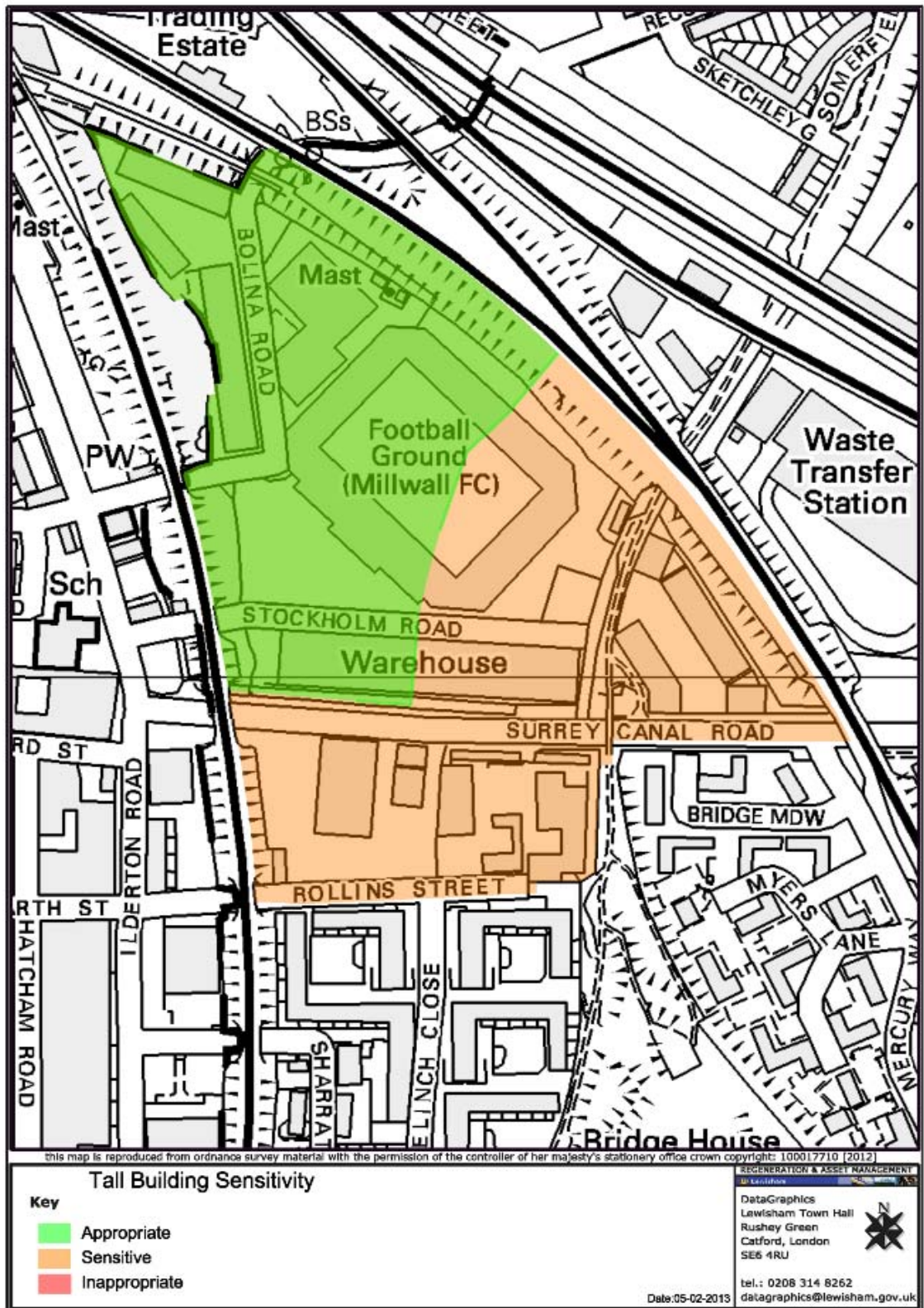
5.2.3 Deptford and New Cross Strategic Sites

Strategic Sites in the Deptford New Cross area were found to be the least sensitive to the location of tall buildings with the exception of Convoys Wharf. Tall buildings on this site would be considered to affect the setting of the Maritime Greenwich World Heritage Site, and special design responses and assessments would be required. The main factor when considering tall buildings on the Strategic Sites in Deptford and New Cross is that they all fall within the London panorama that should be managed in accordance with the principles in the London View Management Framework, although a number of specific issues affecting each site have been discussed throughout the document.

Surrey Canal Triangle

Summary of Main points of sensitivity

- no local views, listed buildings or conservation areas are close by
- some warehouse buildings on the Excelsior Estate south of Surrey Canal Road may be worth of inclusion on the local list
- the impact of tall buildings proposals on nearby Public Open Space in particular Bridge House Meadows which is the closest area of green space to the site will need to be carefully considered and improvements to access to this space made.
- it is likely that high density development will require the provision of additional open space for residents
- this site has a low accessibility rating. The accessibility level would require improvement to an appropriate level
- the site is surrounded by elevated railway lines and embankments and is in relatively close proximity to the tall and bulky structure of the South East London Combined Heat and Power Station. Proposals for tall buildings should develop a positive relationship with these structures
- the site is within the London Panorama as defined in the London View Management Framework. Proposals for tall buildings in this area need to be managed in terms of the requirements of this document.



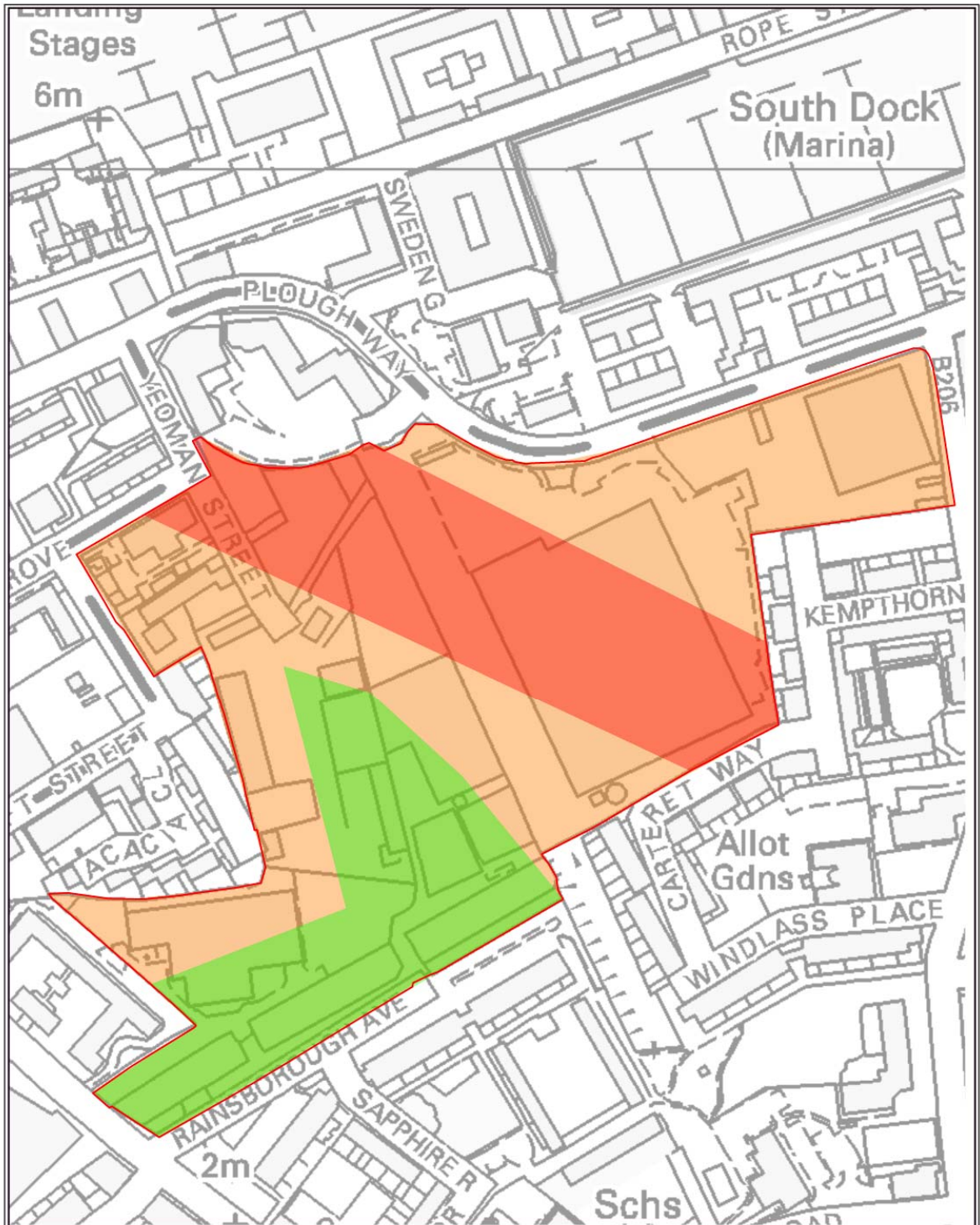
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Surrey Canal Triangle Sensitivity Map

Plough Way

Summary of main points of sensitivity

- a small area of the site falls within an identified District Park deficiency area. Proposals for tall buildings should aim to increase the amount of open space in the site and take advantage of the course of the former Surrey Canal running through the site both in terms of open space provision and in creating a sense of place
- the low rise housing adjacent to this site will be sensitive to the location of tall buildings
- the protected vista from Greenwich Park to the dome of St. Pauls' Cathedral runs through the middle of this strategic site. This vista protects not only the view of the dome itself but the view of the dome framed by Tower Bridge. The site is also within the wider London Panorama. Further details are to be found in the London View Management Framework.



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Tall Building Sensitivity

Key

- Appropriate
- Sensitive
- Inappropriate

REGENERATION & ASSET MANAGEMENT
Lewisham

DataGraphics
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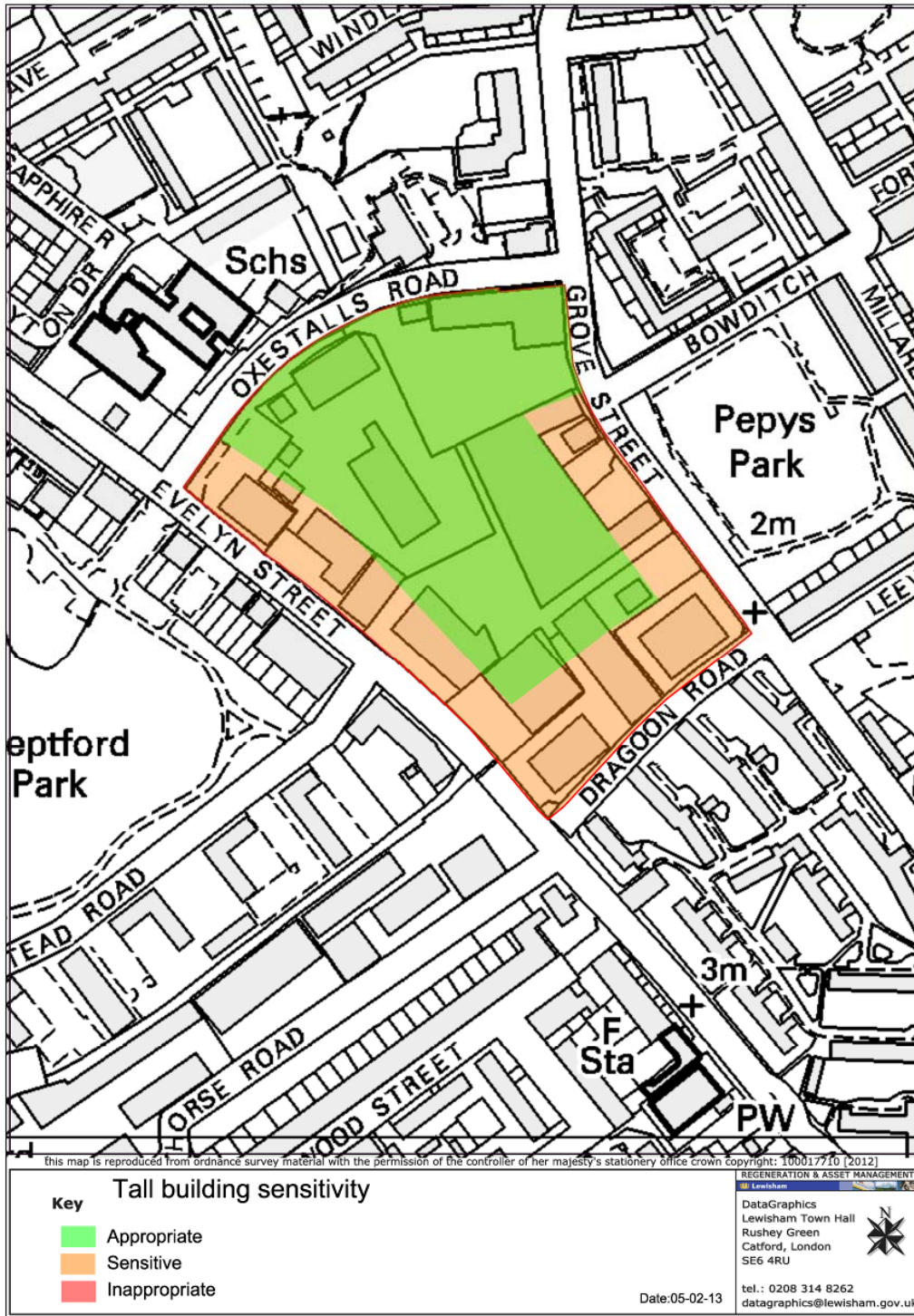
Date:05-02-2013

Plough Way Sensitivity Map

Oxestalls Road

Summary of Main Points of Sensitivity

- this site has no listed buildings or conservation areas either within the site or close by
- the site falls within the panoramic view of London as defined in the London View Management Framework. Tall buildings proposals will need to be managed in accordance with the principles contained in this document.
- tall buildings may affect the small open spaces close by (Pepys Park). They are less likely to affect Deptford Park. Part of the site is identified as being deficient in district park provision. The course of the former Surrey Canal runs through the site. This presents an opportunity both to create a
- landscape/open space feature and to add a sense of place to the site. Proposals for tall buildings should ensure that links to the existing open spaces are strengthened. Tall buildings should be sensitively placed in relation to this feature.

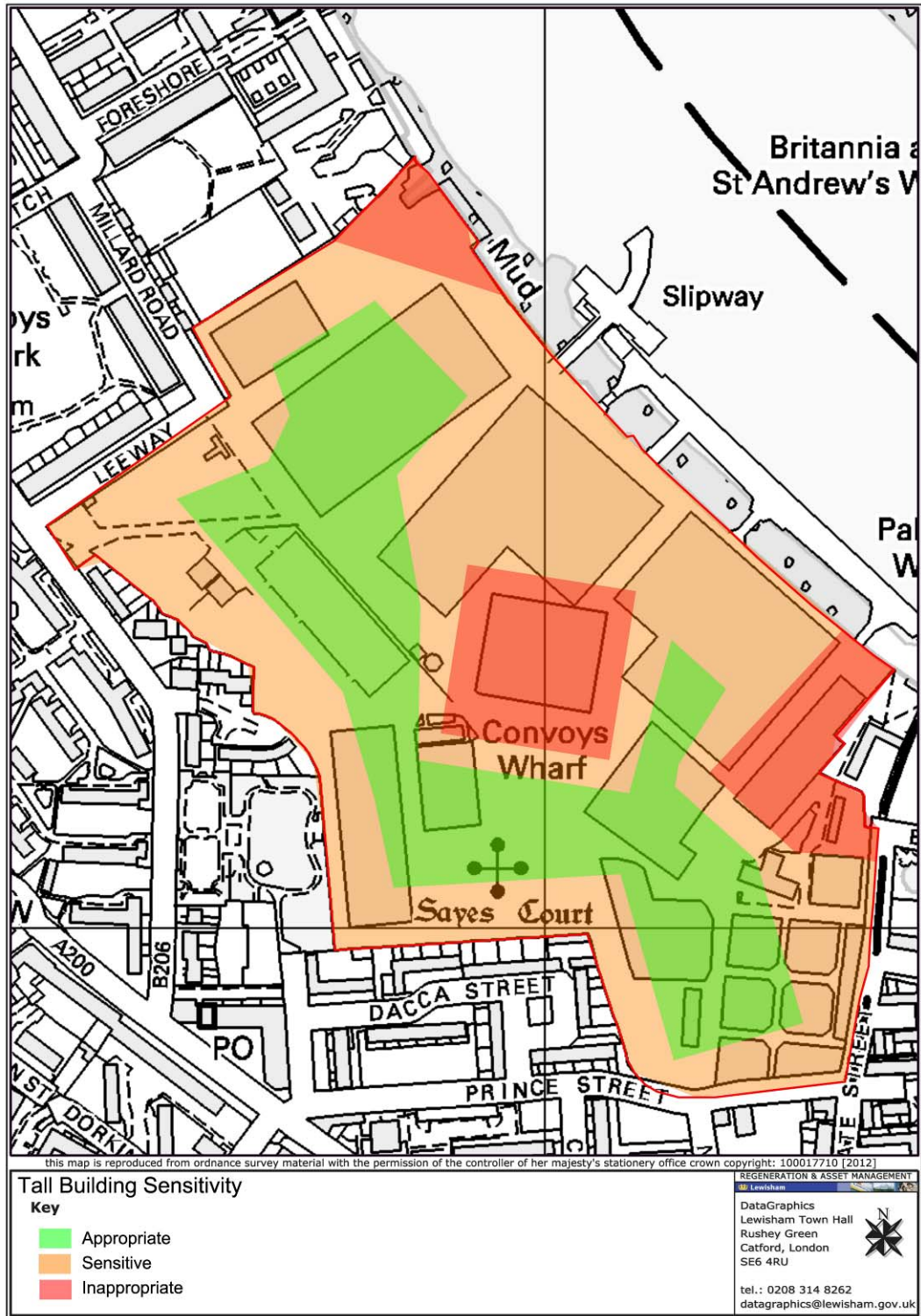


Oxestalls Road Sensitivity Map

Convoys Wharf

Summary of Main Points of Sensitivity

- Pepys and Sayes Court Parks are located adjacent to Convoys Wharf. The location of tall buildings should ensure that the enjoyment of these spaces is not compromised.
- Convoys Wharf is deficient in District Park provision so new tall building proposals would need to provide new open/amenity space
- Convoys Wharf has three listed buildings and has a Scheduled Ancient Monument
- the site is adjacent to the River Thames which a Site of Nature Conservation Importance. Tall Buildings should be sensitive to the Thames and not harm biodiversity through overshadowing
- the protected vista of the dome of St Pauls' Cathedral from Greenwich Park clips the northern edge of the site. The site is also within the wider London Panorama. Proposals for tall buildings need to be managed in relation to these. Further details are to be found in the London View management Framework.
- the site is surrounded by some low rise residential development which will be sensitive to overshadowing from tall buildings.



Convoys Wharf Sensitivity Map