A21 Development Framework

DRAFT

Hawkins\ Brown

Lewisham

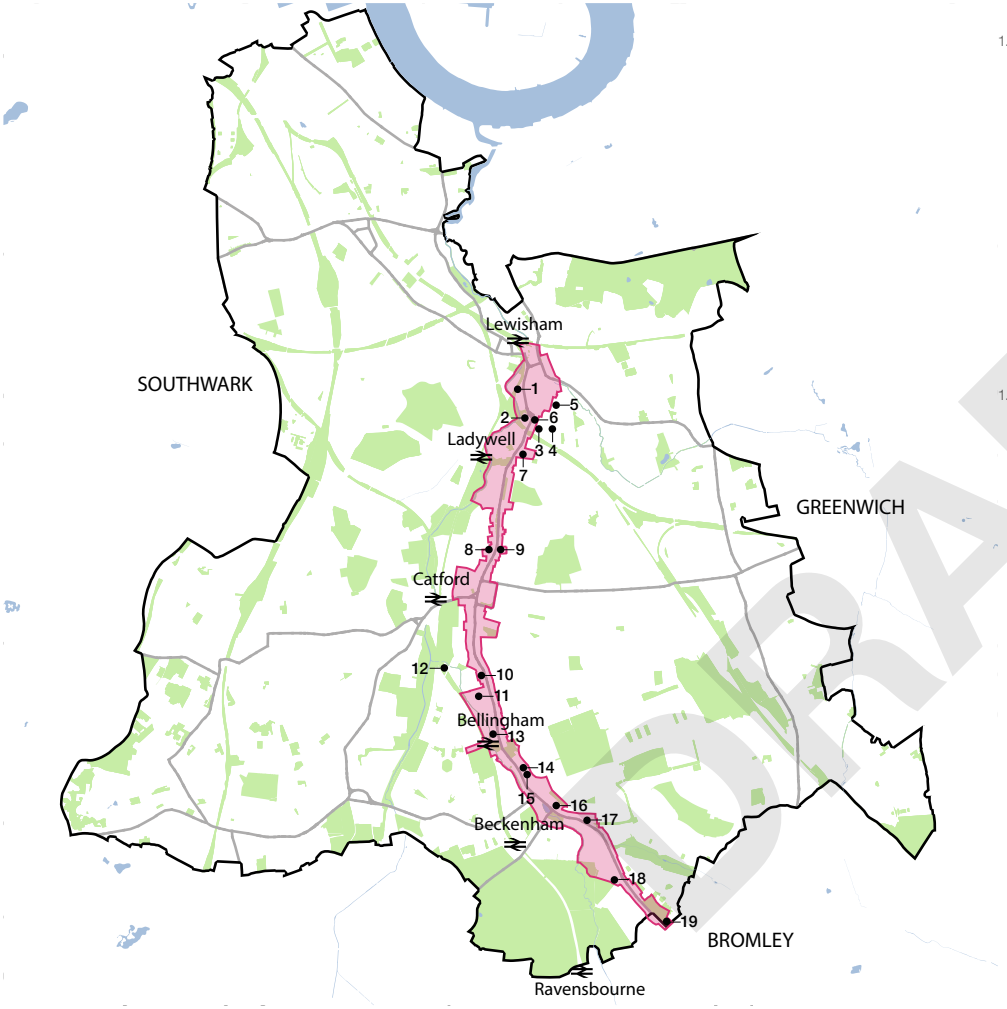
GREATER LONDON AUTHORITY

A21 Development Framework

Contents

Introduction and Vision

Introduction and Vision
Project introduction



The A21 Development Framework Study Area

Study area boundary

Potential development sites

Project introduction

1.1 The A21 is the central arterial road in Lewisham - an historic north to south 'spine' that runs through most of the Borough linking several centres. The draft Lewisham Local Plan recognises the potential of the A21 corridor to deliver much needed additional housing and a key purpose of the A21 Development Framework identify where and how this could be delivered.

1.2 As part of assessing the development potential for different areas along the A21 it is necessary to identify and describe how the historic environment should be preserved and enhanced and local character strengthened. Other key objectives of the framework are to identify how the public realm and movement along the A21 could be transformed to deliver an attractive environment for current and future residents and visitors to the A21.

The Study Area

1.3 The study area stretches from Lewisham Town Centre in the north to the borough boundary with Bromley in the south.

Potential development sites

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

Wider policy context

1.5 The A21 Development Framework has been developed alongside a number of existing local and national policy documents. This framework should be read alongside the Lewisham Local Plan, the London Plan and the National Planning Policy Framework.

Introduction and Vision
Using this document

1.6 The vision captures the overarching intention of the A21 Development Framework.

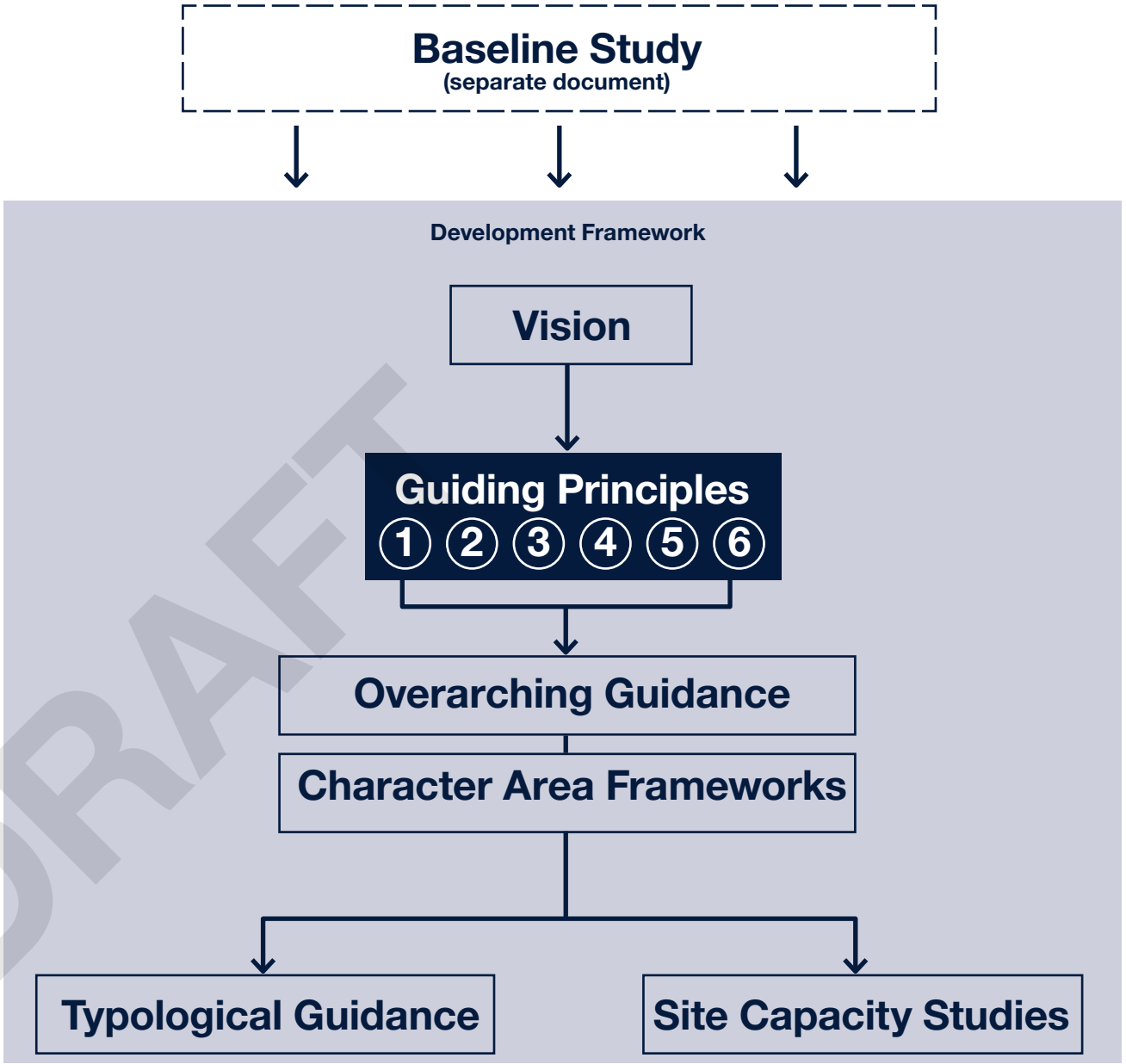
1.7 **The Guiding Principles on the following pages expand the Vision. They address the many opportunities of the corridor as a whole. They are a set of specific thematic objectives that can be used to measure any proposal for the A21 area.**

1.8 The study area is divided into a series of 7 distinct character areas based around commercial centres along the A21 (see page 18 for map of character areas). Each Character Area Framework describes the principal tactical moves that will strengthen that area's functioning and distinctiveness.

1.9 Guidance for individual sites is provided in two forms. Typological Guidance covers a variety of conditions within the character areas, and are organised by site type and scale of intervention. The Potential Development Sites section comprises indicative concept schemes indicating site planning principles and potential number of homes.

1.10 The A21 Development Framework Baseline Study precedes and forms the evidence base for this framework. It provides detailed underpinning for this document's recommendations. Both documents should be read with reference to each other.

1.11 See also the Emerging Transport Strategy - Appendix 1.



Our vision for the A21 is:

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

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

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

Guiding Principle #1
Maximise the delivery of new homes to meet borough shortfall needs

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

The Wharves, Deptford

Guiding Principle #2
Strengthen the distinctiveness of local centres, enhance the historic environment, and meet local employment and infrastructure needs

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

Listed carriage ramp and the market yard, Deptford

Guiding Principle #3
Support better air quality and create an exemplary healthy street at scale

The way future buildings are positioned and designed along A21 can improve air ventilation and as a result improve air quality on the streets. The corridor can therefore aspire to become a Healthy Street environment for people to dwell and gather

Coulgate Street, Brockley

Guiding Principle #4
Promote sustainable modes of transport

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

Ladywell Fields, Ladywell

Guiding Principle #5
Increase tree planting and make the River Ravensbourne and other natural assets more accessible

The Ravensbourne is close but not always accessible. A key goal is to integrate the A21 into the wider blue/green network. East west connections should be improved. Development proposals should look to complete the towpath along Ravensbourne, which means redefining backs of buildings as frontages to river

Ravensbourne River, Lewisham

Guiding Principle #6
Celebrate a rhythm of pause and intensity

The A21 has a variety of open spaces which offer different levels of intensity at street level, ranging between restful and active spaces. Likewise, the scale of development rises and falls along its length. These differences should be celebrated in order to bring diversity and legibility to the experience of the corridor

A21, Lewisham

Introduction and Vision
Project opportunities

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

Opportunities

1.12 The A21 Development Framework Study Area runs through the centre of the borough and is a place where community life happens. Whilst the corridor contains homes, places of work, and social amenities, its identity is now primarily as a movement corridor - that is, its movement function is greater than its place function.

1.13 Issues surrounding air quality, noise, safety and poor public realm hinder its ability to be an attractive place to live and work.

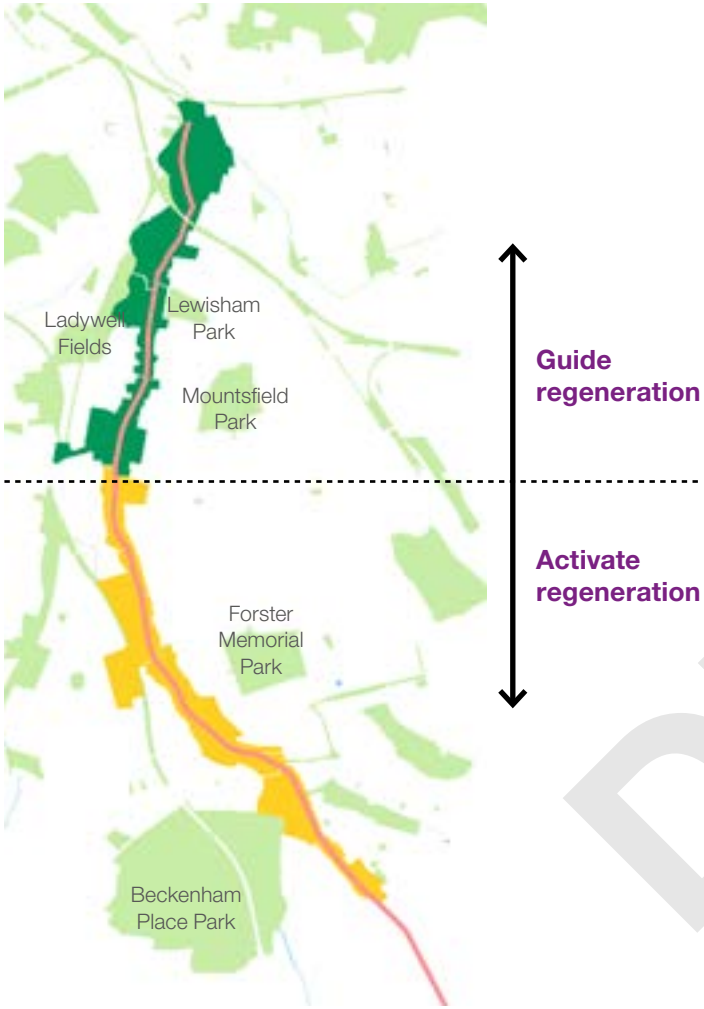
1.14 The task of this development framework is to help improve these current conditions. This involves rebalancing its movement and place functions, including promoting a change to more sustainable modes of transport.

1.15 The Lewisham's rivers and green network around the A21 Development Framework Study Area is not completely accessible to the public and restricted by transport infrastructure. Its natural assets should become a more fundamental part of the A21's character.

1.16 The A21 Development Framework Study Area already has individual centres with their own distinct character. The goal is to strengthen their existing character and encourage future development in an way that is appropriate both to context and the housing needs of the borough. The aim is to optimise the sites and enhance local character.

1.17 These opportunities built on The A21 Development Framework Baseline Study are summarised in the following pages.

Introduction and Vision
Spatial opportunities for the A21



Summary of Findings from A21 Development Framework Baseline Study

1.18 The A21 area can be broadly characterised into two distinct northern and southern parts of the study area that are situated either side south of Catford town centre.

1.19 Historically, urban development in the south lands only commenced in the interwar period (with the exception of a small parade in Southend). Whereas the north lands had been developed notably since the Victorian era, including St Mary's church where stood a church since the 10th century.

1.20 Public transport is generally much better in the north (majority PTAL 5-6b with some 3) than the south (PTAL 1b-4). The south is predominantly punctuated by high street parades set within quiet residential areas. Consistent with its PTALs, there is more reliance on car use.

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

Spatial Opportunities

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

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

1.24 Overall, different scales of development will be appropriate for different locations along the A21.

Introduction and Vision
Spatial opportunities: Green and blue infrastructure

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

Summary of Findings from A21 Development Framework Baseline Study

1.25 Green/blue infrastructure is the multifunctional, interdependent network of open green spaces, green features, natural and constructed watercourses, standing water and drainage features in the A21 area. These include the Ravensbourne and small section of the River Quaggy in the north, as well as green common verges (many designated as London Squares), river and ponds.

1.26 The Waterlink Way is a defining feature of the study area, but the River Ravensbourne is inconsistently accessible from the A21. Its accessibility can be categorised with reference to the river's four dominant conditions: (1) ponds and soft edges, (2) culverted, (3) canalised, and (4) ponds that were associated with former mills.

1.27 The Baseline Study identifies two substantial areas of deficiency in access to local parks in the area around Lewisham Town Centre and Catford Town Centre.

Spatial Opportunities

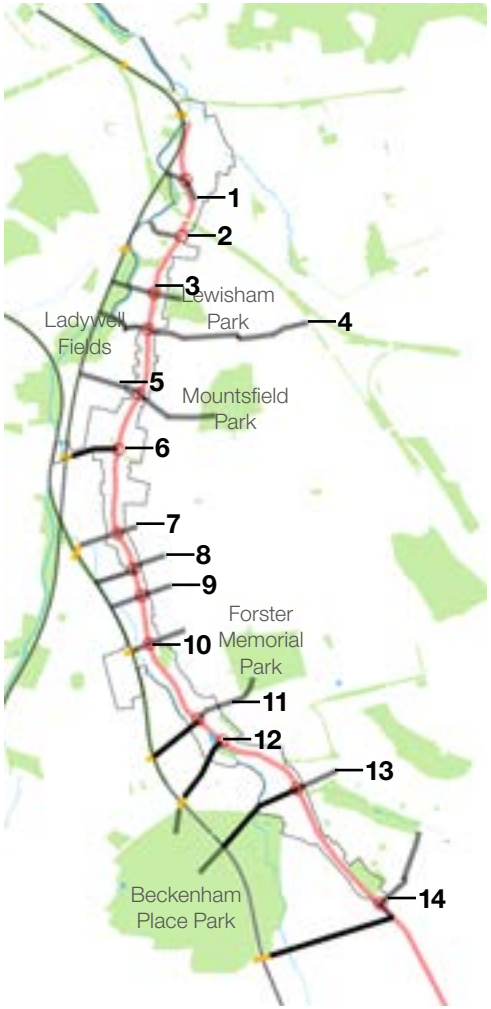
1.28 The A21 would hugely benefit from further connections to the River Ravensbourne and the Waterlink Way. This should be realised through opening up parts of the river and its banks where they are currently invisible or inaccessible to the public. Better signposting can also increase connectivity and enjoyment of this asset.

1.29 Likewise the amenity and biodiversity value of green assets like Lewisham Park should be improved with better signposting increasing their accessibility.

1.30 Green and blue infrastructure that references development will be required to provide a net gain of biodiversity.

1.31 Deficiency should also be addressed through the enhancement of green and open spaces along the A21 corridor itself.

Introduction and Vision
Spatial opportunities: Movement network



Links in need of improvement
Strong links
Existing rail crossing
A21
New or improved bicycle and pedestrian junction crossings
Study area

East- West Links

The following east-west links are routes between key destinations on or in near proximity to A21 linking to social infrastructure, green and blue network and adjacent residential areas. Routes highlighted in green are the focus east-west routes along A21.

1. **Ravensbourne River** →A21 →Lewisham High Street
2. **Ravensbourne River** →Wearside Road →A21
3. **Ladywell Fields** →University Hospital Lewisham site →A21 →Lewisham Park
4. **Ladywell Fields** →Albacore Crescent →A21→Mount Pleasant Road →Hither Green station
5. **Adenmore Road** →Holbeach Road →A21 →Ringstead Road →Mountsfield Park
6. Catford Stations →A205 →A21
7. **Fordmill Road** →Canadian Avenue →A21 →Bargery Road
8. **Ravensbourne River** →Aitken Road → A21 →Arran Road
9. **Bellingham Trading Estate** → Ravensbourne Retail Park site →Crantock Road
10. **Bellingham Station** →Randlesdown Road →A21 →Bellingham Road
11. **Southend Lane** →Whitefoot Lane → Forster Memorial Park
12. **Beckenham Place Park** →Beckenham Hill Road →A21
13. **Beckenham Place Park** → Old Bromley Road → Downham Way → Downham Playing Fields
14. **Ravensbourne Station** →Ravensbourne Avenue →Elstree Hill →Avondale Road → Alexandra Crescent →Downham Playing Fields

Summary of Findings from A21 Development Framework Baseline Study

1.33 Current Carriageway and Footway Widths

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

1.34 Current Footpath Condition

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

Spatial Opportunities

1.35 The spatial opportunities is broadly twofold: (1) Strengthen a 'laddered' movement network enhancing east-west routes to and across the A21 in order to connect to local green blue infrastructure and amenities. Improve pedestrian and cycling facilities at A21 crossings to reduce the risk of collision and strengthen the 'laddered' movement network.

(2) Create a more attractive environment along the A21 corridor itself by addressing the balance between private vehicles and sustainable modes of transport. The A21 should be welcoming for cyclists with continuous segregated cycle lanes where possible, that are legible through main junctions (but do not result in the net-loss of green space or the felling of mature trees unless all other options for the location of the cycle route have been thoroughly assessed and satisfactorily discounted). A big emphasis should be made on healthy environments for walking and dwelling on pavements and in green spaces.

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

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

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

Introduction and Vision
Spatial opportunities: Character

1. Lewisham
a place of high density development around key transport infrastructure

2. Ladywell
a place of heritage buildings with good accessibility to the river

3. Lewisham Hospital, Park and Greens
a place with opportunities to enhance the London Squares (linear pocket-parks)

4. Rushey Green and Catford
a changing town centre with a shift in density and associated uses

5. Culverley Green
a leafy suburban residential conservation area

6. Bellingham
a proposed Local Centre that has an opportunity to turn big box retail into an intensified place to work, live and experience the river

7. Southend
a place of community assets and an opportunity to rethink crossings

8. Downham Centre
a place to improve the local parade and generate public realm improvements

Summary of Findings from A21 Development Framework Baseline Study

1.39 The Baseline Report studied eight character areas. These areas are approximations of what is understood to represent local neighbourhoods. Culverley Green has not been included because of its limited development potential due to its designation as a conservation area.

1.40 Both Lewisham and Catford fall within the Major Centre designation. The borough aspiration is for Lewisham Town Centre to achieve Metropolitan Centre status. Bellingham is proposed Local Centre in the draft Local Plan and the south of Southend and north Downham is identified as a District Centre.

Spatial Opportunities

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

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

Introduction and Vision
Spatial opportunities: Development potential

Summary of Findings from A21 Development Framework Baseline Study

1.43 There are distinct typologies along the corridor. Predominately apartments in low, medium, and high rise blocks in the north, with lower density terraced and semi detached housing in the mid sections and to the south.

1.44 The borough's emerging tall buildings policy evidence identifies a large proportion of the study area (between Lewisham and Catford, and in Downham) as medium to high suitability for tall buildings, notwithstanding local sensitivities.

Spatial Opportunities

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

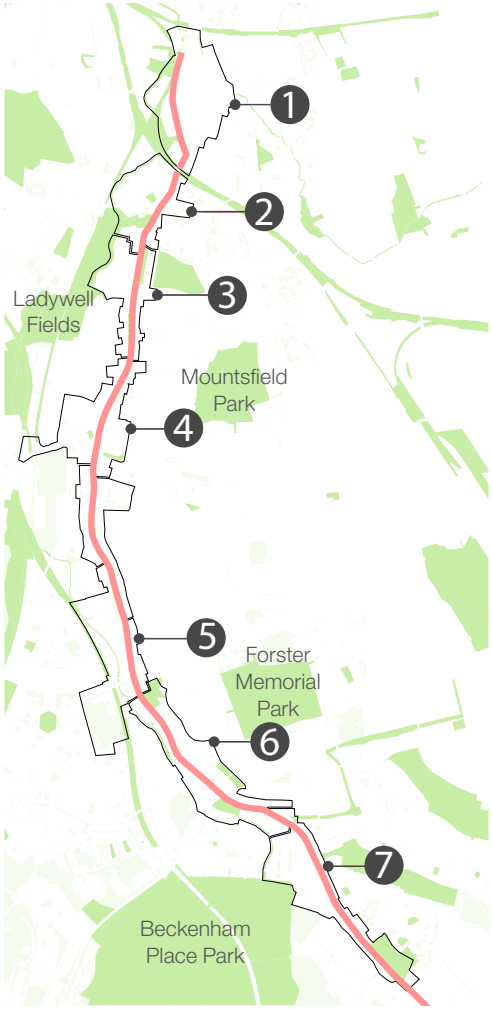
1.46 Due to fragmented ownership and the presence of many sites not likely to come forward for development, the A21 corridor will not be brought forward as a single comprehensive redevelopment project. Rather sites are identified within this document for moderate infill intensification and larger massing on larger sites where local impacts are minimal.

1.47 Furthermore due to the north-south orientation of the A21, sites situated along it will not generally cause permanent overshadowing to the open space of the corridor.

Overarching Guidance

Overarching Guidance
Building heights

Area-based strategy



1. Lewisham ++++
Prevailing building heights: 6-48m (2-16 storeys)
Proposed buildings heights: 9-60m - (3-20 storeys)

2. Ladywell ++
Prevailing building heights: 6-12m (2-4 storeys)
Proposed buildings heights: 9-24 (3-8 storeys)

3. Lewisham Hospital, Park and Greens +++
Prevailing building heights: 9-21m (2-7 storeys)
Proposed buildings heights: 9-30m (3-10 storeys)

4. Rushey Green and Catford +++
Prevailing building heights: 6-21m (2-7 storeys)
Proposed buildings heights: 27-39 (9-13 storeys)
See Catford Town Centre Framework (2021) for further guidance on appropriate heights

5. Bellingham ++
Prevailing building heights: 6-12m (2-4 storeys)
Proposed buildings heights: 6-18m (3-6 storeys)

6. Southend +
Prevailing building heights: 3-9m (1-3 storeys)
Proposed buildings heights: 5-15m (2-5 storeys)

7. Downham Centre +
Prevailing building heights: 3-9m (1-3 storeys)
Proposed buildings heights: 5-15m (2-5 storeys)

Overarching Guidance introduction

2.1 This section of the A21 Development Framework provides overarching guidance that applies to the plots that front the A21.

2.2 Guidance is provided on the key themes of building heights, activating frontages, architectural character, public realm and air quality.

Building Heights

2.3 This guidance is to help set height limits for each character area. In the Draft Lewisham Tall Buildings Policy, a tall building is defined as being more than 50% of prevailing building heights.

2.4 In the New London Plan, outside the Thames Policy Area, tall buildings are generally defined as being minimum 30m tall where there is no local definition of a tall building.

2.5 For all character areas a guiding height has been set which takes into consideration the existing context and the Tall Building Suitability from Draft Lewisham Tall Buildings Study.

2.6 If a proposed building is not facing directly onto the A21, neighbouring and historic fabric context should be considered and the height should be restricted to less than 50% increase of the prevailing heights up to a maximum of 30m tall. Therefore, tall buildings, as defined above, should be restricted to areas on the A21 corridor.

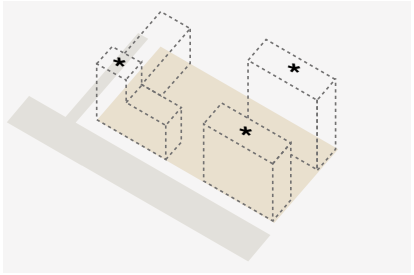
2.7 The A21 sets good conditions for taller building developments due to its width and the north-south orientation of the corridor. This means that properties on the other side of the corridor will not be compromised or dominated and there will not be undue overshadowing. Taller buildings along the A21 will also help to activate and further define street frontages and help create more of a boulevard character.

2.8 Note that height is restricted in certain character areas to avoid undue harm to existing local character and townscape, and to avoid overshadowing.

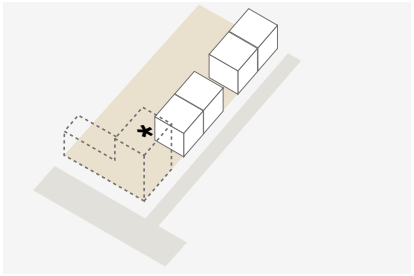
2.9 Heights for specific sites will be subject to further testing through the pre-application process which may determine that lower or taller development than the indicative

Overarching Guidance
Building heights

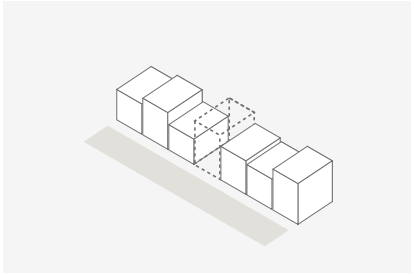
Context-based height strategy



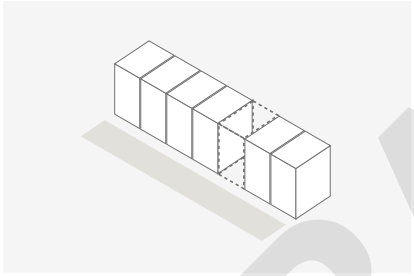
1. Comprehensive redevelopment site



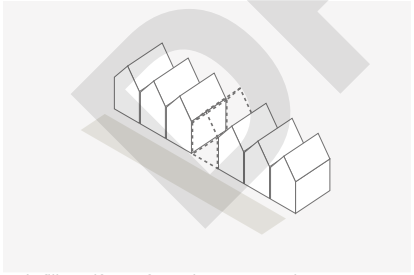
2. Corner sites



3. Infill: staggered height terrace site



4. Infill: consistent height terrace site



5. Infill: uniform façade terrace site

- - - - New development

* Location for taller development

Development in different contexts

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

1. Comprehensive redevelopment sites

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

2. Corner sites

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

3. Infill sites - staggered height

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

4. Infill sites - consistent height

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

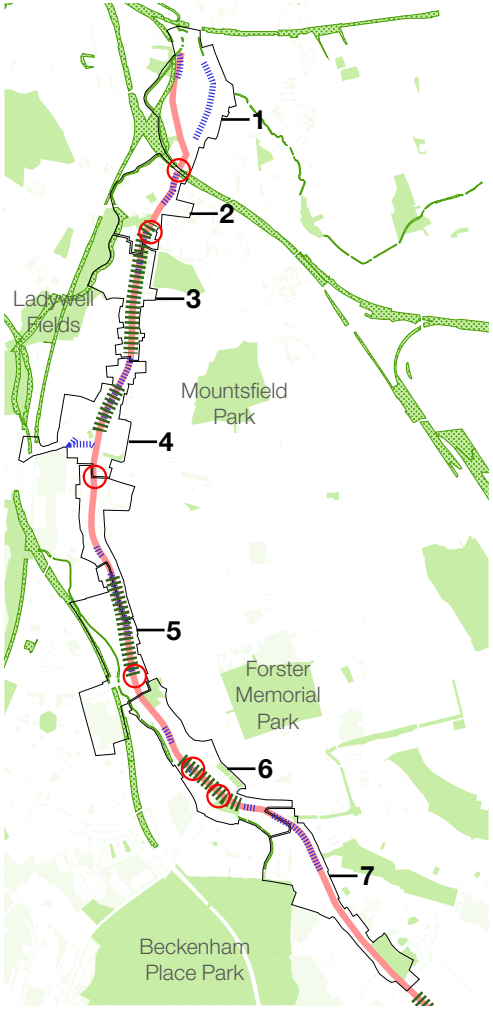
5. Infill sites - uniform façade

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

Overarching Guidance

A distinctive public realm: Area-based strategy

Area-based strategy key projects list



2.16 The following public realm projects have been identified as a high priority to improve the local environment of the A21

2.17 **1. Lewisham:**

- Extend the Waterlink Way to the rear of Riverdale House and reopen the pedestrian route under the railway and in to the Wearside Site and linking through Church Grove to Ladywell Fields
- Improve the public realm along Molesworth Street
- Reconfigure the gyratory at the junction of Molesworth Street and Lewisham High Street to improve pedestrian and cycling priority
- Restructure the Molesworth Street/ Lewisham High Street roundabout to improve cycling and pedestrian priority
- Improve the paving materials and soft landscaping for Lewisham Market
- Improvements to Molesworth Street (refer to Lewisham Town Centre Local Plan)

2.18 **2. Ladywell:**

- Creating new pocket parks to extend the existing corridor of designated London Squares
- Redesigning A21 and southern Lewisham Park road junction to provide blended crossings to reconfirm pedestrian priority to reduce risk of collision
- Improve public realm adjacent to Place Ladywell
- Improve cycling and pedestrian priority around Ladywell and Lewisham High Street
- Public realm project linking anchors of Lewisham Hospital, Ladywell Playtower, Church of St Mary the Virgin and St Mary's Primary School

2.19 **3. Lewisham Hospital, Park and Greens**

- Regenerate the Lewisham Memorial Gardens
- Improve pedestrian crossings between Lewisham Hospital and Lewisham Park
- Strengthen link through hospital to Ladywell Fields
- Reinforce the green boulevard nature of the A21
- Improvements to the London Squares
- Improve cycling and pedestrian priorities along the A21 and at key Junctions
- Improvement to London Squares including the opening up of the gated lawns and re-lanscaping

2.20 **4. Rushey Green and Catford:**

- Redesigning Catford Road junctions with A21
- Reinforce the aspiration to become the greenest town centre in London
- Refer to Catford Framework
- Improvements to the London Squares

2.21 **5. Bellingham**

- Ravensbourne River towpath and pedestrian bridge
- Improvements to Bellingham High Street and station surrounds
- Improvements to green space at Bromley Road Retail Park
- Terraced parades enhancement
- Redesigning A21 junction with Bellingham Road

2.22 **6. Southend:**

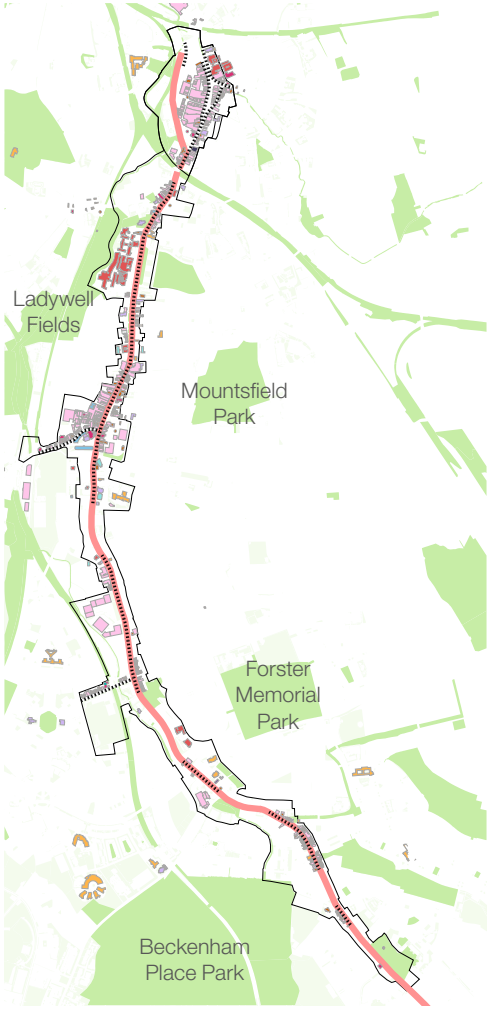
- Redesigning Beckenham Hill Road and Whitefoot Lane junction with A21
- Improve access to mill pond including connections from Peter Pan park and any proposed new development
- Public realm project linking anchors of Green Man community venue, Peter Pan Park and Catford Wanderers Sports Club
- Improve cycling and pedestrian priorities at key Junctions

2.23 **7. Downham Centre:**

- Terraced parades enhancement
- Creating new pocket-parks to augment the existing London Squares
- New public plaza

Overarching Guidance
A distinctive public realm: Recurrent furniture strategy

Recurrent furniture strategy



2.24 The furniture strategy proposes to consolidate the broad range of street furniture used along the corridor. The strategy does not enforce a homogeneous type of furniture for the entire length of the A21 instead street furniture could be defined within each character area. With this strategy street furniture could become place defining.

2.25 TfL healthy street guidance suggest resting spaces segmented every 15 meters. The segments can vary depending on the area context but regular resting spaces for cyclist and pedestrians should be provided.

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

2.27 Street and wayfinding signage should be legible and designed in a consistent visual language. The aim of a good design and quality signage is to reduce street clutter, improve links and aid street users to gain local geographic knowledge.

2.28 Multi-generational play furniture should be considered.

Recurrent furniture examples


1. Bespoke lighting on Stratford High Street, Newham


4. Play furniture in Amir Avenue, Hadera, Israel


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


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

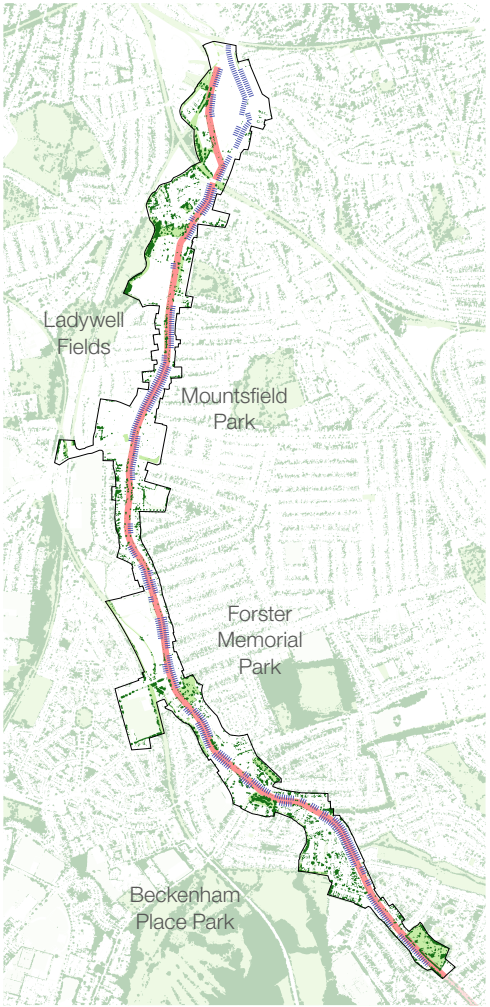

3. Vestre parklet furniture in Rosenkrantz' gate, Oslo, Norway


6. Greenway contemporary milestones, Newham

Overarching Guidance

A distinctive public realm: Recurrent planting strategy

Recurrent planting strategy



2.29 The planting strategy focuses on increasing tree, shrubbery and low lover planting coverage along the length of A21. The aim of this strategy is to plan for the long-term future provision of mature and majestic trees along the street which will enhance its boulevard character.

2.30 Tree planting should be prioritised where there are gaps in the tree planting. Trees should generally be planted at approximately 1-5m spacing.

2.31 The range of plant and tree species should be limited to species that are native to the UK and contributing to local biodiversity.

2.32 The long-term maintenance of planting should be considered and also should be suited for an urban environment.

2.33 There are a number of innovative means of increasing plant coverage that could be used to serve more than one purpose, for example using planters in place of bollards.

Recurrent planting examples


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


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


2. Sensory Garden Magneten in Copenhagen, Denmark


5. Tree planting Aldgate Square, City of London

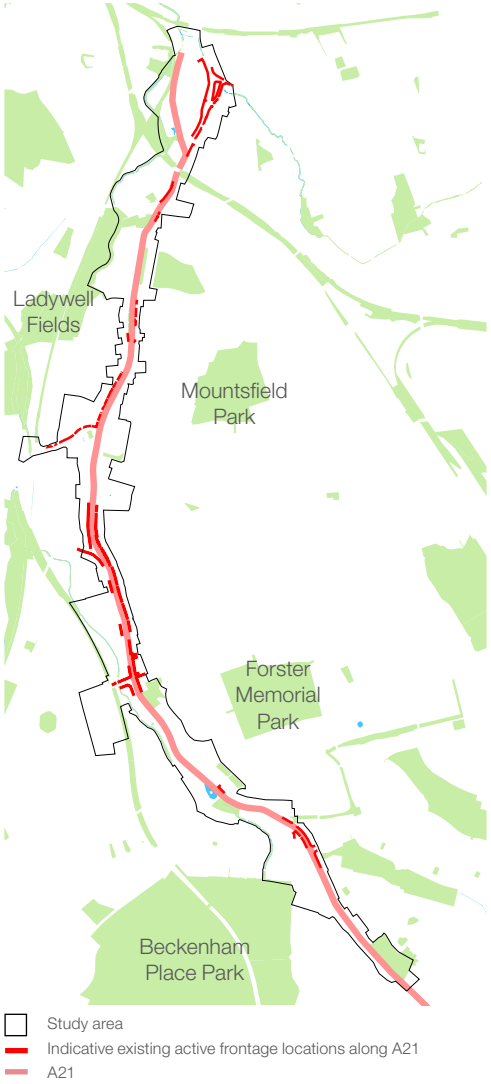

3. Planter bike racks at Elmfield Road, Bromley


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

Overarching Guidance

A distinctive public realm:
Activating Frontages and Ground Floor Experience

Active frontage strategy



2.34 It is important to maximise activation of the A21 frontages to promote natural surveillance and enliven the public realm, particularly at the ground floor level.

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

2.36 Flatted blocks should have tall ground floors to allow for generously sized openings to maximise activation and spill-out activity from ground floors.

2.37 Where possible animate Ravensbourne riverside though active uses and improved public spaces.

Ground floor experience examples


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


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


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

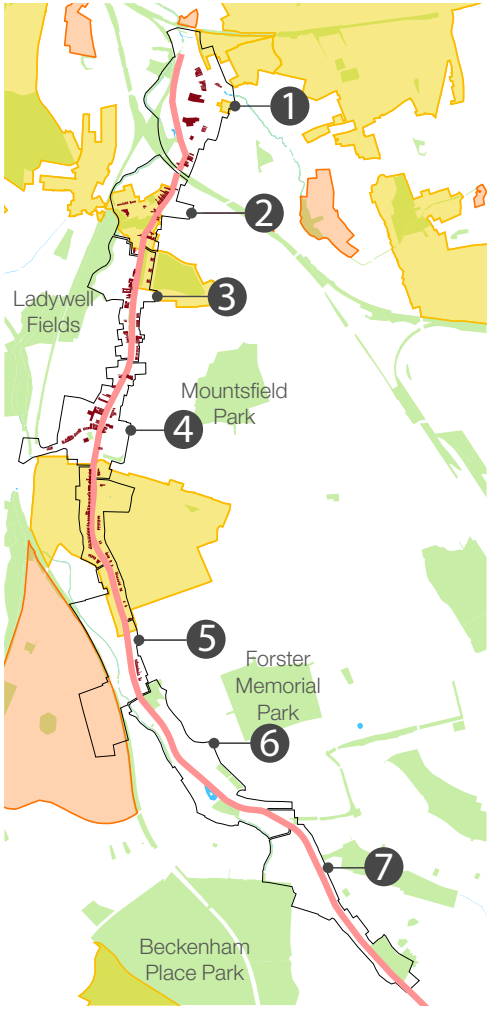

5. Blackhorse Workshop in Waltham Forest, an open-access community workshop bringing active use and footfall to light industrial estate


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


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

Overarching Guidance
Architectural character

Architectural character strategy



1. Lewisham

2.38 Lewisham character area is eclectic in character with a mix of late Victorian, mid-century, post war and late 20th century architectural styles, with a focal point around listed Victorian Clock Tower. The A21 corridor within the area is dominated by the shopping centre car park and office buildings. Future developments have the potential to be of a contemporary style as the area's commercial character is currently portrayed in a variety of architectural styles.

2. Ladywell

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

3. Lewisham Hospital, Park and Greens

2.40 This area is dominated by post-war residential towers and the varied assortment of building styles form Lewisham Hospital campus. This character area allows for fewer prescriptions of architectural character.

4. Rushey Green and Catford

2.41 Catford buildings are of civic and town centre character and the area has a number of nationally and locally listed buildings with many buildings being of town centre merit. Any new developments needs to be respectful to the existing heritage buildings.

5. Bellingham

2.42 Bellingham is divided into big box retail and light industrial units of low architectural merit to the east. New developments should respond to the historic red brick retail parades to the west.

6. Southend

2.43 Southend is post-war in character and includes housing estates of architectural merit of which 1-10 Bromley Road estate is statutory listed. New developments should acknowledge simplistic post-war architectural style and avoid isolated architectural statements.

7. Downham Centre

2.44 Downham is inter-war and suburban in character. The wider area is dominated by LCC cottage estates and continuous retail parades. It is modest in scale and architectural style therefore new developments should respond to this.

Heritage

2.45 A number of the character areas fall within designated conservation areas, however all developments should seek to respond to existing character of the surrounds regardless of being within a conservation area or not.

2.46 Refer to Lewisham Characterisation Study for more detailed analysis of Lewisham's architectural character.

Overarching Guidance
Air Quality:
Improve pedestrian infrastructure

Introduction

2.47 Parts of Lewisham High Street have very poor air quality due to the volume of motor vehicles on the street. Through achieving a modal shift for journeys along the A21 from motor vehicle use to sustainable transport air quality will improve. There are also ways that the built environment can be designed to mitigate the impact of air quality. The following guidance sets out means to mitigate the air quality problem and improve the environment of the road.

Pedestrian and Cycle Infrastructure

2.48 Paths and cycleways that are pleasant visually are more likely to be used; the aesthetics of paths and cycleways should be an important component during their design and in subsequent maintenance programmes

Key things which can improve pedestrian infrastructure:

2.49
- Green Infrastructure
- Separate pedestrians from vehicles
- Active frontages
- Appropriate lighting
- Quicker connections

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

1. Existing green infrastructure along A21

3. Appropriate lighting example

2. Active frontages along A21

Overarching Guidance
Air Quality:
Improve cycling infrastructure

Good practice examples to improve cycling infrastructure:

2.51
- Provide a **continuous connection** between places that people want to travel between
- Build **protected cycle lanes**, with as much separation as possible from busy roads and, where possible, from pedestrians
- Design **segregated crossings** at busy junctions
- Create and sign **cut-throughs** to create networks of quiet routes that connect up residential areas, schools, libraries, shops and other amenities
- **Parking at station** - provide high quality and secure cycle parking, under-cover rentable bike storage facilities and short-term bike hire services at stations
- **Speed Tables** - raising the crossing puts drivers at eye-height with pedestrians
- Create a **hierarchy and separation** between different traffic flows: pedestrian - cyclist - public transport - car
- **De-clutter streets** from physical obstacles that require cyclist to dismount on cycle routes

Source: Wired

Please see the Emerging Transport Strategy in the Appendix.

1. Raising the crossing puts drivers at eye-height with pedestrians example

2. Cycle storage at Edmonton Green station, Enfield

Overarching Guidance
Air Quality:
Improve the traffic flow

Good practice examples to improve the traffic flow:

2.53
- **Bike lanes** not only narrow the road, but they add cyclists to roads, who force motorists to slow down and pay attention
- **Roundabouts** force cars to slow down because they can no longer go in a straight-line
- **Planting trees close together** makes drivers feel as if they are going faster, so they slow down
- **Pedestrians crossing** the road make motorists more wary and force them to slow down
- **Bump-Outs**. Squeezing the roadway as it nears the intersection will slow the traffic to navigate the passage
- **Cafes** add visual interest and a human scale to streets. Lively streets and busy activity on the pavement of forecourt introduces an entirely different pace to the busy street and helps slow traffic
- **Public art** visible from a speeding car is very effective at slowing down traffic, as it catches the attention of a motorist, makes them more aware of the surrounding and slow down
- Put **the parking lot in the back**. When a sea of parking is visible from the street, it reinforces the idea that the city is built for cars and not for people
- In low pedestrian traffic areas, **speed bumps and frequent intersections** should be avoided to reduce air pollution from stop and go traffic

Source: smartcitiesdive.com

1. Public art visible from a speeding car catches the attention of a motorist, makes them more aware of the surrounding and slow down


2. Trees planted close together make drivers feel as if they are going fast and effectively slow down


3. Cafes add human scale to streets and introduce different pace to the busy street and slow the traffic

Overarching Guidance

Air Quality:
Consider street geometry

Street geometry guidance

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

Vary building heights

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

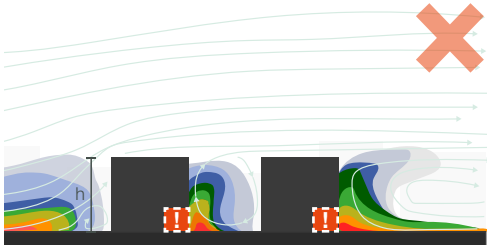
Narrow the building widths

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

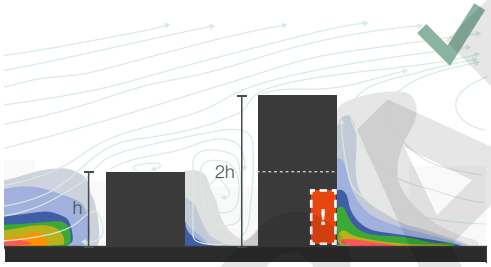
Widen the street

2.57 Where there is an opportunity, consider integrating the London Squares (linear pocket-parks) along A21 to create wider street context that helps to distribute air pollutants.

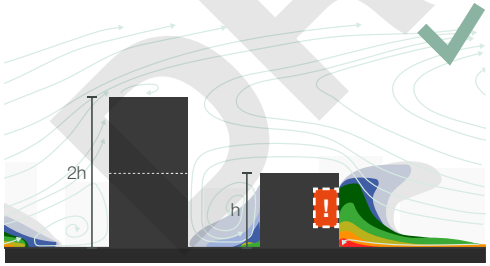
Vary building heights



1. Equal building heights traps pollutants



2. Variable building heights helps to distribute pollutants



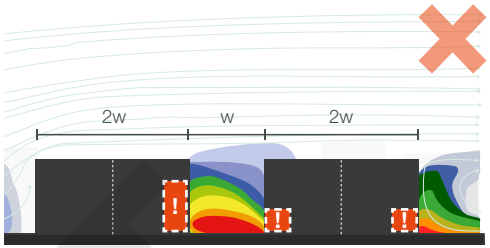
3. Variable building heights helps to distribute pollutants

Air Pollution Concentration

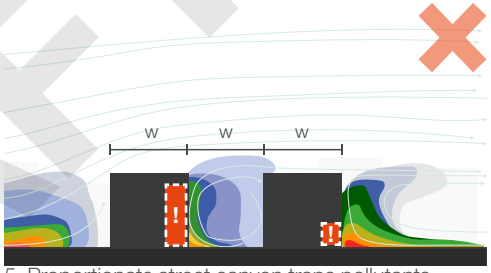
Low High

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

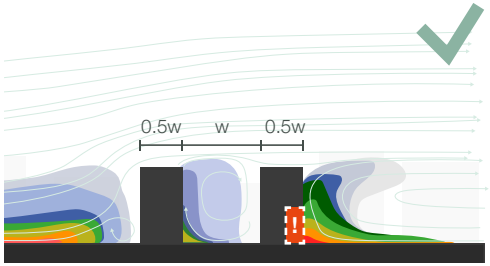
Narrow the buildings width



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

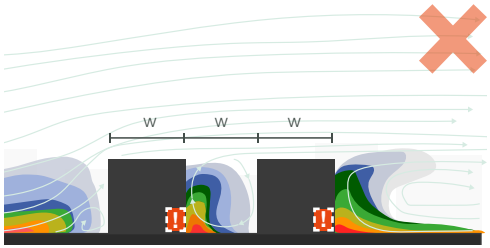


5. Proportionate street canyon traps pollutants

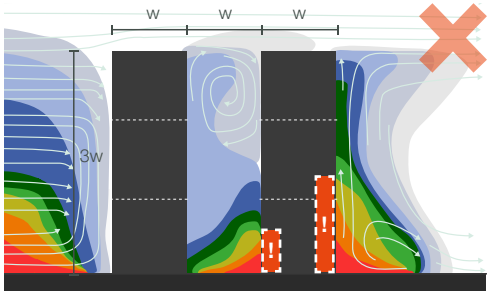


6. Narrow buildings in wider road context create better environment to distribute pollutants

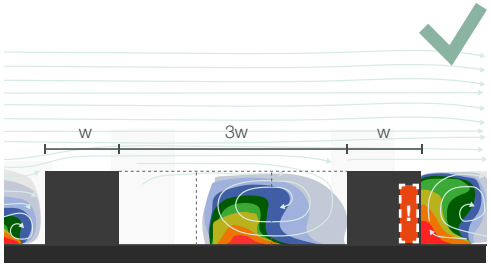
Widen the street



7. Proportionate street canyon traps pollutants



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



9. Wide street canyon helps to distribute air pollutants

Overarching Guidance

Air Quality:
Consider roof shape

Roof shape guidance

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

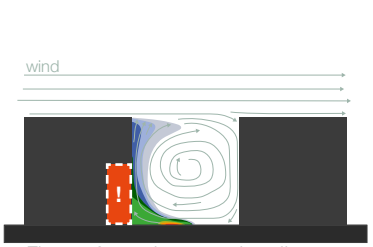
Flat

2.59 Developments along A21 should consider adjacent context and where possible consider introducing Slanted or Trapezoid roofs to the buildings in order to decrease air pollution along A21.

Downwind / upwind wedged

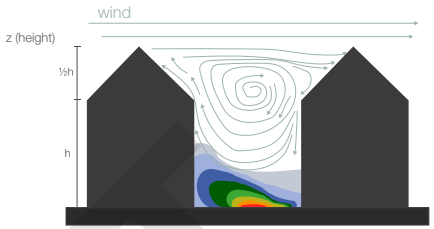
2.60 Slanted and Trapezoid roof shape tends to distribute air pollutants better than downwind or upwind wedged shape roofs.

Flat

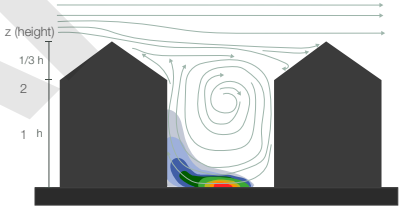


1. Flat roofs tend to trap air pollutants

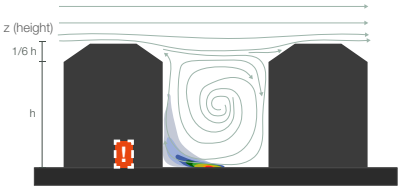
Slanted



2. Increased slanted roof height helps to distribute air pollutants

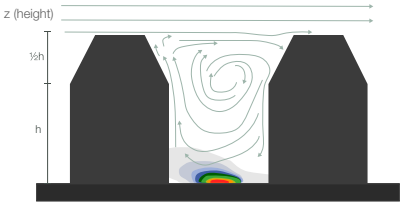


3. Slanted roofs with lower slope brings more wind to the ground level

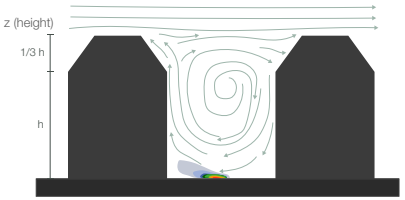


4. Low slope slanted roofs traps air pollutants

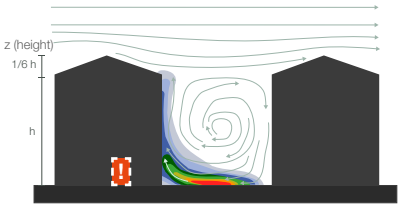
Trapezoid



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



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



7. Low slope trapezoid roofs traps air pollutants

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

Overarching Guidance

Air Quality:
Enable wind to ventilate the site

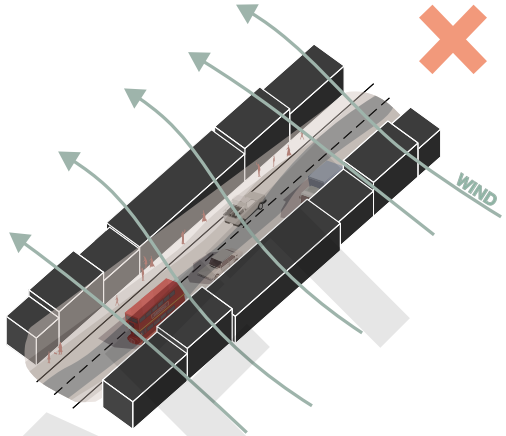
Street ventilation guidance

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

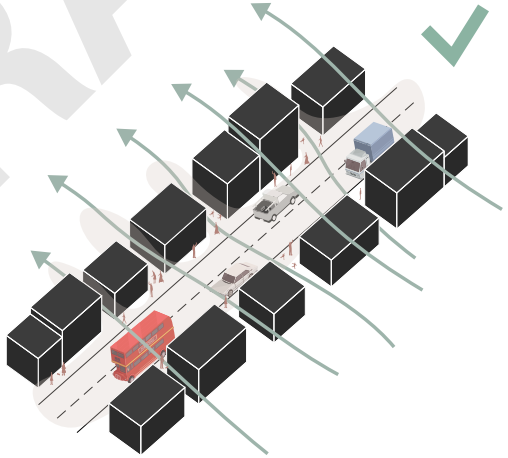
Good practice examples to improve street ventilation:

2.62
- **Frequent intersections** or open areas mid-block will allow winds to penetrate public realm at pedestrian level, ventilate your site and the street to which it's adjacent.
- **Wider streets** are more effective in dispersing air pollutants.
- **Street canyons oriented parallel** to wind direction tend to channel winds and disperse pollutants well.
- **Varying building heights** will increase the urban roughness and therefore improve streets ventilation.
- **Irregular street profile**

Wind perpendicular to the street

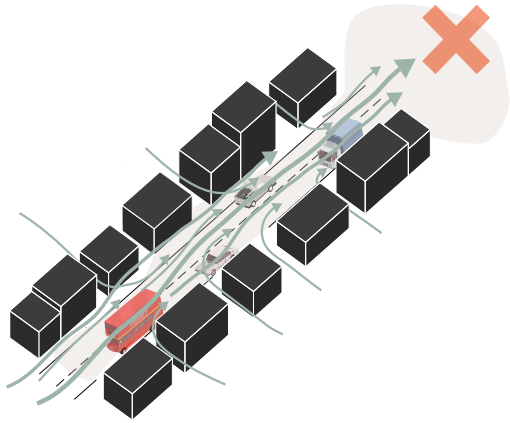


1. Pollution concentration within street canyon

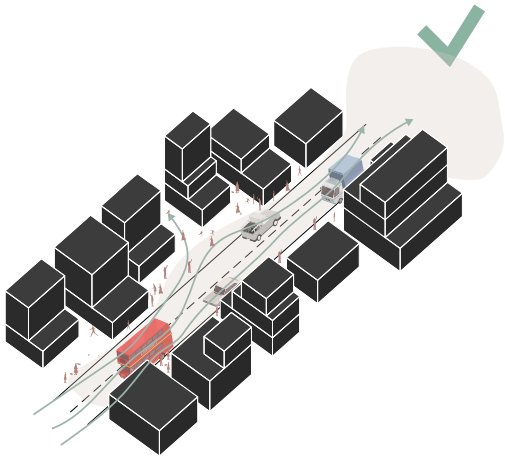


2. Lateral openings within street canyons enable better street ventilation

Wind parallel to the street



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



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

Overarching Guidance

Air Quality:
Locate sensitive uses away from emissions

Away from the pollution source

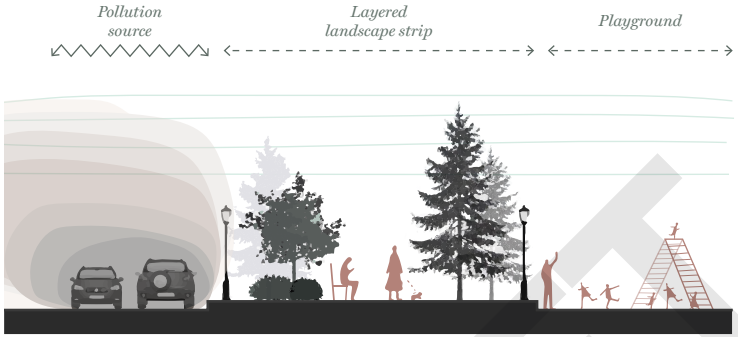
2.63 Both vertical and horizontal distances can provide good separation from the pollution source. In flat and open terrain, under calm conditions, air pollution levels are highest adjacent to the road and decrease with distance from it

Upwind from the pollution source

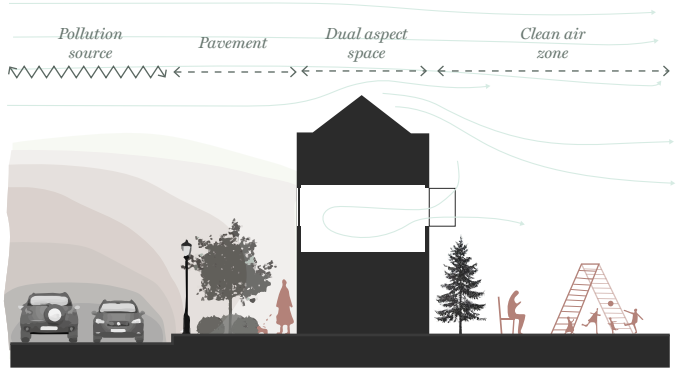
2.64 The location of new uses that may generate high emissions should be carefully considered to both protect existing pollution-sensitive uses and to allow good dispersion of pollutants. New bus stations, taxi stands, loading zones, parking garages etc. should be located in well ventilated spaces downwind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

Discourage the use of highly polluted areas

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



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



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

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

Overarching Guidance
Air Quality:
Green infrastructure

Efficient use of vegetation

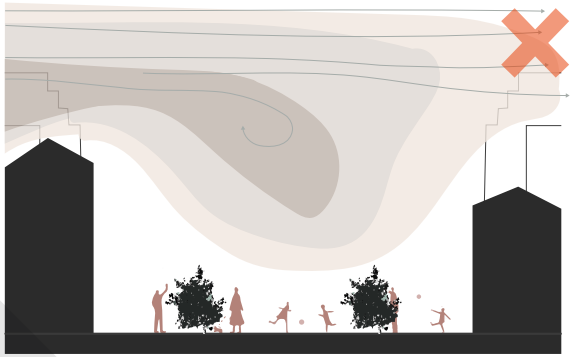
2.66 Vegetation can help reduce air pollution either by direct filtration, or by physically separating the sensitive uses from air pollution sources limiting the exposure of the most sensitive population. Different types of vegetation, species, ecotypes and varieties all have different attributes and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

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

Good practice examples of street vegetation:

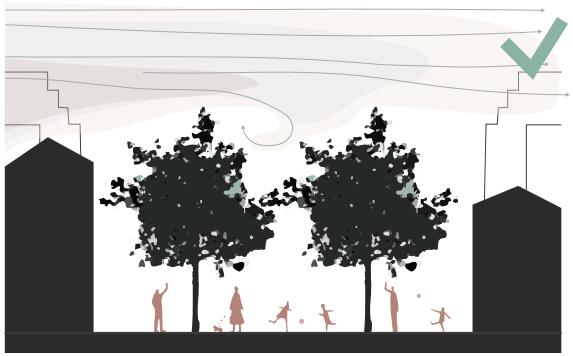
2.68
- Dense branching and twig structure
- Rough bark
- Large and/or hairy leaves
- Large trees remove more air pollutants than small trees
- Choose narrow crown trees or low level planting for narrow polluted roads to avoid enclosing the street and trapping street-level pollution

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



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

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



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

Character Area Frameworks

Character Area Frameworks
Overview

← Key plan of 8 character areas of which 7 areas are forming Character Area Framework in the following pages

1. Lewisham
2. Ladywell
3. Lewisham Hospital, Park and Greens
4. Rushey Green and Catford
5. Culverley Green
6. Bellingham
7. Southend
8. Downham Centre

Character Area Frameworks introduction

3.1 The study area is divided into a series of 8 distinct character areas (this report excludes specific recommendations for Culverley Green due to the lack of specific development sites). Each Area Framework on the following pages describes the principal tactical moves that will strengthen that area's functioning and distinctiveness.

3.2 Developments coming forward within these areas should adhere to these principles where relevant.

3.3 Lewisham town centre is covered by an existing, adopted Local Plan and Catford town centre is covered by Catford Town Centre Framework. Thus, this document does not provide any further guidance for those areas. Lewisham Hospital is also excluded from the scope of this study.

2.1 Character Area Framework: Lewisham Town Centre

"Guide development and provide better visibility of the river"

Existing area character:

3.4
1. Lewisham's commercial quarter market is the focus of the town centre
2. Three different types of retail located in this area: outdoor market, shopping centre and retail parade
3. Listed Clocktower is a local landmark with St Saviour's and Tower House being recognised as unofficial landmarks
4. Molesworth street dual carriageway creates a barrier between town centre and river
5. Few green spaces and little planting
6. Many listed and locally listed buildings
7. Heavy traffic, air and noise pollution
8. Located in Archaeological Priority Area
9. Potential Area of Special Local Character or CA status around Clock Tower and on Marischal Road

Development Opportunity

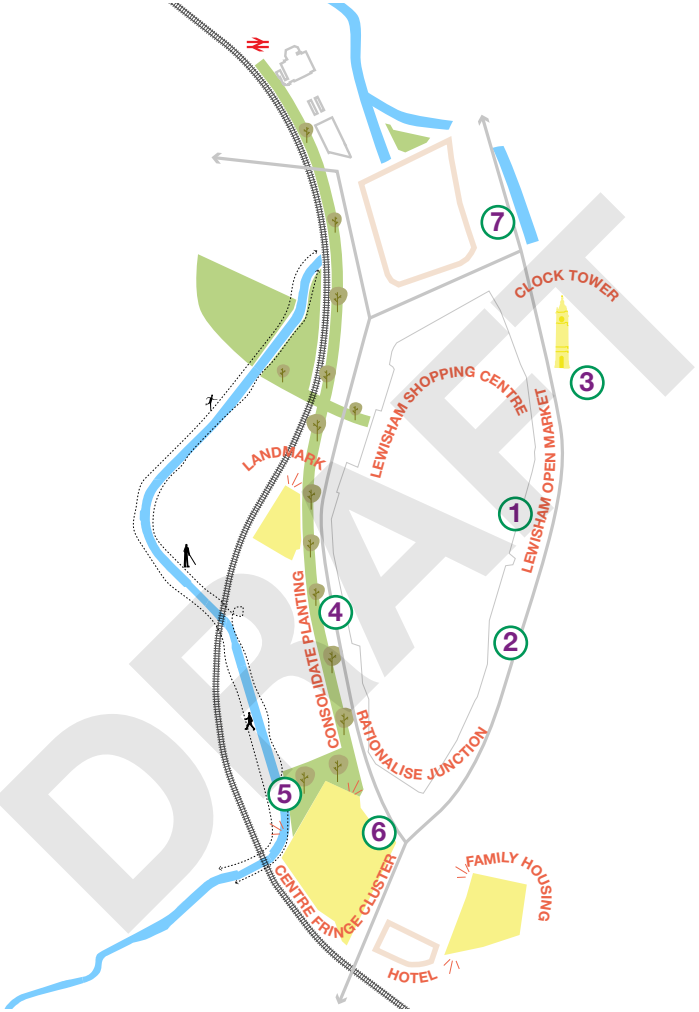
3.5 Moleworth Road to be anchored with a high-rise point tower and a mid-rise cluster. This study does not include Lewisham Shopping Centre development potential as guidance for this area is provided in the Lewisham Town Centre Local Plan

Social infrastructure

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

Landscape/open space assets

3.7 Planting and consolidate landscape along Molesworth Road
Potential for rationalised junction where Molesworth Street meets Lewisham High Street




1. Lewisham Open Market


2. Market place context


3. Listed Lewisham Clock Tower


4. Molesworth street dual carriageway


5. Riverside green space


6. Locally listed The Camden Villas


7. Vehicle traffic on Lewisham High Street

2.1 Character Area Framework: Lewisham Town Centre
Strategy

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

- **Improve river access through improved public realm and development**
- **Improve cycle routes**
-
- **Streamline bus services and improve associated public realm**
- **Build on plans for shopping centre to establish better links E-W**
- **There is the potential for 1 x landmark building of approximately 20 storeys on the Moleworth Street Car Park Site**
- **New developments of 3-20 storey height along the A21 based on the context**

**** see Building Heights section on page 22 for further information**

2.2 Character Area Framework: Ladywell Village

"Bring social/cultural anchors together"

Existing area character:

3.9
1. Civic quarter with a village-like character maintained by parish church and churchyard
2. Strong presence of Ravensbourne river and Ladywell Fields
3. Historic core of Lewisham
4. Busy and polluted along the main road with dwell space retreats to the west
5. St Mary's Church and United Reformed Church spire are local landmarks
6. Hospital car parks adjacent to A21 diminish the appearance of the area
7. Low rise buildings
8. Archaeological Priority Area

Development Opportunity

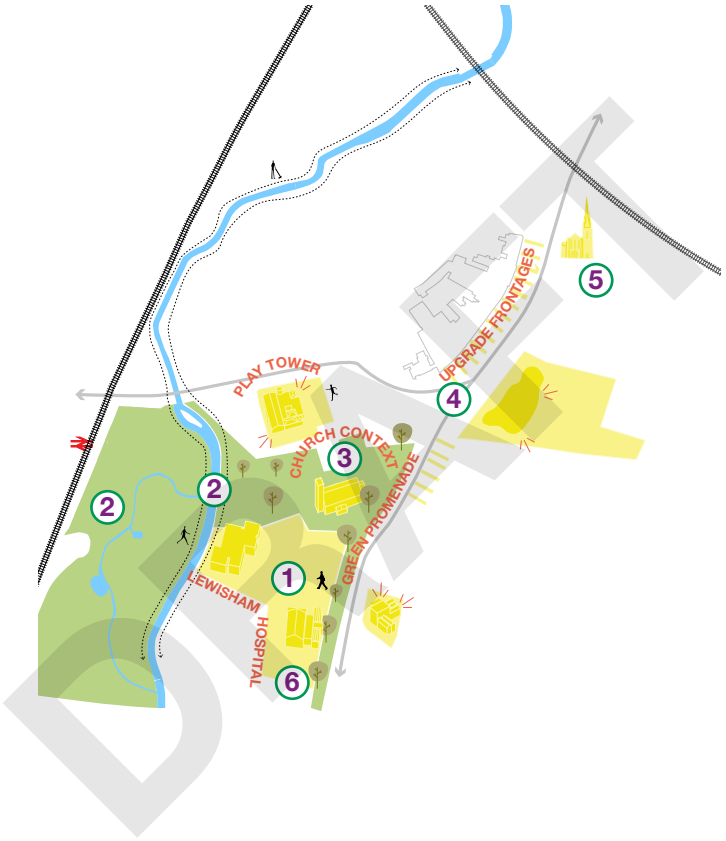
3.10 Typological guidance for A21-facing shop plots

Social infrastructure

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

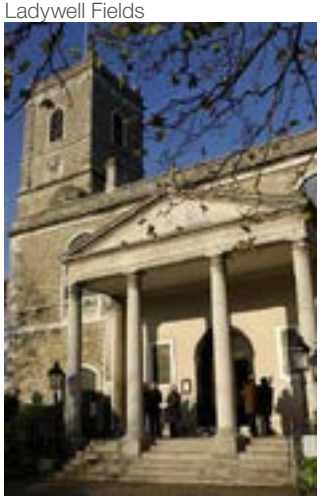
Landscape/open space assets

3.12 Provide consistent footpath improvements (limited space for new planting)
Continue avenue planting to culminate in St Mary churchyard




1. Lewisham Hospital


2. Ravensbourne River in Ladywell Fields


3. Grade II* listed St Mary's Church


4. Vehicle traffic on A21


5. United Reformed Church spire

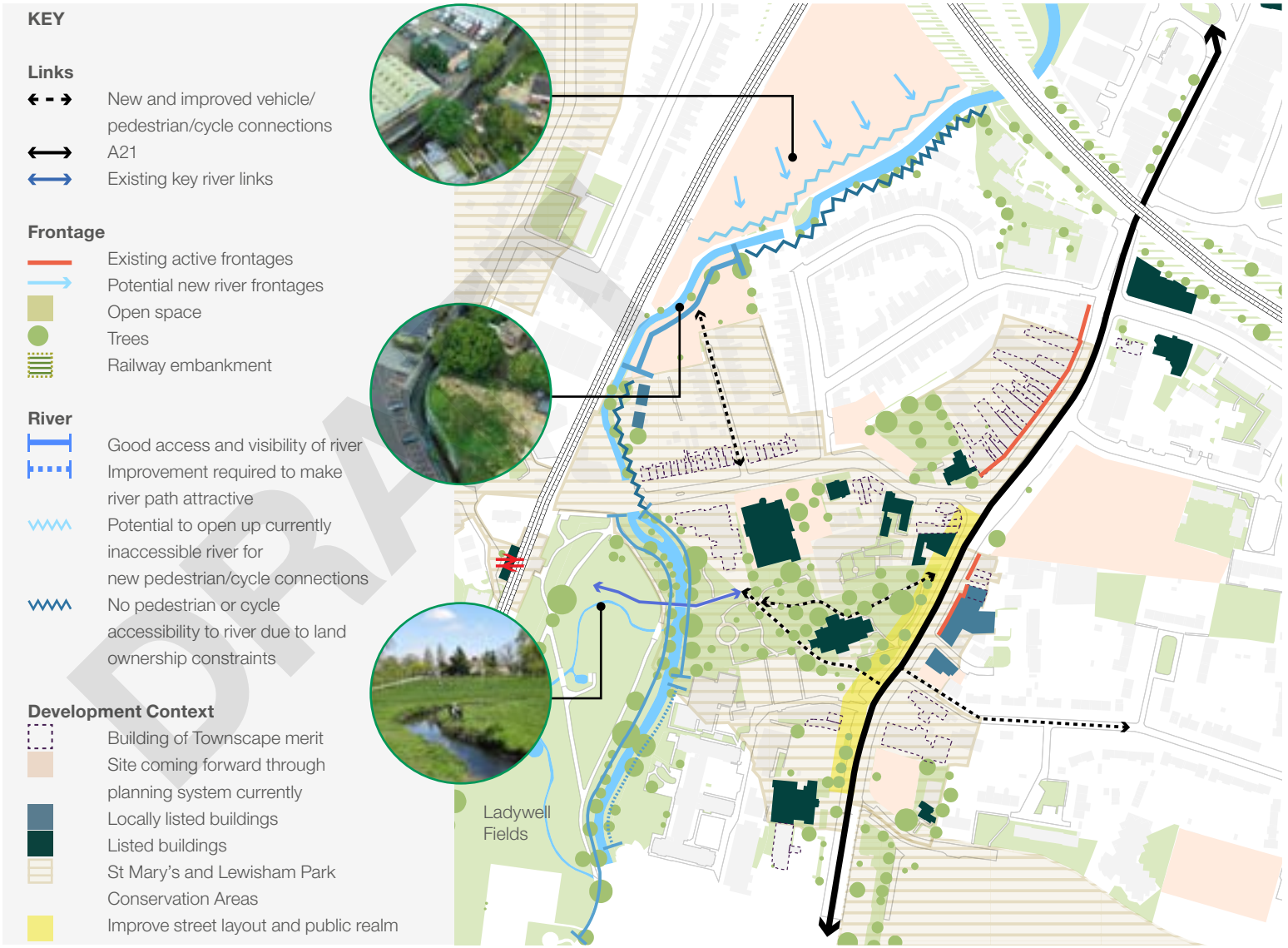

6. Hospital car parks adjacent to A21

2.2 Character Area Framework: Ladywell Village
Strategy

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

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

**** see Building Heights section on page 22 for further information**



2.3 Character Area Framework: Lewisham Park, Hospital and Greens

"A green promenade"

Existing area character:

3.14
1. Healthcare and green quarter with London Squares (linear pocket-parks) character
2. Ravensbourne river is close to the A21 but hidden from view
3. Prominent views of the 18 storey landmark towers and straightforward connections to Lewisham Park
4. Mature London Plane trees line A21
5. Buildings set back from the A21
6. Listed Lewisham War Memorial in Memorial Gardens
7. Area lacks biodiversity
8. Archaeological Priority Area
9. Lewisham Park is within Conservation Area

Development Opportunity

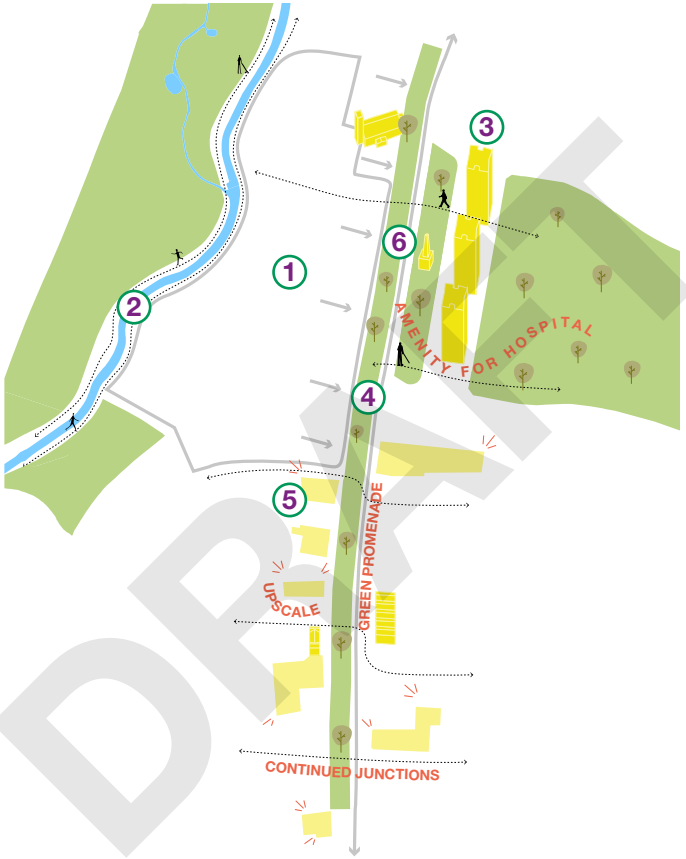
3.15 Infill developments in respect of prevailing building heights along promenade

Social infrastructure

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

Landscape/open space assets

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




1. Lewisham Hospital


2. Ravensbourne River


3. Lewisham Park Towers


4. Mature trees along A21


5. London Squares separating buildings from the A21


6. Listed Lewisham War Memorial


7. Hospital car parks adjacent to A21

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

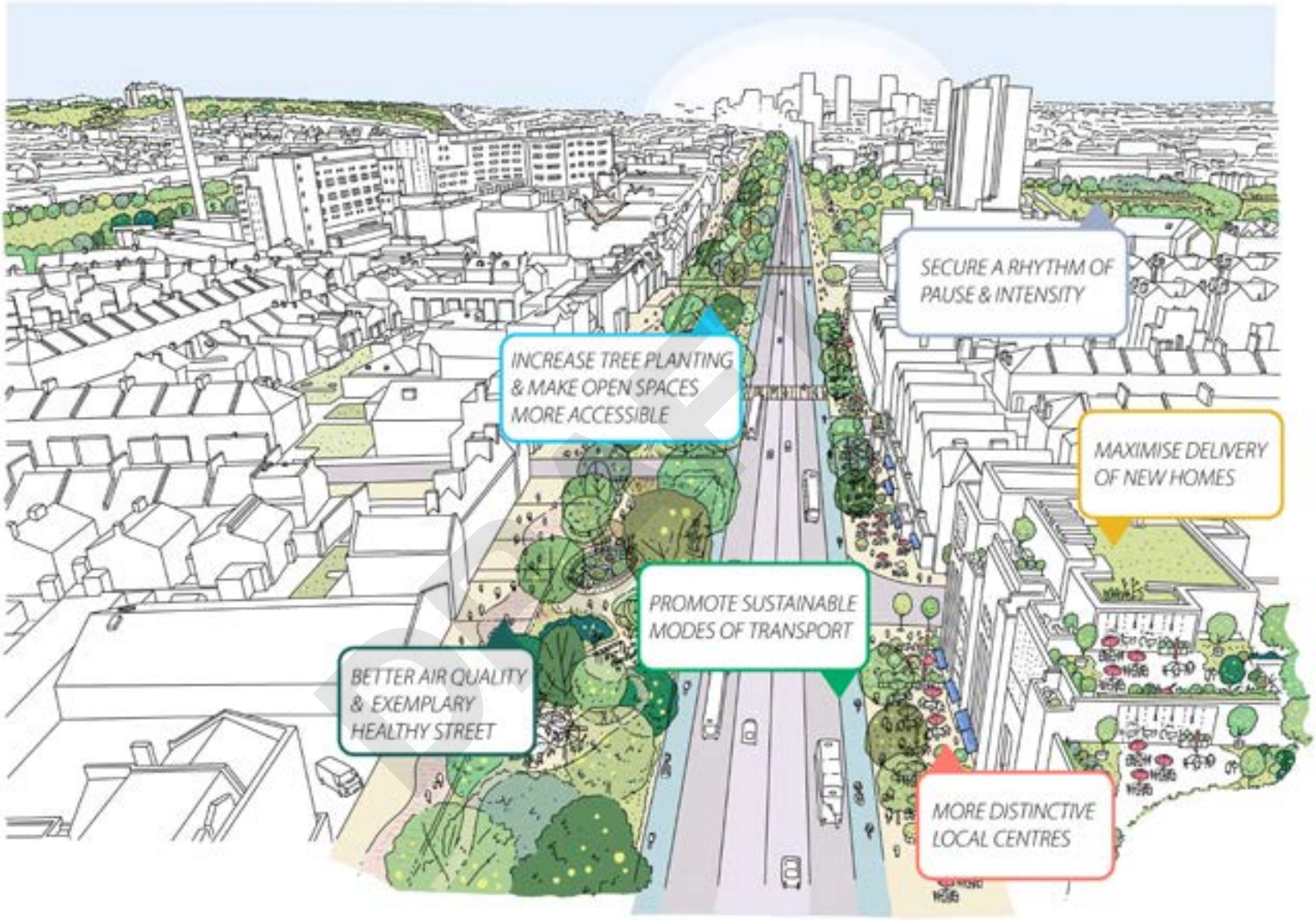
3.18 The strategic aims for the sites along and close to the A21 in the Lewisham Park, Hospital and Greens Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Hospital site could enable more legible access to river**
- **Coherent approach to greening of London Squares (linear pocket-parks) to create green space that provide safe and relaxing places for hospital patients and visitors**
- **Typology studies set precedent for revised corridor treatment**
- **New developments of 3-10 storey height along the A21 based on the context. Tall buildings are not appropriate in this character area**

**** see Building Heights section on page 22 for further information**

2.3 Character Area Framework: Lewisham Park, Hospital and Greens

Vision - A green promenade



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

2.4 Character Area Framework: Rushey Green and Catford

“Room for Catford to grow”

Existing area character:

3.19
1. Regeneration quarter with some remaining London Squares (linear pocket-parks) character to the east
2. Town centre with limited evening economy
3. Frontages are active however the shopfronts are poor quality
4. Low rise buildings in contrast to wide road engenders a bleak environment
5. Eros House and listed Broadway Theatre are local landmarks
6. Traffic on A21 and South Circular creates polluted and unsafe environment for an area that is busy with pedestrian visitors
7. Archaeological Priority Area
8. Heritage assets are largely commercial buildings
9. Lewisham Council aspires to make Catford the greenest town centre in London

Development Opportunity

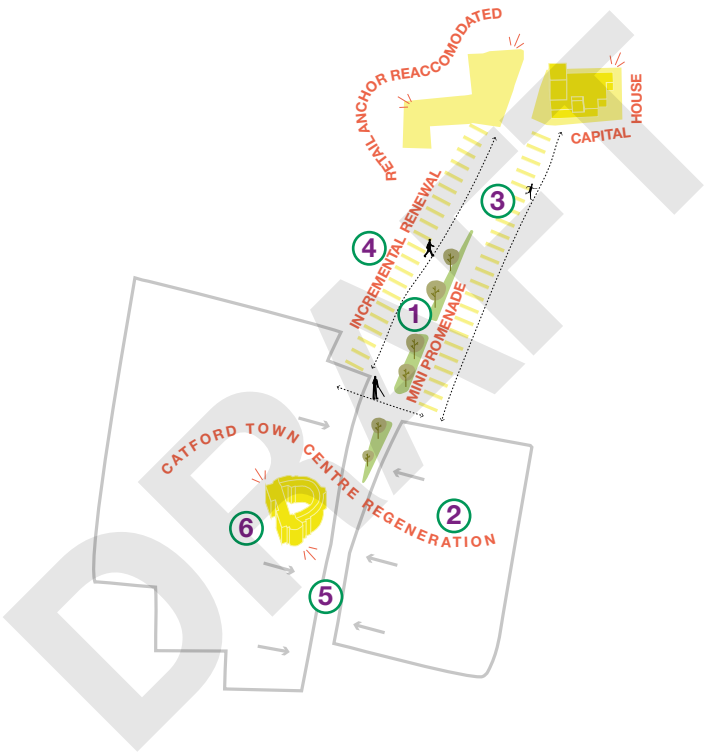
3.20 ‘Anchor plots’ at Aldi and Capital House

Social infrastructure

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

Landscape/open space assets

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




1. London Squares


2. Retail parades either side of A21


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


3. Poor quality streetscape and shopfronts


4. Low rise buildings in contrast to wide road

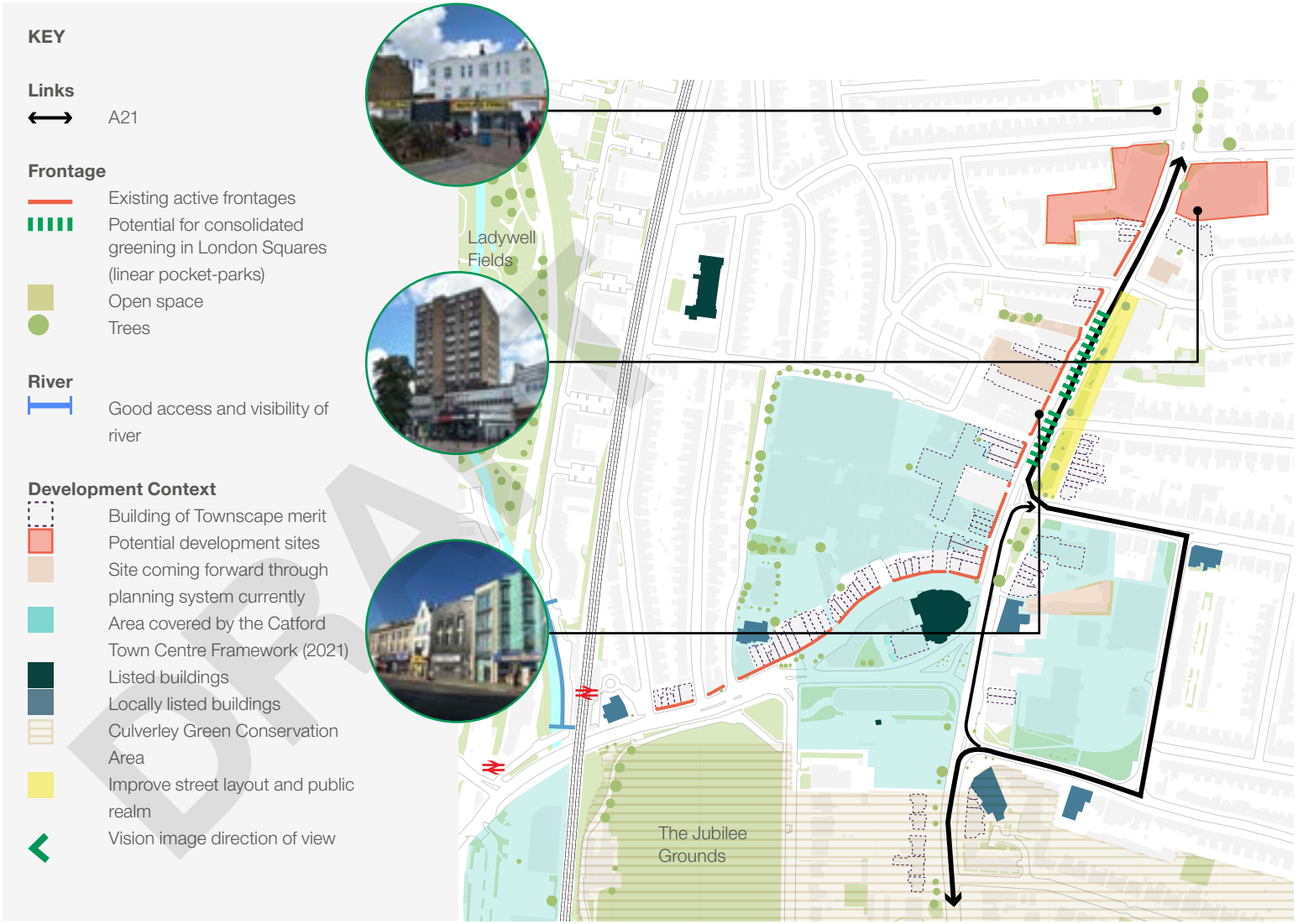

6. Heavy traffic on the South Circular Road

2.4 Character Area Framework: Rushey Green and Catford
Strategy

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

- **Anchor sites to the north can establish better footfall and activation of street**
- **Catford TC masterplan to deliver housing growth and new public realm benefits**
- **Opportunity for greening to public realm at Rushey Green**
- **Create verdant public space and enhanced setting for listed Broadway Theatre**
- **New developments of 3-10 storey height along the A21 based on the context**

**** see Building Heights section on page 22 for further information**



2.5 Character Area Framework: Bellingham

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

3.24 **Existing area character:**

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

Development Opportunity

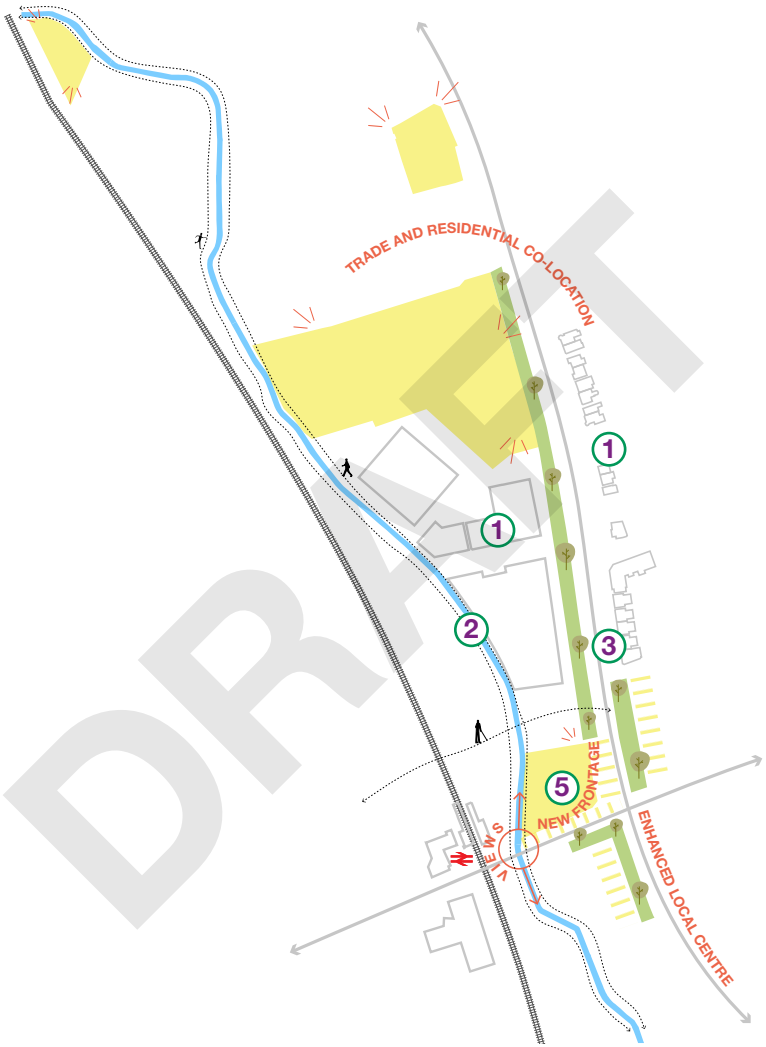
3.25 Link junction to station through new development and activity

Social infrastructure

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

Landscape/open space assets

3.27 Expose river on bridge
Reclaim car space for improved public realm





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


2. Ravensbourne River



3. Forecourt parking


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

2.5 Character Area Framework: Bellingham
Strategy

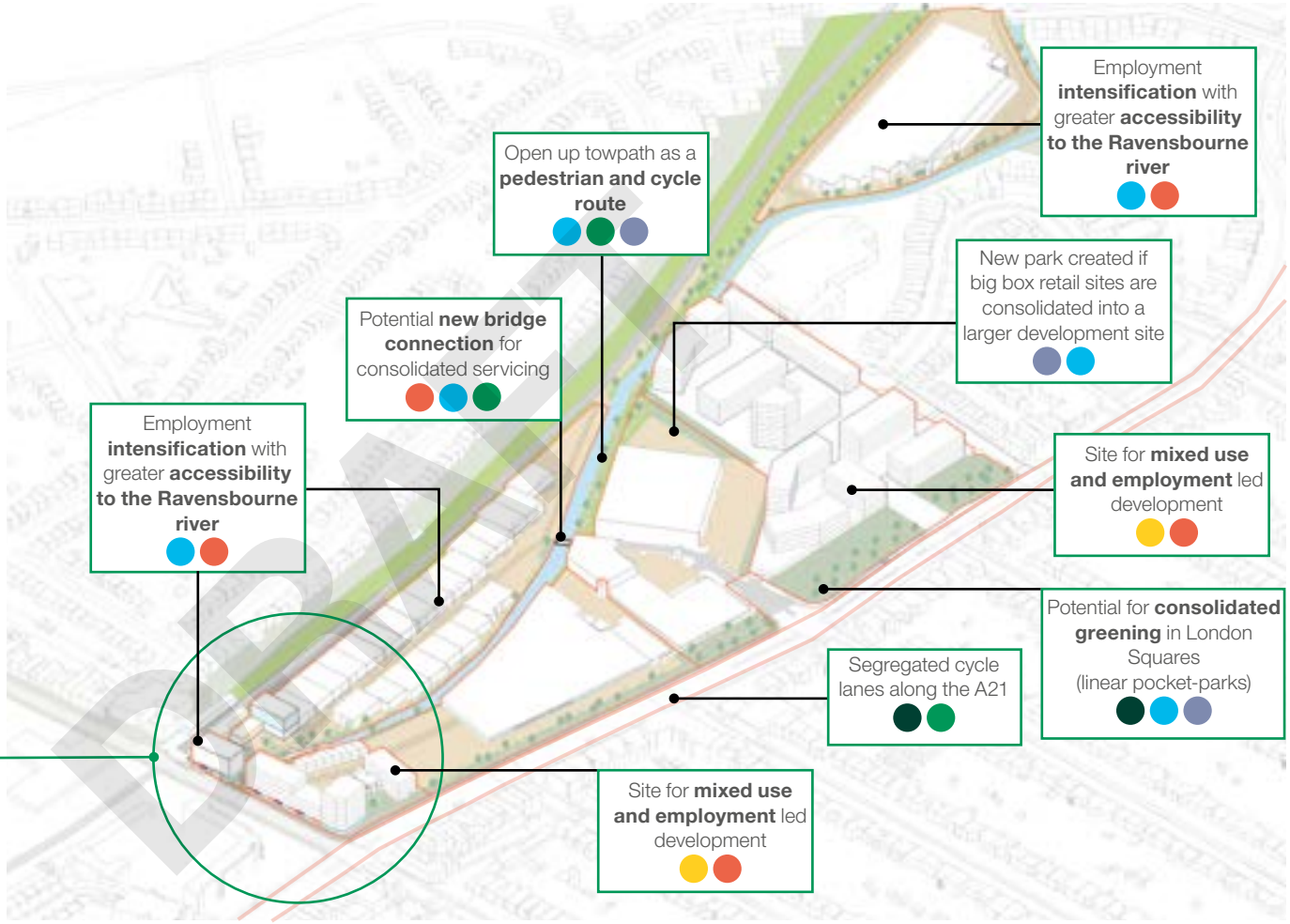
3.28 The strategic aims for the sites along and close to the A21 in the Bellingham Character Area are illustrated in the adjacent map with key overarching proposals as follows:

- **Area currently deficient in access to open space, new developments must make this a priority**
- **Opportunities to open up sections of the river through mixed-use development**
- **Re-provision of commercial and employment space to retain local jobs and strengthen local facilities**
- **New developments of 3-6 storey height along the A21 based on the context**

**** see Building Heights section on page 22 for further information**

2.5 Character Area Framework: Bellingham
Strategy

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



1. Area overview capturing extensive Bellingham Character Area development potential

2.5 Character Area Framework: Bellingham

“An employment-led local centre...”

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

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

2. Vision view at junction of Randlesdowne Road and A21

2.5 Character Area Framework: Bellingham

"...with greater accessibility to the Ravensbourne"

3.30 An intensification of currently low density employment uses for higher density employment and housing

Opening up the river will strengthen the green and blue network

Space for a pocket park fronting onto the Ravensbourne

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

2.6 Character Area Framework: Southend

"A community and cultural cluster"

Existing area character:

3.31
1. Modernist townscape and blue-green quarter
2. High-quality mid-century residential blocks along A21
3. Listed Church of St John the Baptist, former Police Station and Army Reserve Centre are local landmarks
4. Ravensbourne and mill pond are dominant biodiversity hotspots however green landscaped areas are of low biodiversity
5. Church, churchyard church hall, parish rooms, The Green Man and pond forms a local centre
6. Traffic dominated area

Development Opportunity

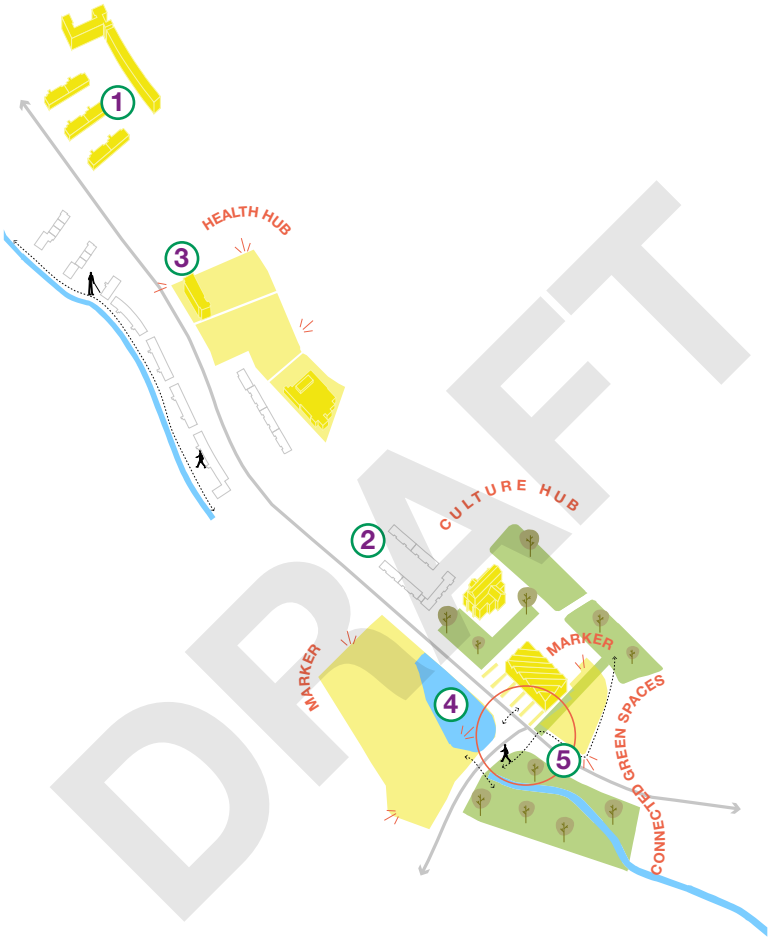
3.32 Major densification on good sized sites

Social infrastructure

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

Landscape/open space assets

3.34 Enhance setting of Peter Pan Pond
Connections between parks




1. Listed 1-10 Bromley Road


2. Langthorne Court


3. Catford Police Station


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


4. Mill pond

2.6 Character Area Framework: Southend
Strategy

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

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

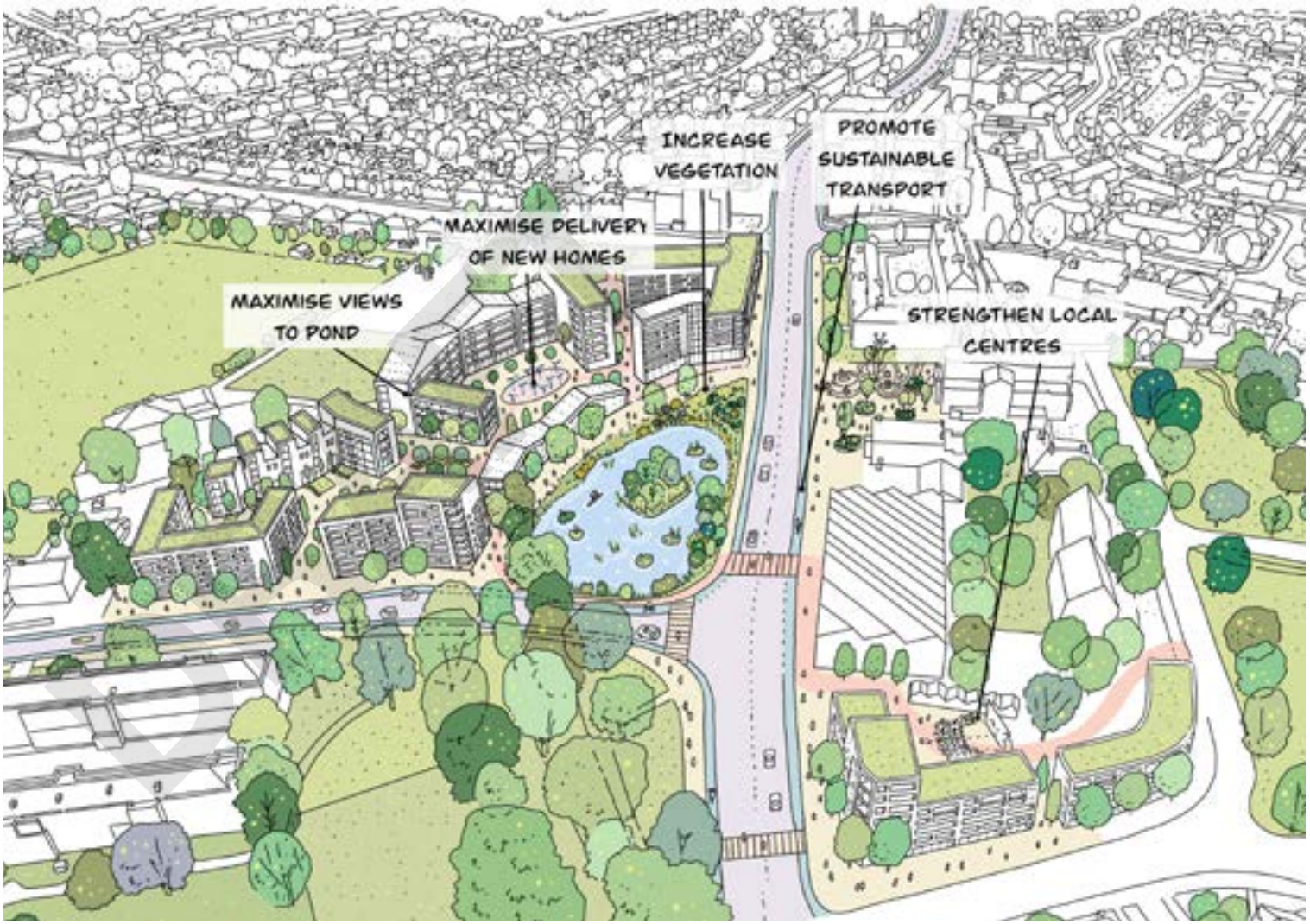
**** see Building Heights section on page 22 for further information**

2.6 Character Area Framework: Southend

“A community and cultural cluster”

3.36 Better crossing and frontages will strengthen the connections amenities on either side of the road.

The locally iconic Peter Pan pond and park are given a better setting



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

2.7 Character Area Framework: Downham Centre

"An opportunity for localised public-realm focussed improvements"

Existing area character:

3.37
1. Suburban retail parades part of LCC Cottage estate
2. LCC Cottage estates on either side of A21
3. Secondary parades with low quality public realm located at either side of A21
4. Low density housing
5. Green Chain Walk that goes through character area, connects Beckenham Place Park with Hither Green Nature Reserve
6. Taller buildings on Downham Way junction form a focal point in the area
7. Community facilities are limited
8. No designated heritage assets but potential for shopping parades to be designated as Area of Special Local Character

Development Opportunity

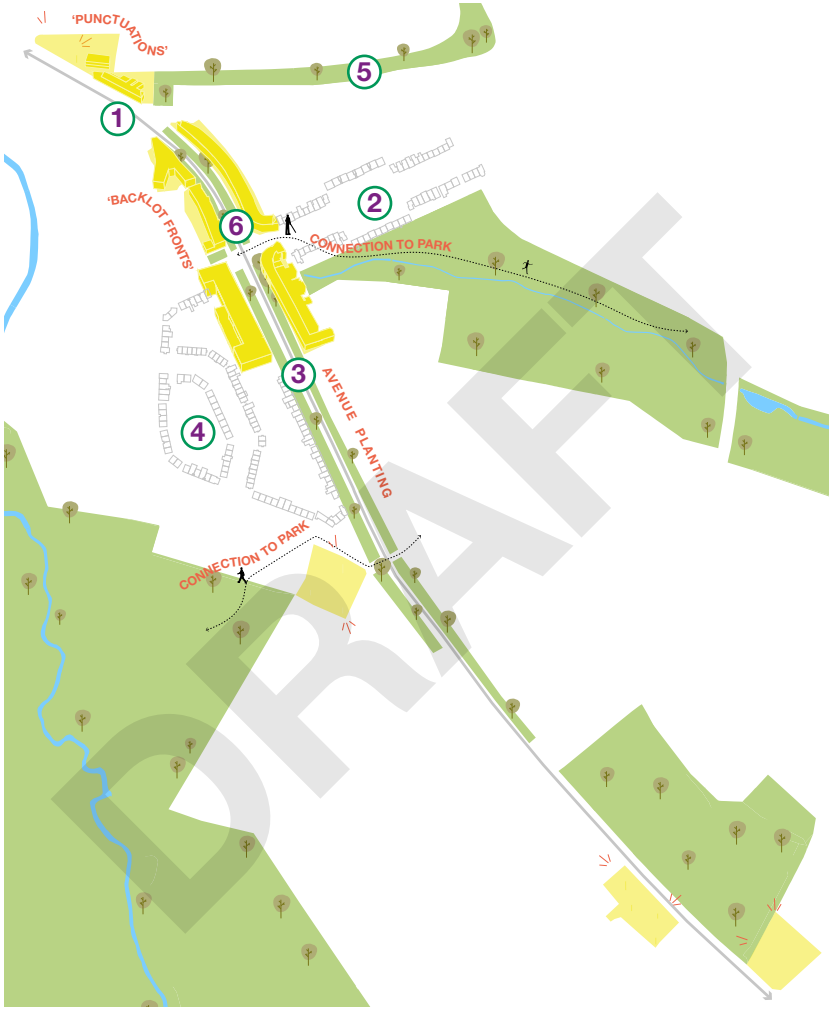
3.38 Infill sites mostly at key junctions

Social infrastructure

3.39 Local parades with independent retailers and traders

Landscape/open space assets

3.40 Signal connections to parkland
Public realm improvements on 'planned parades'




1. Retail parade


2. Interwar cottages along A21


3. Retail parades flanking A21


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


6. Downham Way and A21 junction

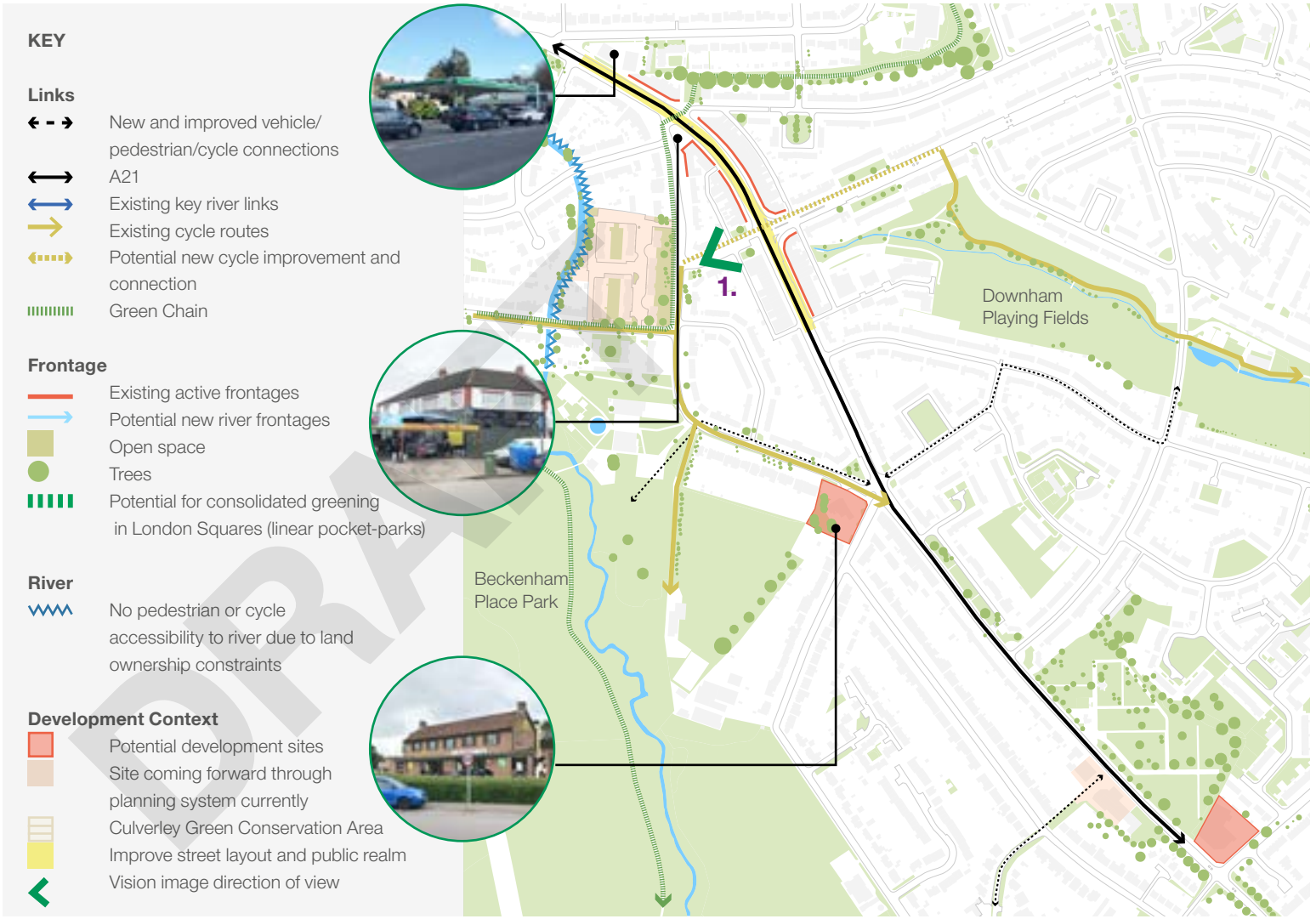

4. Semi-detached houses by Winlaton Road and A21 junction

2.7 Character Area Framework: Downham Centre
Strategy

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

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

**** see Building Heights section on page 22 for further information**



2.7 Character Area Framework: Downham Centre

“An opportunity for localised public-realm focussed improvements”

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

A civic focus of the community where sociability is encouraged

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

Design guidance

Guidance
Using the guidance

4.1 The guidance in this section is intended to steer applications for a category of sites that have not been designated as site allocations in the Local Plan but may be brought forward in the medium to long term.

Site categorisation

4.2 This high-level guidance is not on a site by site basis, but treats groupings of sites according to their site type, namely:

4.3 **1. 'Terraced parades'** are characterised by attached rows of narrow-fronted developments. Often ground floor retail units, with flats or commercial space above.
2. 'Small employment-led sites' are more complex sites with combinations of high street frontage, secondary street frontage, significant rear space. Predominantly employment use though can include some residential.
3. 'Large employment sites' are sites generally larger than 0.25 hectares that incorporate a significant proportion of operational yard space or parking. These sites are large enough to accommodate multi-building mixed use intensification.

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

Scales of intervention

4.5 For each site typology, there is a range of scales of intervention reflecting the varied nature of applications that could come forward for each of the sites. This range is expressed as follows:

4.6 **A. Light touch improvement** refers to largely cosmetic changes to façades and roofs. There is no significant change in floor space or massing.

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

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

4.9 The principles expressed in the following pages re-inforces the vision and guiding principles.

Examples of 'terraced parades'

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

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

Example of 'small employment-led sites'

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

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

Examples of 'larger employment sites'

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

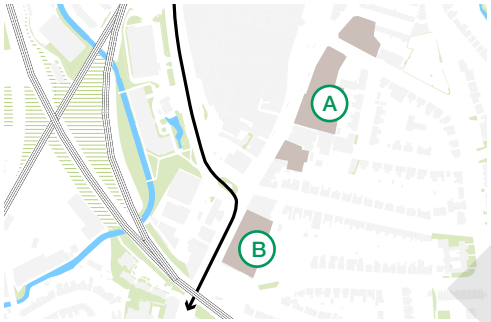
Bellingham, site No. 50: Bellingham Trading Estate, Franthorne Way

Guidance

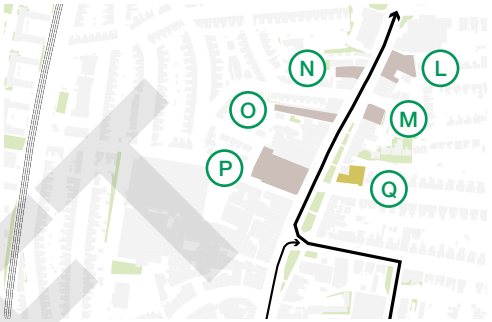
Index of sites covered by typological guidance

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

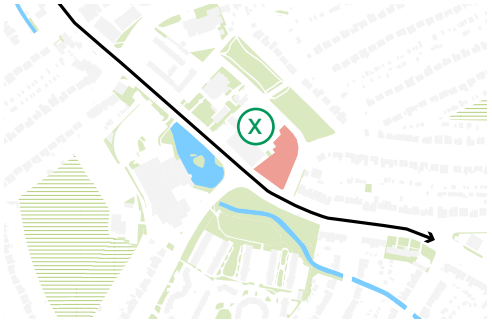
Terraced parade
Small employment-led sites
Large employment sites



↑ Lewisham

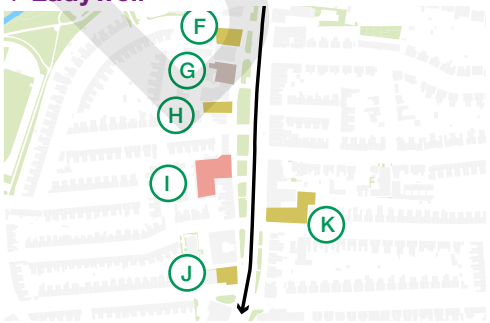


↑ Rushey Green and Catford

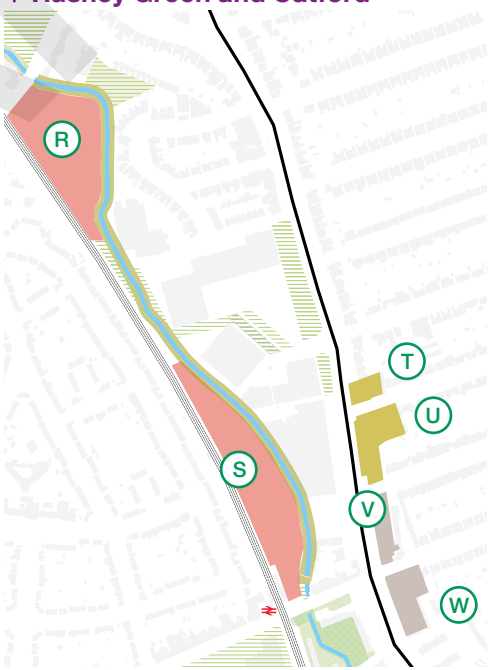


↑ Southend

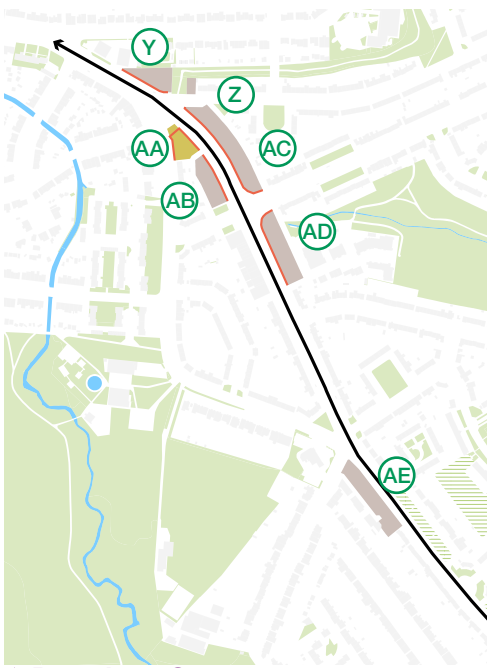
↑ Ladywell



↑ Lewisham Park, hospital and greens

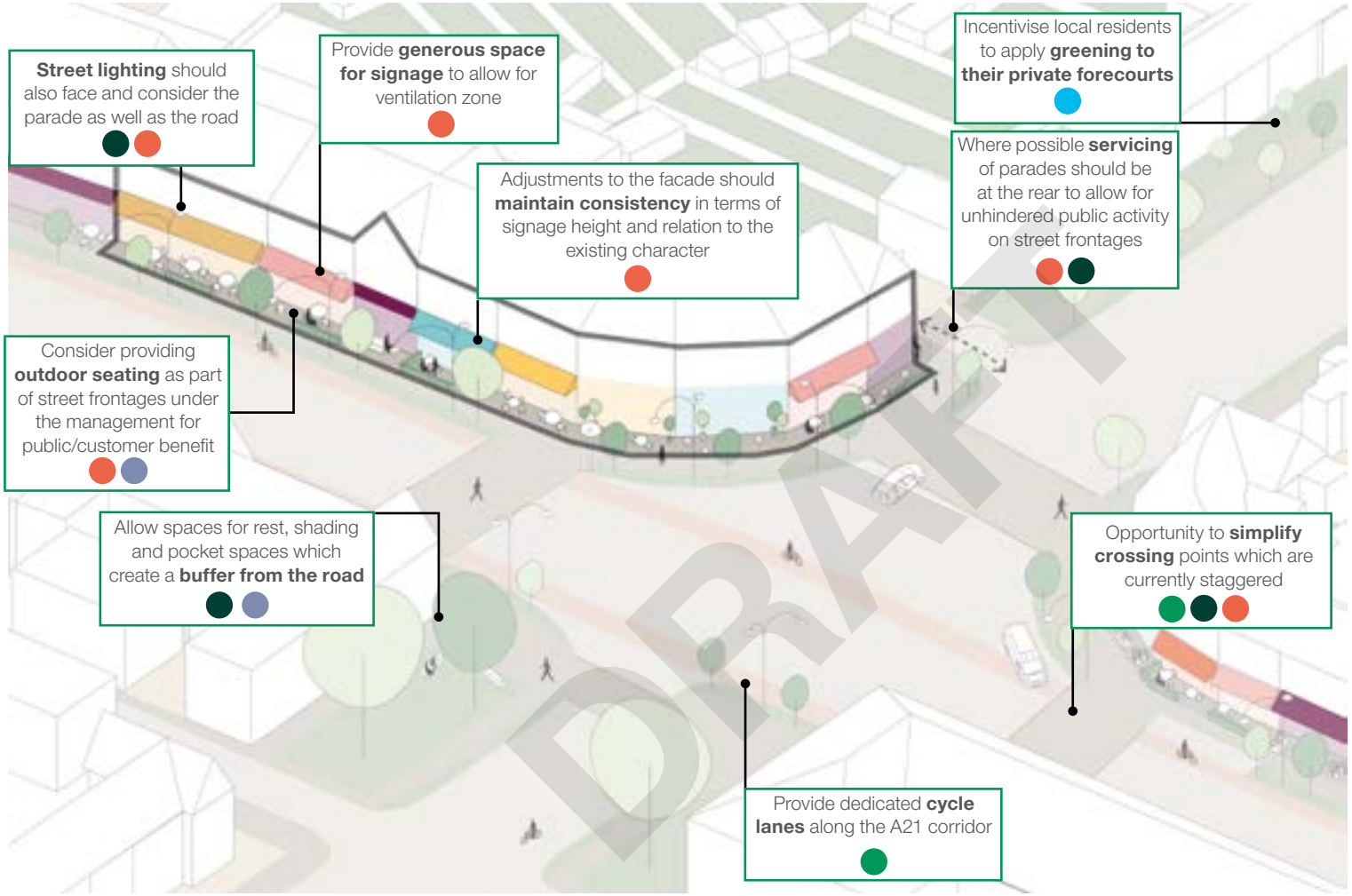


↑ Bellingham



↑ Downham Centre

Typological Guidance
Terraced parades: Light touch improvement

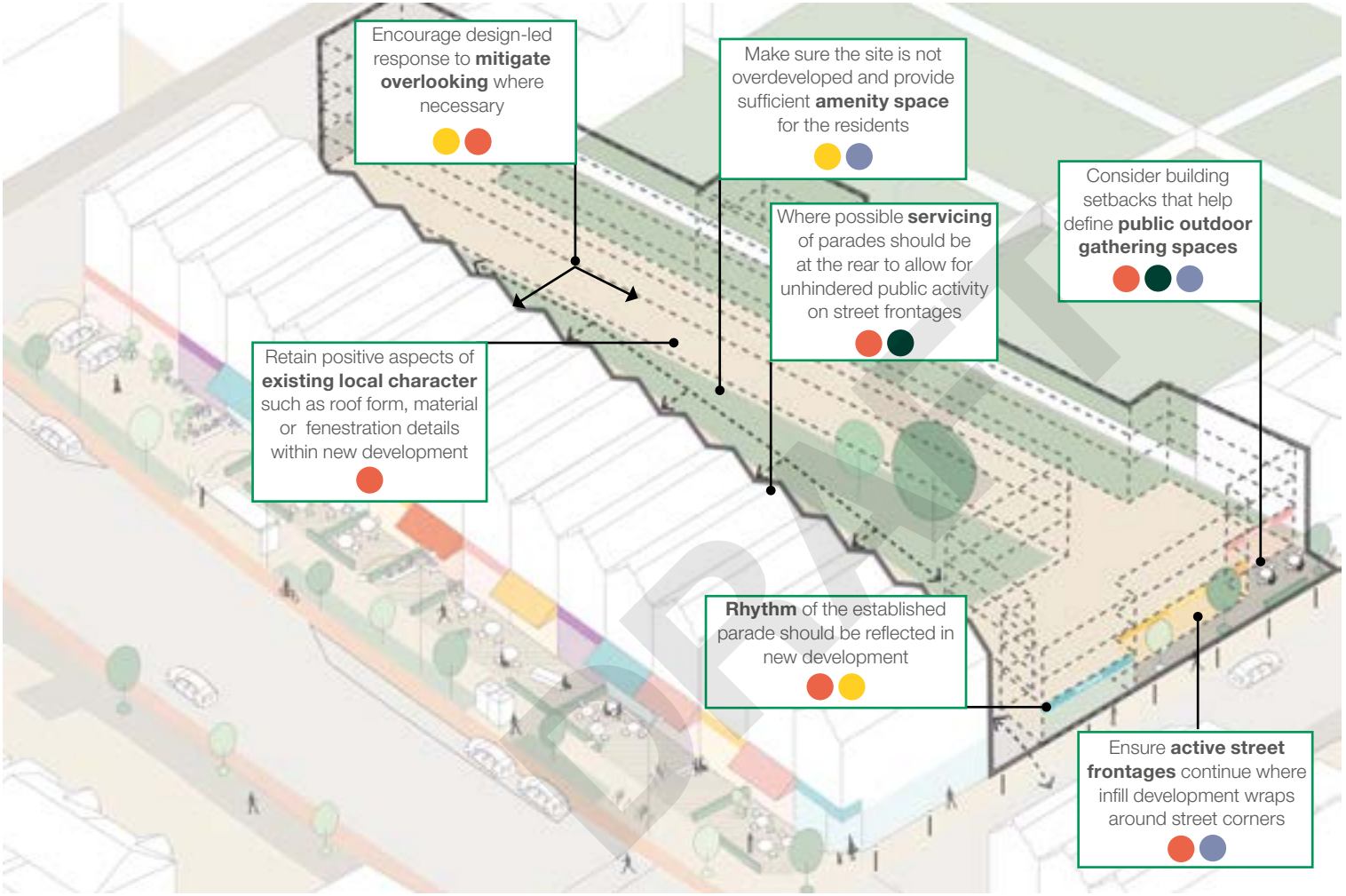


Principle: Providing outdoor seating as part of street frontage
Precedent: Bridgewater Triangle, LB Newham

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

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

Typological Guidance
Terraced parades: Addition



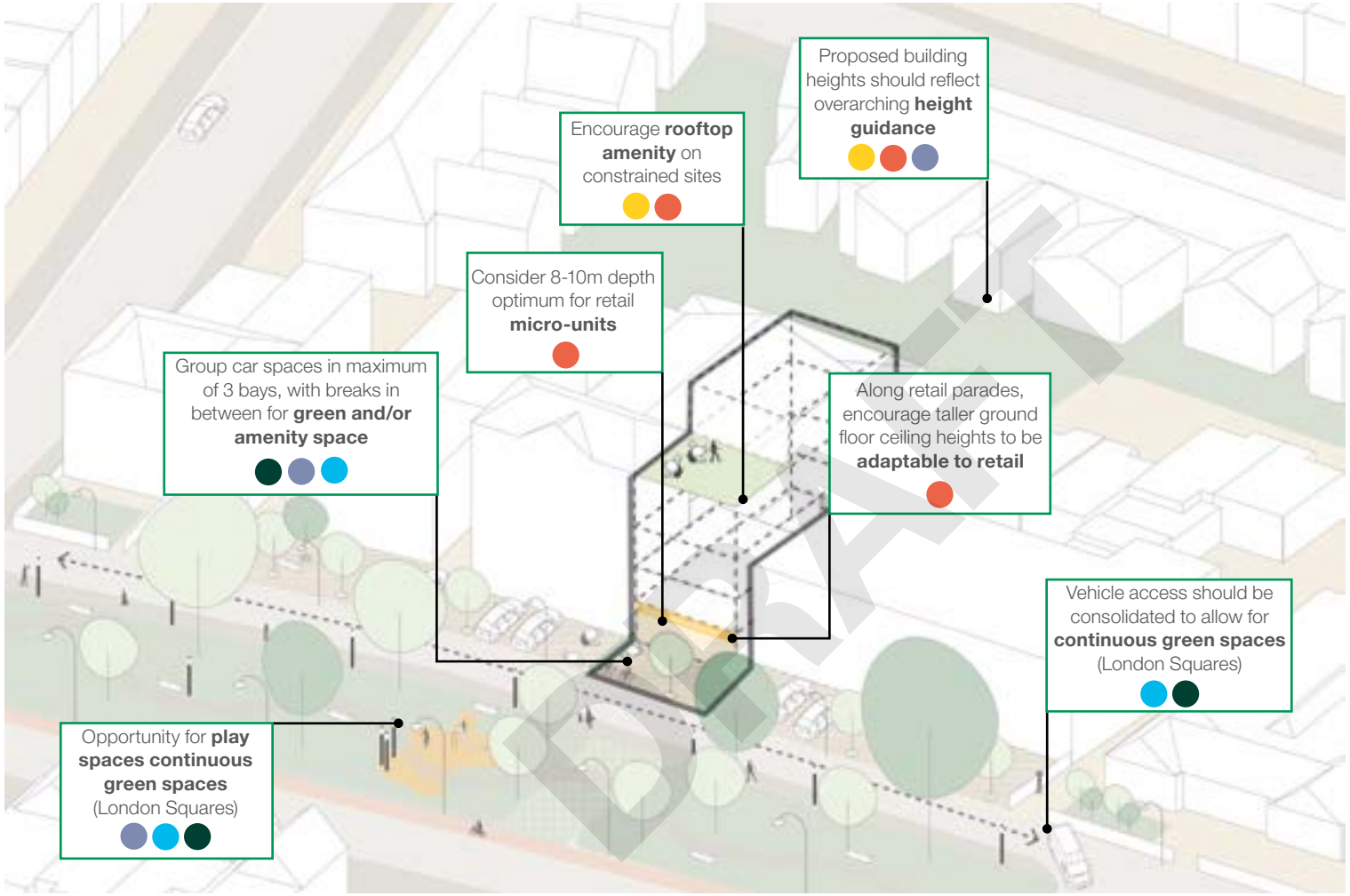
Principle: Consider building setbacks that help define public outdoor gathering spaces
Precedent: The Hall, Victory Parade, LB Newham

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

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

Typological Guidance

Terraced parades: Comprehensive redevelopment



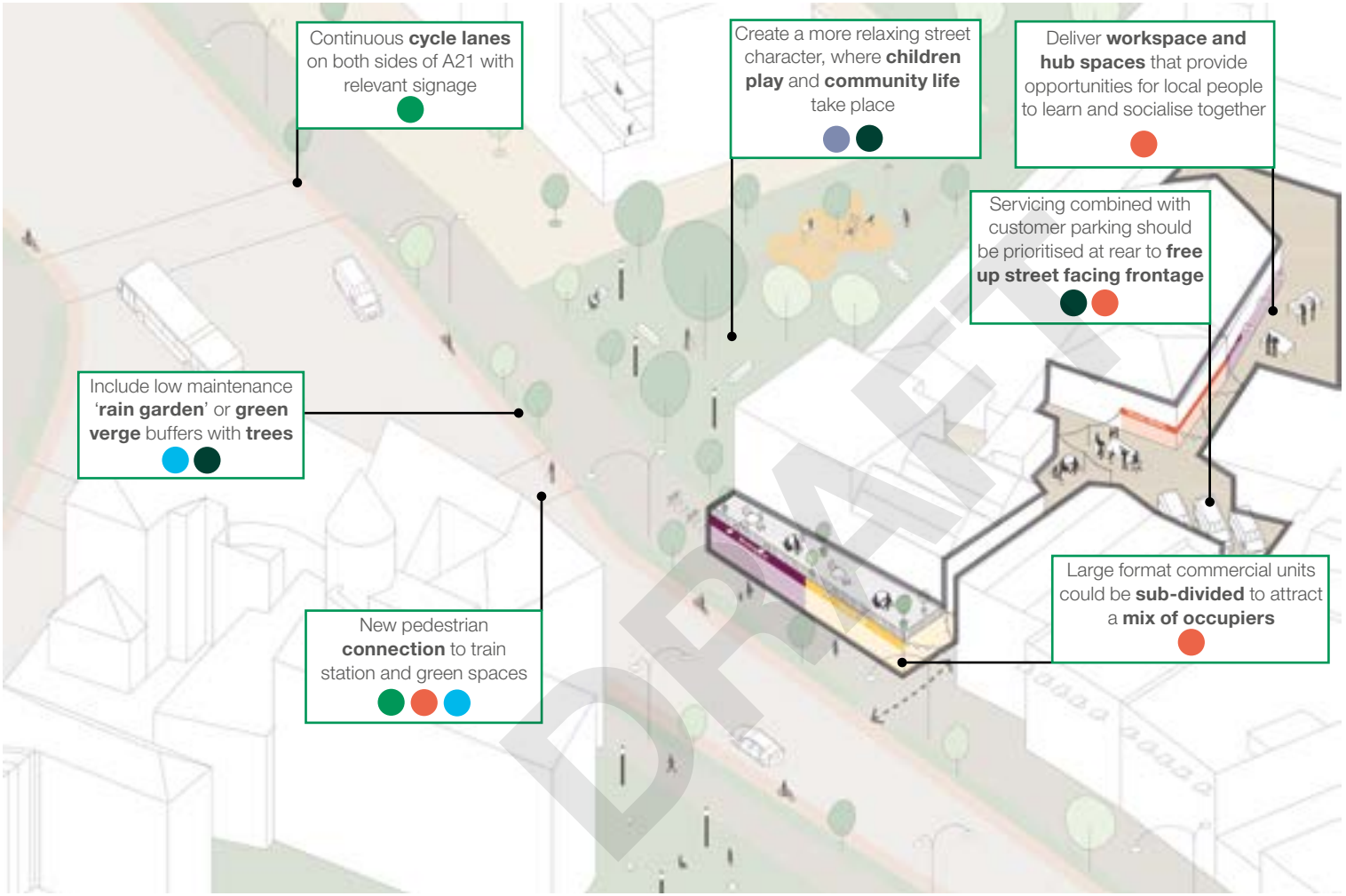
Principle: Encourage rooftop amenity on constrained sites
Precedent: Florin Court communal rooftop, City of London

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

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

Typological Guidance

Small employment-led sites: Light touch improvement

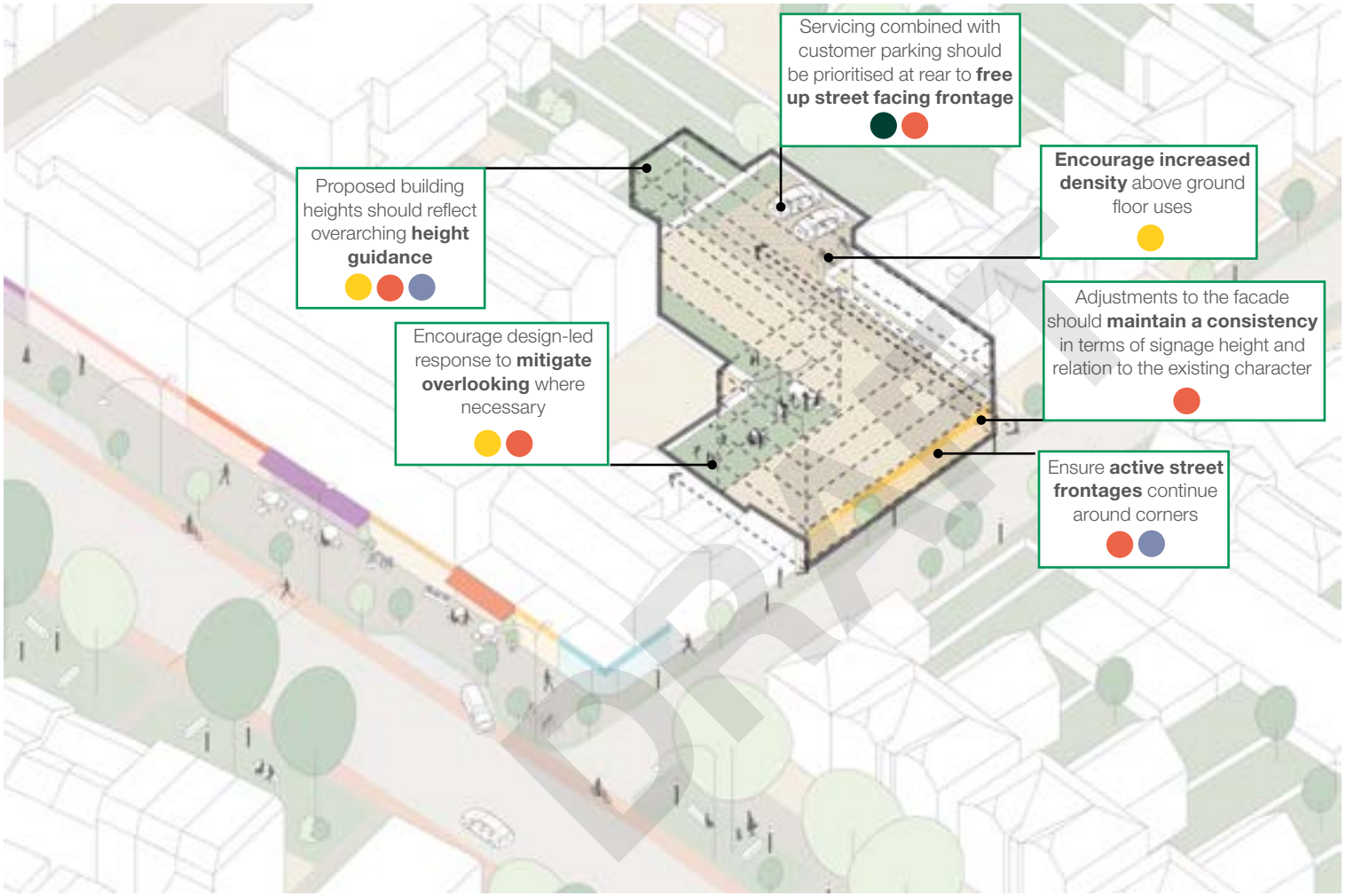


Principle: New pedestrian connection to train station and green spaces
Precedent: Lower Marsh Regeneration, LB Kingston upon Thames

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

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

Typological Guidance
Small employment-led sites: Addition



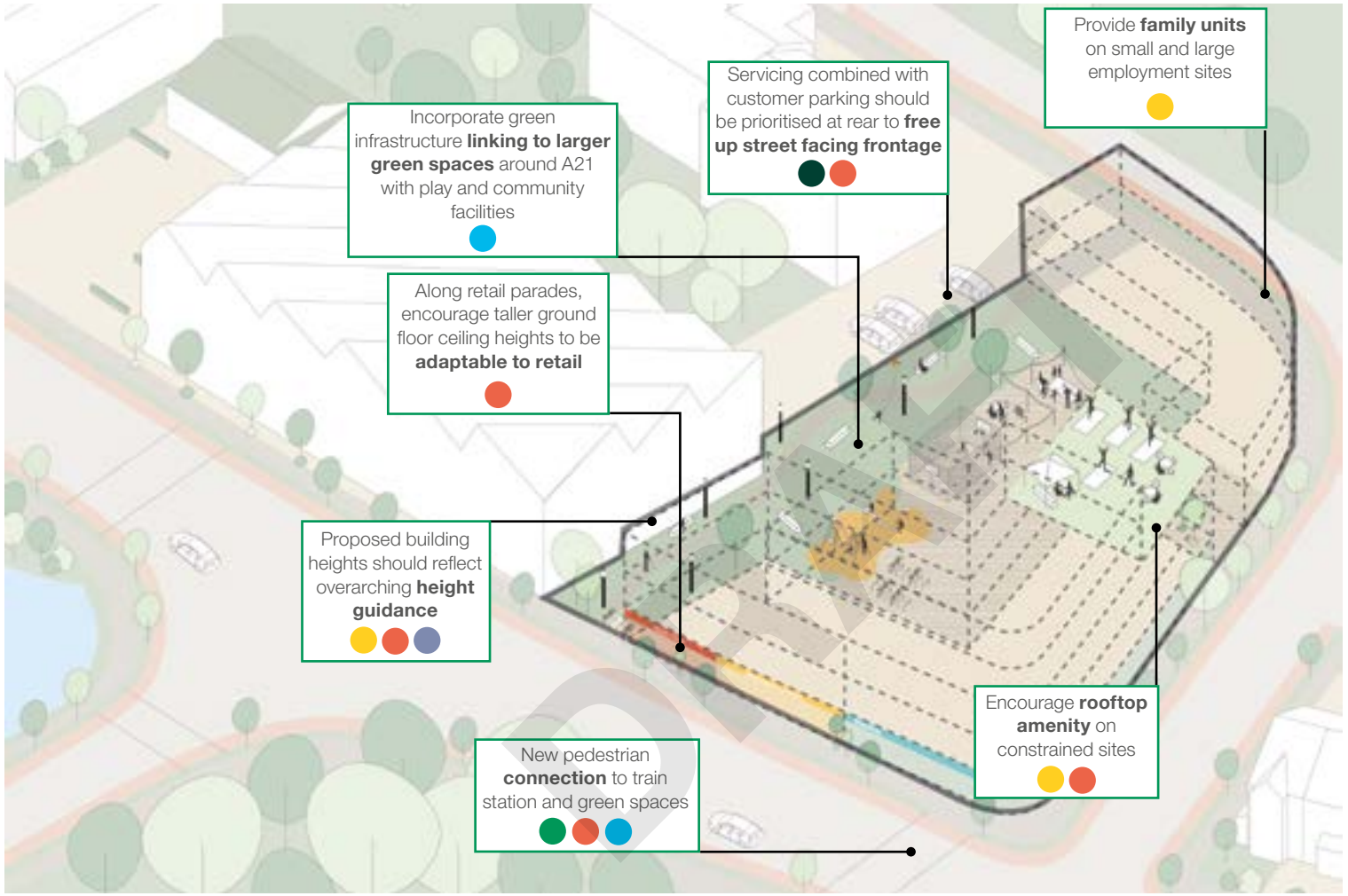
Principle: Encourage increased density above ground floor uses
Precedent: 61-63 Wallis Road, LB Hackney

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

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

Typological Guidance

Small employment-led sites: Comprehensive redevelopment



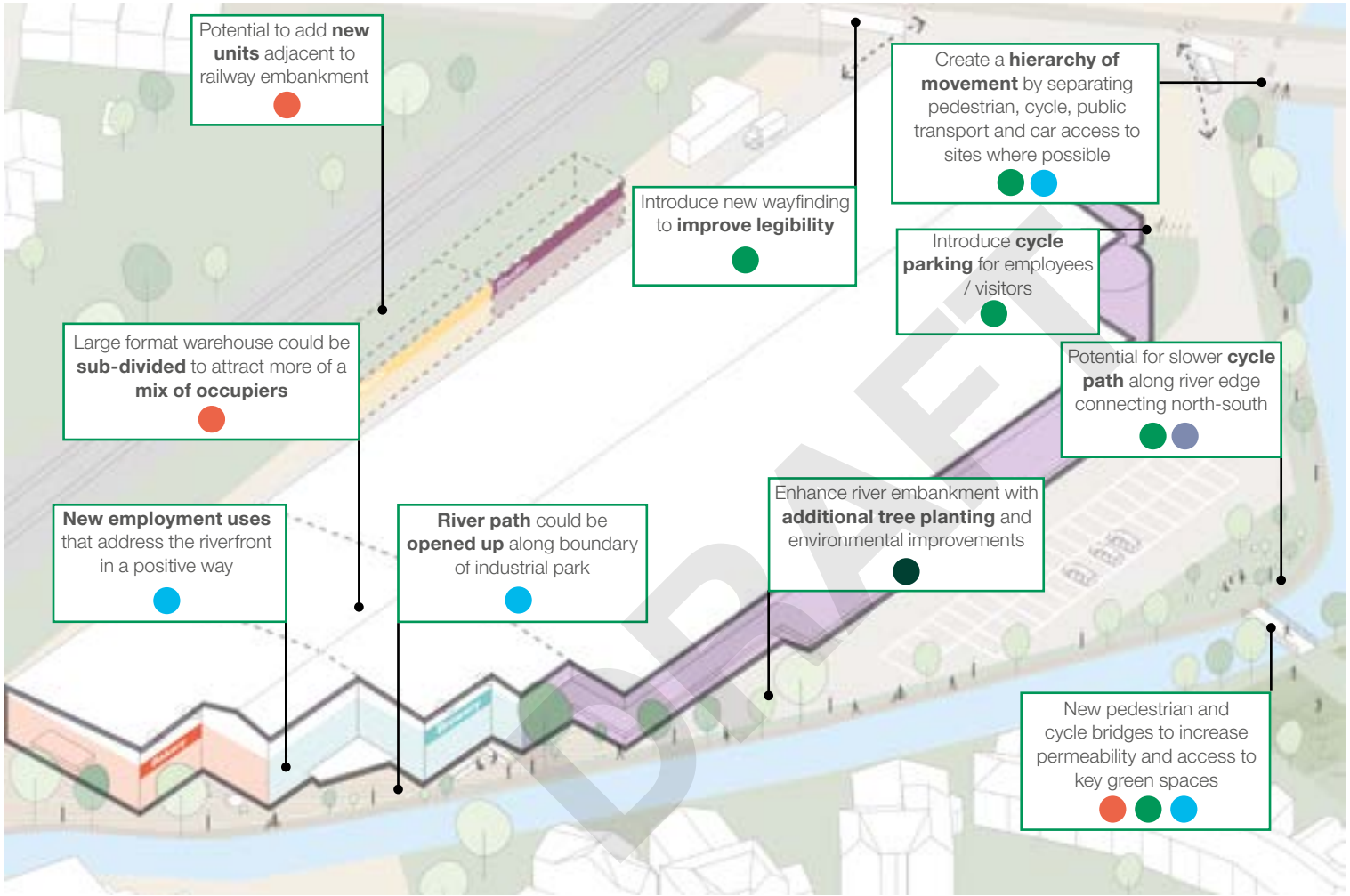
Principle: Provide family units on small and large employment sites
Precedent: Lord Graham Mews, LB Enfield

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

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

Typological Guidance

Large employment sites: Light touch improvement

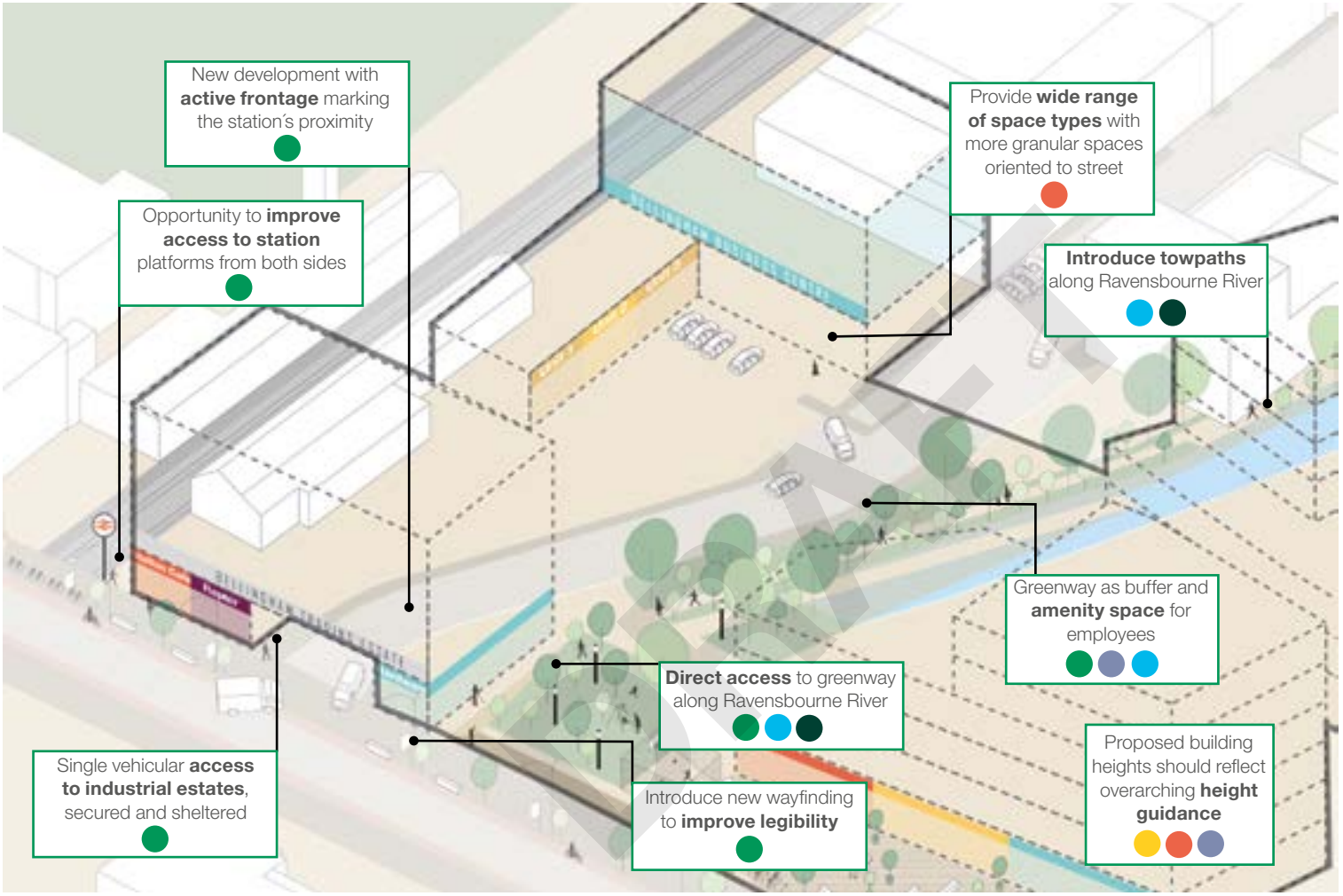


Principle: New employment uses that address the river front in a positive way
Precedent: Ravenswood Industrial Estate, LB Walthamstow

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

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

Typological Guidance
Large employment sites: Addition



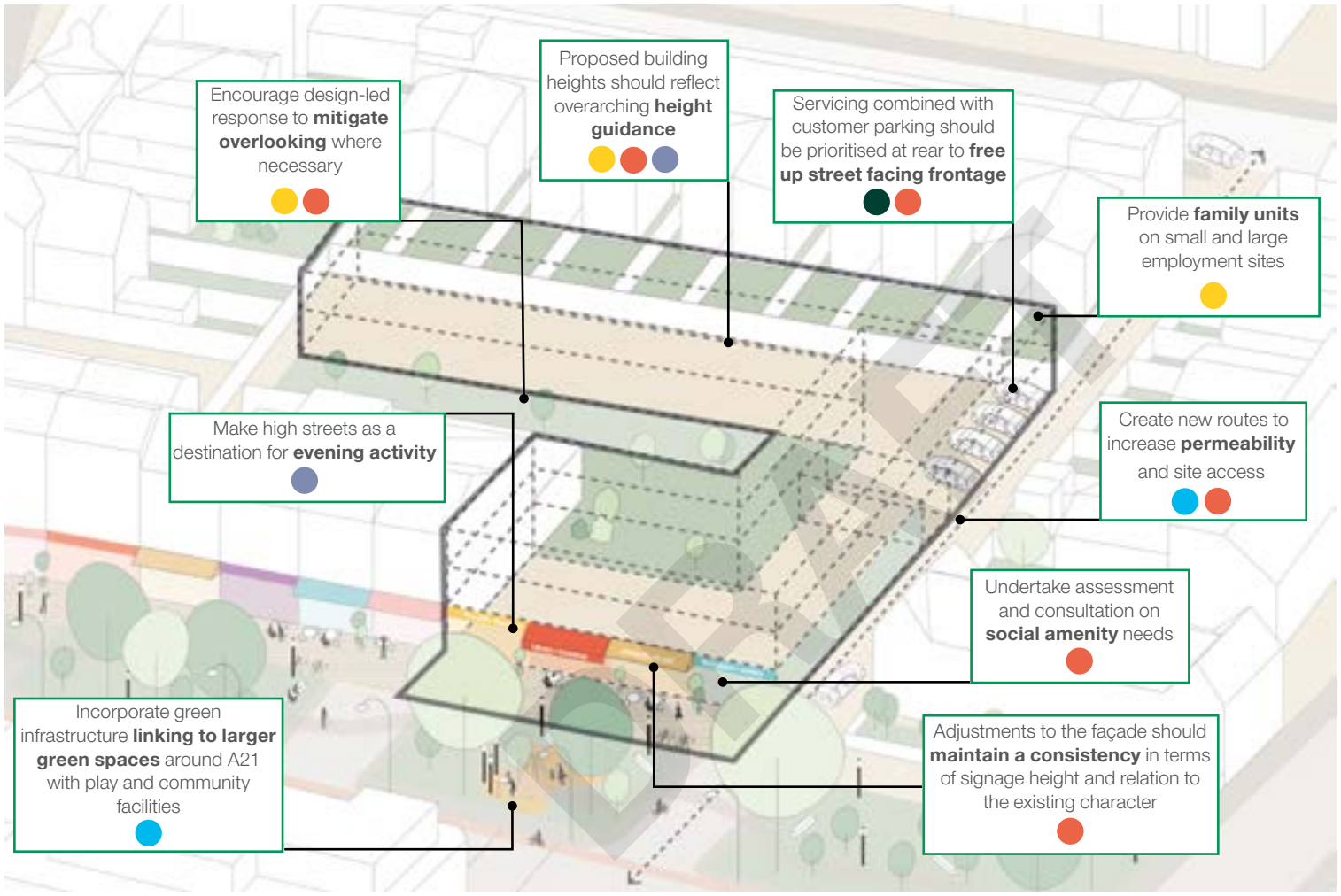
Principle: Single vehicular access to industrial estates, secured and sheltered
Precedent: Morden Wharf, LB Greenwich

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

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

Typological Guidance

Large employment sites: Comprehensive redevelopment



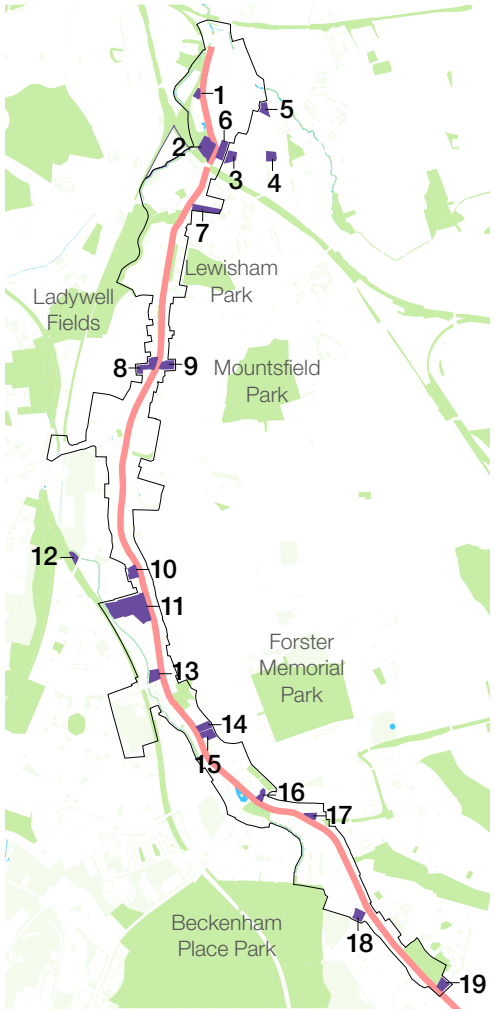
Principle: Undertake assessment and consultation on social amenity needs
Precedent: Prowse Court, LB Enfield

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

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

Potential Development Sites

Potential Development Sites
Overview



Potential Development Sites introduction

5.1 This chapter focuses on the potential development sites within the study area.

5.2 For each potential development site a capacity study is provided with a diagrammatic indication of the type of layout, scale and massing that could be delivered that follows the 6 Guiding Principles and the Overarching Design Guidance provided in Sections 1and 2 of this document.

5.3 Some of the Potential Development Sites in this document are not proposed as Site Allocations in the Draft Local Plan (2020). This is either because they are likely to come forward in the longer term beyond the Local Plan period or they are smaller than the typical size threshold of 0.25 hectare applied to site allocations in the draft Local Plan.

5.4 Capacity studies show indicative schemes only and there may be other forms of development that would be appropriate for the sites.

5.5 If sites are progressed through the planning system then further testing of the impact of proposed designs will be expected through pre-application and detailed design processes.

5.6 The capacity studies in this document have not calculated the required quantum of playspace for the potential developments in relation to their anticipated child yield. This would need to take place during the pre-application process to inform the design of schemes.

Potential Development Sites: Lewisham Character Area

Site 1 - Molesworth Street

Capacity study

Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 7
Ownership	Public
Site area	0.18ha
PTAL	5-6a
Indicative capacity	5,670 non-residential floorspace
Planning designations and site considerations	Opportunity Area; Area of Archaeological Priority, adjacent Site of Importance for Nature Conservation, Locally Significant Industrial Site, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Waterlink Way, Flood Zone 3b, Critical Drainage Area.
Current use	Car park
Character Area Framework	Lewisham Town Centre Character Area Framework (from p. 38)

Potential Development Sites: Lewisham Character Area

Site 1 - Molesworth Street

Capacity study

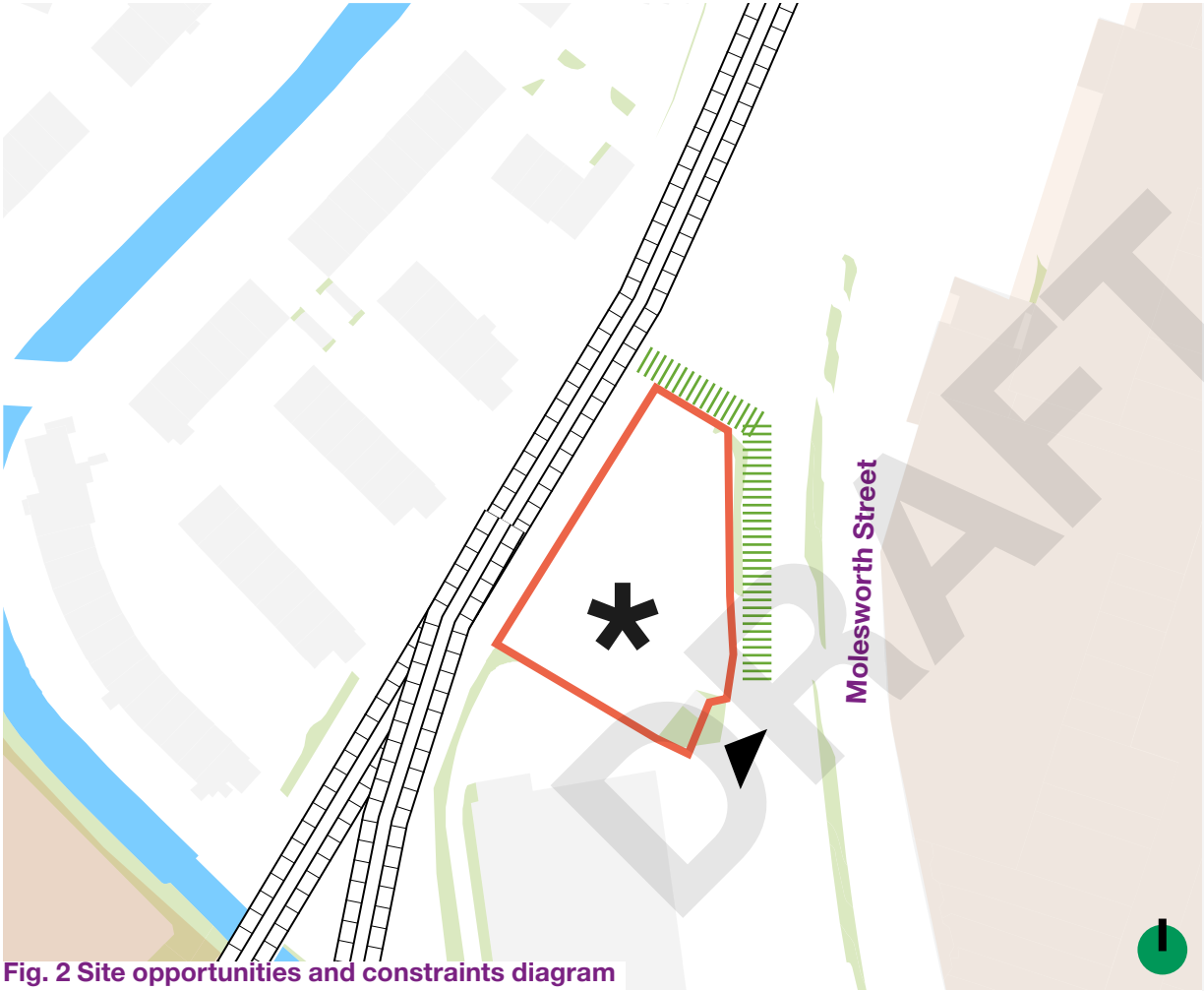


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Co-location design approach to address locally significant industrial site allocation
- Workspace / mixed-use at ground floor
- Access improvements at Molesworth Street
- Roof terrace as amenity space on lower block
- Retain the existing trees on boundary edge
- Minimal overshadowing impact on neighbouring plots
- Development of 20 storeys in height to match prevailing building height proposal at Lewisham Gateway
- 8 storey base allows for a split of tenure if needed
- The design of development to respond positively to the existing residential properties to the west of the site and the Shopping Centre to the east

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

Potential vehicle entrance

Frontage

Green buffer to adjacent noise/pollution source

Development Context

Taller building where impact on neighbouring properties is minimised

Planned development in Lewisham Town Centre

Site boundary

Maximise the delivery of new homes to meet borough shortfall needs

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

Promote sustainable modes of transport

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

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

Celebrate a rhythm of pause and intensity

Potential Development Sites: Lewisham Character Area

Site 1 - Molesworth Street - Option A

Capacity study

Key:

Disabled parking
Class E & F uses

Forecourt
Green space

Communal amenity space / playspace

Service access

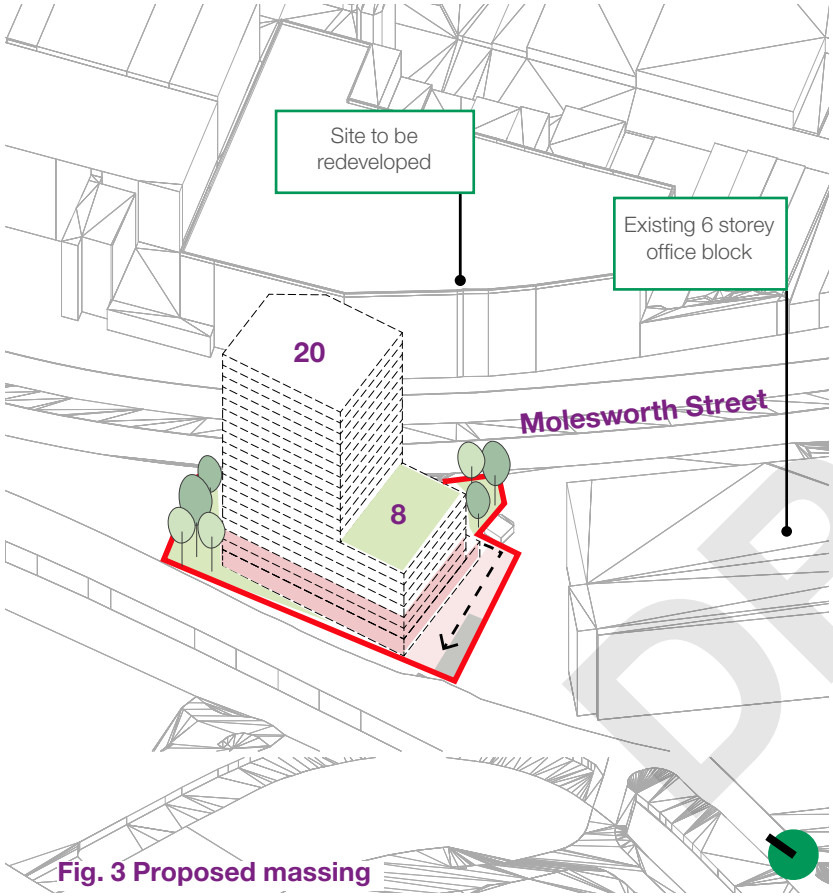


Fig. 3 Proposed massing

consent approved
under construction
proposal

Fig. 4 Planned development in Lewisham Town Centre

Relevant precedents

Fig. 5 Ground floor light industrial units: Caxton Works, Jude Street, London E16 1HR

Fig. 6 Urban greening in commercial development at 2 London Wall, London EC2Y 5AU

Potential Development Sites: Lewisham Character Area

Site 1 - Molesworth Street - Option A

Capacity study

Key:

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

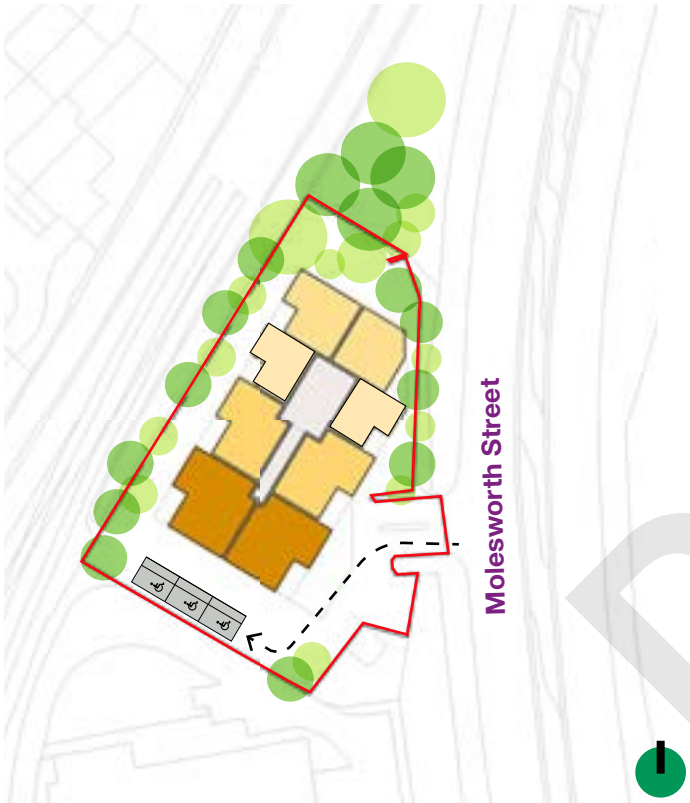


Fig. 7 Typical (lower)

Fig. 8 Typical (upper)

*Ground floor plan not included. The typical floor plans for residential upper floors.

Site capacity table

Unit Type	Number of units	% of total
1B2P	32	30%
2B3P	51	49%
2B4P	14	13%
3B5P	8	8%
Total	105	
Housing density		583 u/ha

Assumptions:
-First 3 storeys non-residential uses and servicing to get residential well above noise and pollution and away from flood risk
- Parking blue badge only
- The residential development will be subject of approval of the deign from the Environmental Agency given the site is in a Flood Zone 3B.

Potential Development Sites: Lewisham Character Area

Site 1 - Molesworth Street - Option B (employment use only)

Capacity study

Key:

Disabled parking
Workshops/studios
Light industrial units
Forecourt
Green space
Amenity space
Service access

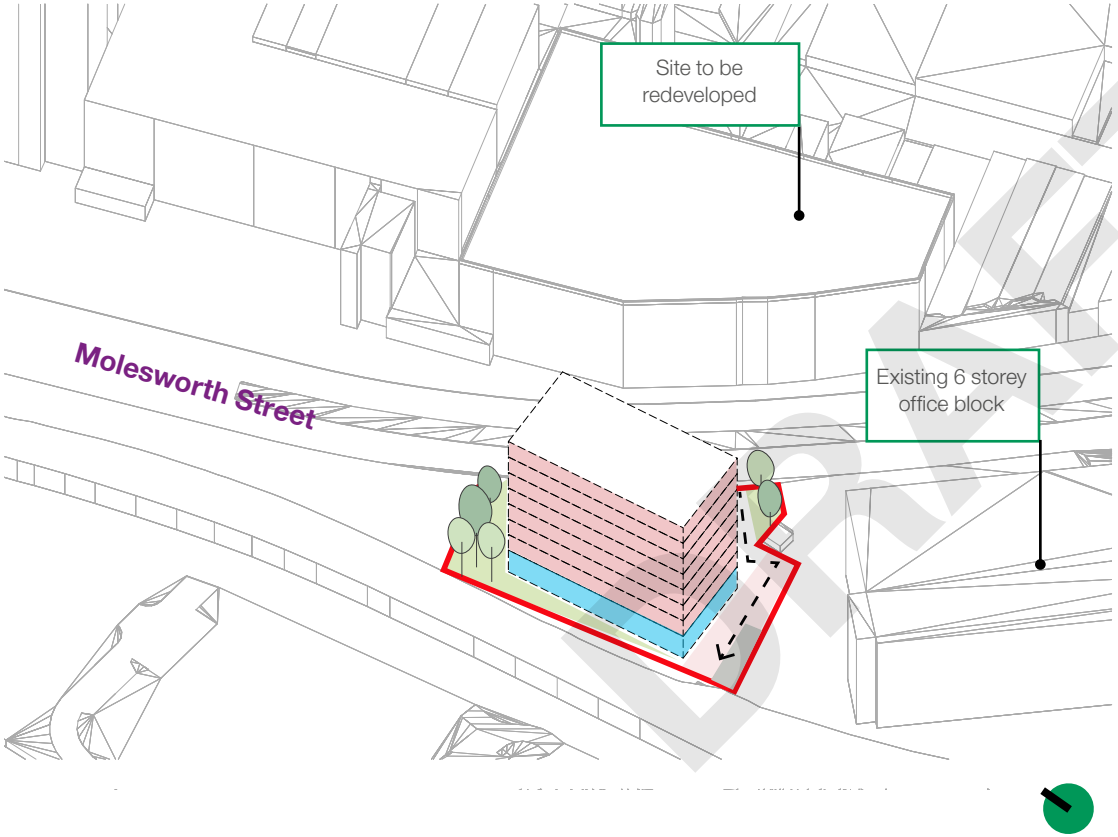


Fig. 9 Proposed massing

Relevant precedents

Fig. 10 Multi-storey light industrial block: Hôtel Industriel, in Bois-de-Bay, Satigny Rue du Pré-Salomon 18, 1242

Fig. 11 Multi-storey light industrial block with active frontage: Métropole 19, 134 Rue d'Aubervilliers, 75019 Paris, France

Potential Development Sites: Lewisham Character Area

Site 1 - Molesworth Street - Option B (employment use only)
Capacity study

Key:

Disabled parking
Service access

Light Industrial units
Workshop / Studios

Building core

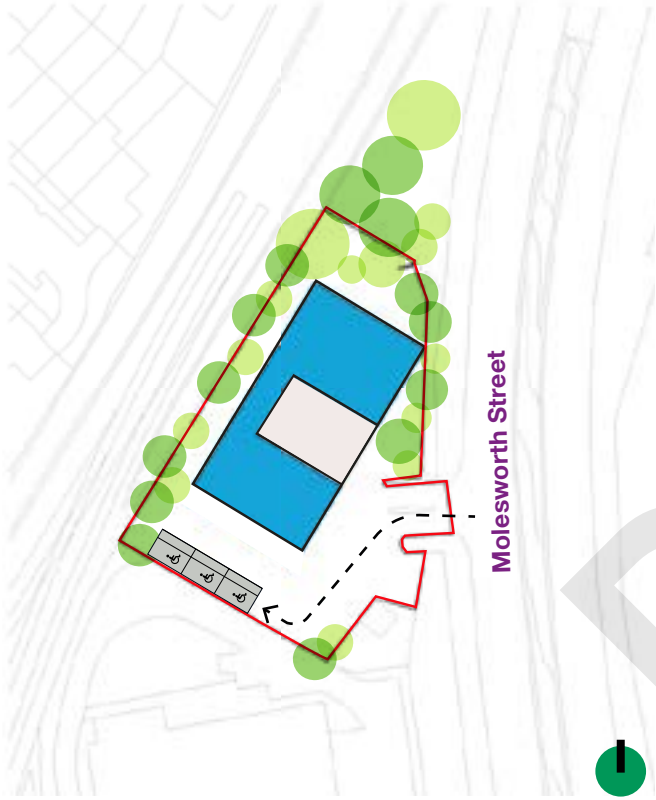


Fig. 12 Ground floor plan

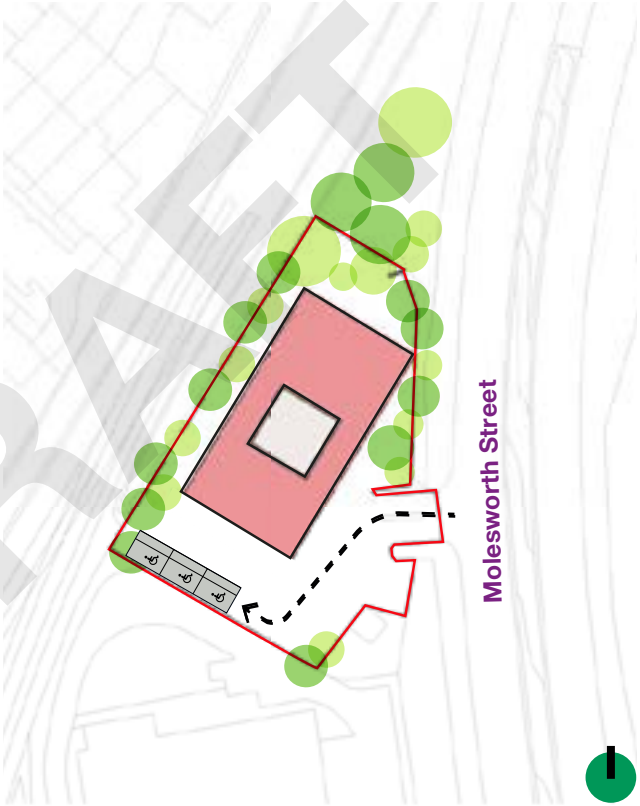


Fig. 13 Typical upper floor plan

Site capacity table

Unit Type	Area (GEA)	% of total
Light Industry	470m²	11%
Comm. spaces	3,620m²	89%
Total	4,090m²	

Potential Development Sites: Lewisham Character Area

Site 2 - Land at Engate Street

Capacity study

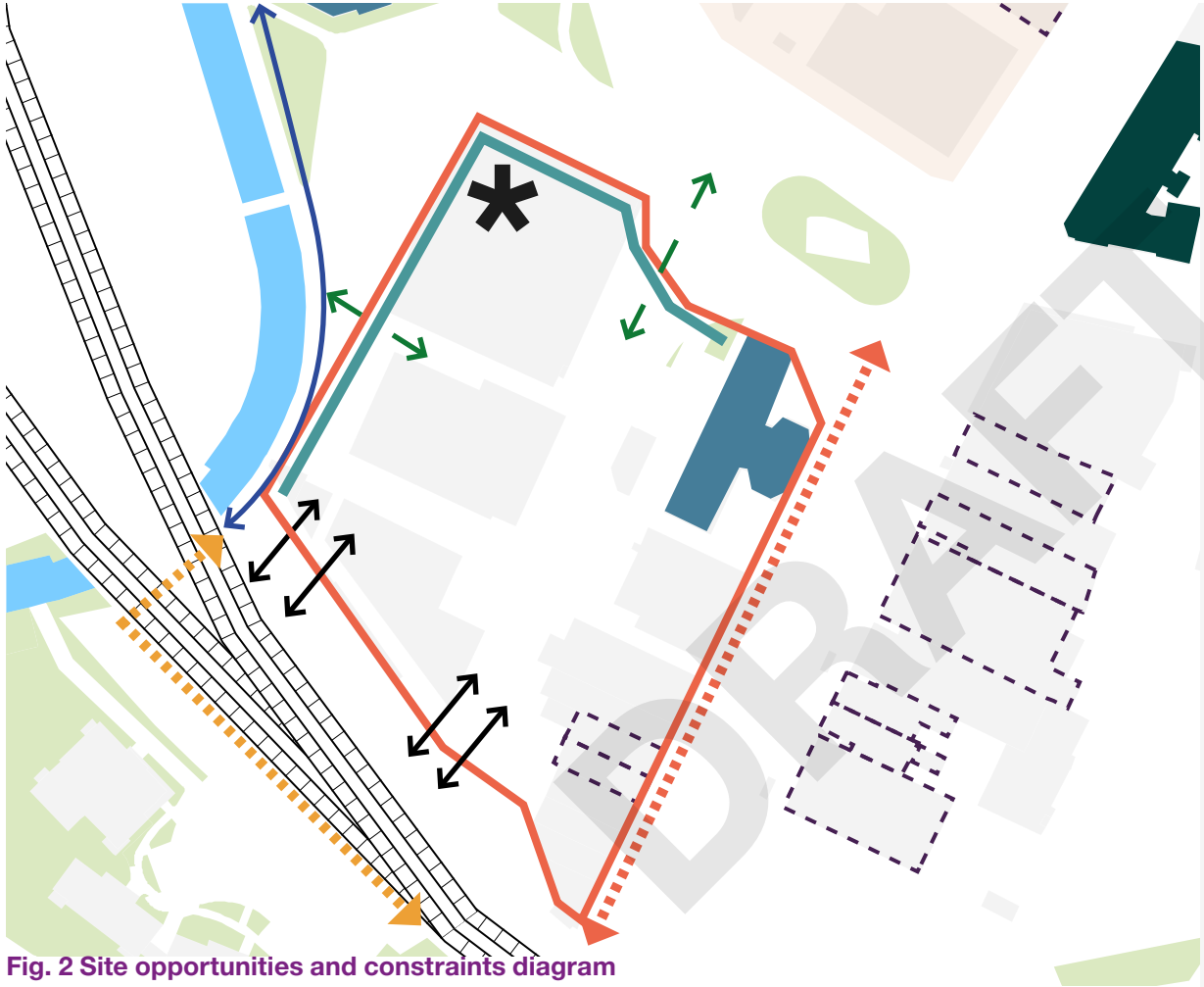
Fig. 1 Aerial site diagram

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

Potential Development Sites: Lewisham Character Area

Site 2 - Land at Endgate Street

Capacity study



OVERALL PRINCIPLES:

- Full redevelopment option, allows a closer relationship with the street
- A series of small intimate yard spaces are shown suggesting micro-unit workspaces
- Massing softened on NW corner, sympathetic with massing at Riverdale House
- Opportunity to face more towards river and improve pedestrian connectivity E-W
- Retain existing trees on site

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

- New cycle connection
- Planned pedestrian and cycle connection
- Prioritise dual aspect dwellings
- River path
- New links to the river and park

Frontage

- New frontage

Development Context

- Taller building where impact on neighbouring properties is minimised
- New Class E and Class F uses fronting onto A21
- Statutory listed building
- Locally listed building
- Building of Townscape merit
- Site boundary

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Lewisham Character Area

Site 2 - Land at Endgate Street - Option A

Capacity study

Key:

Disabled parking
Class E & F uses

Forecourt
Green space

Communal amenity space / playspace

Service access

Fig. 3 Proposed massing

Relevant precedent

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

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

Potential Development Sites: Lewisham Character Area

Site 2 - Land at Endgate Street

Capacity study

Fig. 5 Typical floor plan

Site capacity table

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

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

Potential Development Sites: Lewisham Character Area

Site 3 - Slaithwaite Car Park

Capacity study

Fig. 1 Aerial site diagram

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

Potential Development Sites: Lewisham Character Area

Site 3 - Slaithwaite Car Park

Capacity study

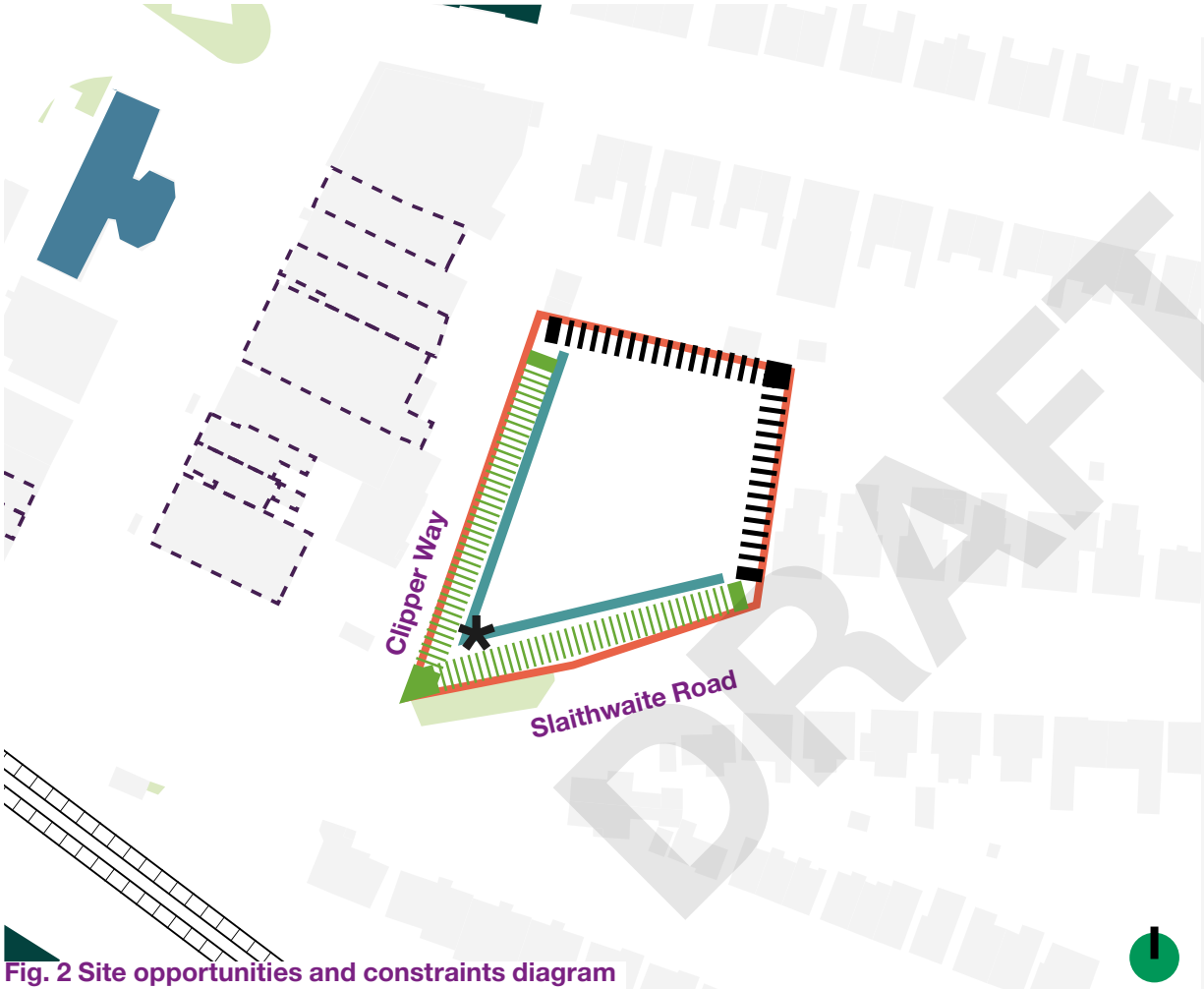


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Mix of stacked maisonettes or terraces with a small corner apartment block
- Max height 6 storeys as per consented hotel on high street
- Drop in massing and planted edge at boundary
- Retain existing trees on site
- Significant improvement to public realm of Clipper Way to change appearance from service road to attractive street – footway widening and tree planting

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Frontage

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

Development Context

- Taller building where impact on neighbouring properties is minimised
- Statutory listed building
- Locally listed building
- Building of Townscape merit
- Site boundary

Maximise the delivery of new homes to meet borough shortfall needs

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

Promote sustainable modes of transport

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

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

Celebrate a rhythm of pause and intensity

Potential Development Sites: Lewisham Character Area

Site 3 - Slaithwaite Car Park

Capacity study

Key:

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

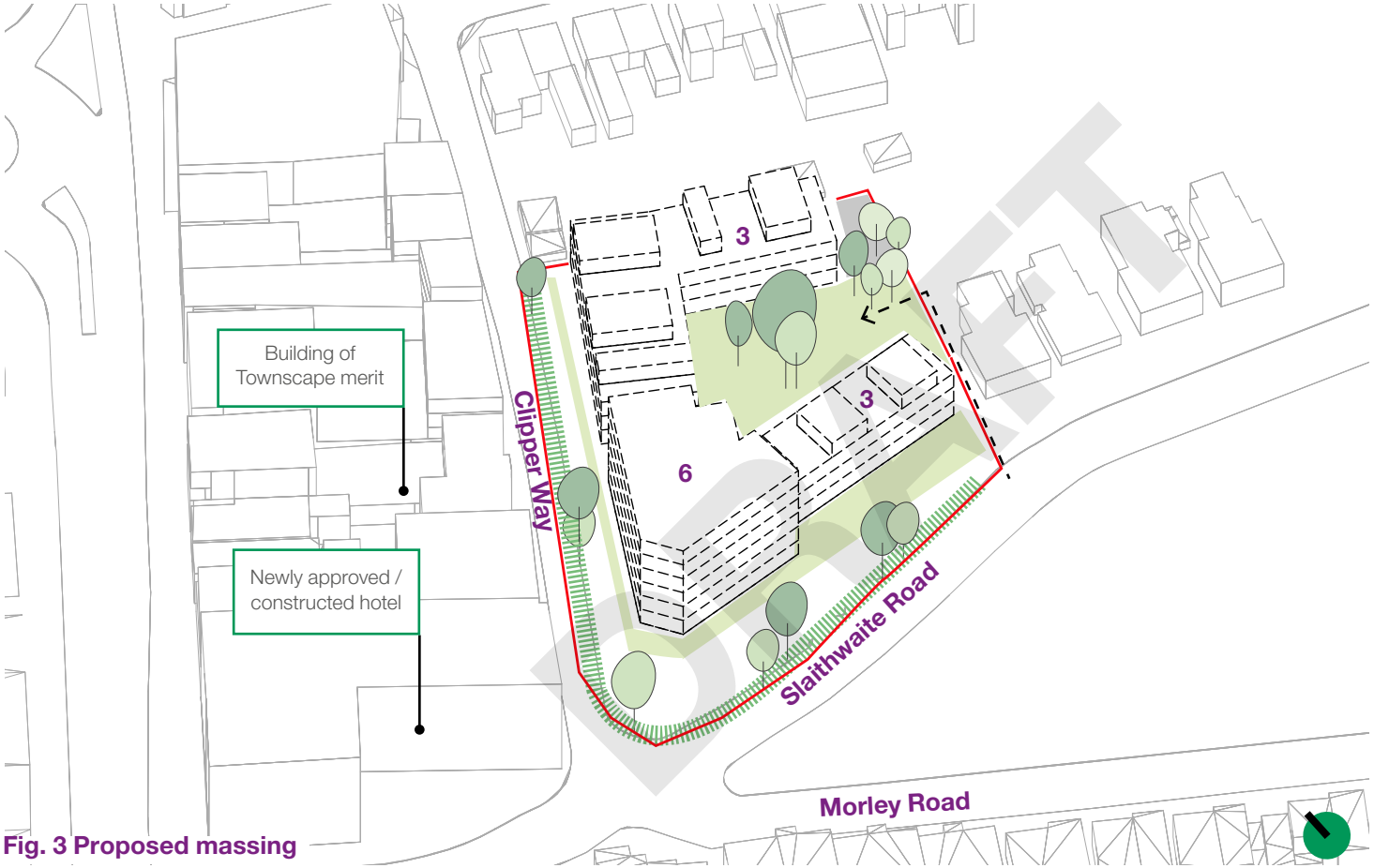


Fig. 3 Proposed massing

Relevant precedent:

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

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

Potential Development Sites: Lewisham Character Area

Site 3 - Slaithwaite Car Park

Capacity study

Key:

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

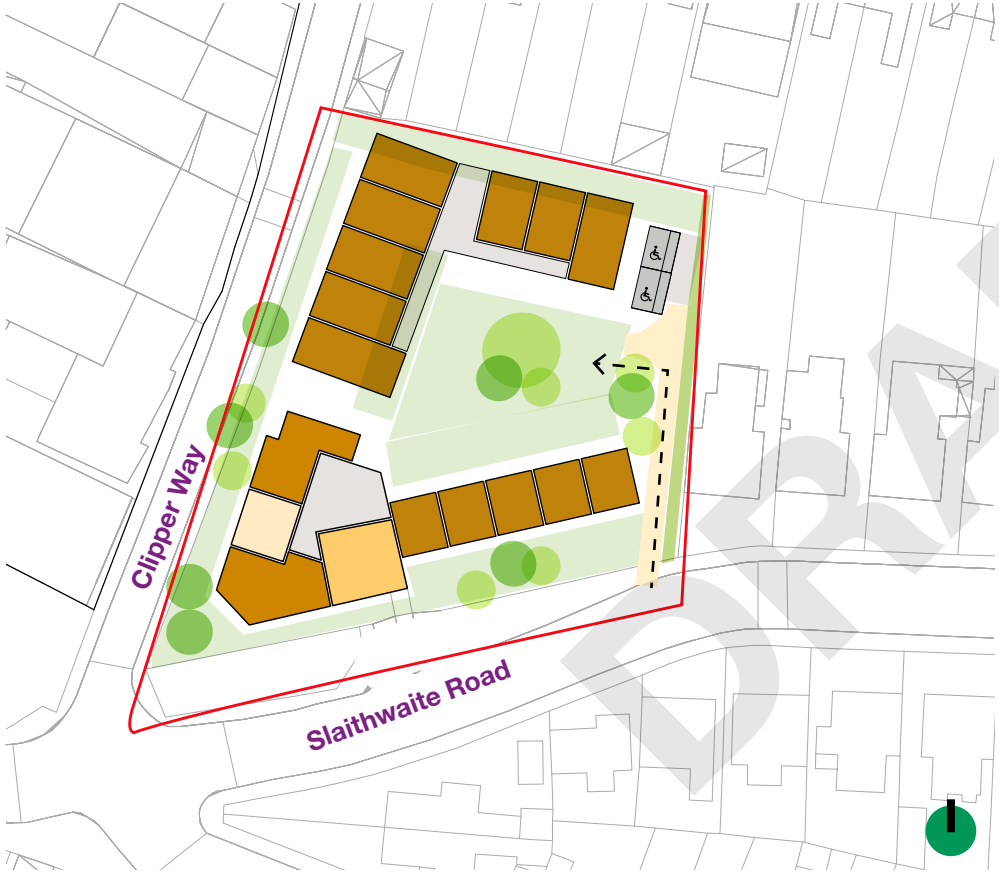


Fig. 5 Typical floor plan

Site capacity table

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

Potential Development Sites: Lewisham Character Area

Site 4 - House on the hill

Capacity study

Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham Central Area Site allocation 24
Ownership	Public
Site area	0.31ha
PTAL	6a
Indicative capacity	36 residential units
Planning designations and site considerations	Opportunity area, Archaeological Priority Air Quality Management Area. Significant slope along Clarendon Rise.
Current use	Overnight stay respite centre
Character Area Framework	Lewisham Town Centre Character Area Framework (from p. 38)

Potential Development Sites: Lewisham Character Area

Site 4 - House on the hill

Capacity study

OVERALL PRINCIPLES:

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

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

- Potential communal amenity space
- Cycle connection

Development Context

- Taller building where impact on neighbouring properties is minimised
- Site boundary

Frontage

- New frontage
- Sensitive edge

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Lewisham Character Area

Site 4 - House on the hill

Capacity study

Key:

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

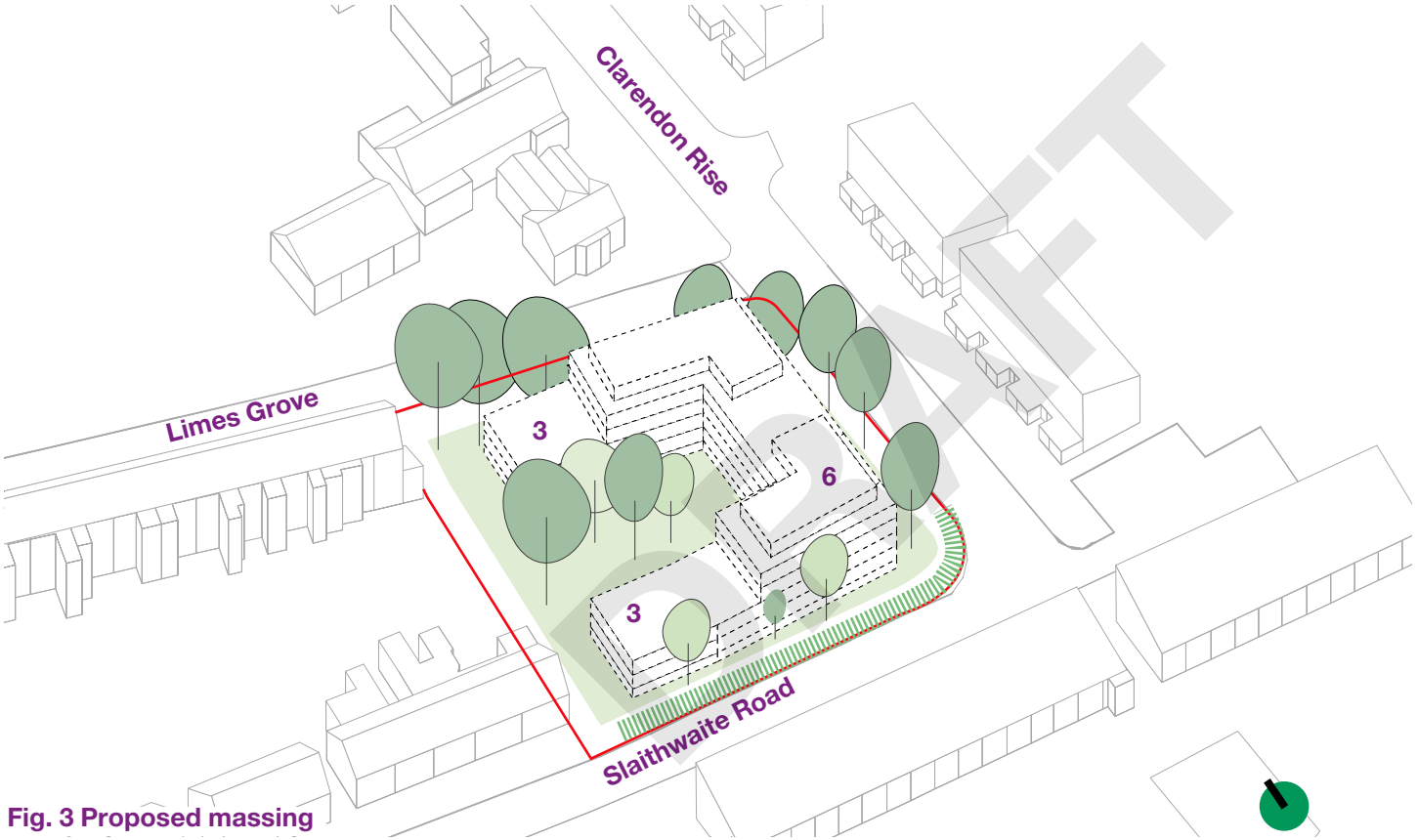


Fig. 3 Proposed massing

Relevant precedents

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

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

Potential Development Sites: Lewisham Character Area

Site 4 - House on the hill

Capacity study

Key:

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

Typical floor plan

Site capacity table

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

Potential Development Sites: Lewisham Character Area

Site 5 - Albion Way Car Park

Capacity study

Fig. 1 Aerial site diagram

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

Potential Development Sites: Lewisham Character Area

Site 5 - Albion Way Car Park

Capacity study

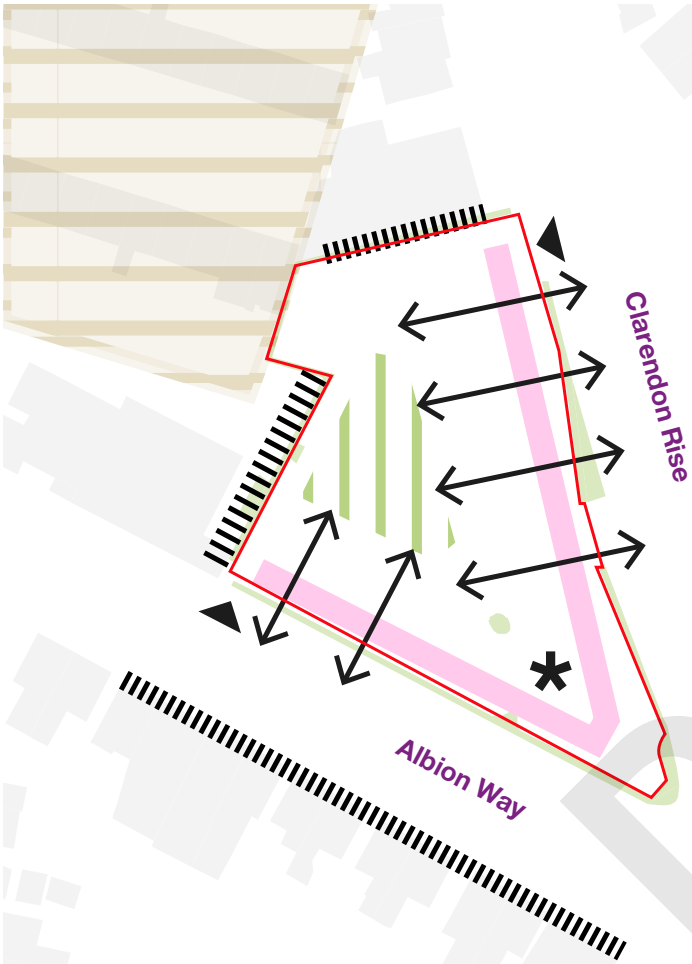


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Maximising housing capacity in residential area
- Mid to low-rise development given sensitive context
- Responding to existing architectural area character
- 'V-shape' site requires some mitigation of potential overlooking issues
- Retain mature trees at Albion Way

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

Potential service access

Frontage

New frontage

Need for green buffer to adjacent noise/pollution source

Sensitive edge

Prioritise dual aspect dwellings

Development Context

New Class E and Class F uses fronting onto A21

Mercia Grove Conservation Area

Potential communal amenity space

Taller building where impact on neighbouring properties is minimised

Site boundary

Maximise the delivery of new homes to meet borough shortfall needs

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

Promote sustainable modes of transport

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

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

Celebrate a rhythm of pause and intensity

Potential Development Sites: Lewisham Character Area

Site 5 - Albion Way Car Park

Capacity study

Key:

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

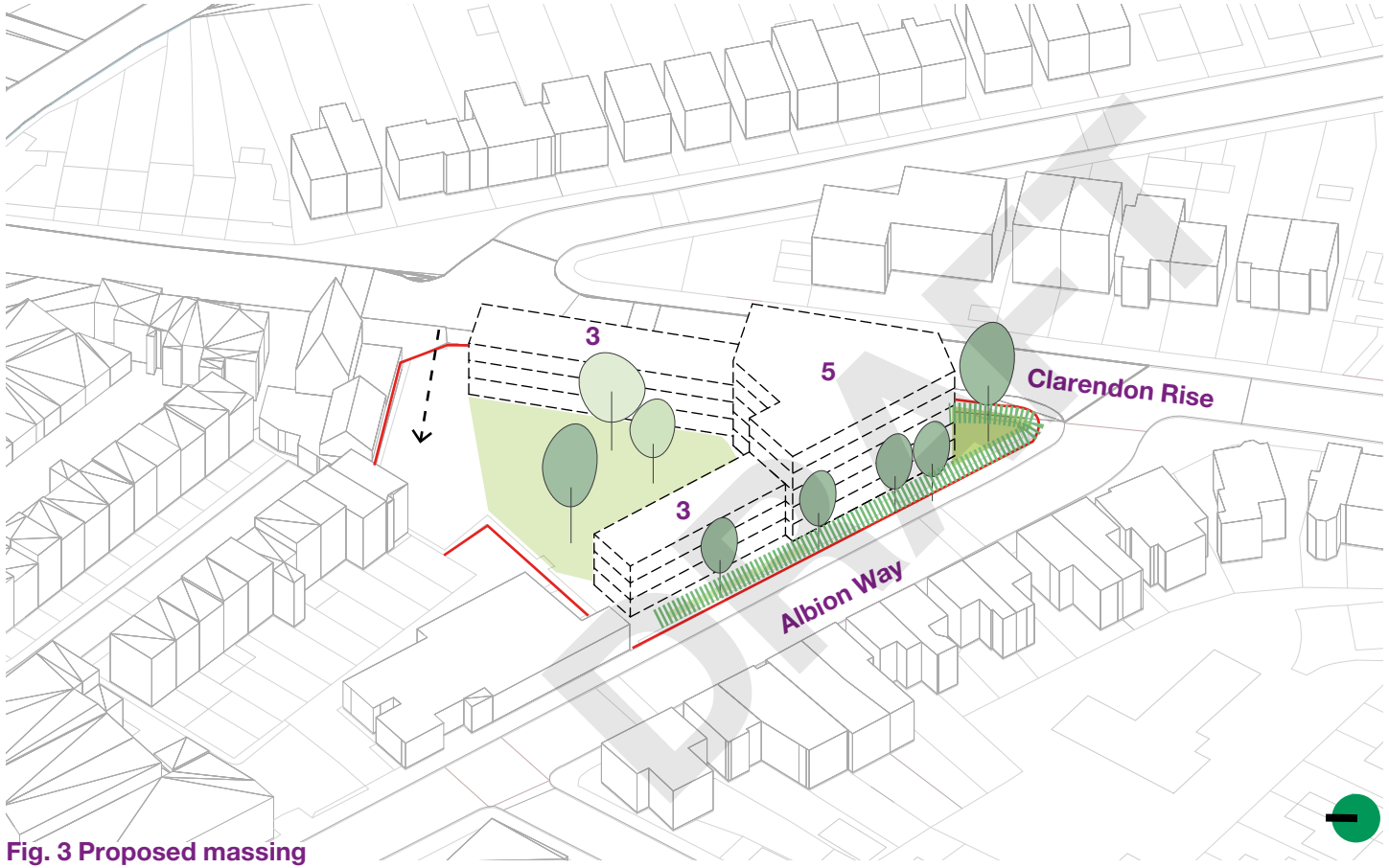


Fig. 3 Proposed massing

Relevant precedent:

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

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

Potential Development Sites: Lewisham Character Area

Site 5 - Albion Way Car Park

Capacity study

Key:

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

Fig. 5 Typical floor plan

Site capacity table

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

Assumptions:

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

Potential Development Sites: Lewisham Character Area

Site 6 - 203-221 Lewisham High Street

Capacity study

Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	Mixed
Site area	0.43ha
PTAL	6b
Indicative capacity	N/A
Planning designations and site considerations	Adjacent to under construction hotel site; retaining ground floor commercial uses; retaining servicing access to the rear of the units on Lewisham High Street
Current use	Main town centre uses
Character Area Framework	Lewisham Town Centre Character Area Framework (from p. 38)

Potential Development Sites: Lewisham Character Area

Site 6 - 203-221 Lewisham High Street

Capacity study

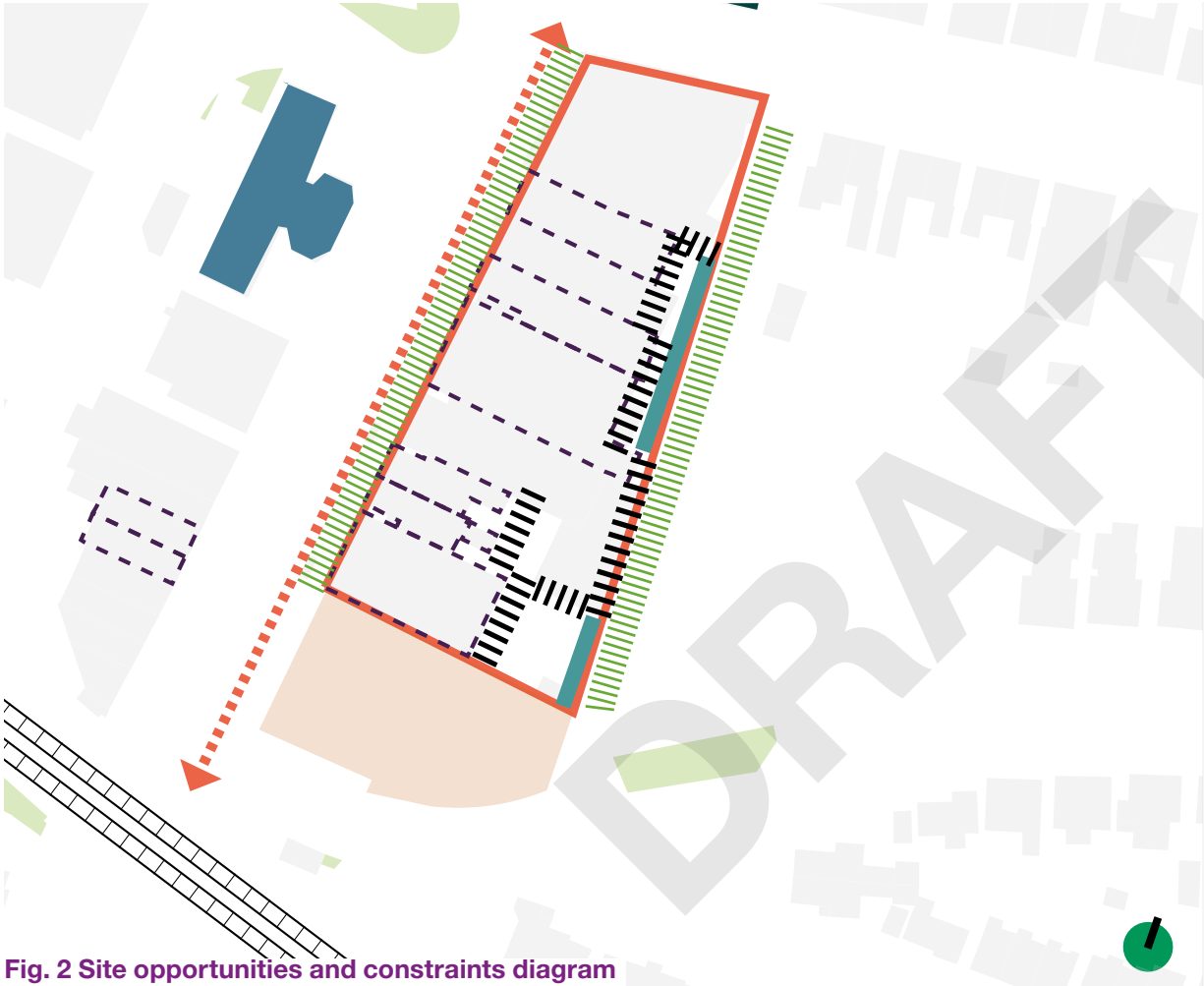


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Servicing maintained at rear with separate residential entrances
- Potentially creating a new street frontage with adjacent car park development.
- Break the massing along the frontage
- Filling in the backs of a parade

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

Cycle connection

Frontage

New frontage

Need for green buffer to adjacent noise/pollution source

Sensitive edge

Development Context

Site boundary

Building of Townscape merit

Locally listed building

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

Potential Development Sites: Lewisham Character Area

Site 6 - 203-221 Lewisham High Street

Capacity study

Key:

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

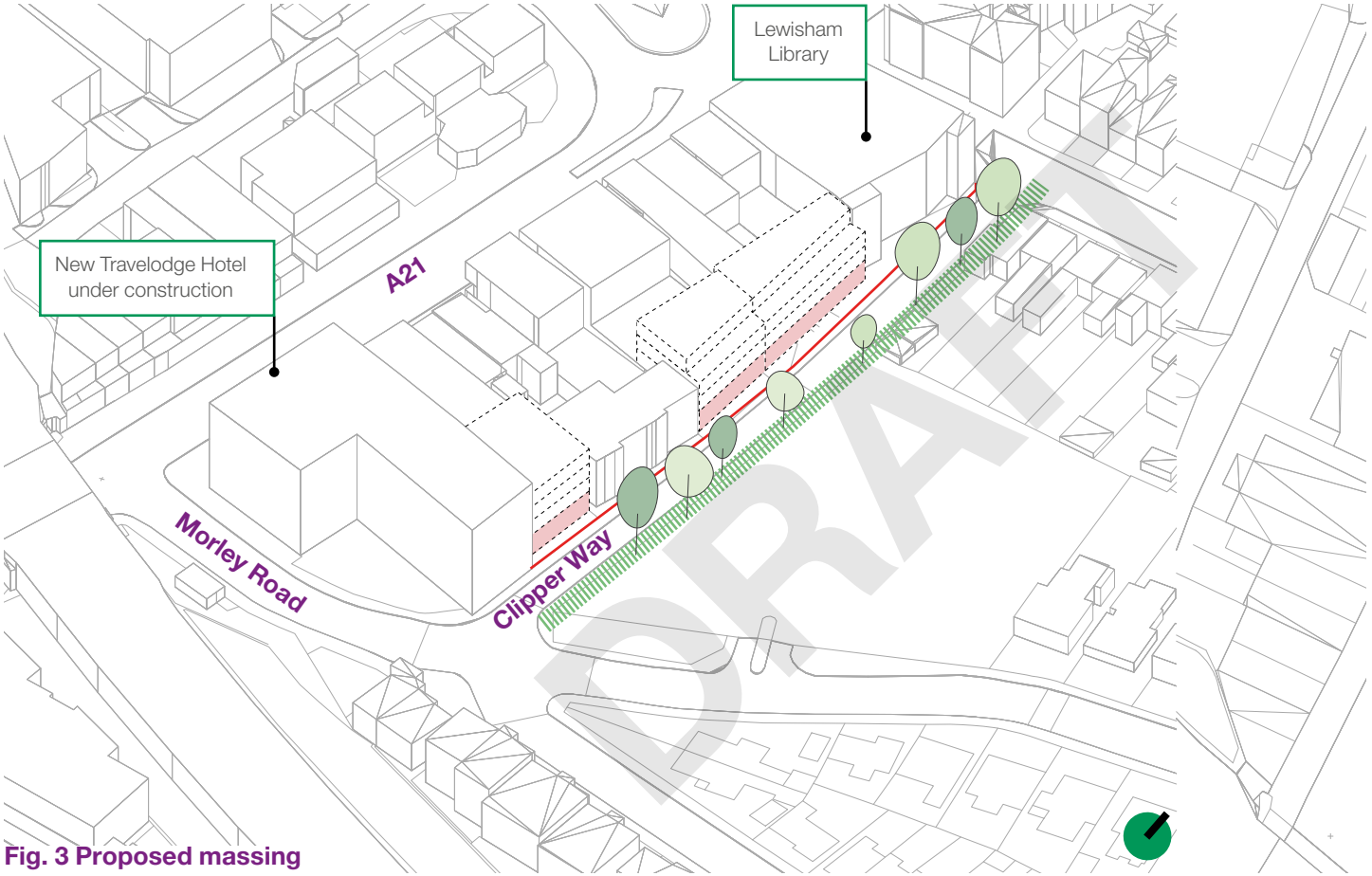


Fig. 3 Proposed massing

Potential Development Sites: Lewisham Character Area

Site 6 - 203-221 Lewisham High Street

Capacity study

Key:

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

Fig. 4 Typical floor plan

Site capacity table

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

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

Site 7 - Shell Garage

Capacity study

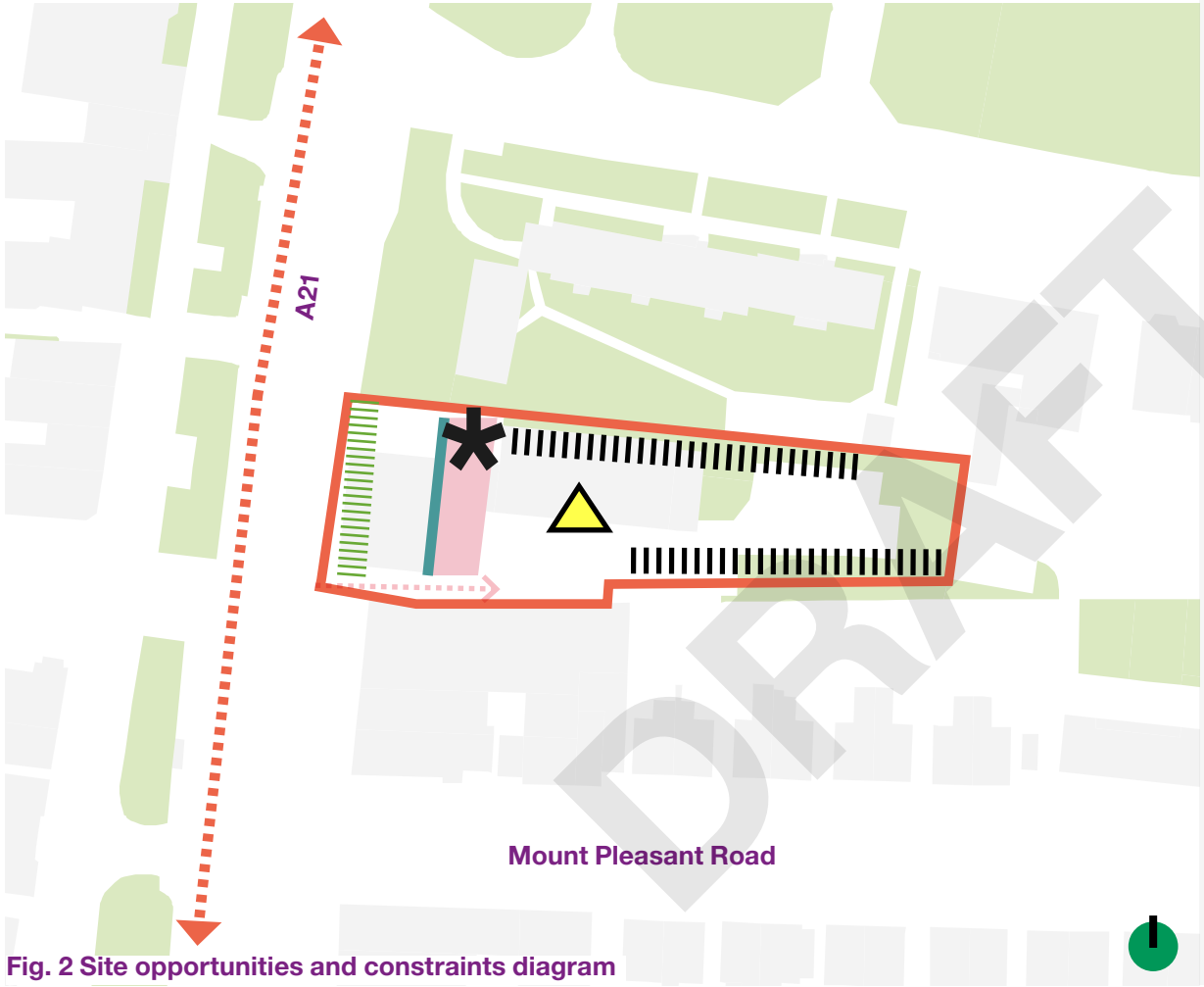
Fig. 1 Aerial site diagram

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

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

Site 7 - Shell Garage

Capacity study



OVERALL PRINCIPLES:

- Providing housing growth behind the high street
- Extending the green verge with new mixed use frontage along A21
- Incorporating public realm improvements to high street

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

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

Development Context

- New Class E and Class F uses fronting onto A21
- Potential for height along A21 corridor
- Taller building where impact on neighbouring properties is minimised
- Contaminated site as a result of car garage use
- Site boundary

Fig. 2 Site opportunities and constraints diagram

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

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

Site 7 - Shell Garage

Capacity study

Key:

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

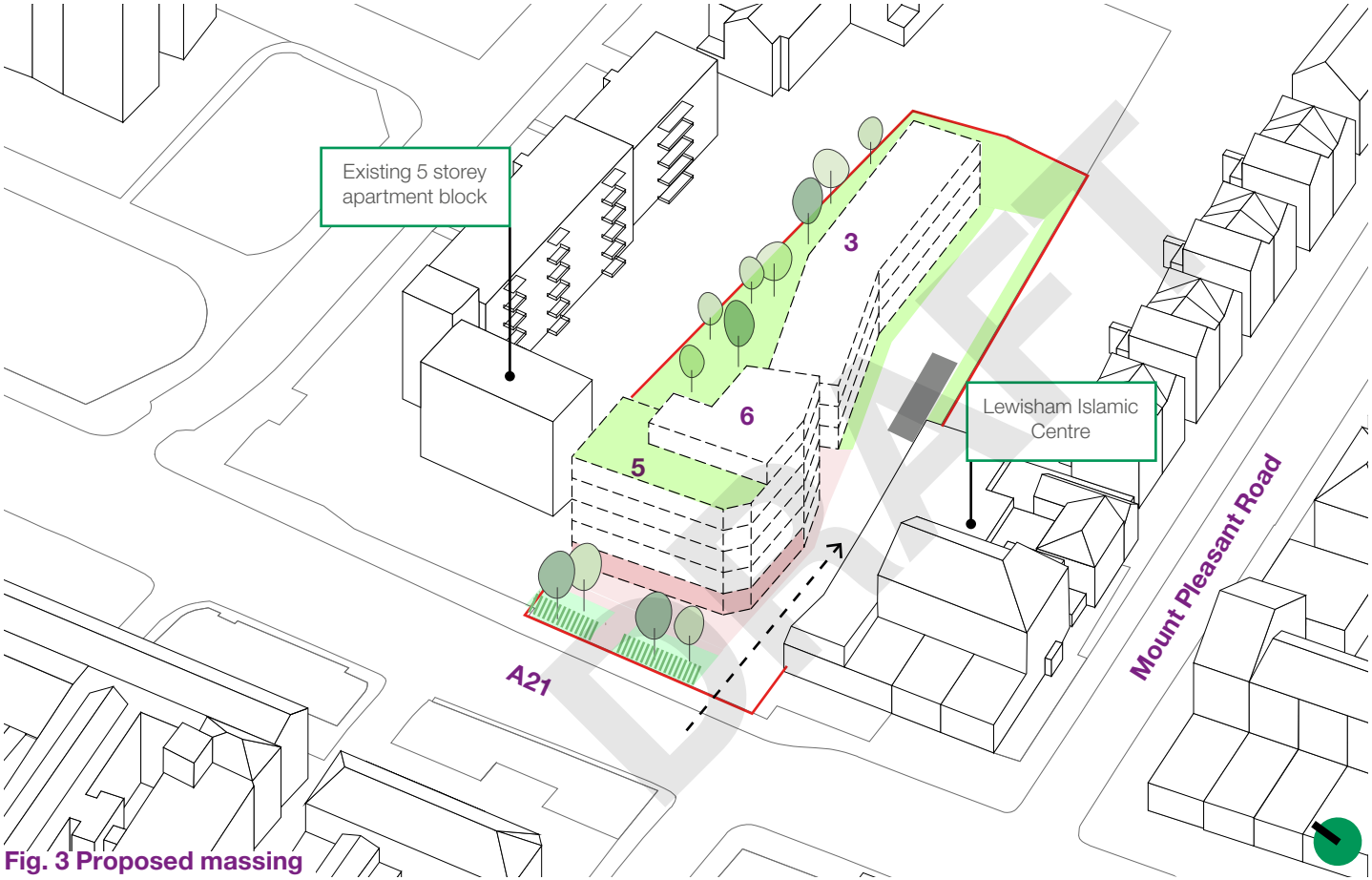


Fig. 3 Proposed massing

Relevant precedents:

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

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

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

Site 7 - Shell Garage

Capacity study

Key:

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

Site 6. Typical floor plan

Site capacity table

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

Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Aldi site

Capacity study

Fig. 1 Aerial site diagram

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

Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Aldi site

Capacity study

OVERALL PRINCIPLES:

- **Providing a broken up / stepped profile building for better air circulation along A21**
- **Creating Class E / Class F uses to compliment nearby local parade and schools**
- **Extending the green verge with new mixed use frontage along A21.**

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

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

Development Context

- New Class E and Class F uses fronting onto A21
- Potential for height along A21 corridor
- Taller building where impact on neighbouring properties is minimised
- Site boundary

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Aldi site - Option A

Capacity study

Key:

Disabled parking
Class E & F uses

Forecourt
Green space

Communal amenity space / playspace

Service access

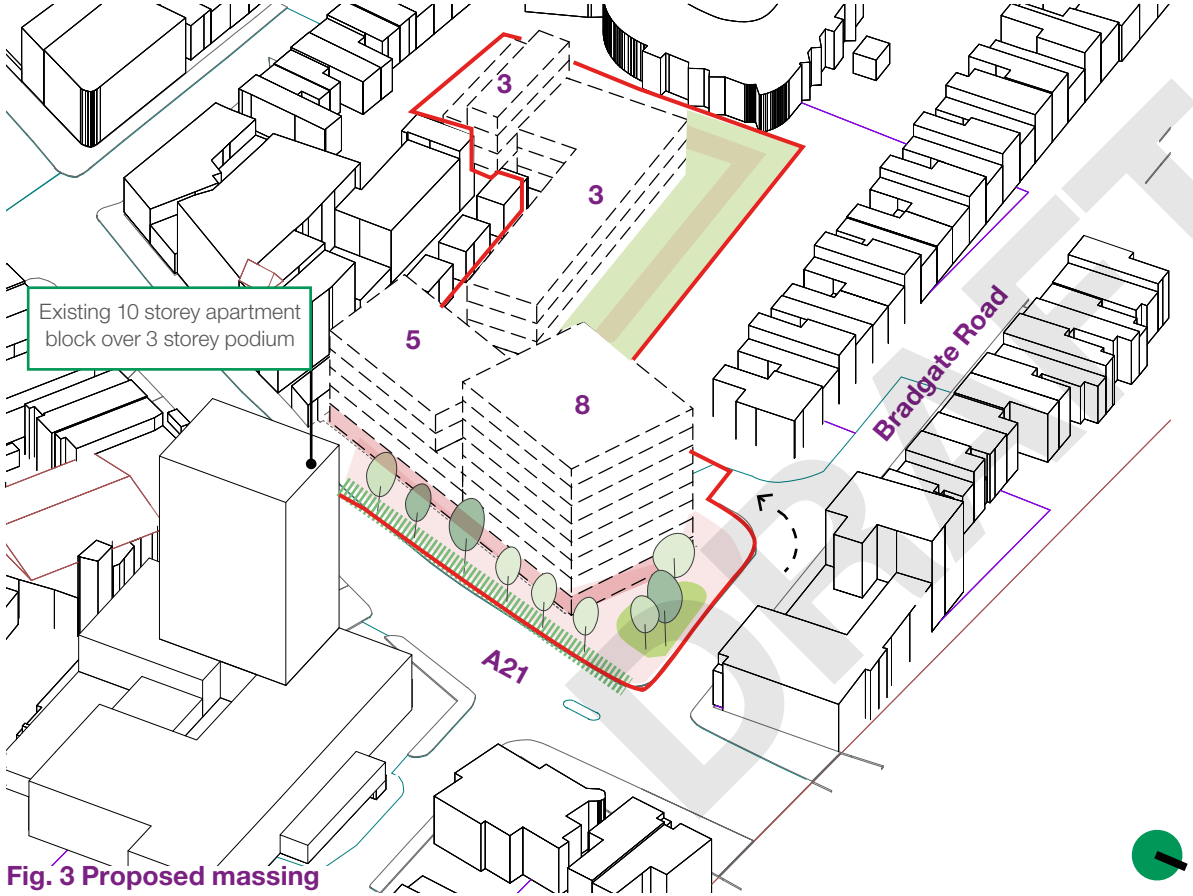


Fig. 3 Proposed massing

Relevant precedents:

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

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

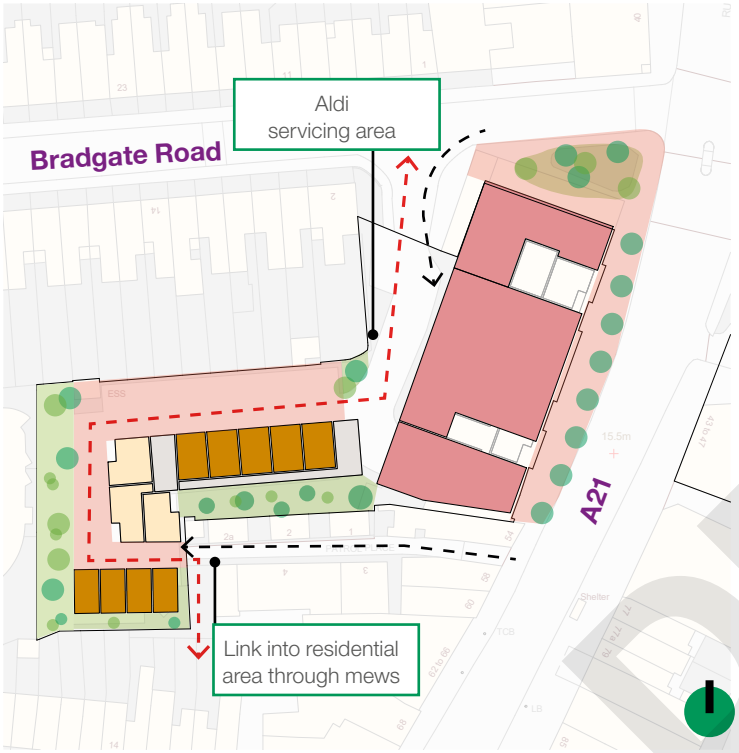
Potential Development Sites: Rushey Green and Catford Character Area

Site 8 - Aldi site - Option A

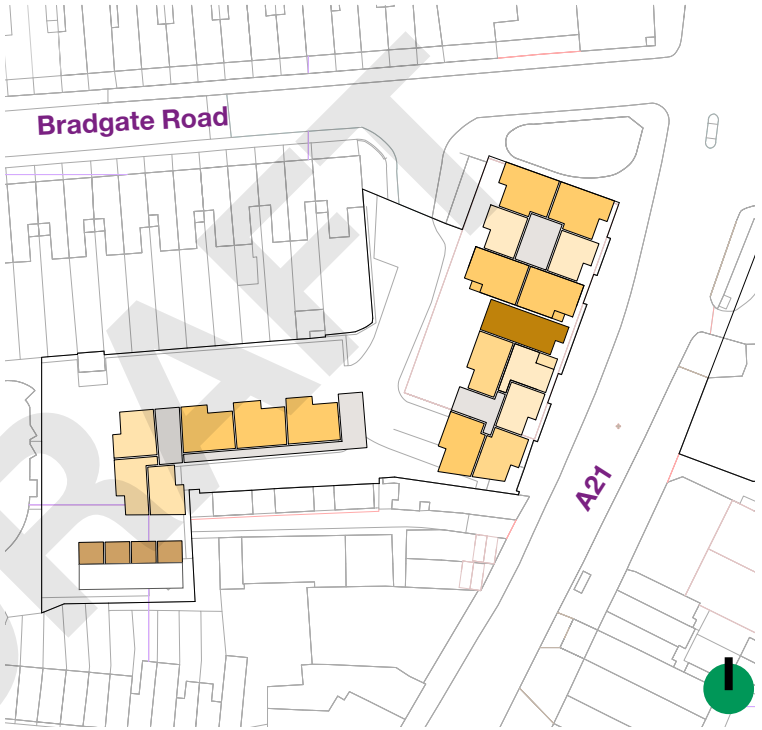
Capacity study

Key:

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



Site 8. Typical (ground) floor plan



Site 8. Typical (upper) floor plan

Site capacity table

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

Assumptions

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

Potential Development Sites: Rushey Green and Catford Character Area

Site 9 - Capital House

Capacity study

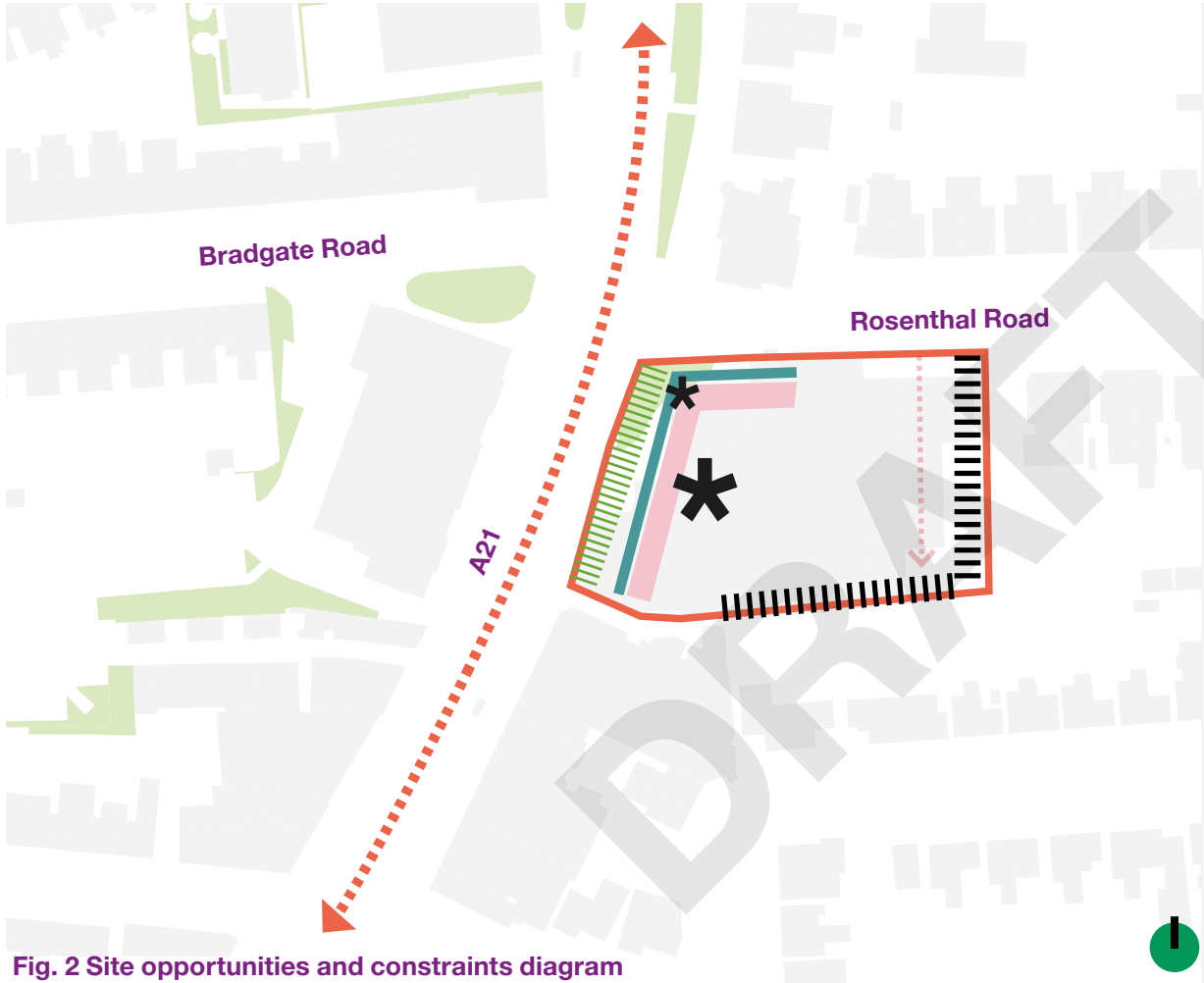
Fig. 1 Aerial site diagram

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

Potential Development Sites: Rushey Green and Catford Character Area

Site 9 - Capital House

Capacity study



OVERALL PRINCIPLES:

- **Extending the green verge with new mixed use frontage along A21.**
- **Providing a broken up / stepped profile building for better air circulation along A21**
- **Creating new high street retail anchor that compliment nearby local parades**

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

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

Development Context

- New Class E and Class F uses fronting onto A21
- * Potential for height along A21 corridor
- * Taller building where impact on neighbouring properties is minimised
- Site boundary

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Rushey Green and Catford Character Area

Site 9 - Capital House - Option A: Refurbishment and consolidation

Capacity study

Key:

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

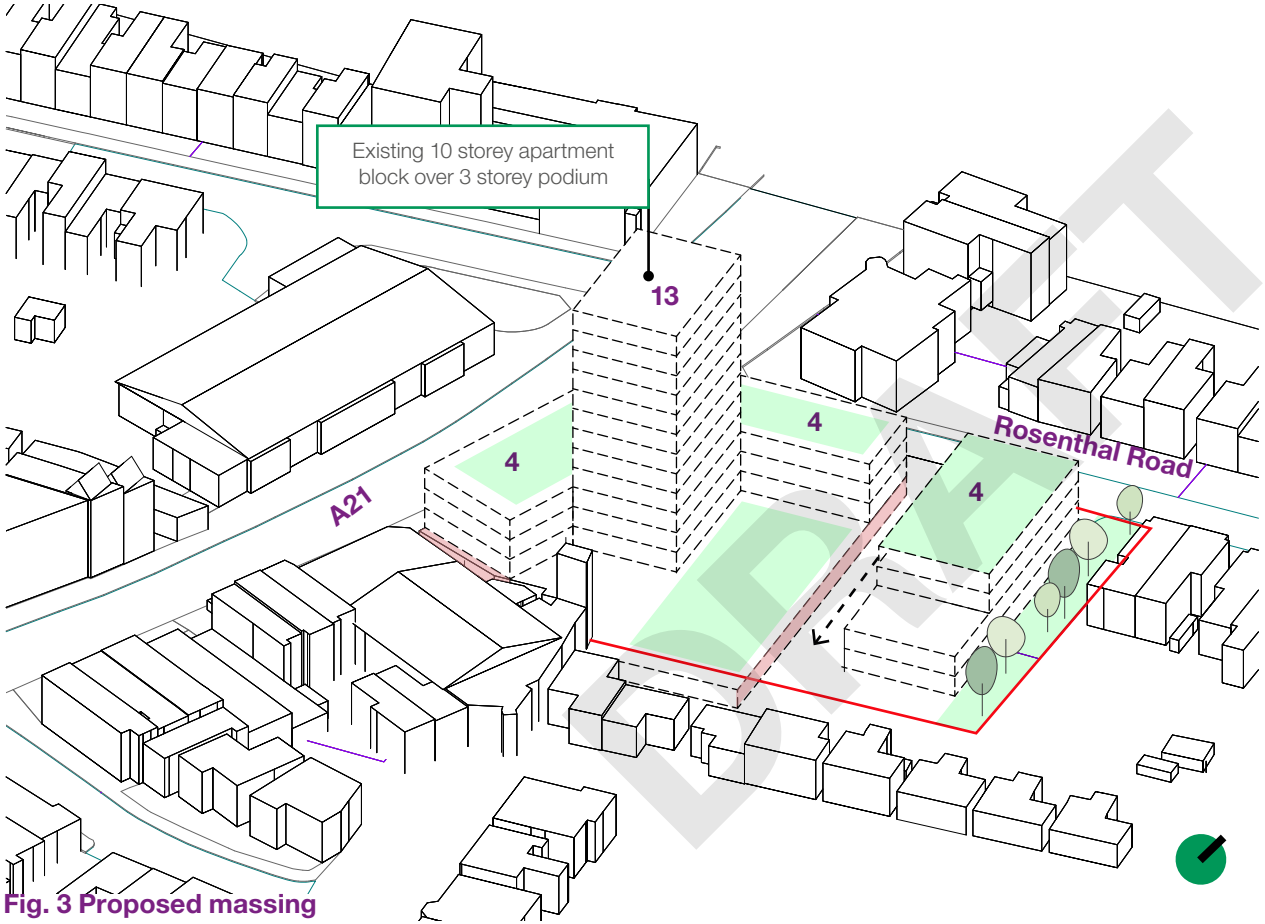


Fig. 3 Proposed massing

Relevant precedent

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

Potential Development Sites: : Rushey Green and Catford Character Area

Site 9 - Capital House - Option A: Refurbishment and consolidation

Capacity study

Key:

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

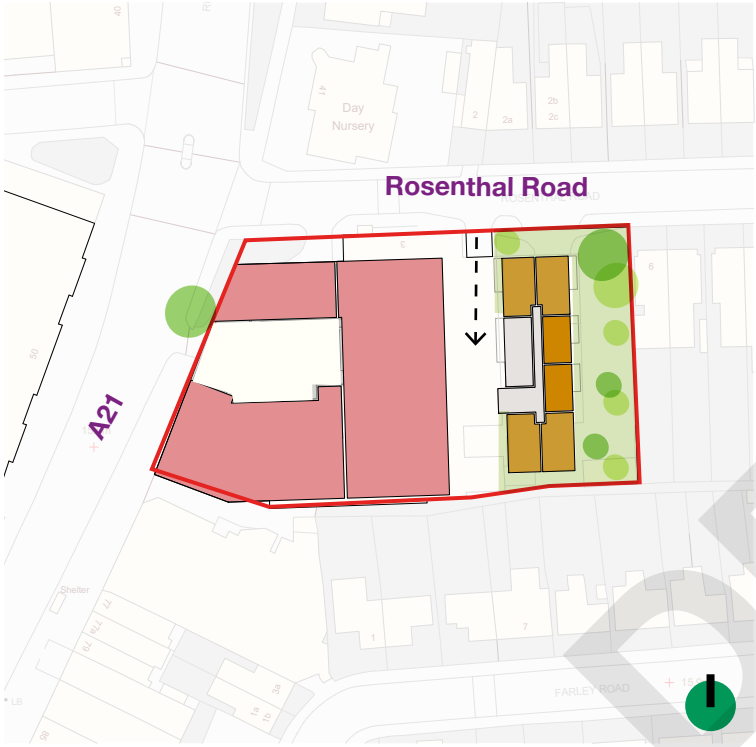


Fig. 5 Ground floor plan

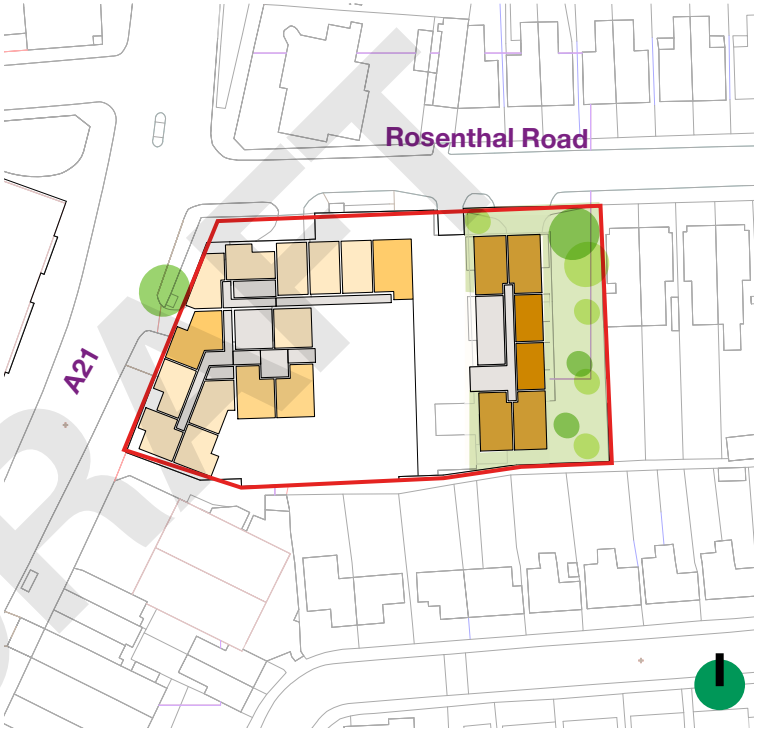


Fig. 6 Typical upper floor plan

Site capacity table

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

Assumptions:

- Existing tower and podium structure retained
- Tower flats slightly increased to provide additional amenity space
- Residential units aligned to streets
- Second block includes family homes and stacked units

Potential Development Sites: Rushey Green and Catford Character Area

Site 9 - Capital House - Option B: Redevelopment

Capacity study

Key:

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

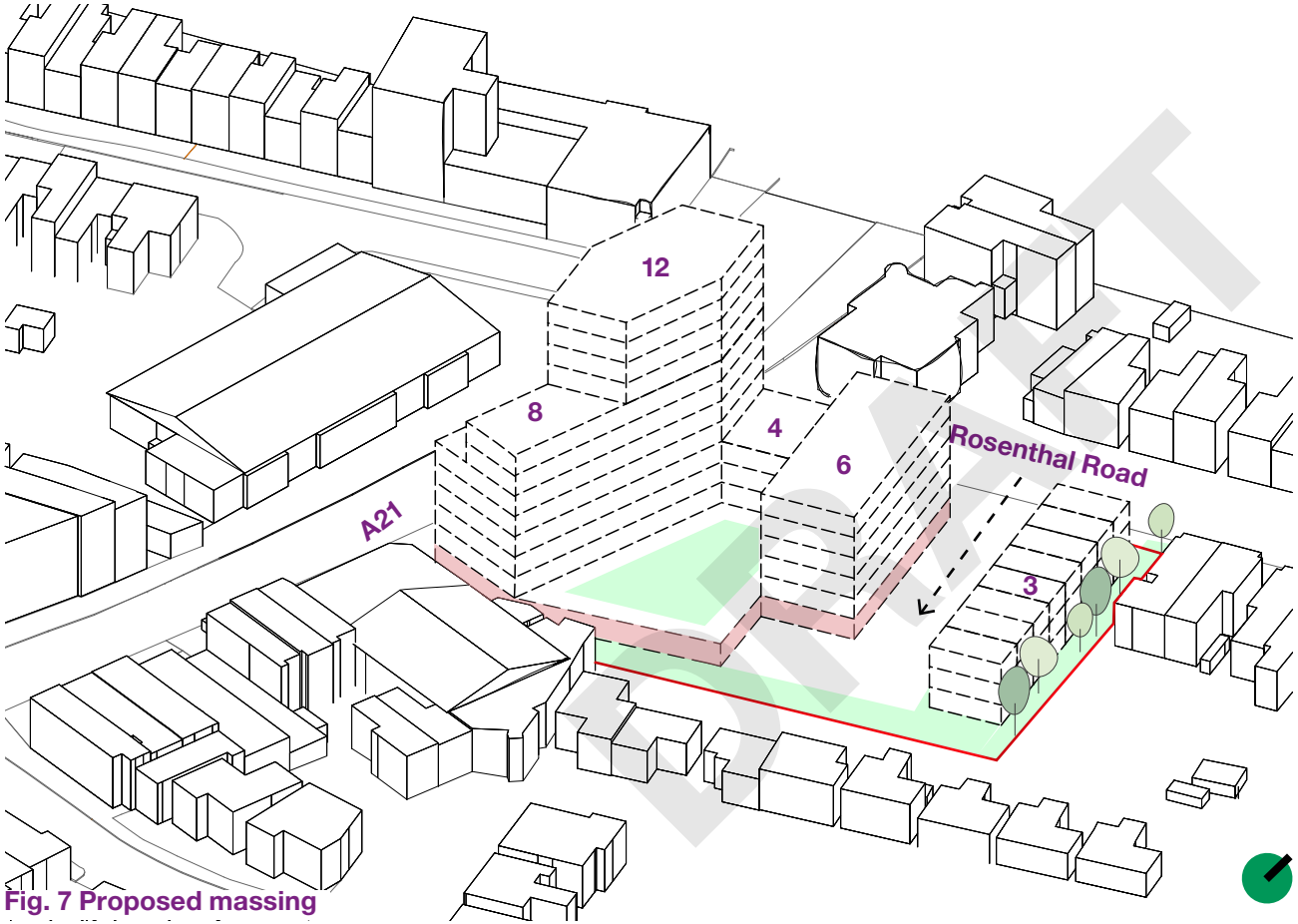


Fig. 7 Proposed massing

Relevant precedents

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

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

Potential Development Sites: Bellingham Character Area

Site 10 - Royal Mail/Topps Tiles

Capacity study

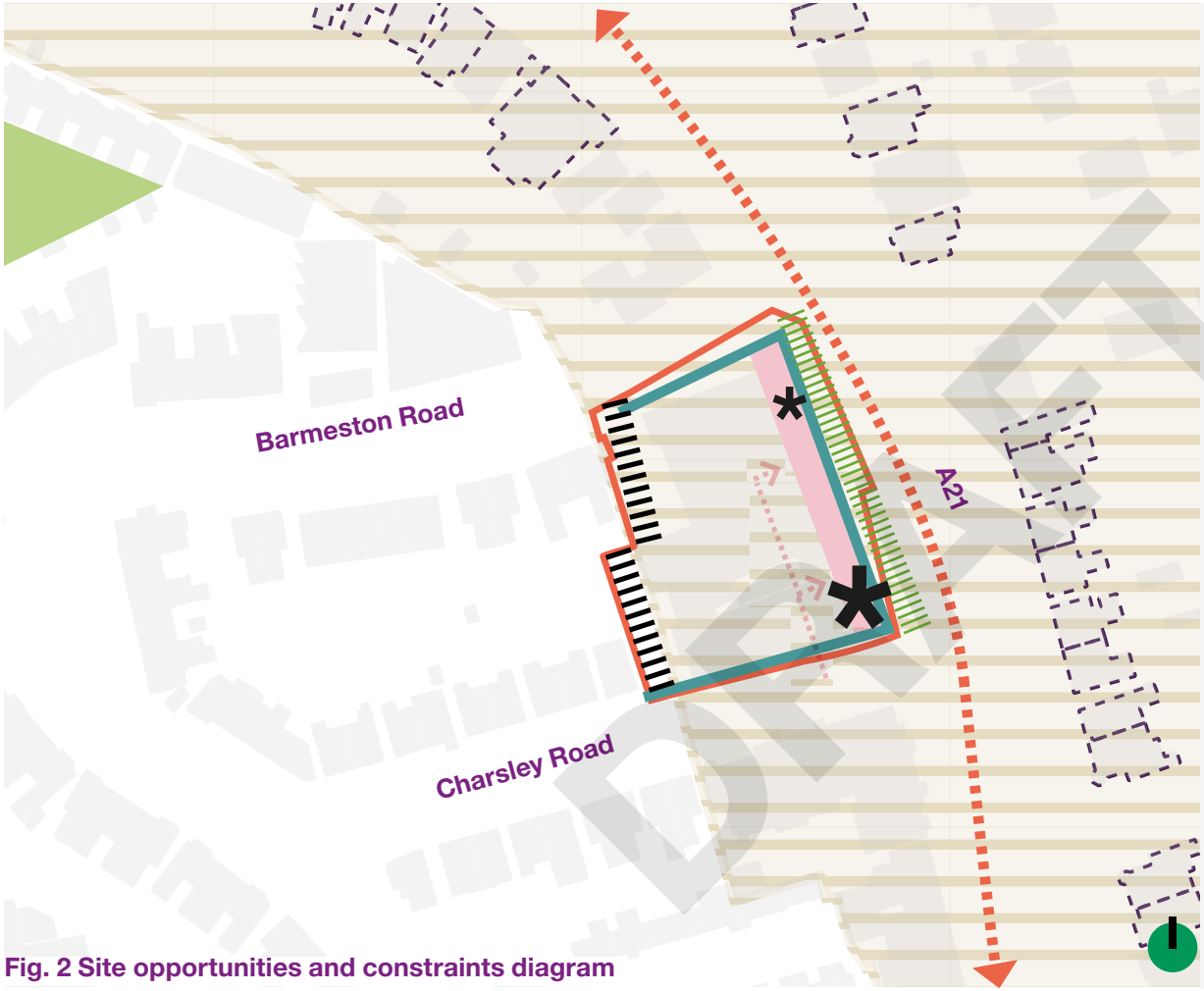
Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	--
Site area	0.31ha
PTAL	4
Indicative capacity	N/A
Planning designations and site considerations	Within Culverley Green Conservation Area, Flood zone 2
Current use	Royal Mail Catford Delivery Office, Topps Tiles big box retail unit
Character Area Framework	Bellingham Character Area Framework (from p. 47)

Potential Development Sites: Bellingham Character Area

Site 10 - Royal Mail/Topps Tiles

Capacity study



OVERALL PRINCIPLES:

- Extending the green verge with new mixed use frontage along A21. Existing trees at the back of the site to be retained
- Providing a broken up / stepped profile building for better air circulation along A21
- Creating Class E / Class F uses to compliment nearby local parade and schools
- Service access at rear to free up street facing frontage
- Taller building positioned to the south of the site along the A21
- Provide communal amenity space near the sensitive edge of the site for the new homes

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links
- Potential service access
- New cycle connection

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

Development Context
- New Class E and Class F uses fronting onto A21
- Culverley Green Conservation Area
- Building of Townscape merit
- Potential for height along A21 corridor
- Taller building where impact on neighbouring properties is minimised
- Site boundary

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Bellingham Character Area

Site 10 - Royal Mail/Topps Tiles

Capacity study

Key:

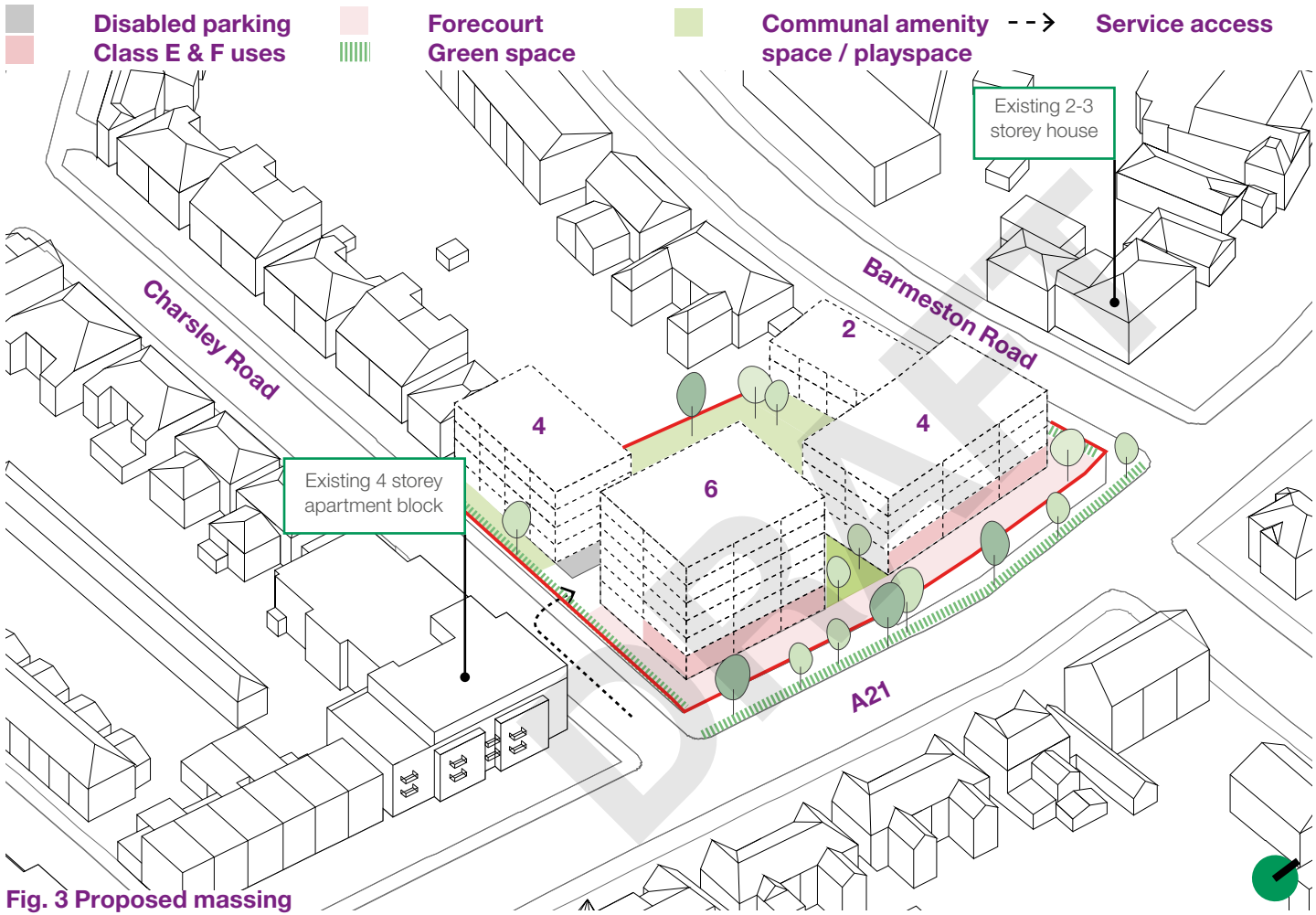


Fig. 3 Proposed massing

Relevant precedents

Fig. 4 Pavilion scale block at Stapleton Hall Road, Finsbury Park, London N4 4QA

Fig. 6 Corner block with commercial use on the ground floor at 1 Hepscott Rd, London, E9 5HB

Potential Development Sites: Bellingham Character Area

Site 10 - Royal Mail/Topps Tiles

Capacity study

Key:

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

Fig. 6 Ground floor plan

Fig. 5 Typical upper floor plan

Site capacity table

Unit Type	Number of units	% of total
1B1P	5	9%
1B2P	18	32%
2B3P	11	20%
2B4P	3	5%
3B4P	8	15%
3B5P	8	15%
Other	2	4%
Total	55	
Density		209 u/ha

Assumptions:

- smaller accommodation type would bring more varied buy / rent options in the area that is typically low density semi-detached housing

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park

Capacity study

Fig. 1 Aerial site diagram

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

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option A

Capacity study

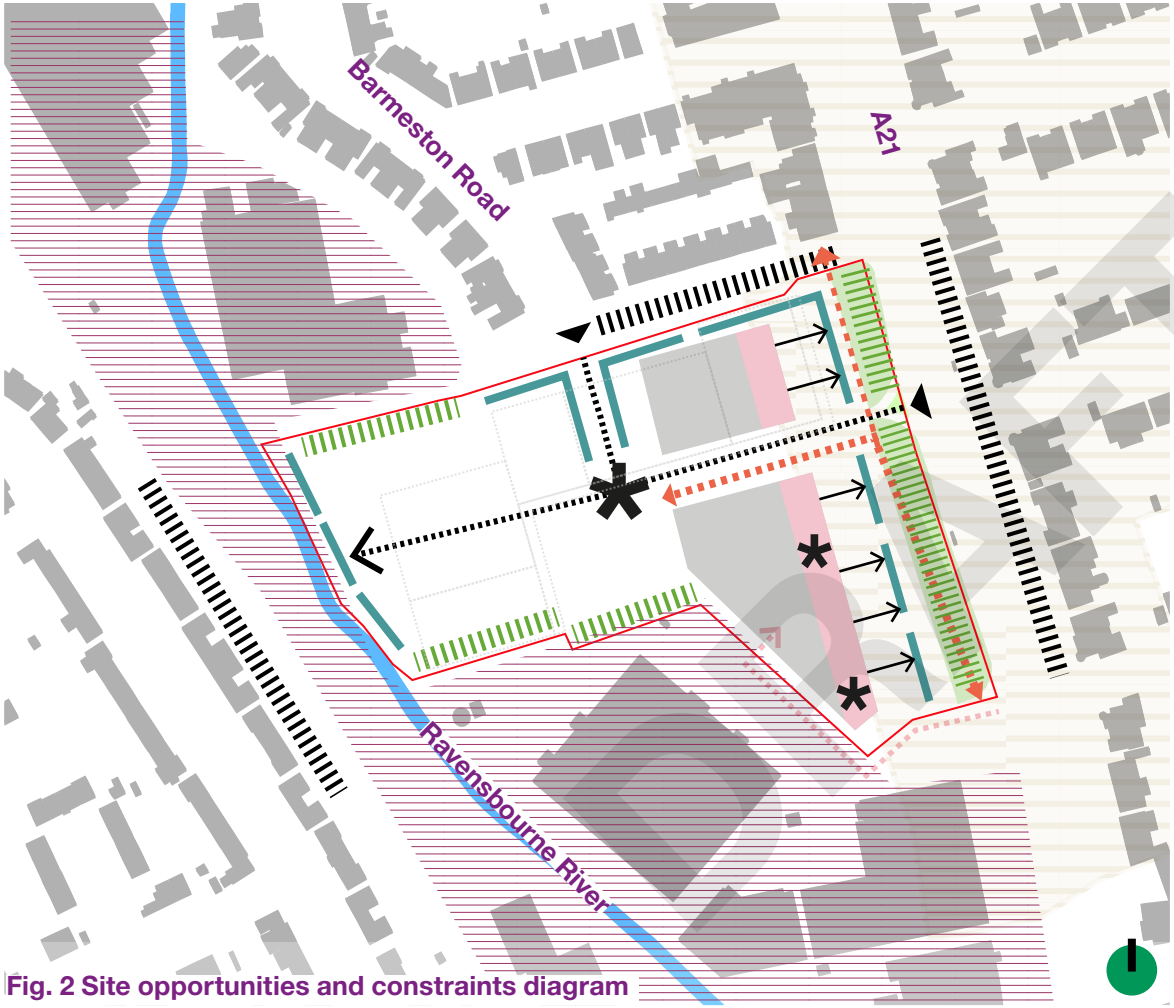


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Exploring co-location opportunities to provide employment space while maximising residential capacity of the area
- Opening up a new link to the river
- Improve open space as amenity space for residents and new mixed use frontage

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

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

Development Context

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

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

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option A

Capacity study

Key:

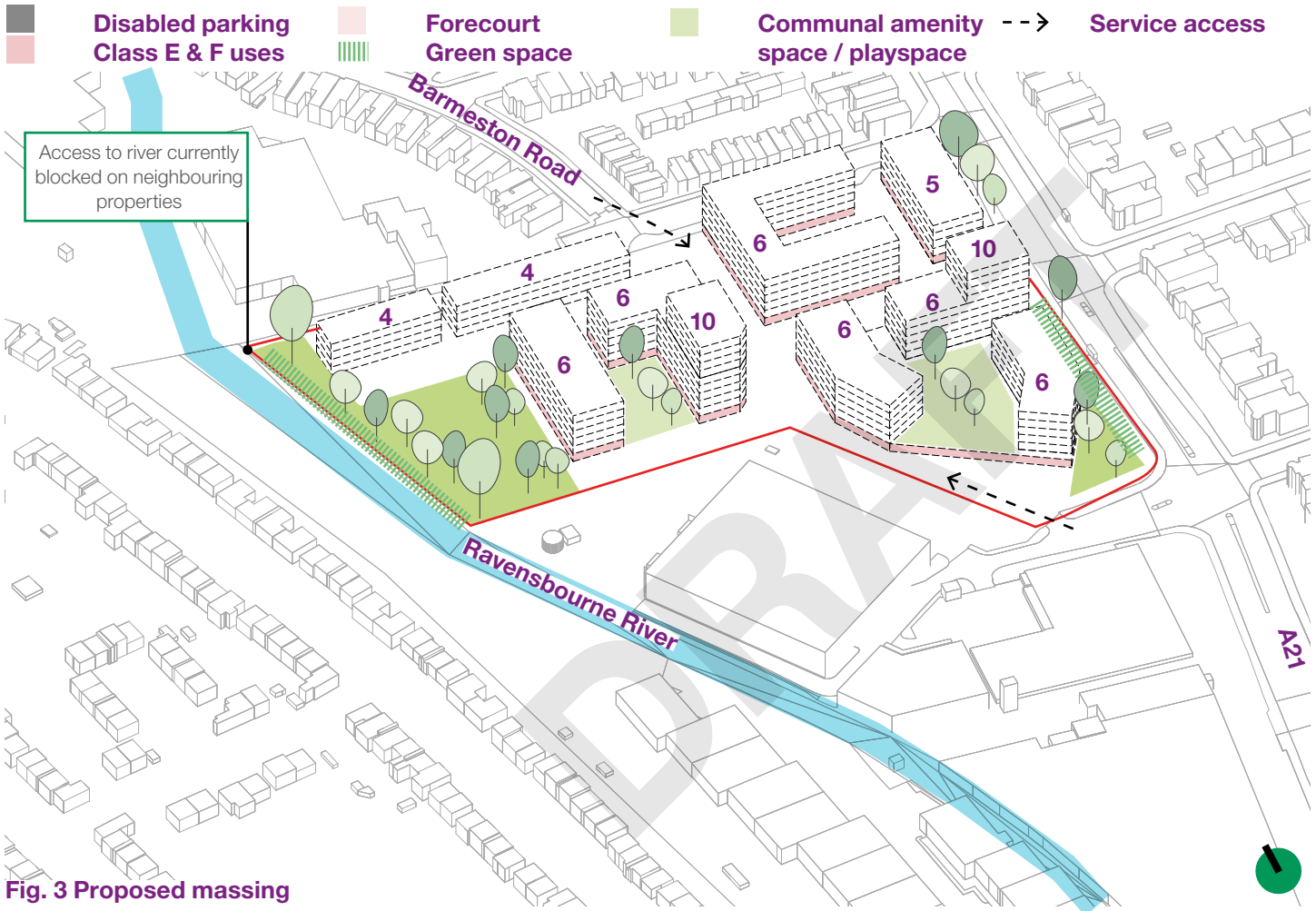


Fig. 3 Proposed massing

Relevant precedent

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

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option A

Capacity study

Key:

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

Fig. 5 Ground floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	159	40%
2B3P	3	1%
2B4P	136	35%
3B5P	95	24%
Total	393	
Housing density		160 u/ha
Non-resi uses - floor area		1,500m2

Assumptions:

- Maisonettes at ground and first level
- Parking on-street @ 0.15-0.2 = 60
- Parking in podiums approx. 160 spaces total

Total approx. 220 = 0.4

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option A

Capacity study

Fig. 6 Typical upper floor plan

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option B

Capacity study

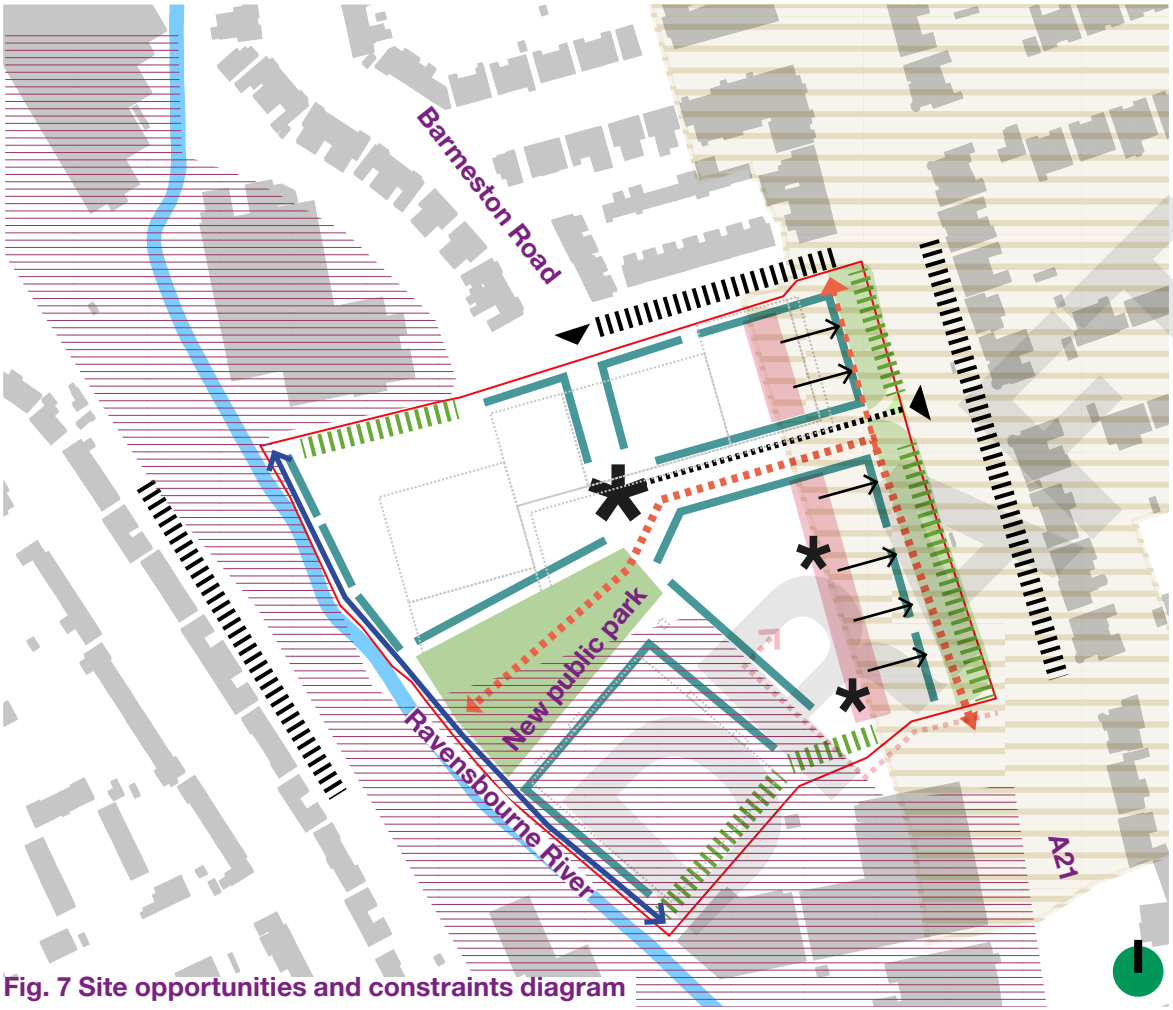


Fig. 7 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Opening up a new link to the river while providing new large green space for the neighbourhood
- Use network of green and blue space as a buffer from road and industrial estates
- Improve open space as amenity space for residents and new mixed use frontage
- Contrasting character: providing active frontages and employment space along the A21, building upon the river and green spaces and integrating with existing residential neighbourhood and industrial estates

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

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

Development Context

- New B1 uses with micro-units fronting onto open space
- Culverley Green Conservation Area
- SIL area
- Potential for height along A21 corridor
- Taller building where impact on neighbouring properties is minimised
- Site boundary

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

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option B

Capacity study

Key:

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

Fig. 8 Proposed massing

Relevant precedent

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

Potential Development Sites: Bellingham Character Area

Site 11 - Ravensbourne Retail Park - Option B

Capacity study

Fig. 10 Ground floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	223	36%
2B3P	9	1%
2B4P	221	36%
3B5P	138	27%
Total	619	
Housing density		193 u/ha
Non-resi uses - floor area		1,500m2

Assumptions:

- Maisonettes at ground and first level
- Parking on-street @ 0.15-0.2 = 90
- Parking in podiums approx. 200 spaces total

Total approx. 290 = 0.48

Potential Development Sites: Bellingham Character Area

Site 12 - Motor services/garage

Capacity study

Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	N/A
Ownership	--
Site area	0.2ha
PTAL	2
Indicative capacity	N/A
Planning designations and site considerations	--
Current use	Car garage
Character Area Framework	Bellingham Character Area Framework (from p. 47)

Potential Development Sites: Bellingham Character Area

Site 12 - Motor services/garage

Capacity study

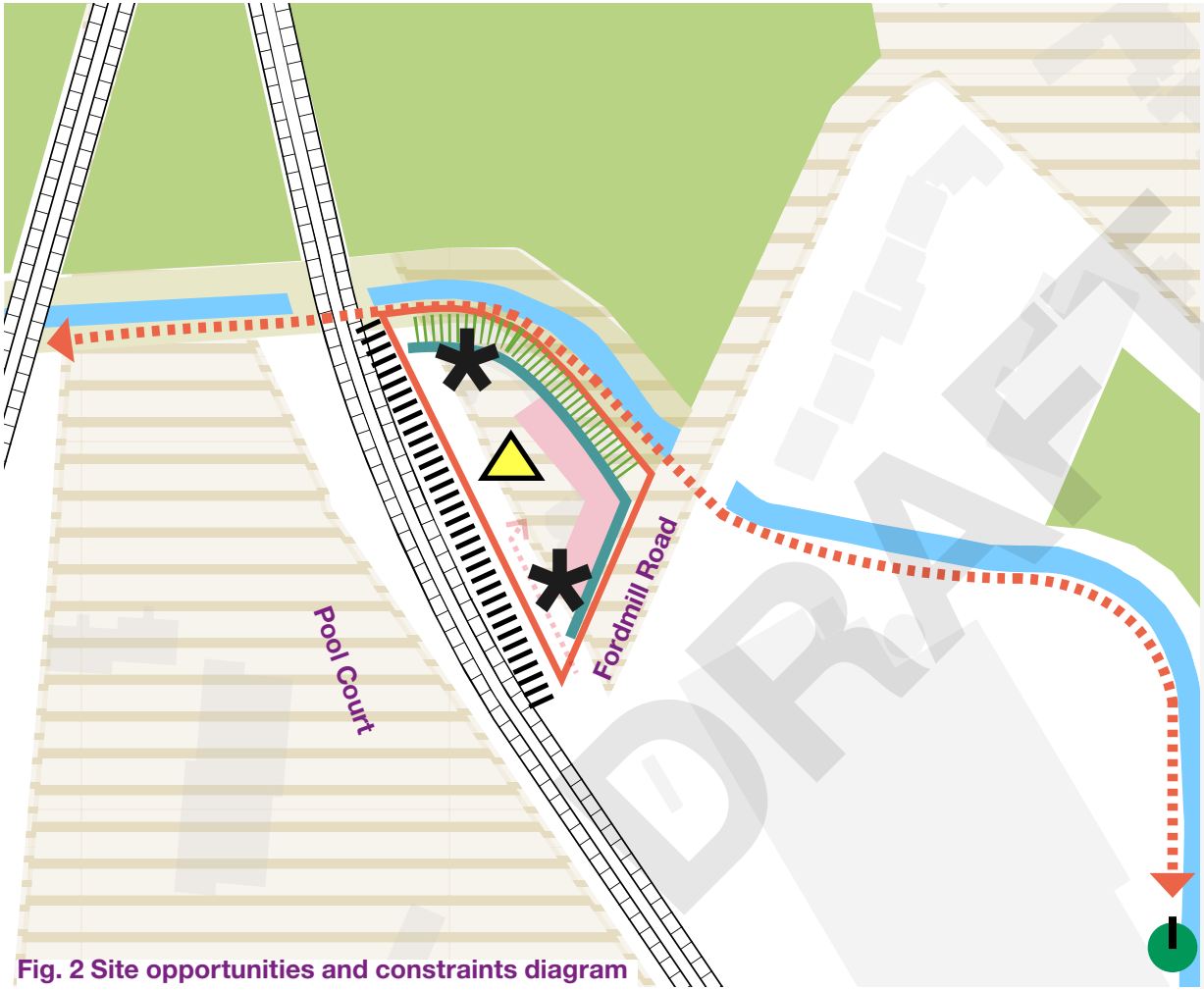


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- Creating towpath along Ravensbourne River
- Providing commercial frontage along the road and the river
- Add greenery to enhance biodiversity along the river

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

- New frontage
- Green river edge
- Sensitive edge

Development Context

- New Class E and Class F uses fronting onto A21
- Taller building where impact on neighbouring properties is minimised
- Site boundary
- Contaminated site as a result of current car garage use

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

Potential Development Sites: Bellingham Character Area

Site 12 - Motor services/garage

Capacity study

Key:

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

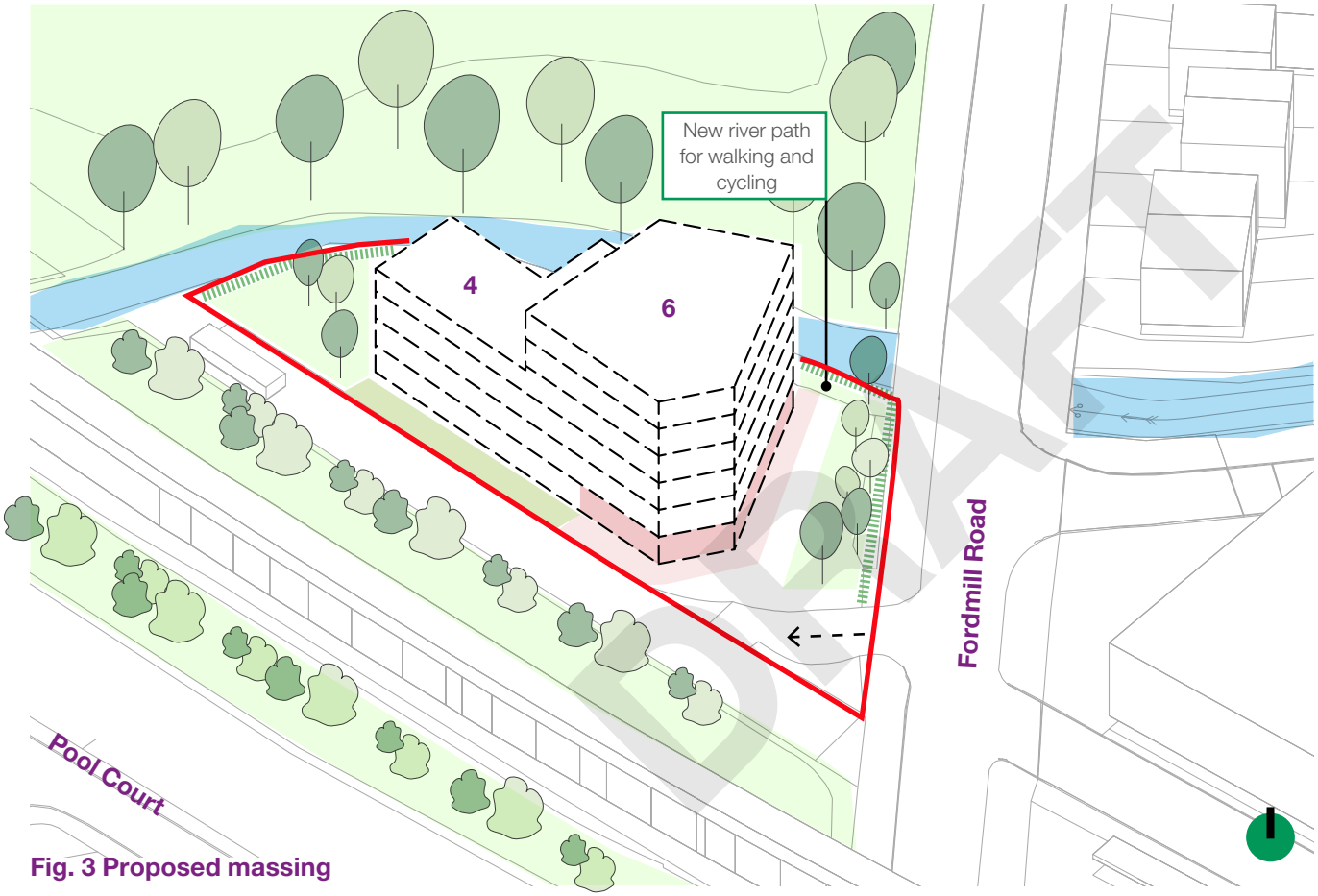


Fig. 3 Proposed massing

Relevant precedents

Fig. 4 Residential development overlooking canal, Old Ford Road, Bow, London E3 5NP

Fig.5 Tall residential development by Wenlock Basin, The Cube, 17-21 Wenlock Road, London N1 7GT

Potential Development Sites: Bellingham Character Area

Site 12 - Motor services/garage

Capacity study

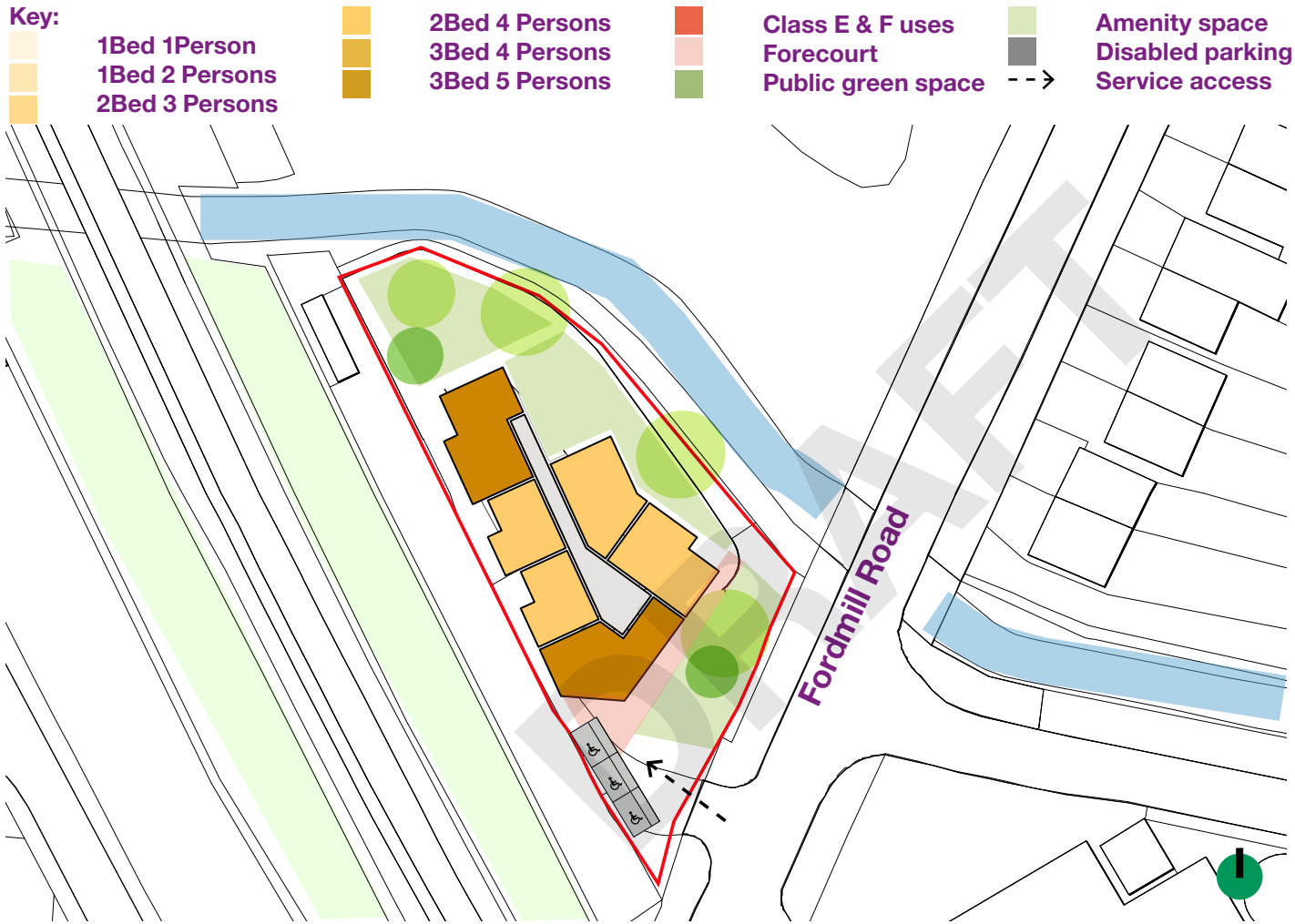


Fig. 6 Typical floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	12	38%
2B3P	2	6%
2B4P	8	25%
3B5P	10	31%
Total	32	
Housing density		200 u/ha

Potential Development Sites: Bellingham Character Area

Site 13 - Land at Randlesdown Road

Capacity study

Fig. 1 Aerial site diagram

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

Potential Development Sites: Bellingham Character Area

Site 13 - Land at Randlesdown Road

Capacity study

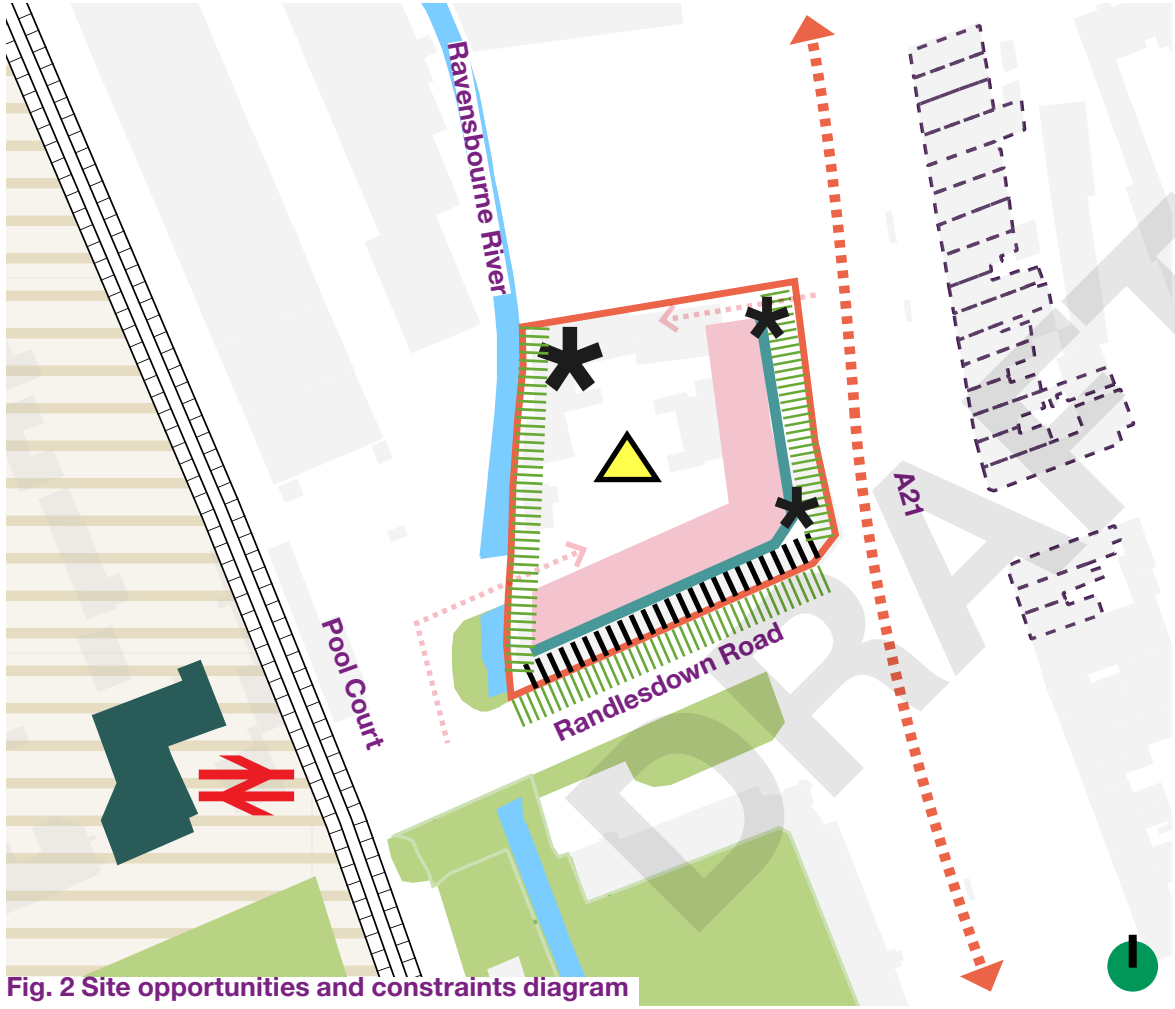


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

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

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

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

Frontage

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

Development Context

- New Class E and Class F uses fronting onto A21
- Potential for height along A21 corridor
- Taller building where impact on neighbouring properties is minimised
- Contaminated site as a result of current car garage use
- Site boundary

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

Potential Development Sites: Bellingham Character Area

Site 13 - Land at Randlesdown Road

Capacity study

Key:

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

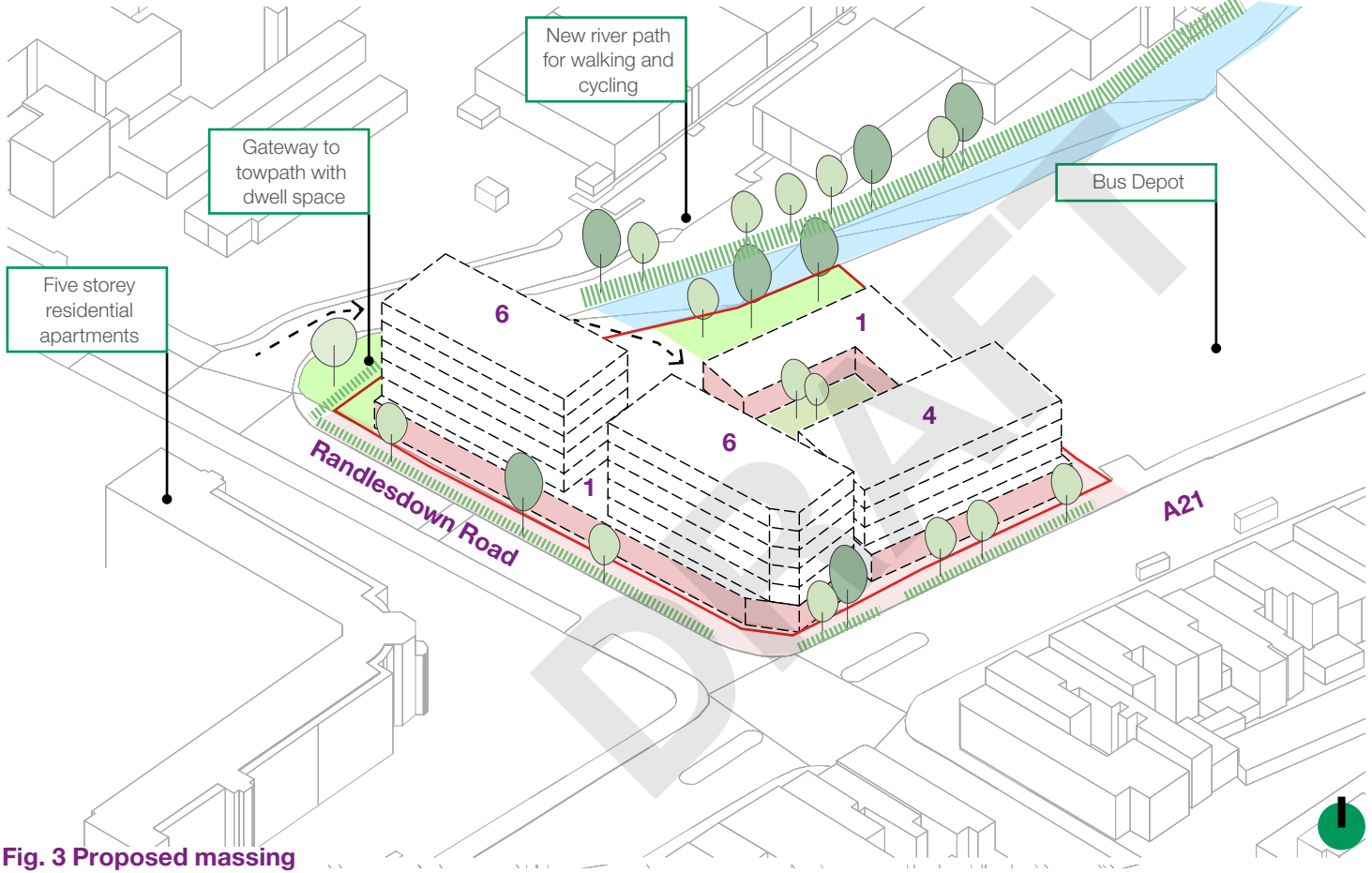


Fig. 3 Proposed massing

Relevant precedents

Fig. 4 Commercial units below residential at Box Enterprise Park, LB Tower Hamlets

Fig 5. Ground floor light industrial units, Caxton Works, LB Newham

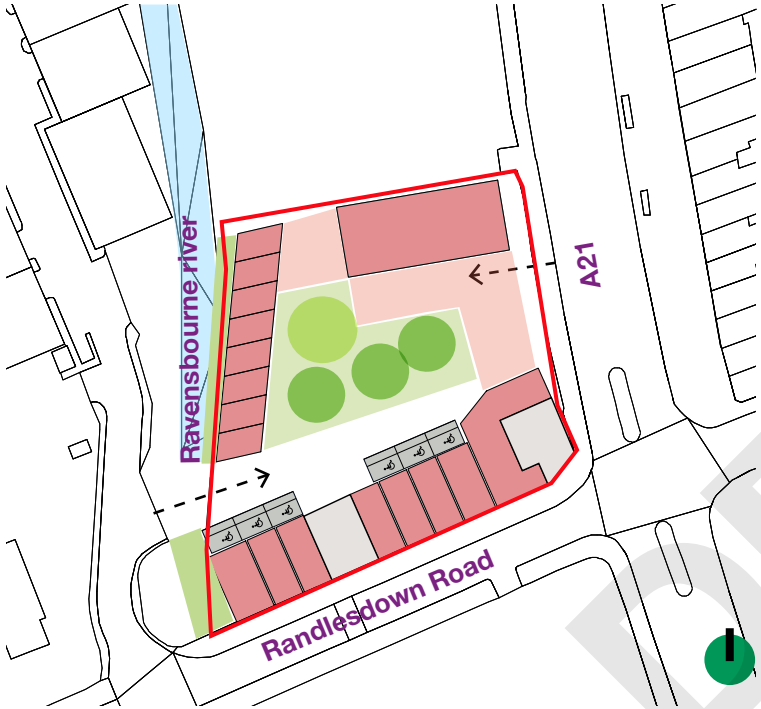
Potential Development Sites: Bellingham Character Area

Site 13 - Land at Randlesdown Road

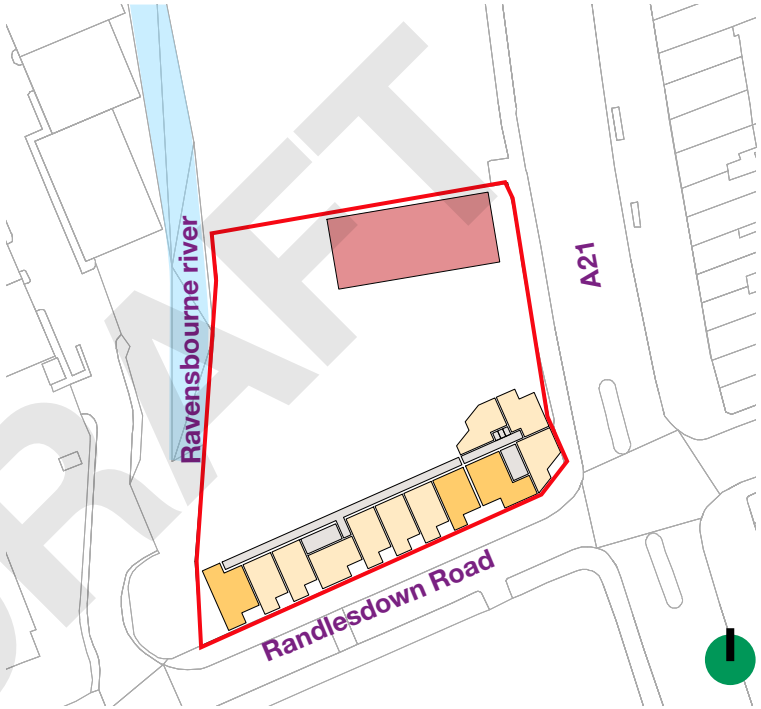
Capacity study

Key:

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



Ground floor plan



Typical floor plan

Site capacity table

Type	Number	% of total
1B2P	43	69%
2B3P	6	10%
2B4P	13	21%
Total	**62**	

Density = 155 u/ha

Potential Development Sites: Southend Character Area

Site 14 - Catford Police Station

Capacity study

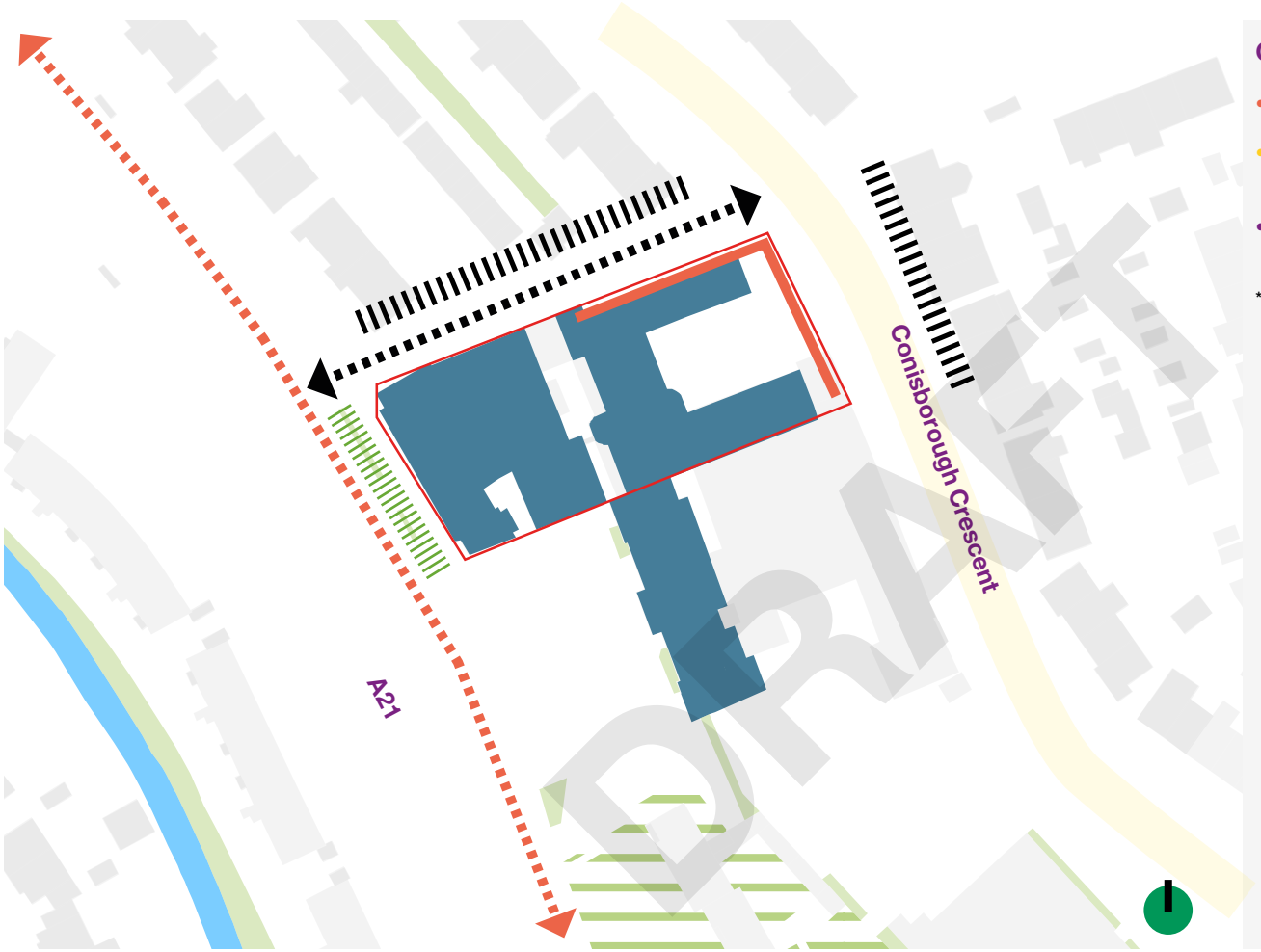
Fig. 1 Aerial site diagram

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

Potential Development Sites: Southend Character Area

Site 14 - Catford Police Station

Capacity study



OVERALL PRINCIPLES:

- Retain front part of the building complex
- Infill rear yard with new residential, offering nicer aspect to adjacent terraces
- Unlock through route for cycle and resident access

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

New cycle connection

New pedestrian and cycle through route

Frontage

Need for green buffer to adjacent noise/ pollution source

Sensitive edge

Provide renovated residential aspect

Development Context

Locally listed buildings

Site boundary

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Southend Character Area

Site 14 - Catford Police Station

Capacity study

Key:

Disabled parking
Green space
Communal amenity space / playspace
Service access

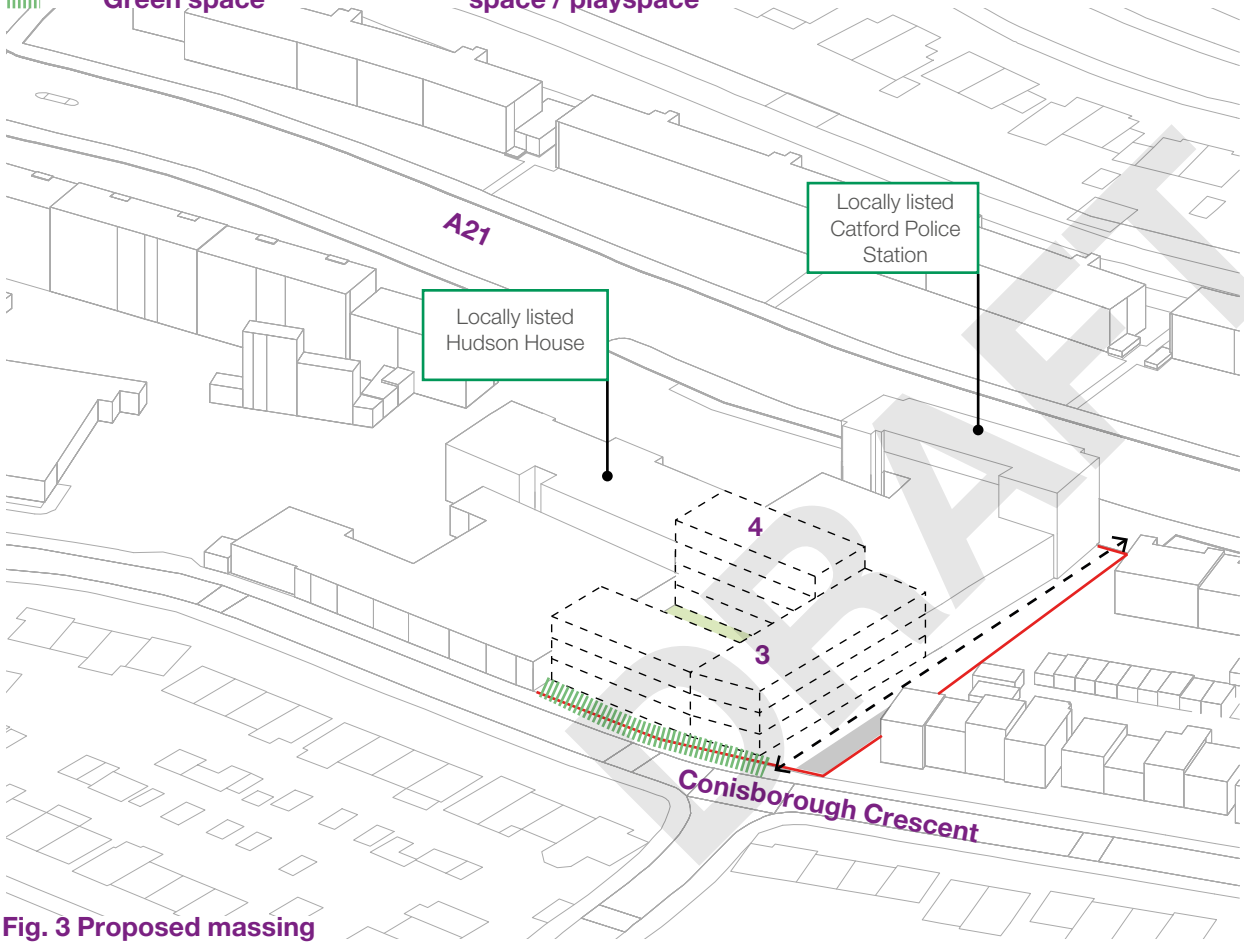


Fig. 3 Proposed massing

Relevant precedents

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

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

Potential Development Sites: Southend Character Area

Site 14 - Catford Police Station

Capacity study

Key:

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

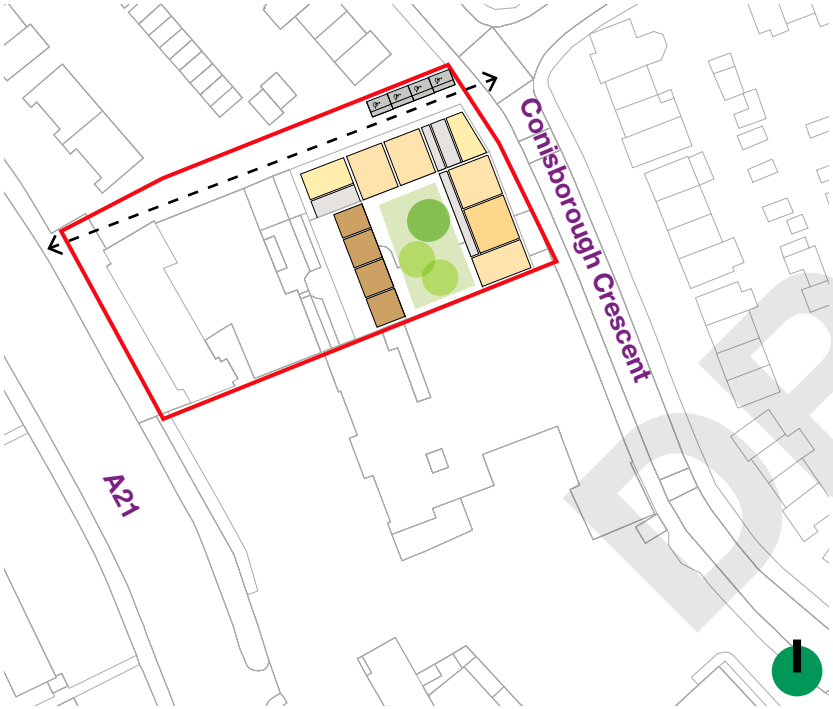


Fig 6. Typical floor plan

Site capacity table

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

Potential Development Sites: Southend Character Area

Site 15 - Hudson House

Capacity study

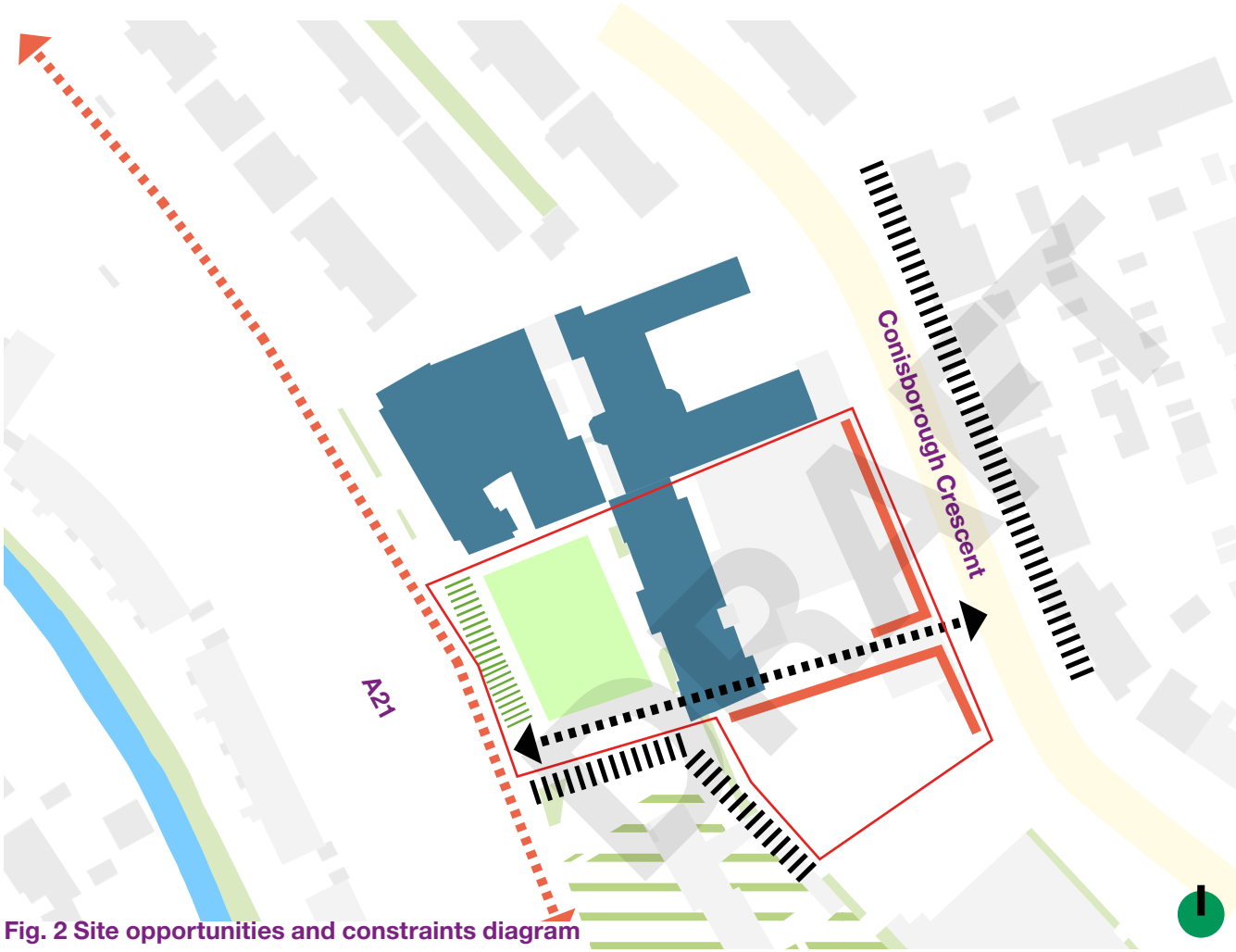
Fig. 1 Aerial site diagram

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

Potential Development Sites: Southend Character Area

Site 15 - Hudson House

Capacity study



OVERALL PRINCIPLES:

- Retain front part of the building complex
- Provide new green space at the front
- Infill rear yard with new residential, offering nicer aspect to adjacent terraces
- Unlock through route for cycle and resident access

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

- New cycle connection
- New through route, opening up Conisborough Crescent for access

Development Context

- Locally listed buildings
- Site boundary

Frontage

- Need for green buffer to adjacent noise/ pollution source
- Sensitive edge
- Provide renovated residential aspect

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Southend Character Area

Site 15 - Hudson House

Capacity study

Key:

Disabled parking

Green space

Communal amenity space / playspace

Service access

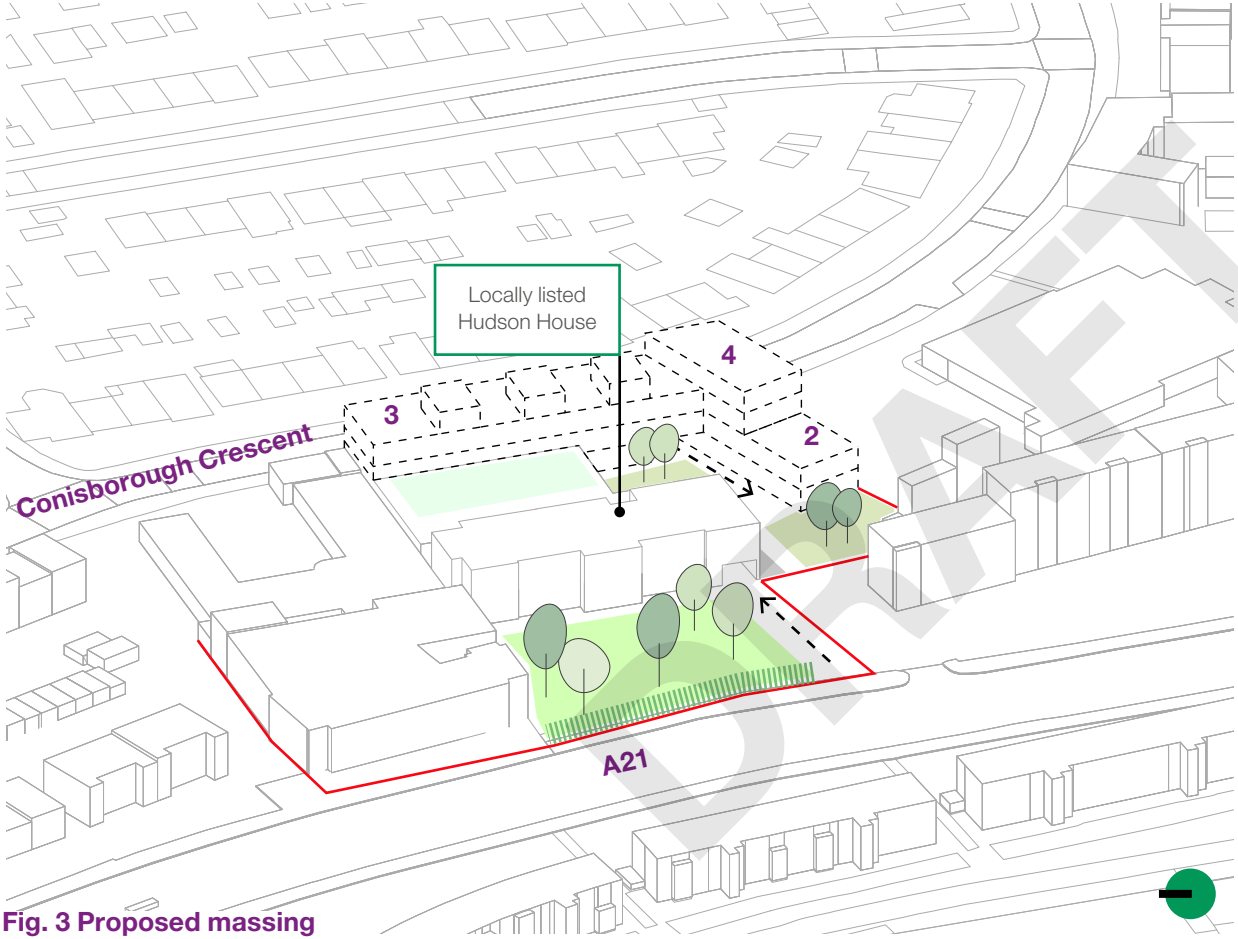


Fig. 3 Proposed massing

Relevant precedents

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

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

Potential Development Sites: Southend Character Area

Site 15 - Hudson House

Capacity study

Key:

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

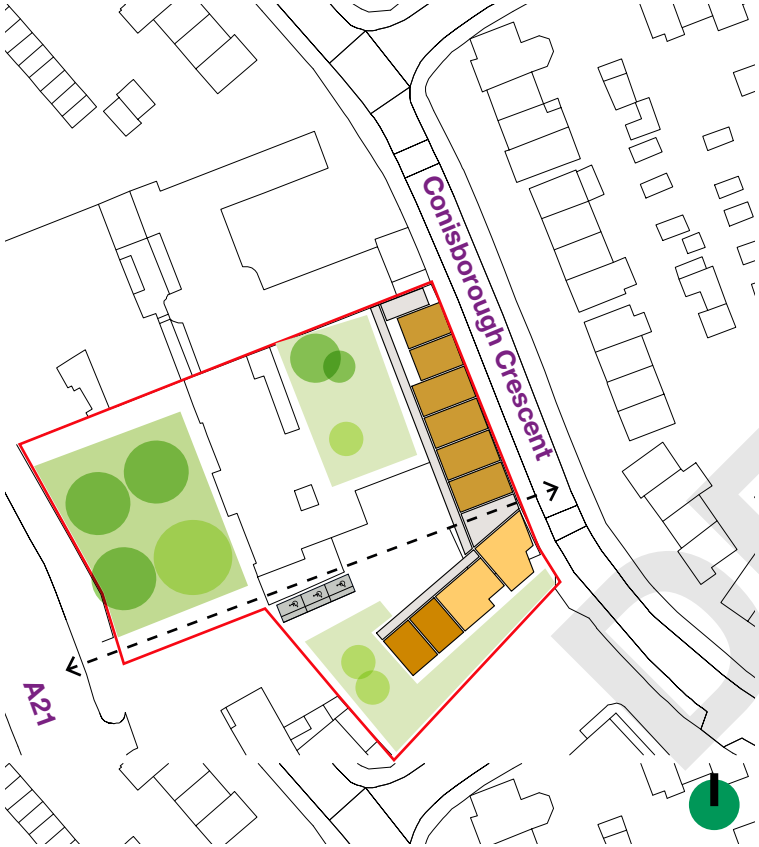


Fig 6. Typical floor plan

Site capacity table

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

Potential Development Sites: Southend Character Area

Site 16 - Car Showroom

Capacity study

Fig. 1 Aerial site diagram

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

Potential Development Sites: Southend Character Area

Site 16 - Car Showroom

Capacity study

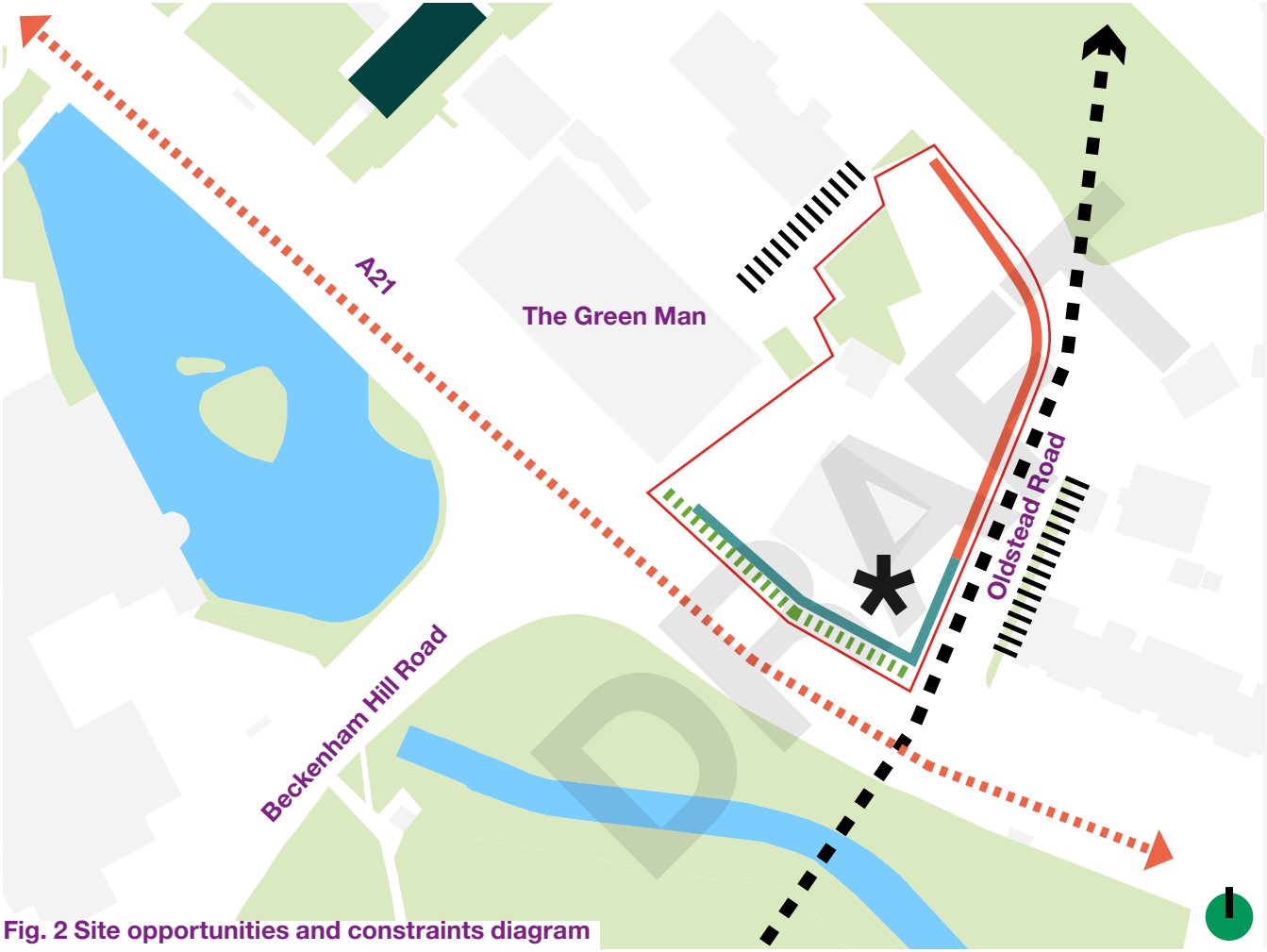


Fig. 2 Site opportunities and constraints diagram

OVERALL PRINCIPLES:

- **Provide new green space at the front**
- **Infill rear yard with new residential, offering nicer aspect to adjacent terraces**
- **Unlock through route for cycle and resident access**
- **Provide complimentary ground floor uses to The Green Man**

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

- New cycle connection
- New through route link to Peter Pan and Beckenham Place Park

Frontage

- Need for green buffer to adjacent noise/ pollution source
- Sensitive edge
- Provide renovated residential aspect
- Provide renovated residential aspect

Development Context

- Taller building where impact on neighbouring properties is minimised
- Listed buildings
- Site boundary

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

Potential Development Sites: Southend Character Area

Site 16 - Car Showroom

Capacity study

Key:

Disabled parking
Class E & F uses

Forecourt
Green space

Communal amenity space / playspace

Service access

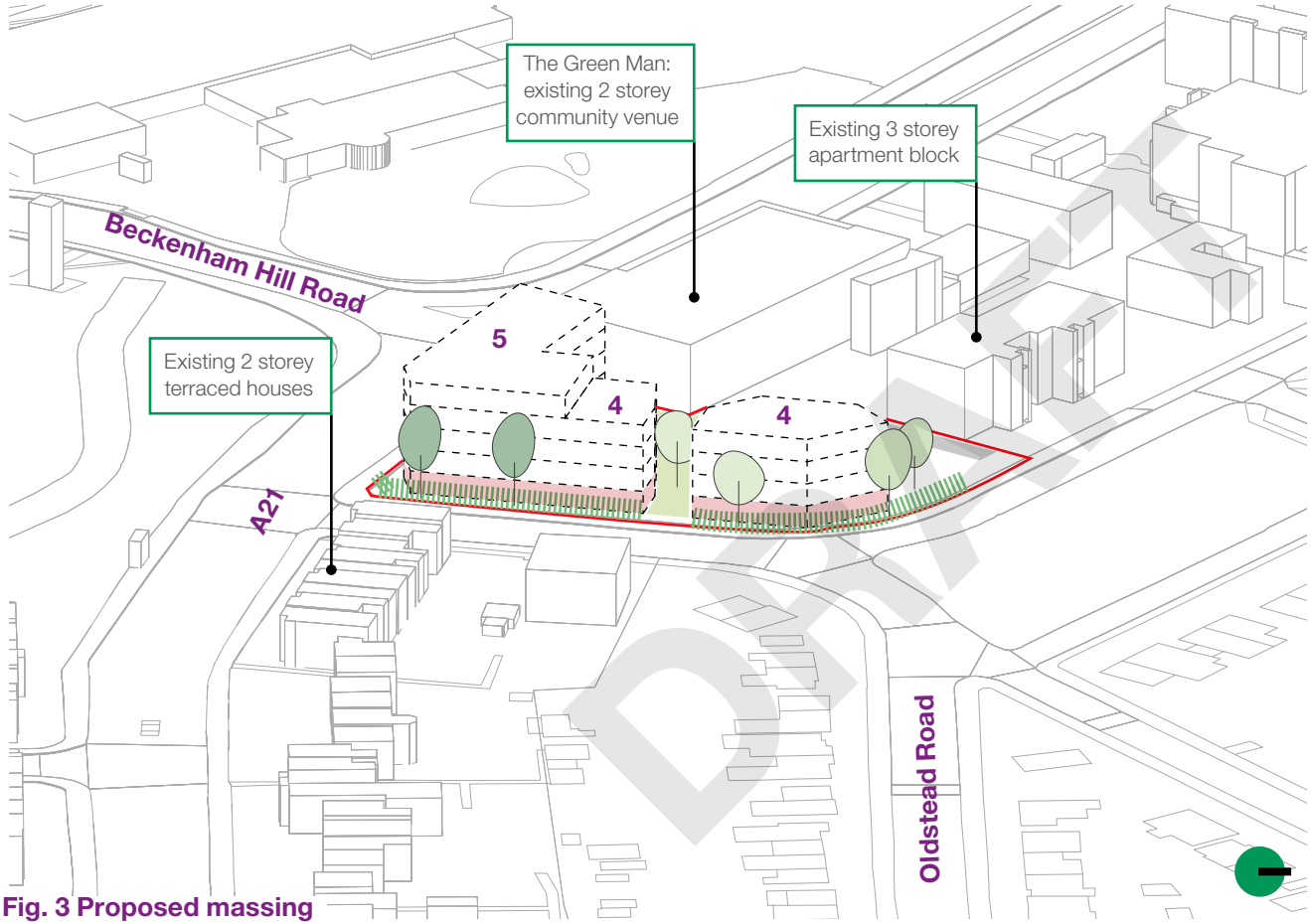


Fig. 3 Proposed massing

Relevant precedents

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

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

Potential Development Sites: Southend Character Area

Site 16 - Car Showroom, Southend

Capacity study

Key:

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

Fig 6. Ground floor plan

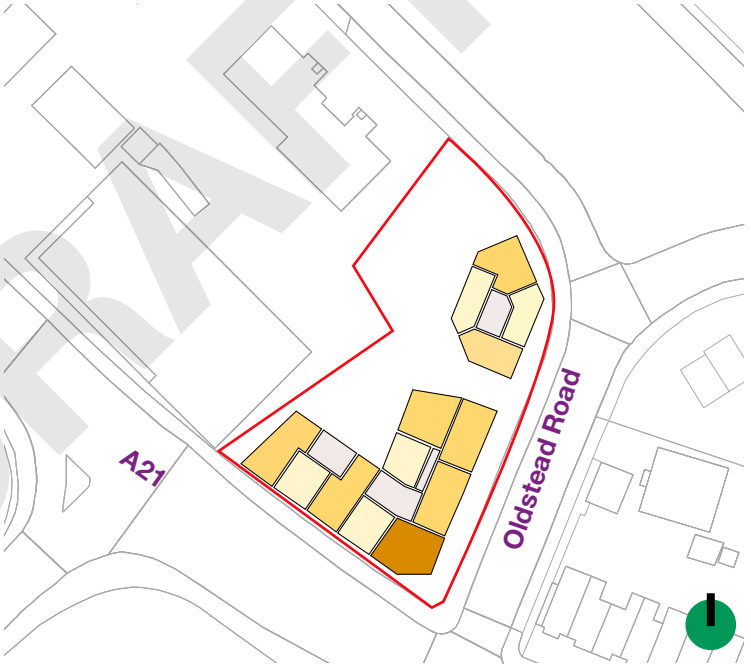


Fig 7. Typical upper floor plan

Site capacity table

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

Potential Development Sites: Downham Character Area

Site 17 - BP garage

Capacity study

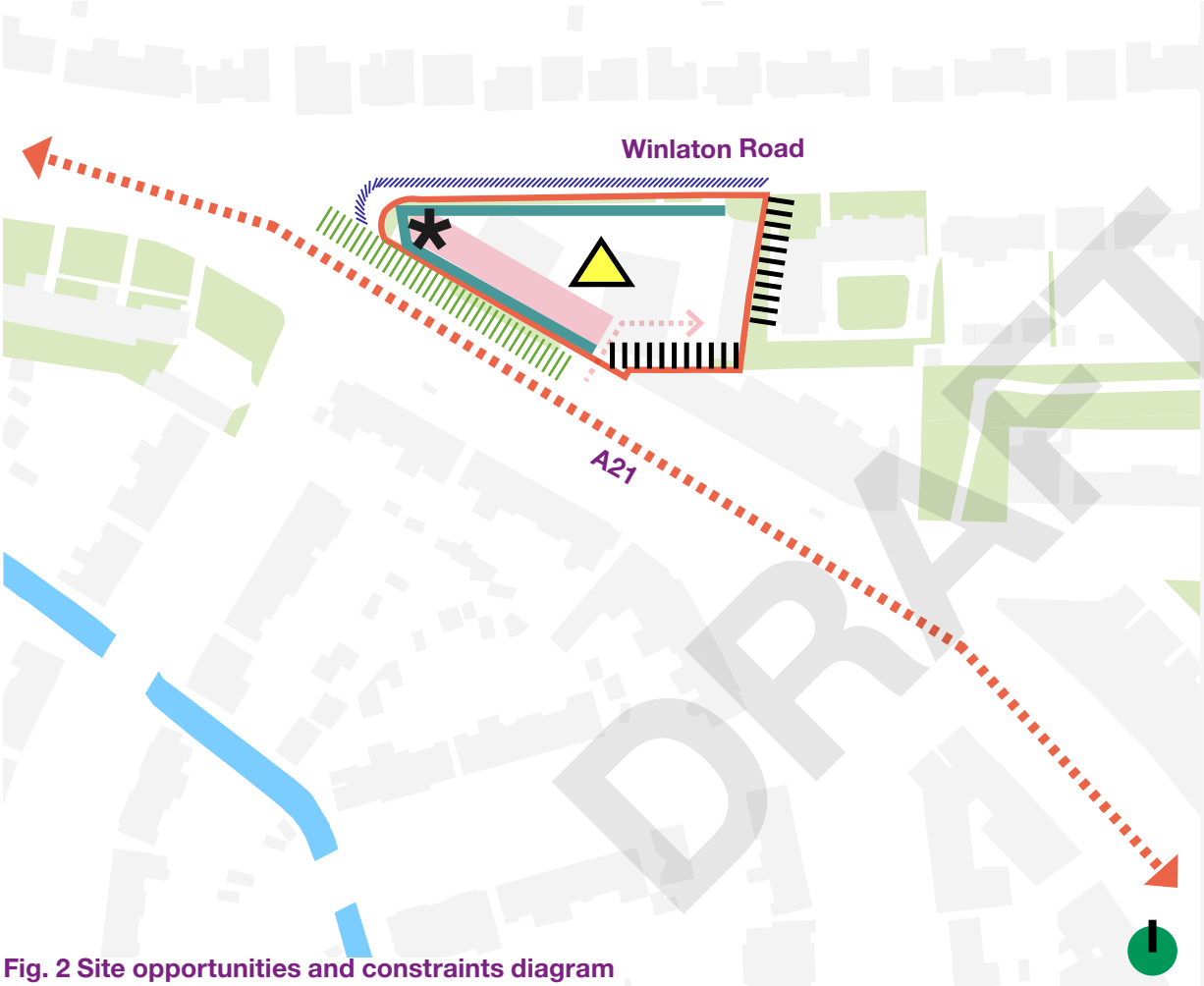
Fig. 1 Aerial site diagram

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

Potential Development Sites: Downham Character Area

Site 17 - BP garage

Capacity study



OVERALL PRINCIPLES:

- Potential to link better to Woodland Walk
- Creating ground floor Class E use
- Creating associated public / dwell space on the junction
- Creating a landmark building on the corner site
- Service access at rear to free up street facing frontage
- Creating green verge with tree planting along A21
- Provide communal amenity space for the new homes
- Retaining existing trees where possible

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

- Potential service access
- New cycle connection

Frontage

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

Development Context

- New Class E and Class F uses fronting onto A21
- Culverley Green Conservation Area
- Building of Townscape merit
- Potential for height along A21 corridor
- Contaminated site as a result of car garage use
- Pronounced level difference
- Site boundary

Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Downham Character Area

Site 17 - BP garage

Capacity study

Key:

Disabled parking
Class E & F uses

Forecourt
Green space

Communal amenity space / playspace

Service access

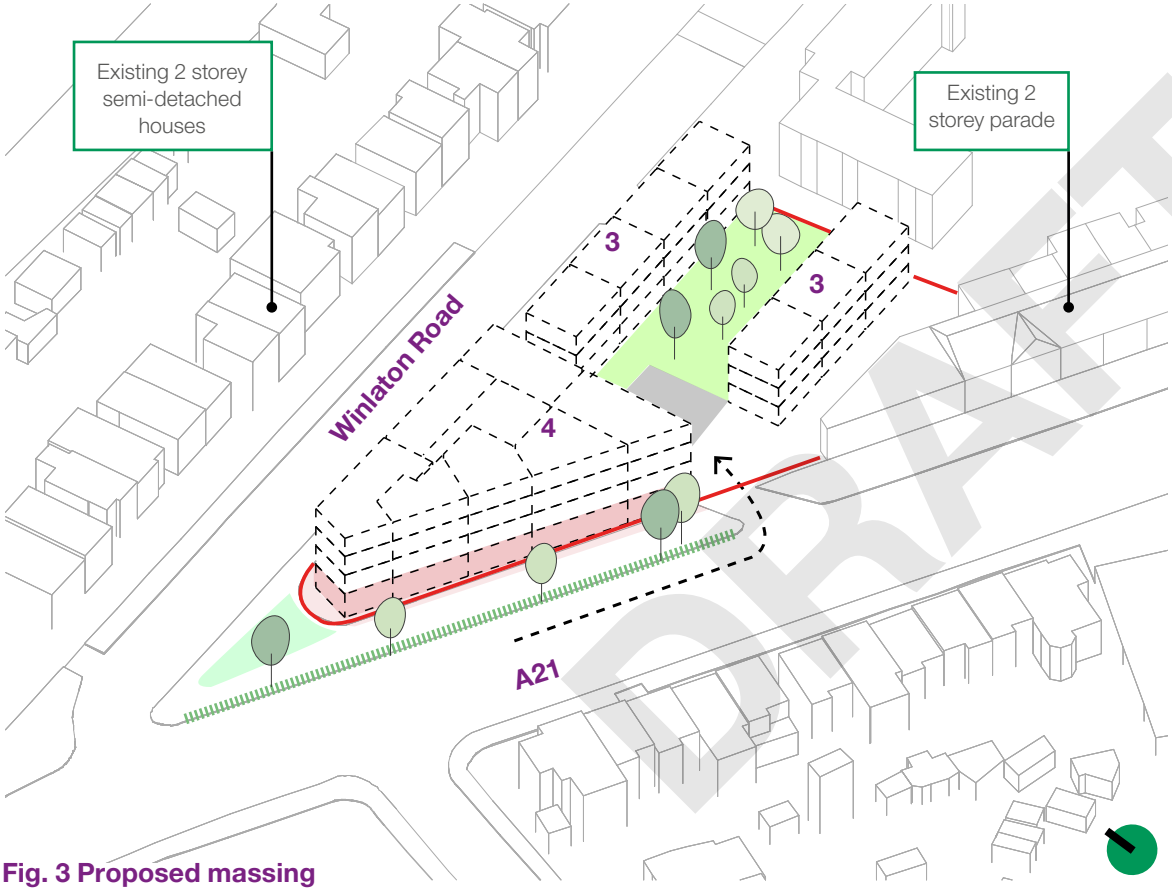


Fig. 3 Proposed massing

Historical site images

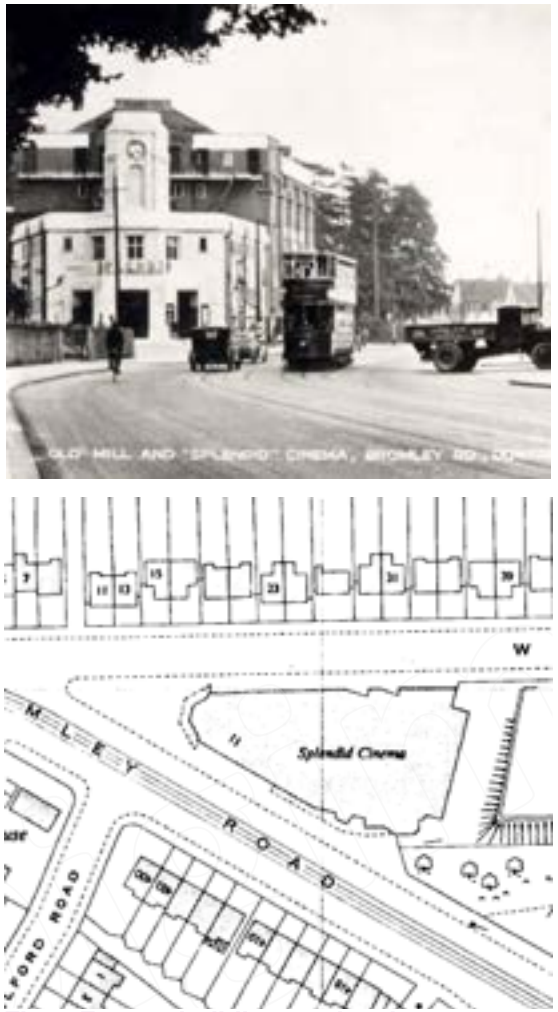


Fig. 4 Former building on the site - Splendid Cinema built in 1930 and demolished in 1958. View from Bromley Road (top) and plan (bottom)

Potential Development Sites: Downham Character Area

Site 17 - BP garage

Capacity study

Key:

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

Fig. 5 Ground floor plan

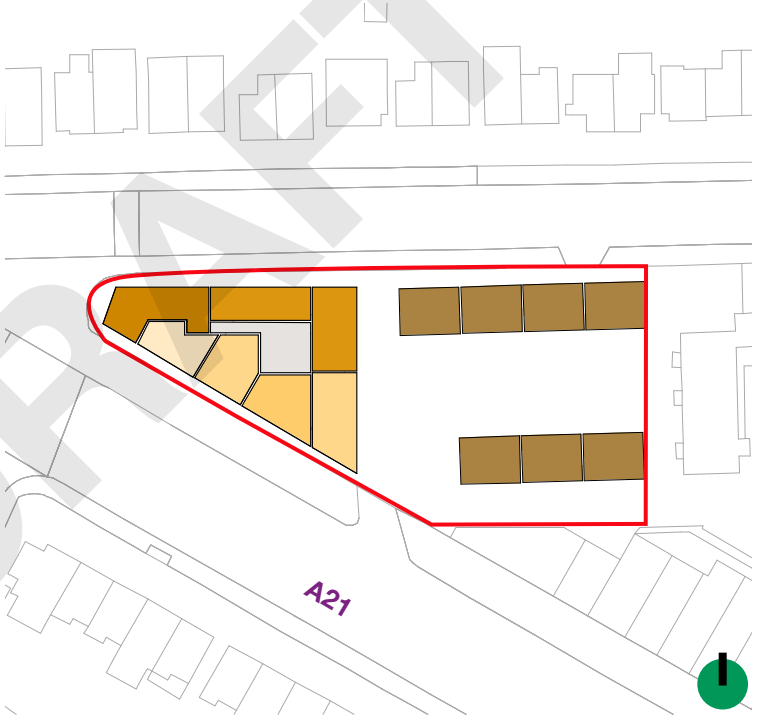


Fig. 6 Typical upper floor plan

Site capacity table

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

Assumptions:

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

Potential Development Sites: Downham Character Area

Site 18 - McDonalds Ashgrove Road

Capacity study

Fig. 1 Aerial site diagram

Site information	
Draft Local Plan site allocation	Lewisham South Area Site allocation 13
Ownership	Private
Site area	0.32ha
PTAL	2
Indicative capacity	31 residential units 1,072 non-residential floorspace (main town centre use)
Planning designations and site considerations	Adjacent South London Green Chain Area; adjacent Metropolitan Open Land; Area of Archaeological Priority; Flood Zone 1; Critical Drainage Area
Current use	Out of centre restaurant
Character Area Framework	See Downham Area Framework (from p. 55)

Potential Development Sites: Downham Character Area

Site 18 - McDonalds Ashgrove Road

Capacity study

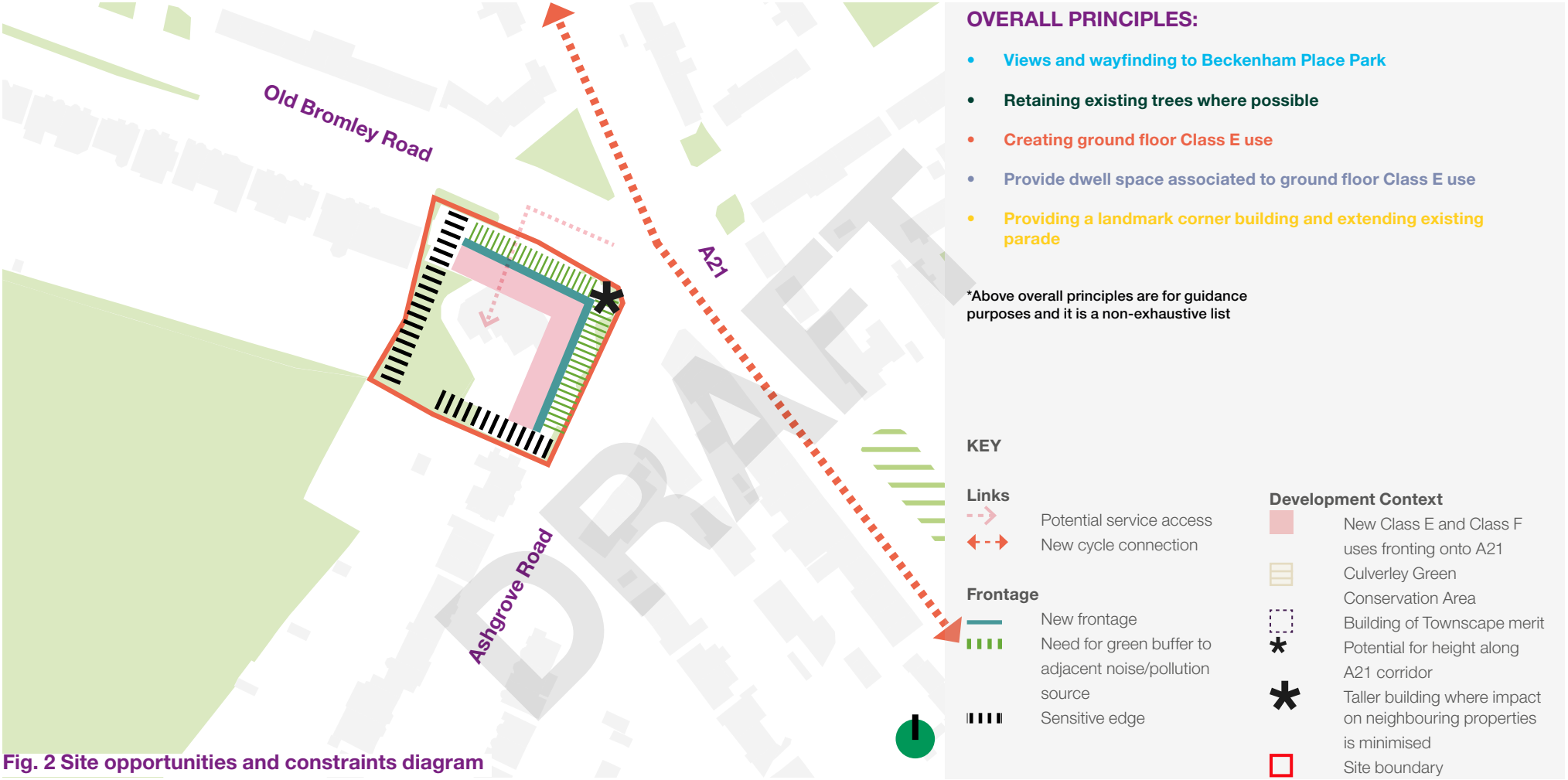


Fig. 2 Site opportunities and constraints diagram

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

Potential Development Sites: Downham Character Area

Site 18 - McDonalds Ashgrove Road

Capacity study

Key:

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

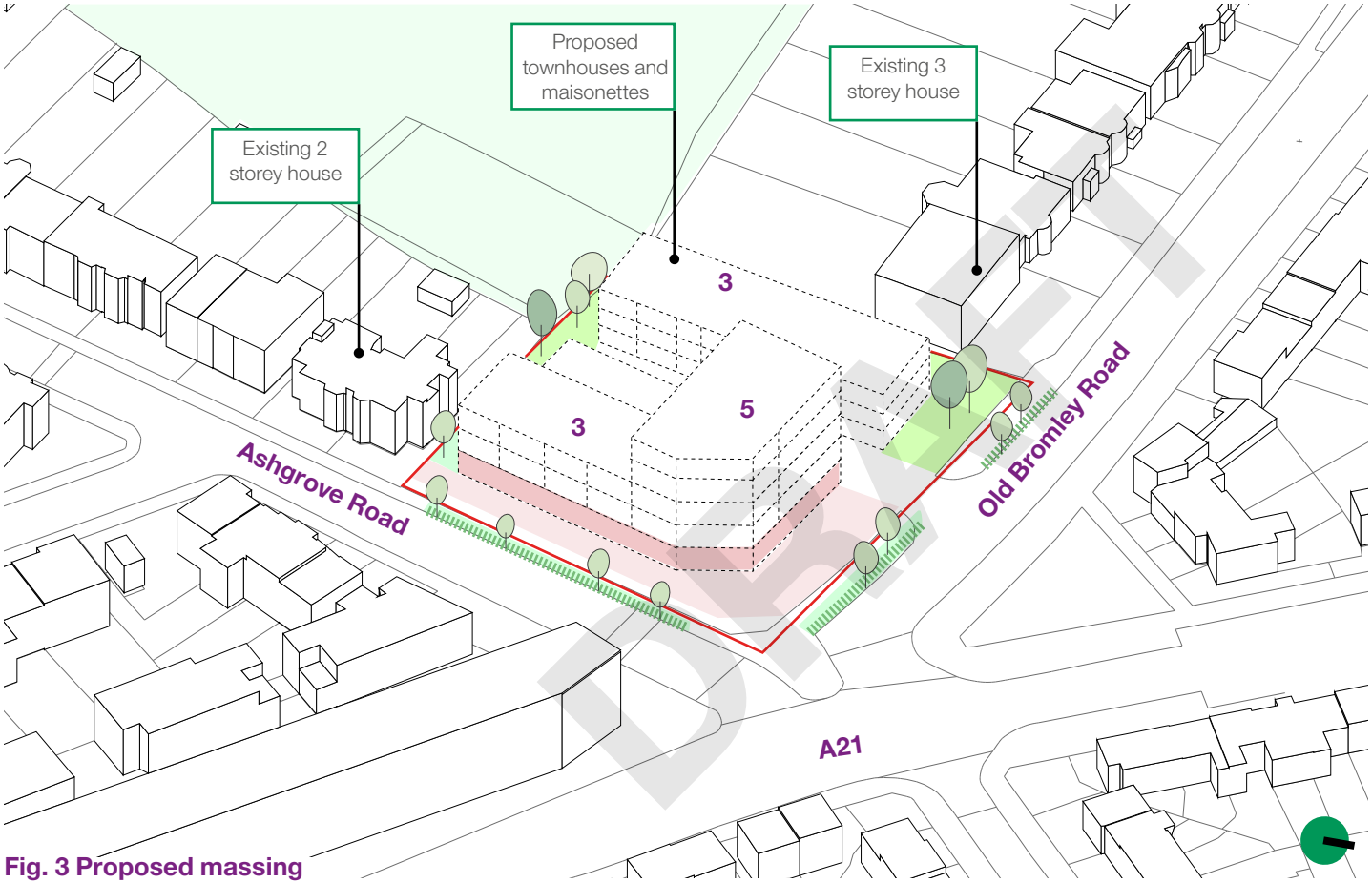


Fig. 3 Proposed massing

Relevant precedents

Fig. 4 Small scale development with commercial use on the ground floor at 3 Prince Edward Road, London, E9 5LX

Fig. 5 Communal courtyard at contemporary mews development, Centrale Werkplaatsen, Werkhuizenstraat 9, 3010 Lo, Belgium

Potential Development Sites: Downham Character Area

Site 18 - McDonalds Ashgrove Road

Capacity study

Key:

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

Fig. 6 Ground floor plan

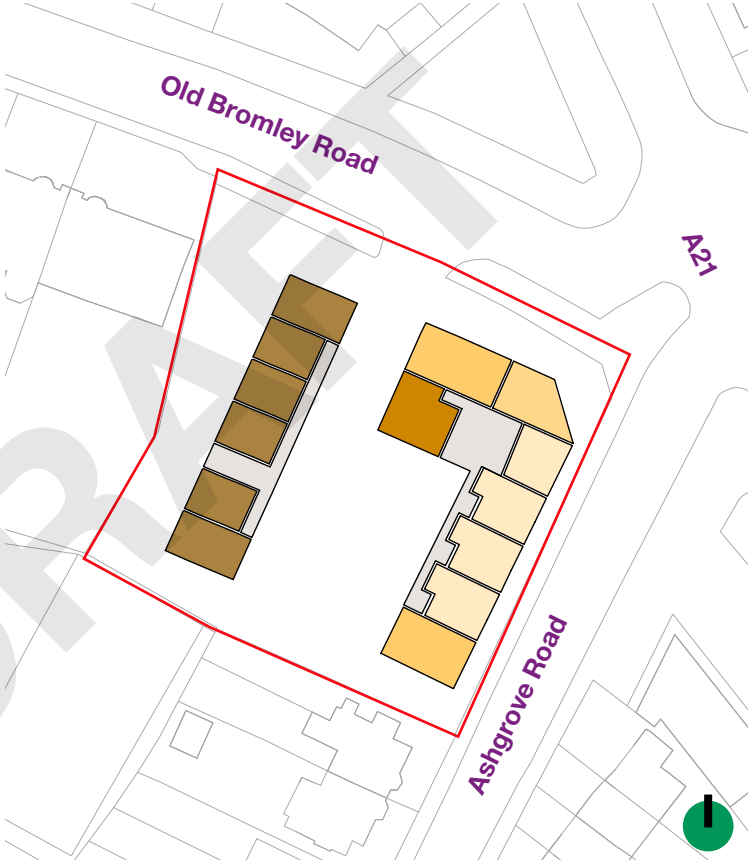


Fig. 7 Typical upper floor plan

Site capacity table

Unit Type	Number of units	% of total
1B2P	10	29%
2B3P	4	11%
2B4P	8	23%
3B5P	4	11%
4B6P	6	17%
Class E & F units	3	9%
Total	35	
Housing density		100 u/ha

Potential Development Sites: Downham Character Area

Site 19 - Beadles Garage

Capacity study

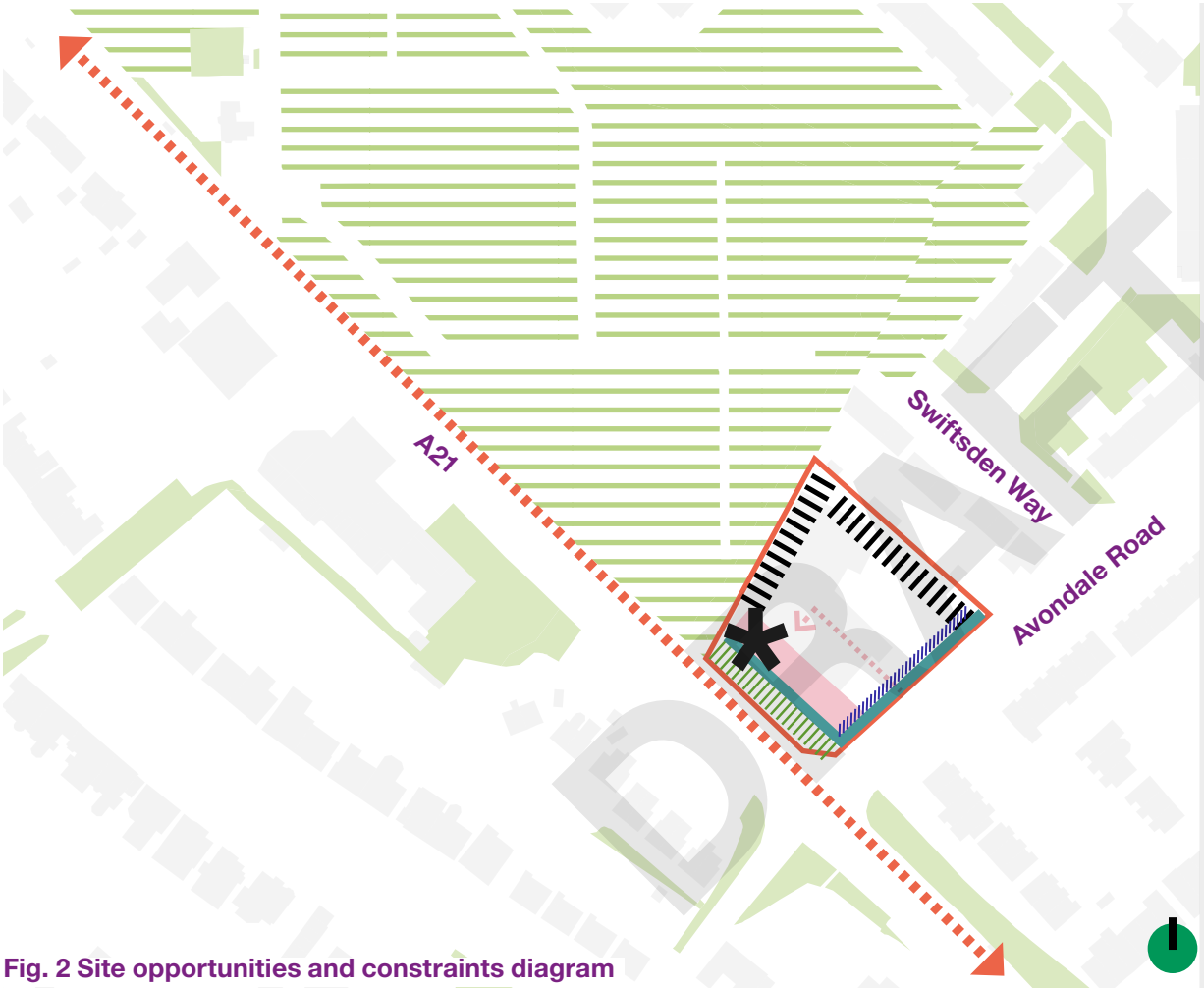
Fig. 1 Aerial site diagram

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

Potential Development Sites: Downham Character Area

Site 19 - Beadles Garage

Capacity study



OVERALL PRINCIPLES

- **Extending the green verge with new mixed use frontage along A21. Existing street trees at the back of the site to be retained**
- **Better connections to green assets for residents and visitors**
- **Development should respond positively to current site topography that has a pronounced level difference between A21 and Swiftsden Way**
- **Provide communal amenity space near the sensitive edge of the site for the new homes**
- **Creating Class E / Class F uses on the ground floor facing A21**
- **Service access at rear to free up street facing frontage**
- **Taller building positioned to the south of the site along the A21**

*Above overall principles are for guidance purposes and it is a non-exhaustive list

KEY

Links

Potential service access

New cycle connection

Frontage

New frontage

Need for green buffer to adjacent noise/pollution source

Sensitive edge

Development Context

New Class E and Class F uses fronting onto A21

Culverley Green Conservation Area

Building of Townscape merit

Potential for height along A21 corridor

Taller building where impact on neighbouring properties is minimised

Site level difference

Site boundary

Fig. 2 Site opportunities and constraints diagram

Maximise the delivery of new homes to meet borough shortfall needs

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

Promote sustainable modes of transport

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

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

Celebrate a rhythm of pause and intensity

Potential Development Sites: Downham Character Area

Site 19 - Beadles Garage

Capacity study

Key:

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

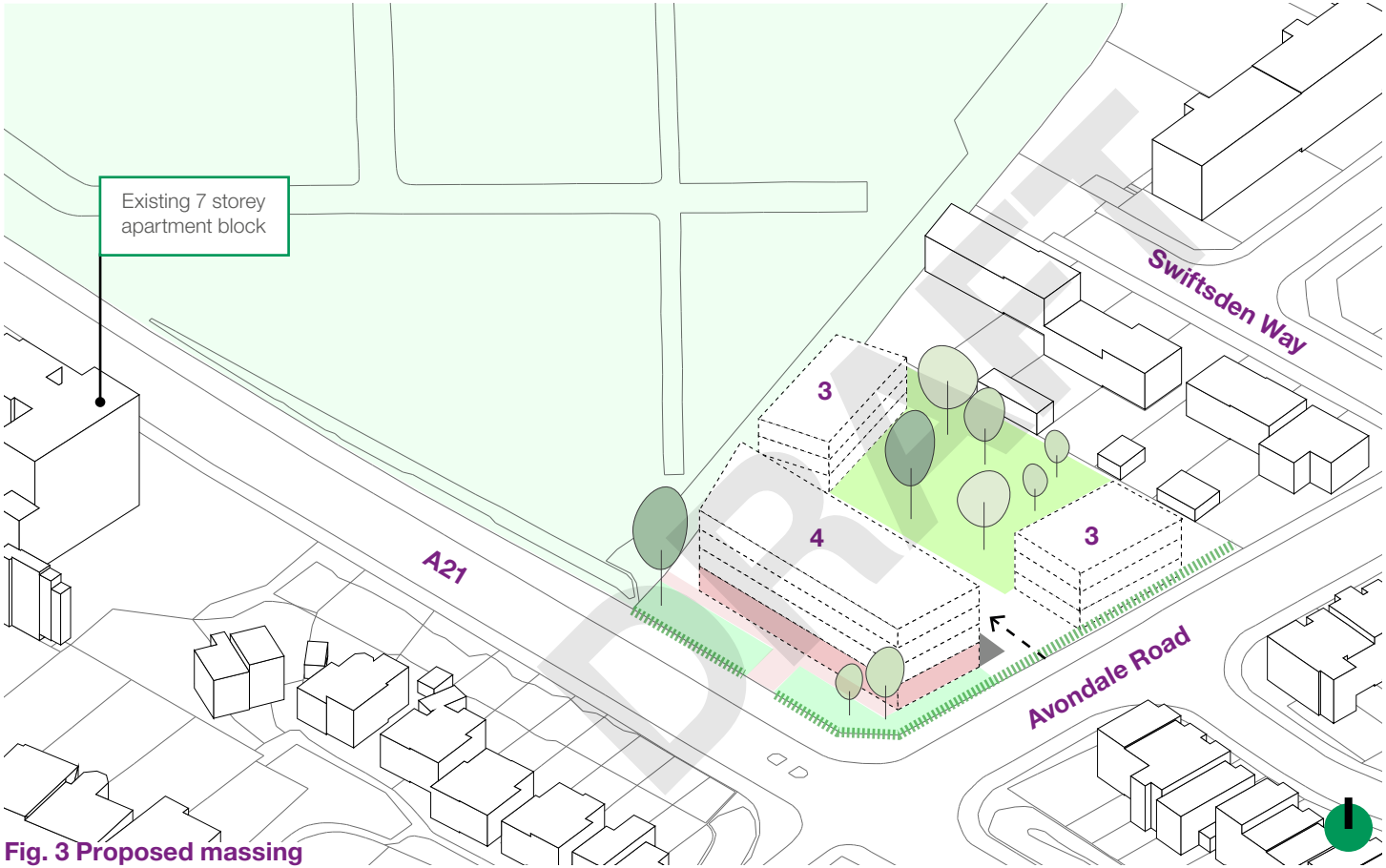


Fig. 3 Proposed massing

Relevant precedents

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

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

Potential Development Sites: Downham Character Area

Site 19 - Beadles Garage

Capacity study

Key:

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

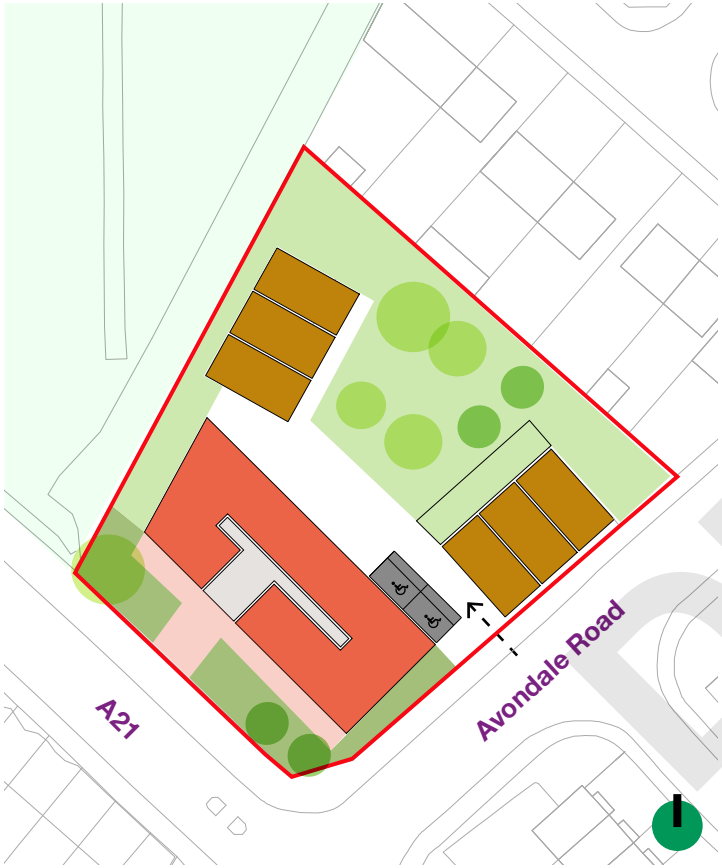


Fig. 6 Ground floor plan

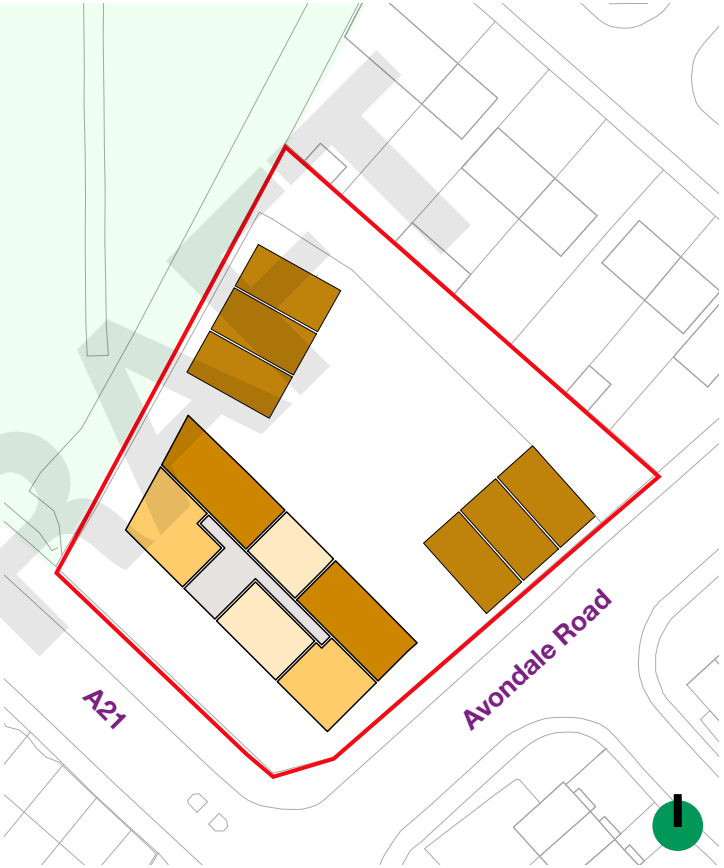


Fig. 7 Typical upper floor plan

Site capacity table

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

Assumptions

- ground floor commercial space provision

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Appendix

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

Transport Strategy introduction

6.1 The emerging transport strategy comprises initial suggestions to enhance transport facilities along the A21 to improve sustainable travel. The A21 is part of TfL's Strategic Road Network and all decisions to alter the layout of the A21 would require authorisation from TfL.

6.2 The emerging transport strategy has been developed by Heyne Tillet Steele.

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

The A21 Today
Summary of Baseline

6.3
- A21 is arterial route with ‘fast’ corridor perception and dominant function which has gradually severed what were once village clusters into disincentivises on each side of the road
- The A21 itself is red-route managed by TfL
- It is characterised by inconsistent road engineering; median raised strip or discrete islands without drop kerb, guard rails at some junctions and not others
- It provides an important bus corridor between Bromely and Lewisham Central, and beyond
- For much of its length the A21 has generous carriageways 12-15m wide
- Cycle infrastructure is limited, intermittent and poorly defined.
- The A21 generates moderate pedestrian severance in the area and is a barrier to east-west movement
- A series of six rail stations reinforce the movement corridor – station entries and exits show that stations are under-utilised further south
- The PTAL forecast shows higher PTALs of 5 and 6 in Catford town Centre and Lewisham Centre, ranges 3-4 elsewhere along the route but drops off significalty at Downham. Additionally the 2031 forecast doesn’t account for the Bakerloo Line Extension
- Accident spots in Catford and Lewisham centres, with some additional junctions with vulnerable road users

Image 1 – Vehicle Flows

Image 2 – A21 Severance

Image 3 – Station Entries

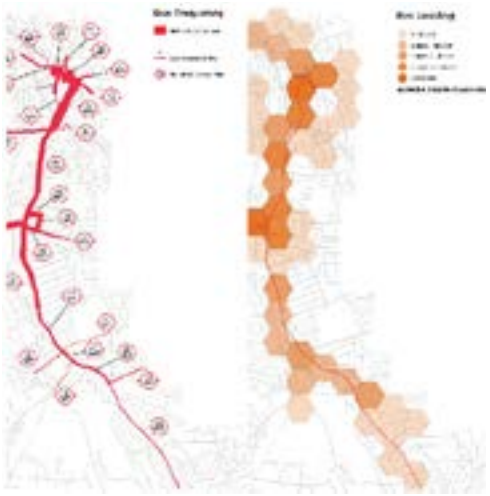

Image 4 – A21 Bus Patronage

Image 5 – Accidents

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

Opportunities

6.4
- Carriageways are wide to accommodate cycle infrastructure
- Opportunity to extend further existing bus priority measures
- Parking along the A21 is relatively few and far between but with significant proportion of
- Potential to reinforce existing network of cycle routes and develop segregated routes on A21
- Potential to further implement Low-Traffic Neighbourhoods

Constraints

6.5
- The A21 is a TfL managed route
- Off-street forecourt parking with footway crossovers is prevalent for much of the A21
- Designated London Parks constrain widths within Rushey Green
- Moreover the street width along the A21 is more or less fixed, requiring a balanced re-allocation of space to accommodate pus priority, cycle infrastructure, planting.
- Parking in neighbourhood centres can be perceived to be key to holding economic activity

Area Wide Guidance Transport Strategies
Cycling

6.6
- The principle of move fast / move slow; whereby the A21 provides a segregated fast and direct route, and parallel quietways provide slower routes between local amenities and open space.
- A consistent language of cycle infrastructure should be implemented which is continuous and legible throughout the area.
- Reinforce good provision of secondary cycle routes in area with increased wayfinding, priority junctions, and cycle filters.
- Further implementation of low traffic neighbourhoods, building on the lessons learnt with Lewisham and Lee Green LTN
- Cycle hubs should be implemented within local centres which provide secure and dry parking, with cycle hire and ancillary facilities such as tools, pumps, vending machines of parts, and live travel information for onward journeys at stations.

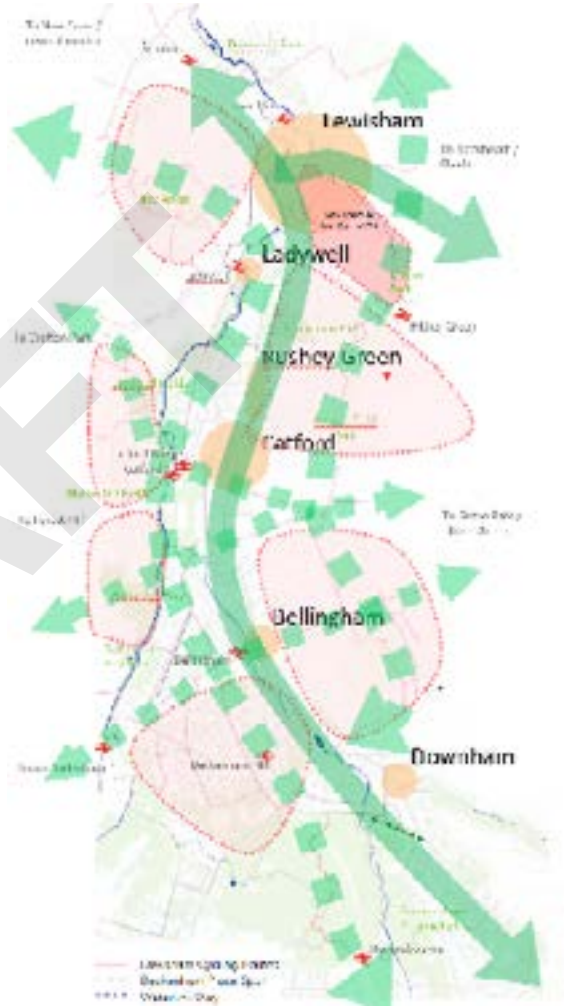

Image 6 – Proposed Cycle Strategy

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

Character Areas
Lewisham High Road / Molesworthy Street

6.7
- Strategy to improve cycle, pedestrian movements and increase public realm, with the focus on the northern footway to maximise sunlight.
- Central island and central reservation on Molesworthy Street
- Two way signalised traffic and segregated cycle lanes in both directions
- Priority signal junction with bus and cycle green phases improved pedestrian crossings on all arms
- Ghost turn lanes provided to facilitate all movement priority junctions exiting Engate Street and Lewisham Shopping Centre

Image 7 - Lewisham High Road - Molesworthy Street Junction

Image 8 - Lewisham Road - Molesworthy Street Aerial

Image 9 - Molesworth Street-Lewisham High Road Junction

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

Rushey Green

6.8
- Central ghost lane removed to facilitate cycle lanes within the main carriageway.
- Sub-base of cycle lane provides structural soil build-up for adjacent tree pits.
- Bus priority lanes are implemented leaving a single lane of general traffic.
- Cycle lanes byspass bus stops and loading bays
- Raised pedestrian crossings on A21 and continuous footways at side roads

Image 10 – Rushey Green Aerial

Image 11 – Rushey Green Street View

Image 12 - Bustop Bypass

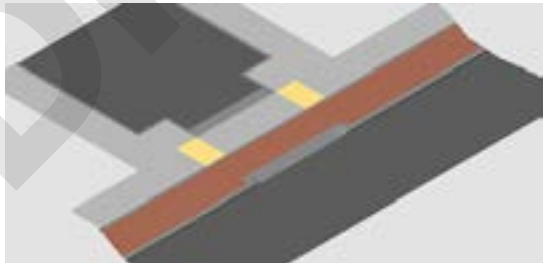

Image 13 - Side Road Entry Treatment (Ranty Highwayman)

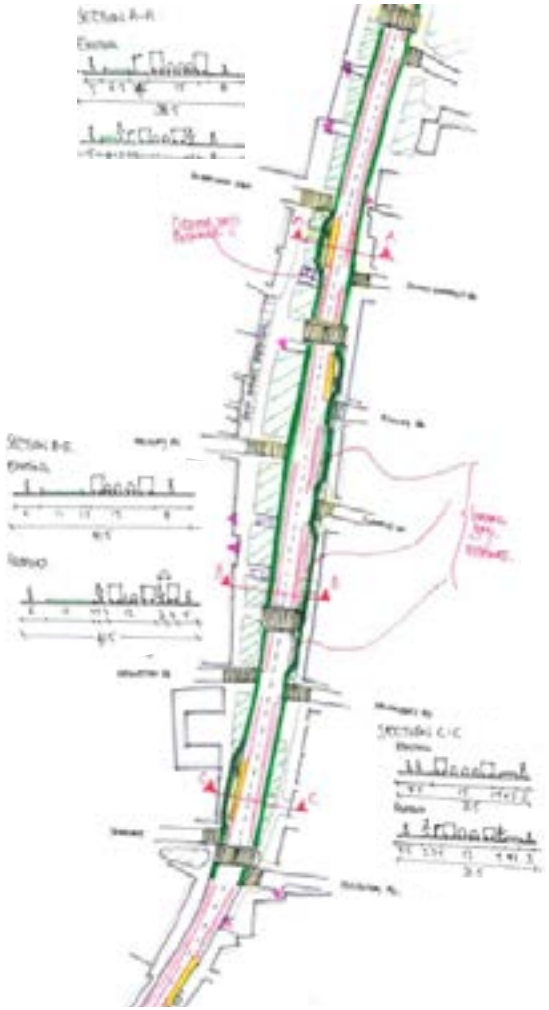

Image 14 - Proposed Rushey Green

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

Bellingham

6.9
- Strategy is to slow all traffic to emphasise Bellingham as a local centre and increase social space.
- Carriageway narrowed to single lane traffic with bus laybys. Kerb build outs accommodate rainwater gardens, tree planters and integrated SuDs
- Kerb height lowered between gateway entries to facilitate easier pedestrian crossing and continuous footways across side-roads
- Street furniture and planting would prevent illegal forecourt parking south of Danby Road. North of Danby Road adjacent to 169-203, the existing condition would be retained; full kerb height, double red line or bus stop cage
- Catford Bus Garage (Stop BN) is proposed to be moved approximately 20m south to provide a narrowing effect to the carriageway
- Existing parking Red Route No Stopping Mon – Sat 7am – 7pm Except 10am-4pm 30min no return within 1 hour. Side roads accommodate unrestricted parking
- Proposed to minimise on-street parking to accommodate increased social space and street greening. Three bays retained to accommodate disabled parking and loading

Image 15 - Bellingham Streetview

Image 16 - Bellingham Aerial

Image 17 - Proposed Bellingham

Emerging Transport Strategy
Extracts from the Emerging Transport Strategy

Downham

6.10
- Strategy is to slow all traffic and increase social space to emphasise Downham as a local centre
- Two-way cycle lanes provided, and kerb build outs accommodate rainwater gardens and tree planting. Sub-base of cycle lane provides structural soil build-up for adjacent tree pits
- Raised pedestrian crossings, with junction of Downham Way tightened geometry with level pedestrian crossings. Western arm of junction to be closed from A21 other than cyclists, and pedestrianised
- Bus lane to be retained north of Downham Way.
- Existing parking Red Route No Stopping Mon – Sat 7am – 7pm Except 10am-4pm 30min no return within 1 hour. Side roads accommodate unrestricted parking
- Proposed to remove on-street parking on A21 to accommodate increased social space and street greening. Disabled and Loading Bays to be retained

Image 18 - Downham Streetview

Image 19 - Proposed Downham

Image 20 - Downham Aerial

Good Practice Examples
Guiding principles examples

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

#brumbreathes

DELIVERING NEW GREEN OPEN SPACES AND GREEN SPINE

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

Key locations implement:
Along A21, within new development sites and along the Ravensbourne River

Precedent: Dalston Curve Garden

Application: Informal activity and dwell space where budget is limited

PROMOTE SUSTAINABLE TRANSPORT

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

Key locations implement:
Along A21 and ensure new development proposals are car free where possible

Precedent: Birmingham and Shoreditch Clean Air Zone (CAZ)

Application: Promote sustainable transport in an around town centres

Promote sustainable modes of transport

IMPROVE OR INTRODUCE CYCLING AND WALKING CONNECTIONS

How to deliver this principle:
- Provide blended crossings to reconfirm pedestrian priority
- Position new cycle stands near commercial parades
- Provide cycle lanes on each side of A21 corridor
- Include low maintenance 'rain garden' buffers with native species to attenuate storm water
- Prevent forecourt parking
- Introduce wayfinding to improve legibility

Key locations implement:
Along A21 and routes leading to residential areas

Precedent: Walham Forest's Mini-Holland

Application: Pedestrian and cycle friendly streets

CONSOLIDATE DELIVERY AND WASTE LOGISTICS

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

Key locations implement:
High street parades

Precedent: planned new road system at Notting Hill Gate

Application: Freight and cycle friendly street design along retail parades

Good Practice Examples
Guiding principles examples

Maximise the delivery of new homes to meet borough shortfall needs

INTEGRATING NEW DEVELOPMENTS

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

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

Precedent: Bermondsey Square

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

DELIVERING CARBON 0 HOMES AND BUILDINGS

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

Key locations implement:
All new developments

Precedent: H\B:ERT plug-in tool

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

Celebrate a rhythm of pause and intensity

ENSURING CRIME REDUCTION MEASURES AND PASSIVE SURVEILLANCE OPPORTUNITIES

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

Key locations implement:
High street and service roads behind them; routes towards residential areas

Precedent: Three lighting on Leyton High Road

Application: Low cost lighting intervention along open space

LOW TRAFFIC NEIGHBOURHOODS

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

Key locations implement:
Routes towards residential areas

Precedent: TfL Liveable Neighbourhoods Programme funded Redbridge Quiet Streets scheme

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

Good Practice Examples
Guiding principles examples

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

SOCIAL INFRASTRUCTURE AND SOCIAL VALUE OF PLACES

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

Key locations implement: New and existing ground floor uses

Precedent: Connective Social Infrastructure report

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

DIVERSIFIED USES, LOCAL BUY-INS AND BUSINESS SUPPORT

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

Key locations implement: high streets and town centres

Precedent: skills development for young people at Construction Youth Trust

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

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

UTILISING RIVERFRONT

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

Key locations implement: Ravensbourne River

Precedent: Ljubljana riverbanks

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

BUILDING ON NATURAL ASSETS

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

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

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

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

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