



LEWISHAM

TALL BUILDINGS STUDY
ADDENDUM

LONDON BOROUGH OF LEWISHAM

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May 2022

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1 INTRODUCTION

1.1 BACKGROUND

The draft Lewisham Local Plan underwent a successful Regulation 18 stage public consultation during the summer of 2021, receiving over 1,400 respondents.

The Council is now preparing a revised version of the Local Plan, taking into account consultation responses and the subsequent need for new evidence.

As part of this process, the evidence base which supports the Lewisham Local Plan, of which the Lewisham Tall Buildings Study is a part, must be updated to make sure that it reflects recent updates to the new London Plan which was adopted in March 2021.

Lewisham Local Plan Policy OD4 Building Heights currently states that within Lewisham, tall buildings are defined as:

- **buildings that cause a significant change to the skyline and which:**
- **are 30 metres or more in height, except in the designated Thames Policy Area where they are buildings 25 metres or more in height; or**
- **are significantly taller than the prevailing height of buildings in the immediate and surrounding area.**

The new London Plan Policy D9 Tall buildings now requires Boroughs to eliminate ambiguity and be more specific and prescriptive by defining what would be considered tall for different localities in their Local Plans, and to express these thresholds in metres or number of storeys.

London Plan Policy D9 requires every area of a Borough to be covered by a tall building definition which cannot be less than 18m or 6 storeys measured from ground to the floor level of the uppermost storey.

London Plan Policy D9 also requires Local Plans identify on maps the specific areas where tall buildings may be an appropriate form of development.

1.2 OBJECTIVES

The aim of this addendum is to align the Lewisham Tall Building Study and evidence base for the emerging Lewisham Local Plan so that it is fully compliant with the new direction of London Plan Policy D9 Tall Buildings.

By doing so, it will provide greater clarity for communities, developers and Council officers regarding the appropriate locations for tall buildings.

The addendum identifies eight 'search areas' in Lewisham based on neighbourhoods that are likely to experience growth and urban developments in the near future. The next section of this addendum will provide the following information for each area:

- **an overview of the existing townscape characteristics**
- **an updated assessment of suitability and sensitivity issues**
- **tall building threshold(s) expressed in metres and storeys**
- **locations where future tall buildings may be appropriate**
- **a rationale explaining why these locations are appropriate**

The data and methodology for the analysis in terms of suitability and sensitivity mapping in this addendum are exactly the same as in the main Lewisham Tall Buildings Study report. This addendum should be read in conjunction with that 'pstant' report.

For all other parts of the Borough beyond the eight search areas, the new London Plan minimum threshold will become the default definition of tall, with the exception of the Thames Policy Area where it will remain 25 metres or more in height.

An assessment of appropriateness for tall buildings should not be taken to imply that every application for tall buildings within these locations will automatically receive planning permission.

Tall buildings are almost always contentious planning applications which give rise to considerable local concern and often opposition. Planning applications for tall buildings will be expected to include rigorous urban design and architectural analysis demonstrating why a specific site presents a clear and positive opportunity for a tall building.

Further detailed design work on prospective development sites will be needed to determine the appropriateness of proposals for tall buildings on a case-by-case basis.

2 ANALYSIS

2.1 AREAS OF SEARCH

2.1.1 Characterisation

The Lewisham Characterisation Study outlined the basis for a character-based growth strategy for the Borough (Fig 1). Areas considered appropriate for growth are well served by public transport, within or in close proximity to an identified retail centre and/or within an identified opportunity or growth areas. This character-based growth strategy is an important context within which the Lewisham tall buildings strategy has been prepared.

Unsurprisingly, the areas identified as being more appropriate for growth and regeneration in the context-based growth strategy are generally aligned with the areas considered potentially more suitable for tall buildings in the Borough-wide tall building study (Fig 2).

2.1.2 Defining the areas of search

Informed by urban character analysis as supported by stakeholder and community engagement, the Characterisation Study identifies 5 Borough sub areas and numerous neighbourhoods within each. With each neighbourhood having discrete urban characteristics and a sense of place, they are considered a particularly useful and appropriate tool to help define areas of search for locations considered potentially appropriate for tall buildings (all neighbourhood areas are shown in Fig 3).

Overlaying the character-based growth strategy and the suitability mapping with the Characterisation Study's neighbourhood boundaries helps to establish a basis for the areas of search (see Fig 4 and Fig 5).

Eight neighbourhood-based areas of search within Lewisham emerge that are likely to play an important role in Lewisham's ongoing growth and regeneration strategy whilst also demonstrating a level of potential suitability for taller buildings. These eight areas are, as flagged in Fig 3:

1. **North Deptford**
2. **New Cross / New Cross Gate**
3. **Deptford**
4. **Lewisham Town Centre**
5. **Lee Green Town Centre**
6. **Cafford Town Centre**
7. **Forest Hill Town Centre**
8. **Lower Sydenham / Bell Green**
9. **Sydenham**
10. **Sydenham Hill**
11. **Bellingham**
12. **Downham**
13. **Grove Park**
14. **Honour Oak**
15. **Hither Green**
16. **Brockley**
17. **Telegraph Hill**
18. **Blackheath**
19. **Ladywell**
20. **Crofton Park**
21. **Blythe Hill**

The following sections take each neighbourhood in turn, assessing the different strands of suitability, general sensitivity and concluding with an assessment of specific locations considered to be appropriate for tall buildings, supported by an accompanying explanation and rationale for why these specific areas were identified.

Specific thresholds above which new buildings will be considered to be tall within each of these locations will also be given.

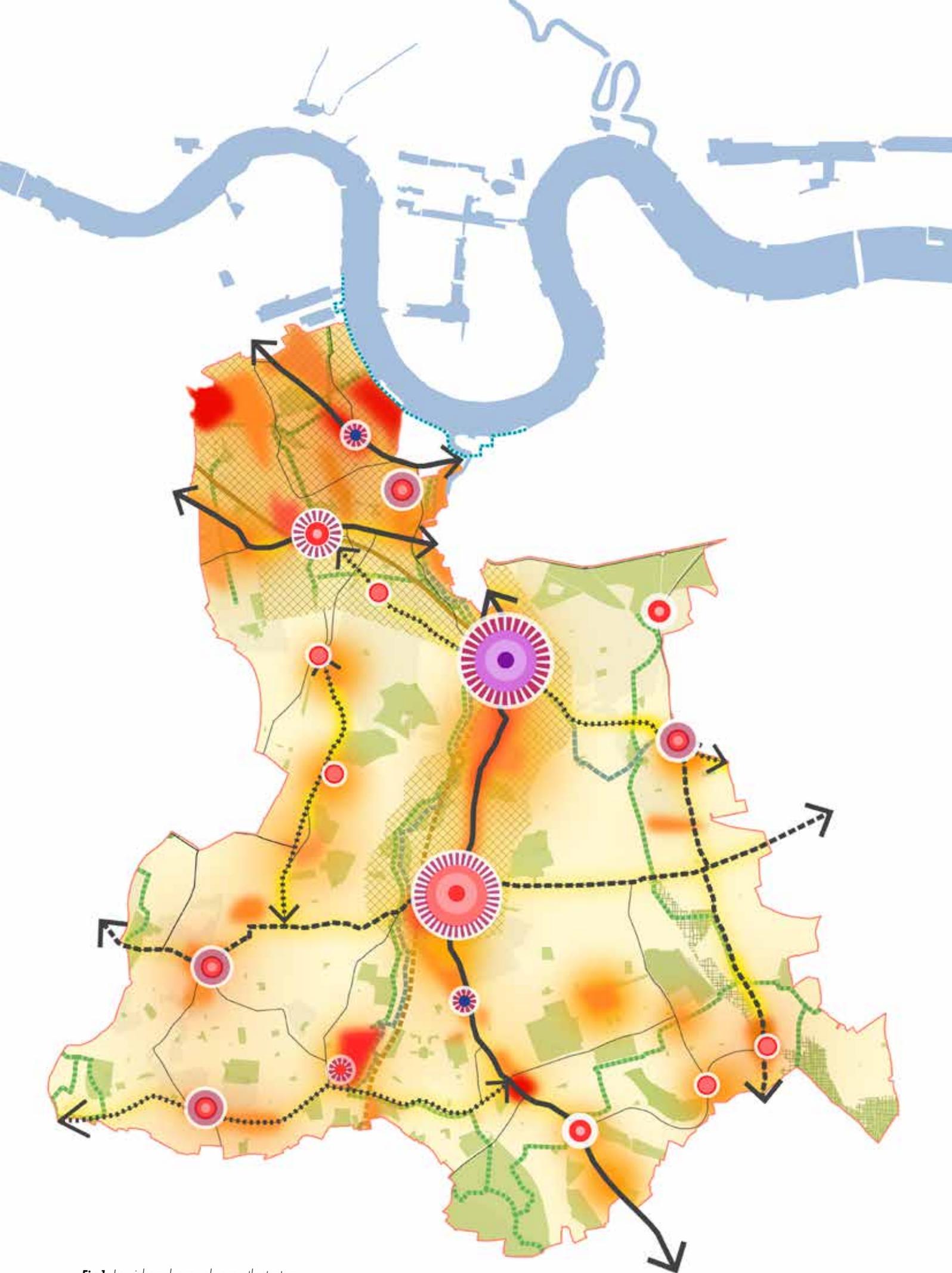


Fig 1 Lewisham borough growth strategy
(Lewisham Characterisation Study)

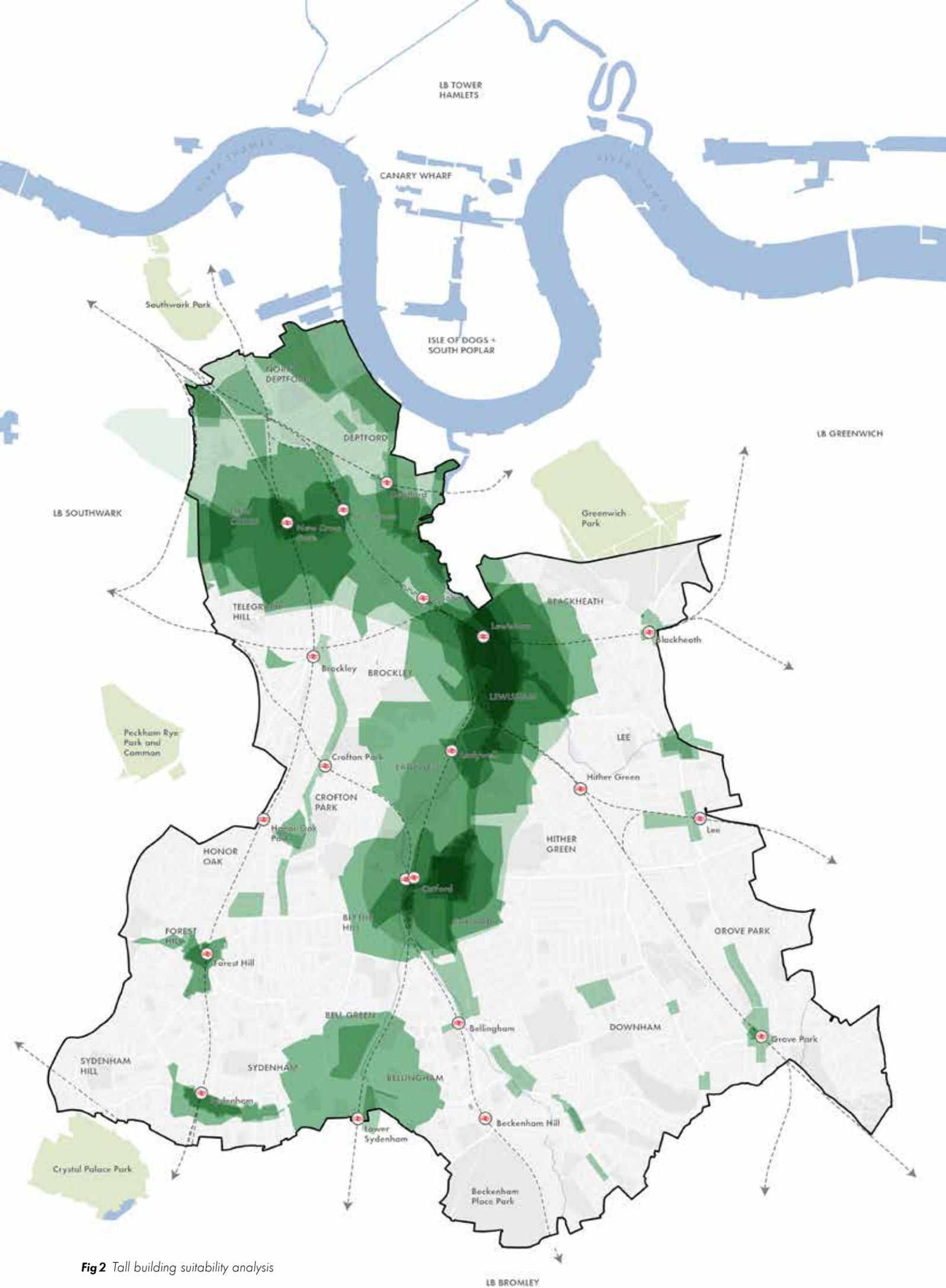
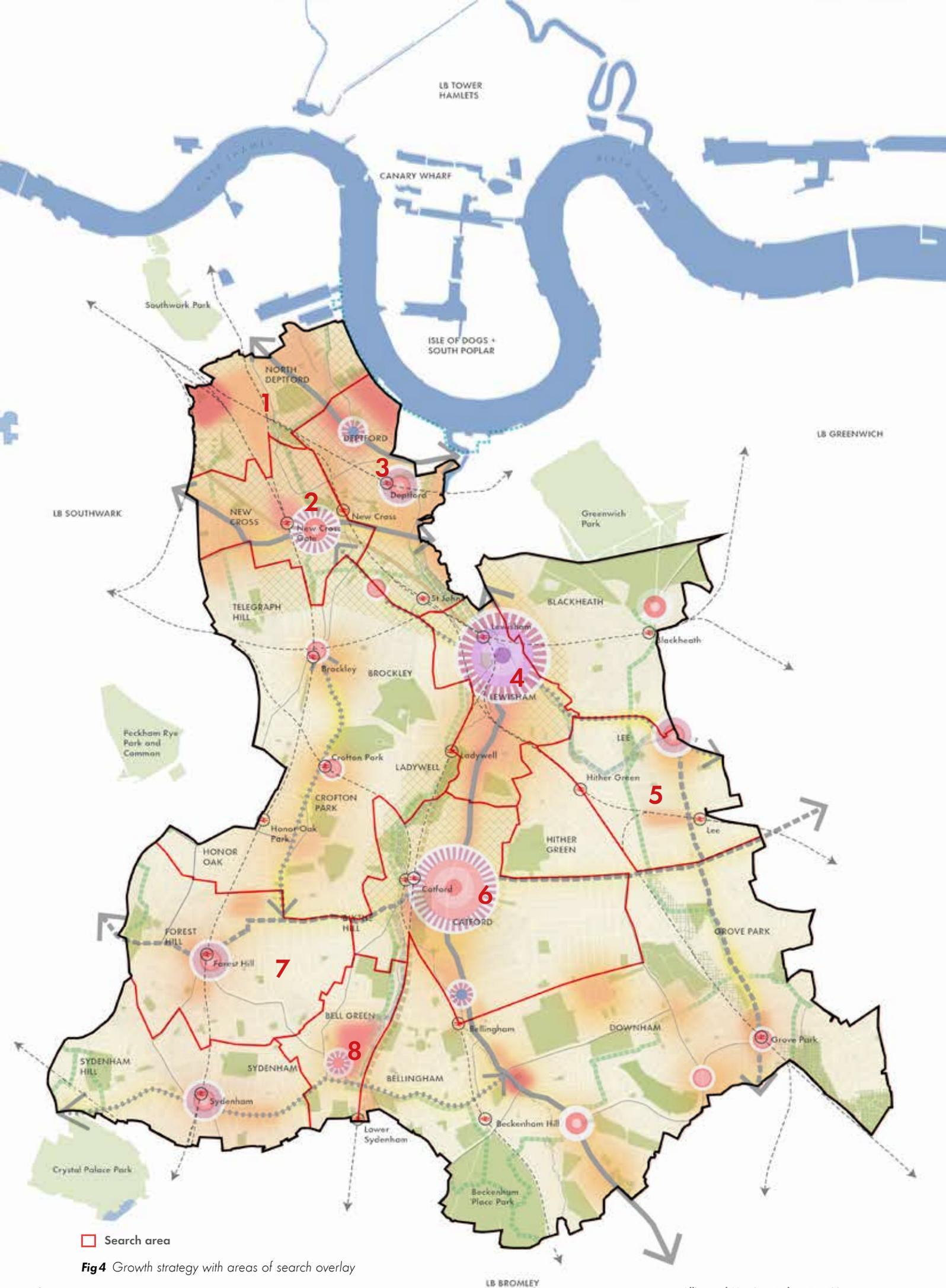


Fig 2 Tall building suitability analysis

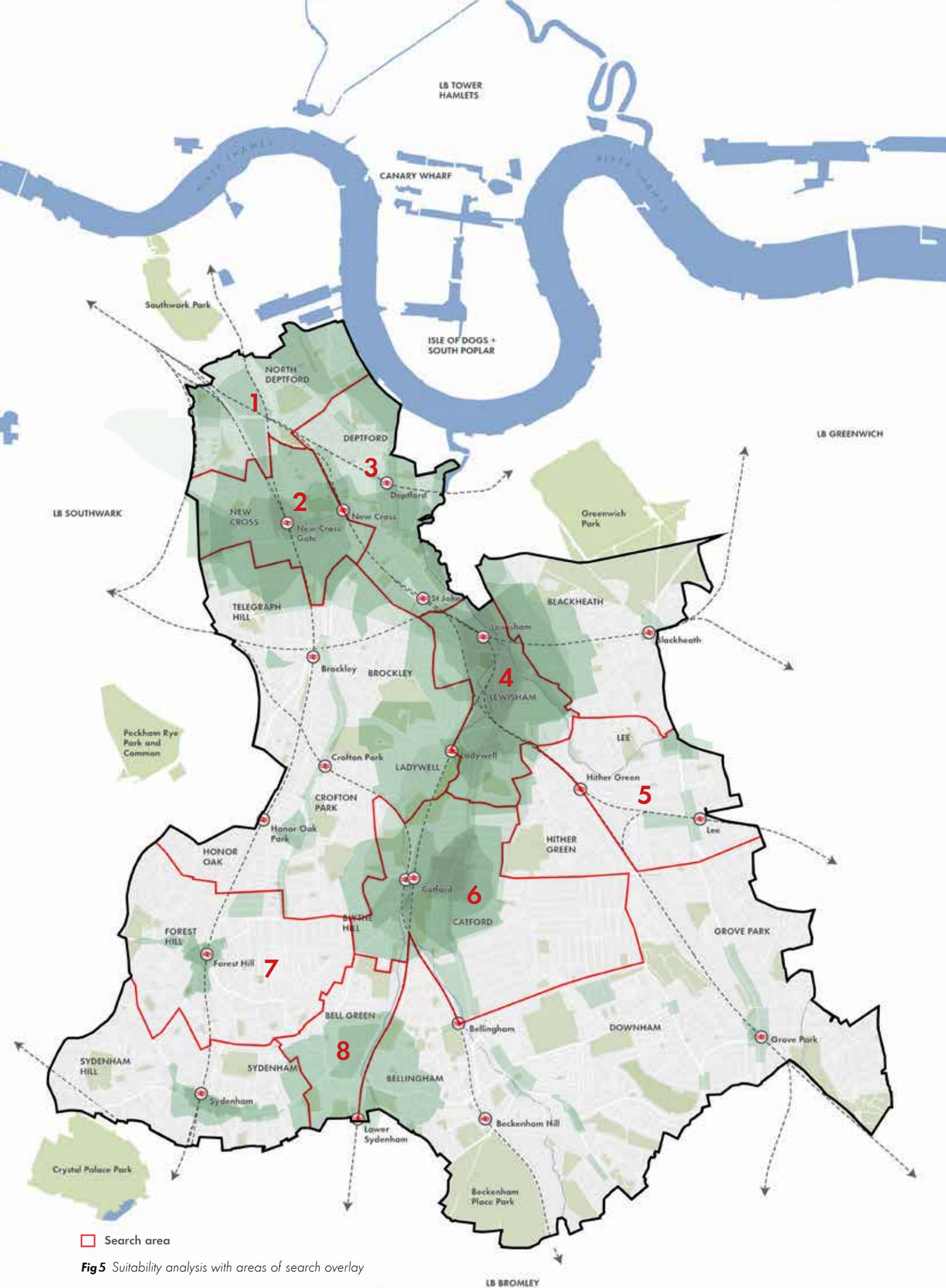


Fig 3 The 18 Lewisham Characterisation Study neighbourhoods, with the eight identified areas of search highlighted in red



□ Search area

Fig 4 Growth strategy with areas of search overlay



□ Search area

Fig 5 Suitability analysis with areas of search overlay

2.2 NORTH DEPTFORD AND LARGE STRATEGIC SITES

2.1.3 Overview

North Deptford is a mixed area where established residential neighbourhoods are traversed by numerous railway lines on alignments primarily associated with approaches to London Bridge Station. Where these lines converge, employment uses have tended to cluster, with some large and strategically important concentrations of employment uses. Nearby stations include Canada Water and Surrey Quays which is currently being upgraded.

A diverse collection of neighbourhoods populate the area, including Pepys Estate on the banks of the Thames to the Winslade Estate in the Surrey Canal Road area. The area is experiencing rapid change through significant investment including Berkeley Homes' Marine Wharf development towards Surrey Quays and Lendlease's Timberyard Development opposite Deptford Park.

2.1.4 Characteristics

- **Suitability:** As shown in Fig 15, the area is identified as moderate/more suitable, particularly in the Surrey Canal and Marine Wharf areas.
- **Sensitivity:** As shown in Fig 16, the area is identified as less sensitive with the exception of the LVMF viewing corridors which traverse the area.
- **Prevailing heights:** Whilst there are already some tall buildings in the area, the majority of buildings are between 2 and 7 storeys. Recent and emerging regeneration schemes are typically taller at 6-8 storeys.
- **Consented heights:** A number of tall buildings have been consented up to 45 storeys in height. Note that the area has previously been identified as suitable for tall buildings.
- A number of buildings have been consented up to 45 storeys in height



Fig 6 Aerial of North Deptford looking north (as at 2021)

- consented
- under construction

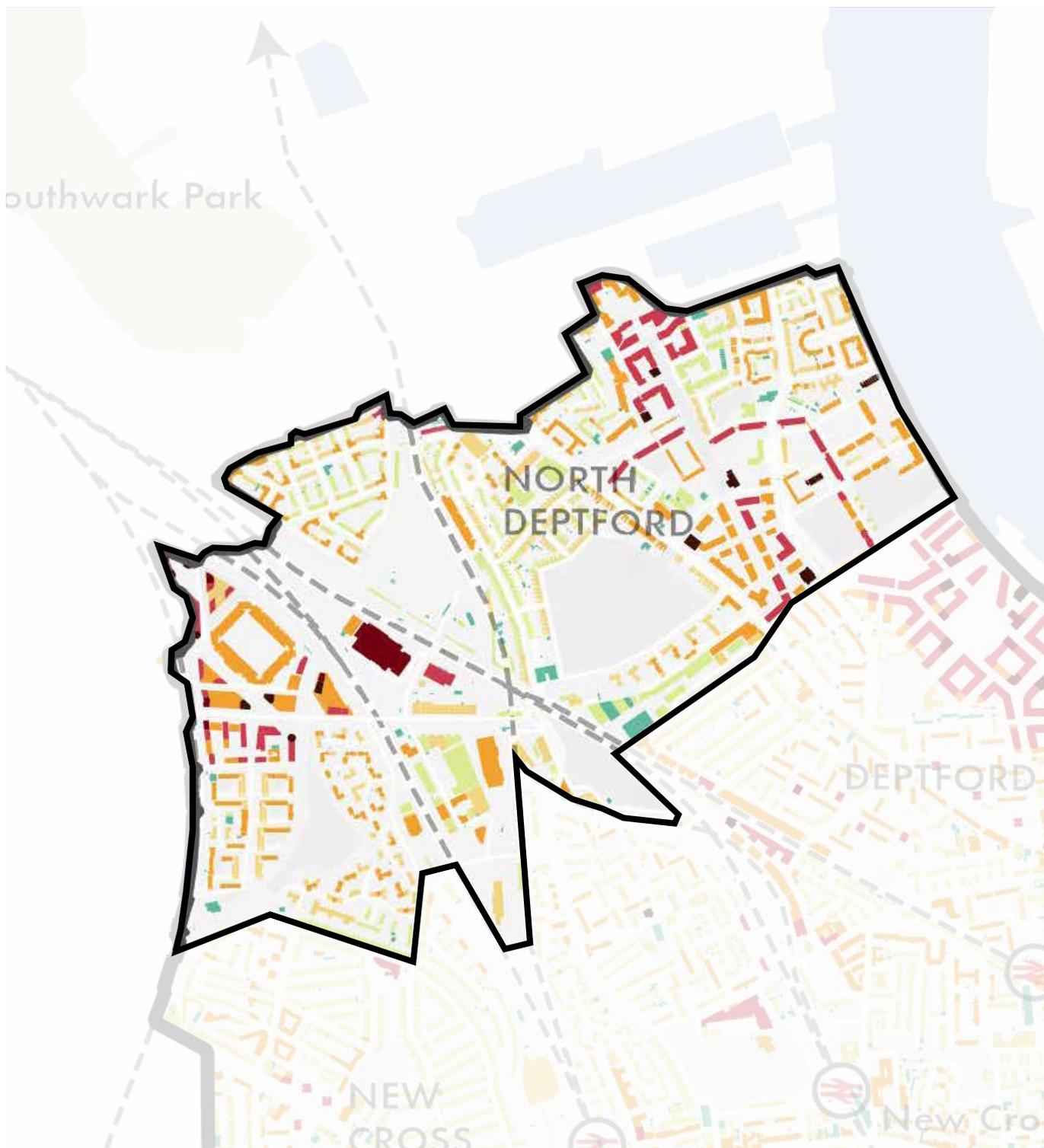


Fig 7 Existing building heights -note that this plan includes some consented but potentially not yet completed schemes as of 2021. Taller buildings - rising to 45 storeys - at Surrey Canal Road have subsequently been granted planning permission

■ 0 - 3m / 0 - 1 storeys	■ 12 - 21m / 4 - 7 storeys
■ 3 - 6m / 1 - 2 storeys	■ 21 - 48m / 7 - 16 storeys
■ 6 - 9m / 2 - 3 storeys	■ 48 - 60m / 16 - 20 storeys
■ 9 - 12m / 3 - 4 storeys	■ 60 - 100m / 20+ storeys



Fig 8 High PTAL



Fig 9 12 minute walk from an existing station or planned Bakerloo Line station



Fig 10 Town centres



Fig 11 Opportunity Area



Fig 12 Growth Area - as defined in the Lewisham Characterisation Study



Fig 13 Tall building clusters



Fig 14 High CTAL (Cycling Transport Accessibility Level)



Fig 15 Combined suitability



2.2.1 Strategy

There are opportunities for new tall buildings in north Deptford. Larger sites within the north of the borough that have less sensitivities have the opportunity to establish a new local, as well as responding to the existing, character. This can make them more suitable for tall buildings. New tall buildings within these sites should have a strong rationale, aid legibility and contribute positively to the character of North Deptford.

Informed primarily by the suitability and sensitivity analysis, the boundaries of Areas A and B identified as areas that may be suitable for tall buildings emerge from the findings presented in Fig 15. Based on the zones shown to be most suitable, precise boundaries have been carefully drawn to take account of prevailing townscape character, respect 'natural' boundaries such as road and railways.

2.2.2 Definition of tall

The definition of tall for both Zones A and B is 15 storeys or 48.8 metres measured from ground to the floor level of the uppermost storey. This has been informed by analysis of the prevailing heights within the specific areas identified where tall buildings may be appropriate. Buildings are typically taller in these areas. The area is already the focus of much investment and regeneration with the height of new housing blocks typically being approximately 8 storeys. In this context and given the area's strategic location and public transport accessibility, the height threshold above which new buildings would be considered tall in this location is set at this higher level.

2.2.3 Maximum heights

Fig 18 shows the distribution of existing (as at 2021) building heights across the identified zone of North Deptford. The maximum height of existing development (as at 2022) is approximately 45 storeys (approx 144.8 metres) and this is considered to be a relevant steer on setting an indicative maximum appropriate height for new development. For Zones A and B, maximum height that could be acceptable = approximately 45 storeys or approx 144.8 metres.

2.2.4 Assumptions

- Typical height of ground floor storey = 4 metres
- Typical height of upper floor storeys = 3.2 metres*
(*Average based on a housing-led mix of residential and non-residential uses).

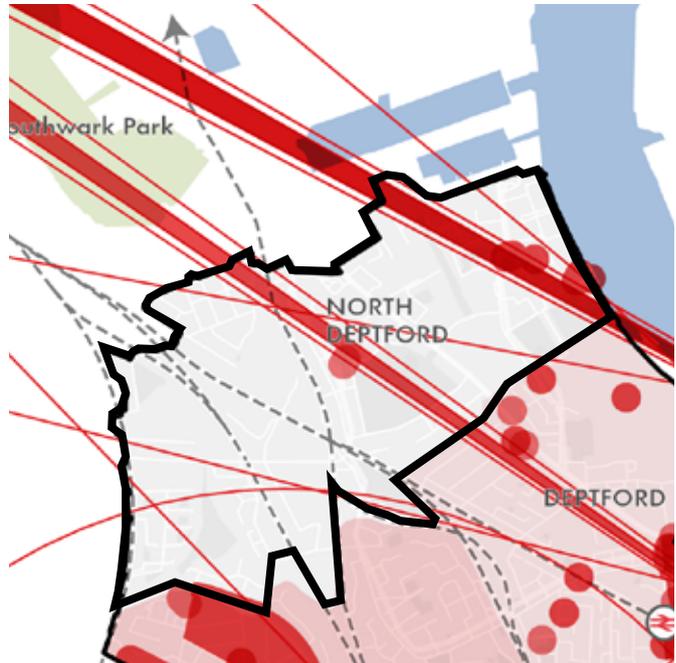


Fig 16 Combined sensitivity issues taken into account

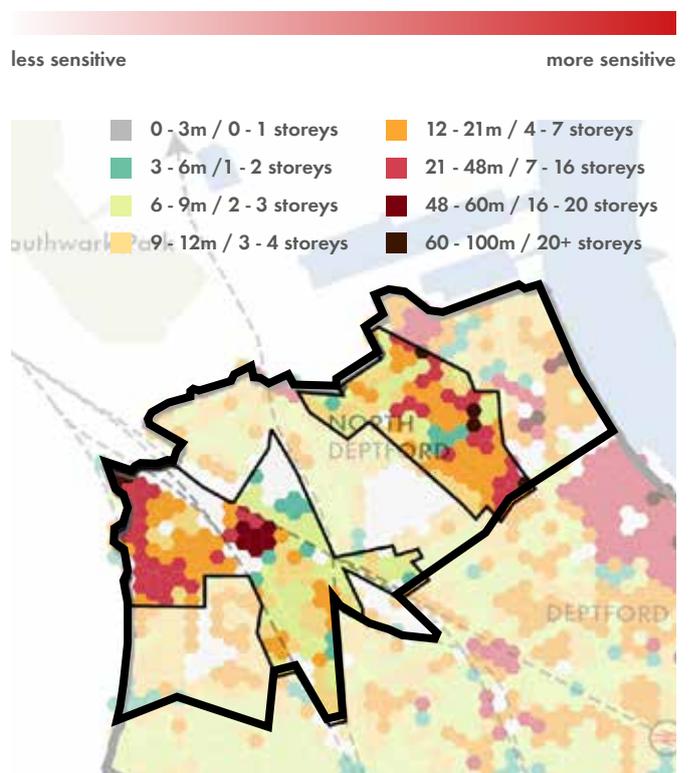


Fig 17 Prevailing heights within locations where tall buildings may be appropriate (data as at 2021) NB this diagram assumes 1 storey = 3m

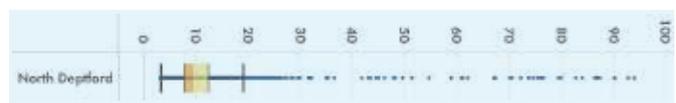
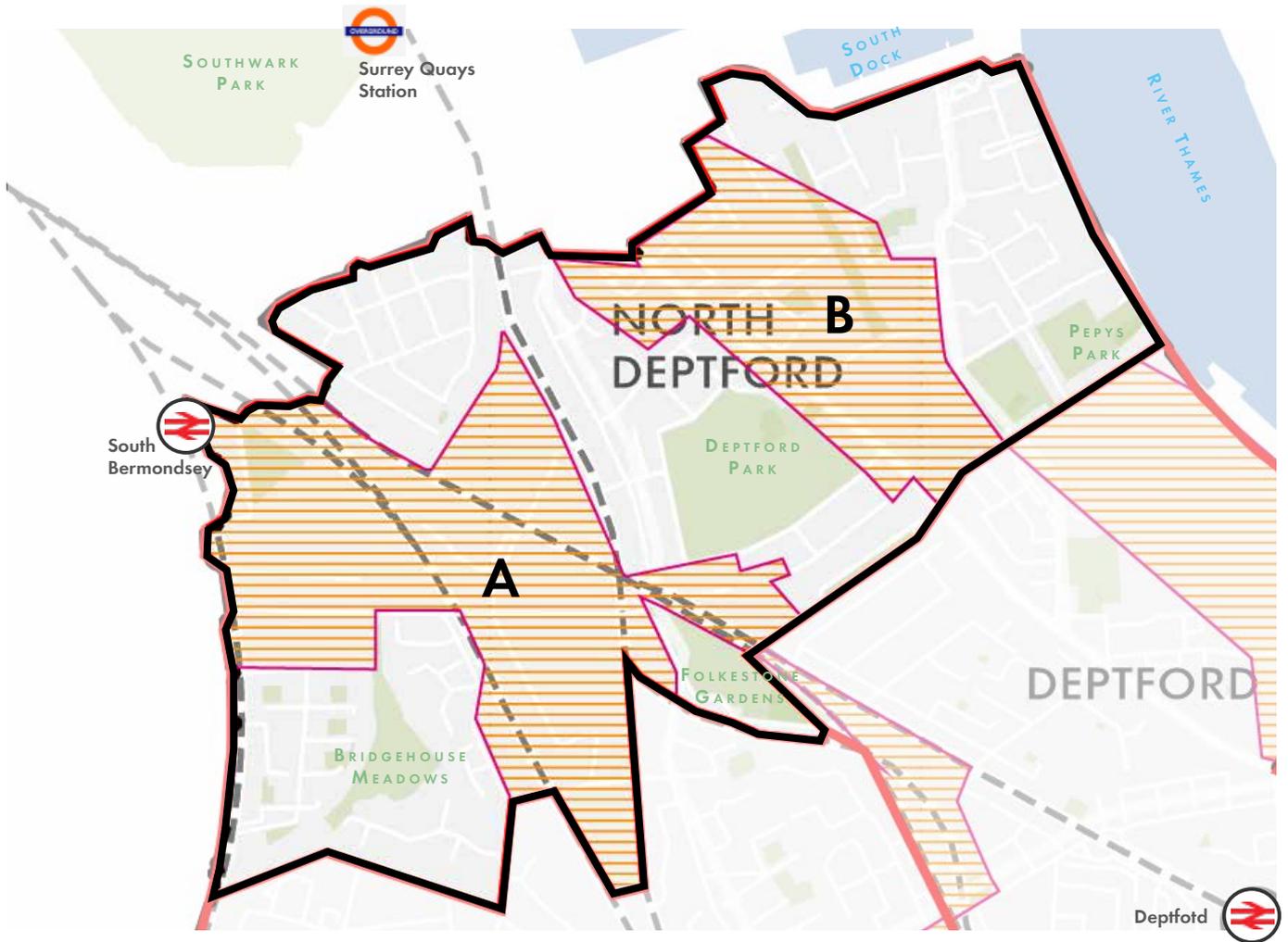


Fig 18 Distribution of building heights in metres (data as at 2021)



 **Fig 19** Locations where tall buildings may be appropriate

2.3 NEW CROSS / NEW CROSS GATE

2.3.1 Overview

The New Cross and New Cross Gate area is a mixed and vibrant neighbourhood extending along, north and south of New Cross Road. The New Cross Road spine is a mixed commercial axis with clusters of retail at key nodes, two London Underground stations and Goldsmiths University campus.

The Hatcham and Deptford Town Hall conservation areas capture the more historic parts of the neighbourhood. The expansive Woodpecker Estate, stretching towards Deptford in the north, is largely 2-4 storey houses and maisonettes with one 24 storey point block at Hawke Tower. The Kender Triangle area to the west is the subject of a long term regeneration scheme.

2.3.2 Characteristics

- Suitability: Identified as more suitable due largely to its good levels of accessibility, its opportunity / growth area status and its town centres - as summarised in Fig 29.
- Sensitivity: Identified as more sensitive due primarily to the concentration of designated heritage assets across the area - with two conservation areas and many listed buildings, as summarised in Fig 30.
- Prevailing heights: Predominantly 3 – 4 storeys with taller elements of 8 to 11 storeys.
- Consented heights: 8 – 12 storeys.



Fig 20 Aerial of Now Cross looking north

- consented
- under construction

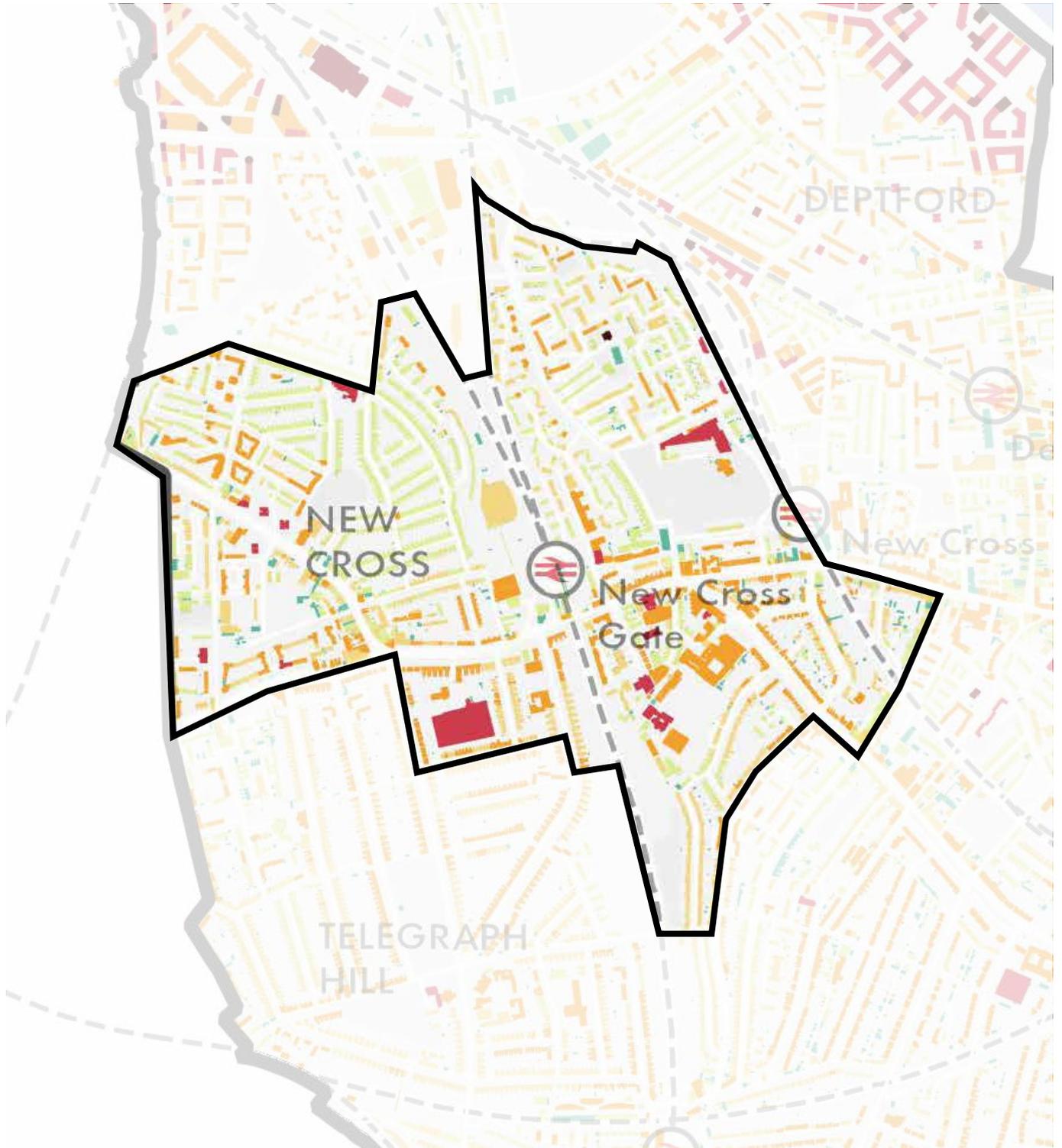
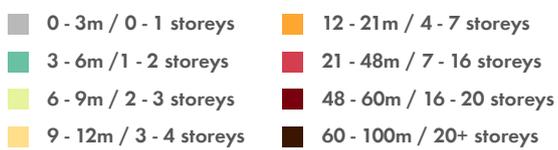


Fig21 Existing building heights



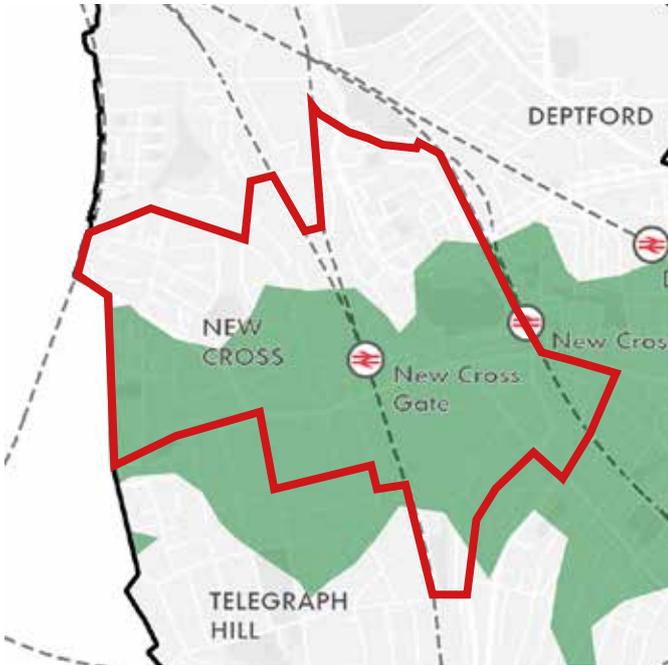


Fig 22 High PTAL

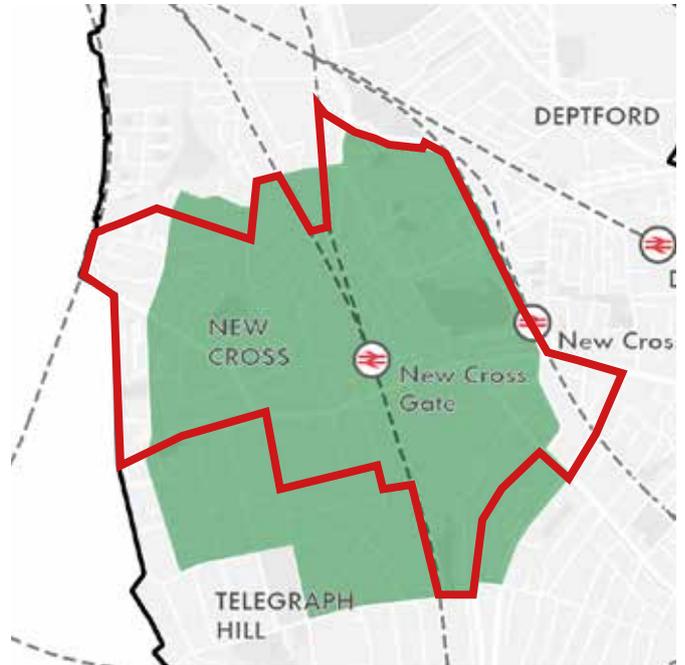


Fig 23 12 minute walk from an existing station or planned Bakerloo Line station



Fig 24 Town centres



Fig 25 Opportunity Area



Fig 26 Growth Area - as defined in the Lewisham Characterisation Study



Fig 27 Tall building clusters



Fig 28 High CTAL (Cycling Transport Accessibility Level)

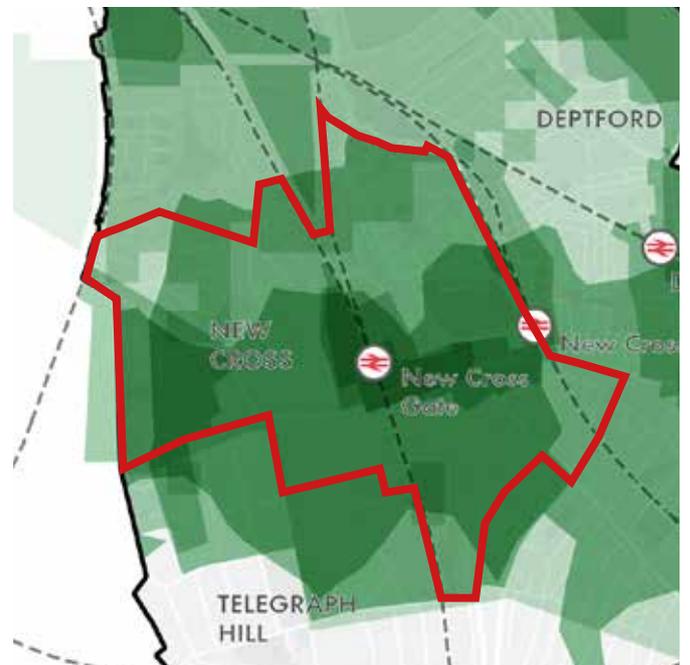


Fig 29 Combined suitability



2.3.3 Strategy

Locations considered appropriate for new tall buildings in New Cross / New Cross Gate are shown in Fig 33. Generally, locations are limited to sites immediately adjacent to New Cross and New Cross Gate train stations, the Kender Triangle area west of New Cross and, potentially the area around Goldsmiths University campus. These locations have been identified following a qualitative assessment of the relative suitability and sensitivity analysis of this neighbourhood combined with an assessment of the townscape merits of the area. This process enables boundaries to be drawn to define areas which might be considered appropriate for new tall buildings. Generally the sites considered to be most suitable tend to be lands behind the Victorian high street frontages along the New Cross Road axis.

The zones closest to the two stations are the most sustainable locations - being identified centres and extremely well served by public transport. Whilst there are some heritage designations which make the area sensitive to taller buildings, the precise boundaries drawn reflect areas of less valuable townscape qualities and existing lower density developments which therefore are considered to represent regeneration opportunities.

Also well located in terms of public transport accessibility and with good access to local services, the Kender Triangle area has long been an area earmarked for major regeneration with heights of up to 12 storey already consented. The area is less sensitive in townscape terms than others around it with fewer heritage assets. The Goldsmiths campus is diverse with an eclectic mix of building styles and activities. Whilst there are numerous heritage buildings, the area's irregular form and large institutional character means that taller buildings, if carefully handled, may be appropriate. The area is very accessible.

2.3.4 Definition of tall

The definition of tall for both Zones A, B, C and D = 8 storeys or 26.4 metres measured from ground to the floor level of the uppermost storey. This has been informed by prevailing heights in these areas typically being around 4-5 storeys. Whilst these are very sustainable locations, they are also shown to be sensitive given the heritage assets across the area. The New Cross area is characterised by a strong Victorian character both along the prominent high street exist of the New Cross Road itself but also around the established neighbourhoods of Telegraph Hill which rises to the south and Hatcham to the north. There are opportunities for new forms of higher density development in the zones identified but the impact on the setting of these adjacent heritage assets will be a key consideration.

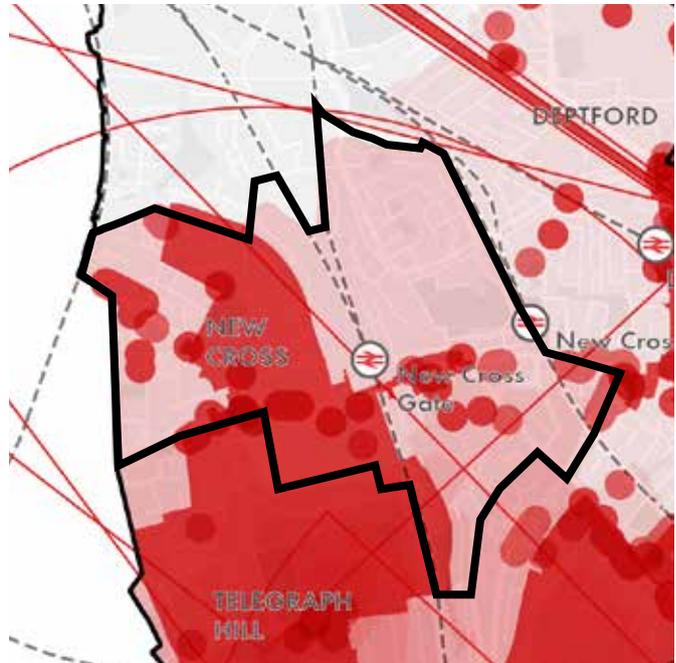


Fig 30 Combined sensitivity issues taken into account

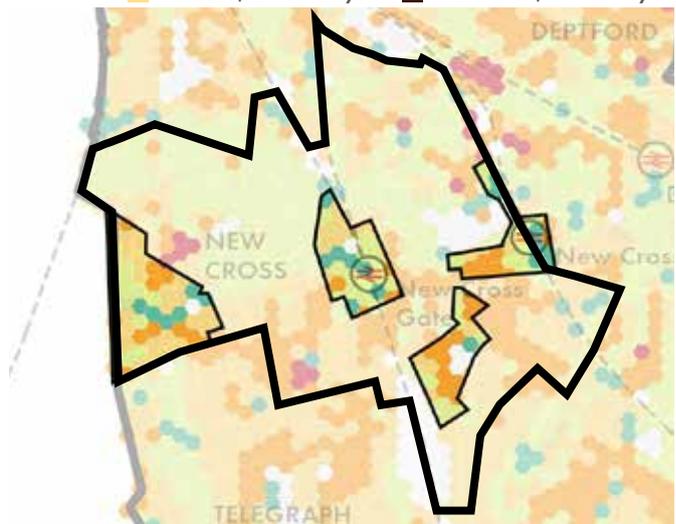
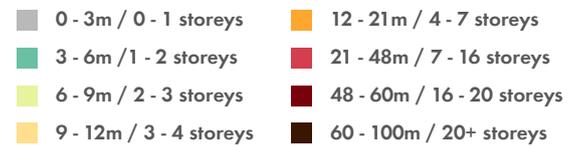


Fig 31 Prevailing heights within locations where tall buildings may be appropriate



Fig 32 Distribution of building heights in metres

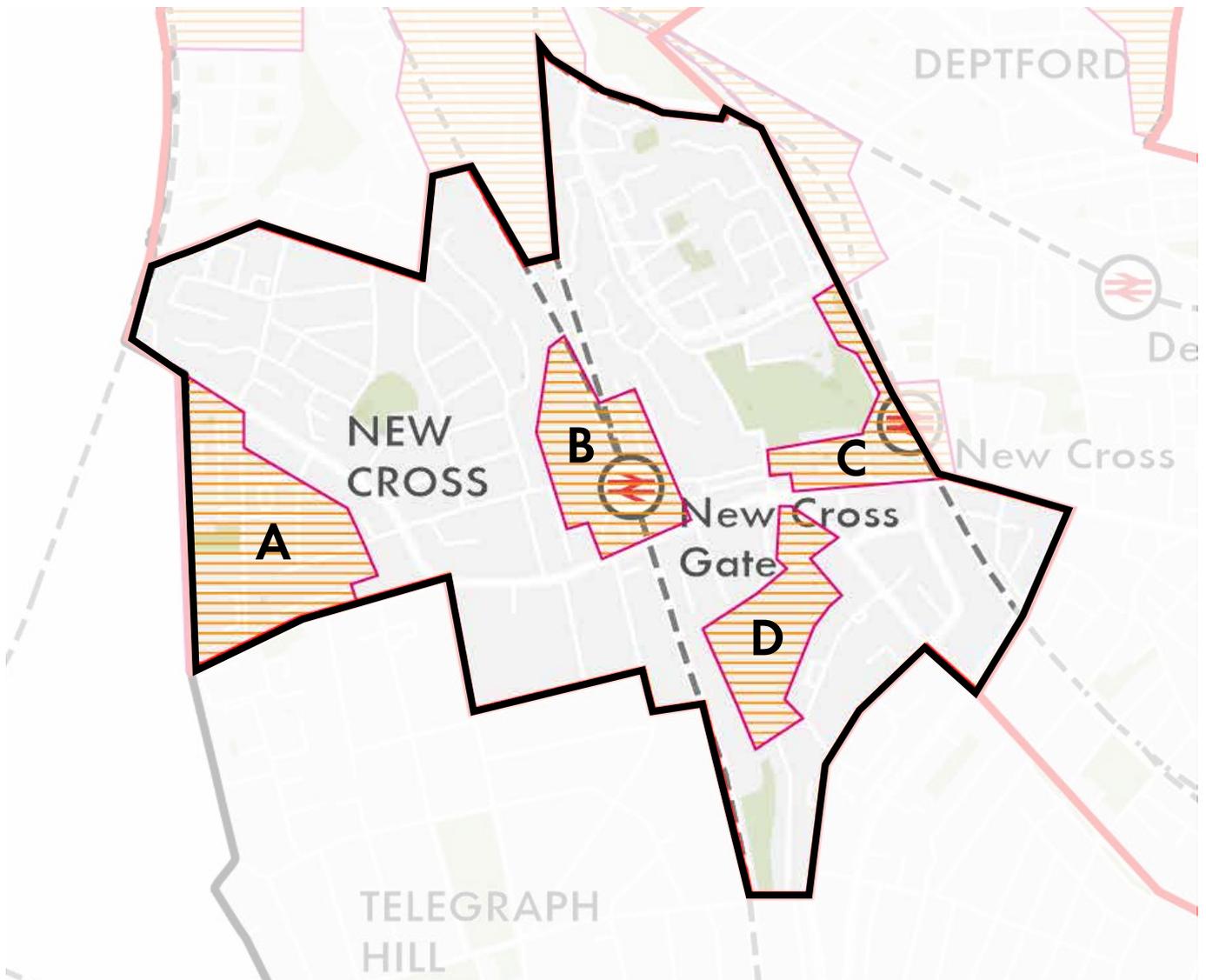


Fig 33 Locations where tall buildings may be appropriate

2.3.5 Maximum heights

For Zones A and D the maximum height that could be acceptable = approximately 12 storeys or 39.2 metres. For Zones B and C the maximum height that could be acceptable = approximately 15 storeys or 48.8 metres. Fig 32 shows the distribution of existing building heights across the New Cross area. Whilst there are some building height exceptions with heights approaching 70m, very few buildings rise above heights of 10 storeys. This level of maximum appropriate heights is therefore considered to take account of the strong prevailing Victorian character of the area whilst also recognising the need to make best use of these highly sustainable locations. Zones A and D are shown considered to more sensitive locations as prevailing heights in these less central locations are lower than in the more

central Zones B and C. For this reason, the maximum heights guidance for these two groups of locations differs.

2.3.6 Assumptions

- Typical height of ground floor storey = 4 metres
 - Typical height of upper floor storeys = 3.2 metres*
- *Average based on a housing-led mix of residential and non-residential uses

2.4 DEPTFORD

2.4.1 Overview

The Deptford area is varied in character, extending from the St John's area north of Lewisham, across the historic Deptford High Street area and north to the Thames including the Convoy's Wharf site. The area borders New Cross to the west and Deptford Creek to the east.

The Victorian street grid of villas and terraced streets of St Johns, flanked by Brookmill Park as it follows the channel of the Ravensbourne River transitions into the more urban Deptford with its large traffic junction at Deptford Broadway which, whilst heavily trafficked, still retains good townscape character with high quality heritage buildings around most sides.

Creekside is a vibrant, diverse and characterful area to the west, with a thriving live/work sector and a cluster of creative industries occupying warehouse buildings with pockets of high density infill. The historic Deptford High Street axis is one of London's finest high streets and continues to provide for the day to day needs of the local community through its wide range of independent shops and street market. There are pockets of regeneration along its length including the Carriageway ramps by Deptford Station.

Established more recent housing estates nestle between pockets of rail-side industry further north and west, with some high density regeneration schemes such as the Arklow Road area with its tall residential tower. A series of housing estates with some residential towers characterise the areas between the railway and the Thames, with the consented Convoy's Wharf site enjoying its prominent Thameside frontage.

2.4.2 Characteristics

- Suitability: As shown in Fig 43 most of the area exhibits some degree of suitability with Convoy's Wharf and the Ravensbourne corridor alongside Brookmill Park being the most suitable locations.
- Sensitivity: As shown in Fig 45, parts of the area are identified as more sensitive with the conservations areas in Deptford and St John's being the most sensitive.
- Prevailing heights: predominantly 3 – 6 storeys with taller elements of 12 to 18 storeys
- Consented heights: 8 – 48 storeys with the tallest at Convoy's Wharf

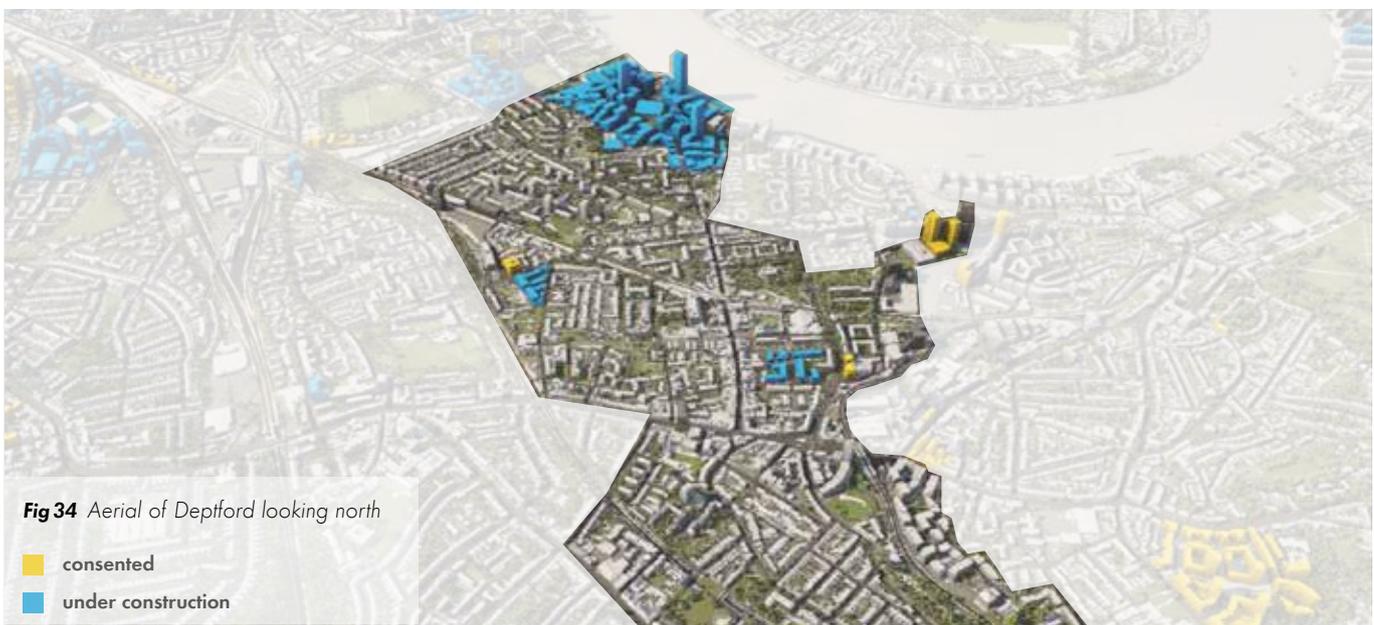




Fig 35 Existing building heights





Fig 36 High PTAL



Fig 37 12 minute walk from an existing station or planned Bakerloo Line station



Fig 38 Town centres



Fig 39 Opportunity Area



Fig 40 Growth Area - as defined in the Lewisham Characterisation Study



Fig 41 Tall building clusters



Fig 42 High CTAL (Cycling Transport Accessibility Level)

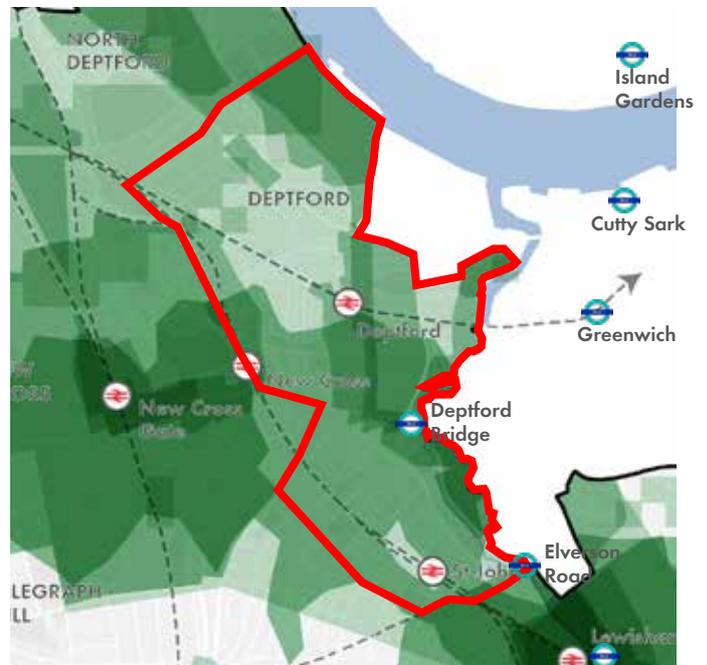


Fig 43 Combined suitability



2.4.3 Strategy

Opportunities for new tall buildings in the Deptford area are focused around Deptford Creek and across the Borough's narrow strip of River Thames frontage at Convoy's Wharf where a 48 storey tower has already been granted. There may also be opportunities for new tall buildings along the Overground / Southeastern railway lines north of New Cross station. Tall buildings will generally not be appropriate within or adjacent to Deptford High Street & St Paul's Conservation Area and the Deptford Creekside Conservation Area. Abrupt changes in scale without a robust rationale will be resisted.

2.4.4 Definition of tall

Tall in Zones A and B (land east of railways) = 8 storeys or 26.4 metres measured from ground to the floor level of the uppermost storey. This has been informed by analysis of the prevailing heights within the specific areas identified where tall buildings may be appropriate. The area adjacent to New Cross Station is shown in Fig 45 to not be particularly sensitive. The very low prevailing heights here are a result of rail depots and low rise buildings which represent significant development opportunities. Prevailing heights at Arklow Road are higher, but the area is immediately adjacent to low density housing areas.

Tall in Zone C (Convoys Wharf) = 15 storeys or 48.8 metres measured from ground to the floor level of the uppermost storey. This is informed by the scale of the buildings in the Convoy's Wharf scheme which typically range between 7 and 16 storeys with some higher exceptions rising to 48 storeys.

Tall buildings in Zones D (land along Deptford Creek) = 10 storeys or 32.8 metres measured from ground to the floor level of the uppermost storey. This is informed by prevailing building heights which are typically in the range of 4 to 7 storeys. The areas running alongside Deptford Creek have been the focus for regeneration and higher density redevelopment over recent years - on both the LB Lewisham and LB Greenwich sides. Zone E, the area adjacent to the River Ravensbourne, is a mid-rise development adjacent to lower rise more suburban forms.

Tall in Zone E is considered to be 10 storeys (32.8 metres) which would be higher than the vast majority of existing buildings, with an adjacent low-rise context also being a factor.

2.4.5 Maximum heights

Maximum building heights will vary across the different appropriate locations across New Cross. Maximum heights are anticipated to be approximately the following for each area:

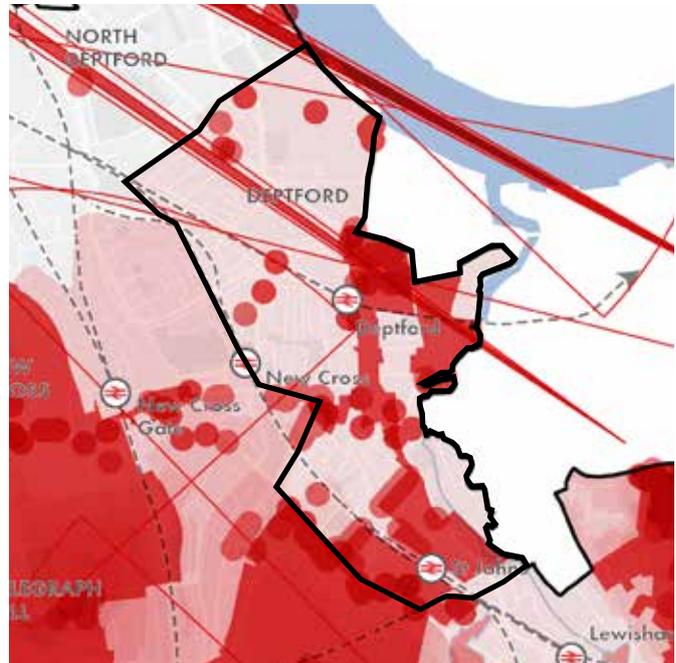


Fig 45 Combined sensitivity issues taken into account

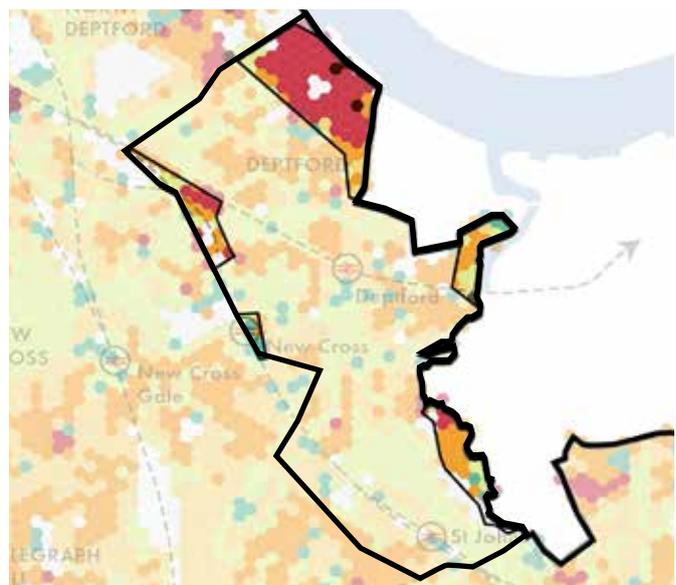
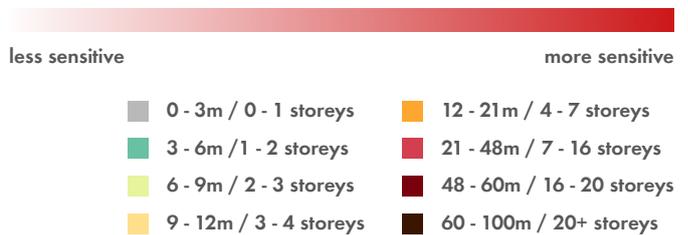
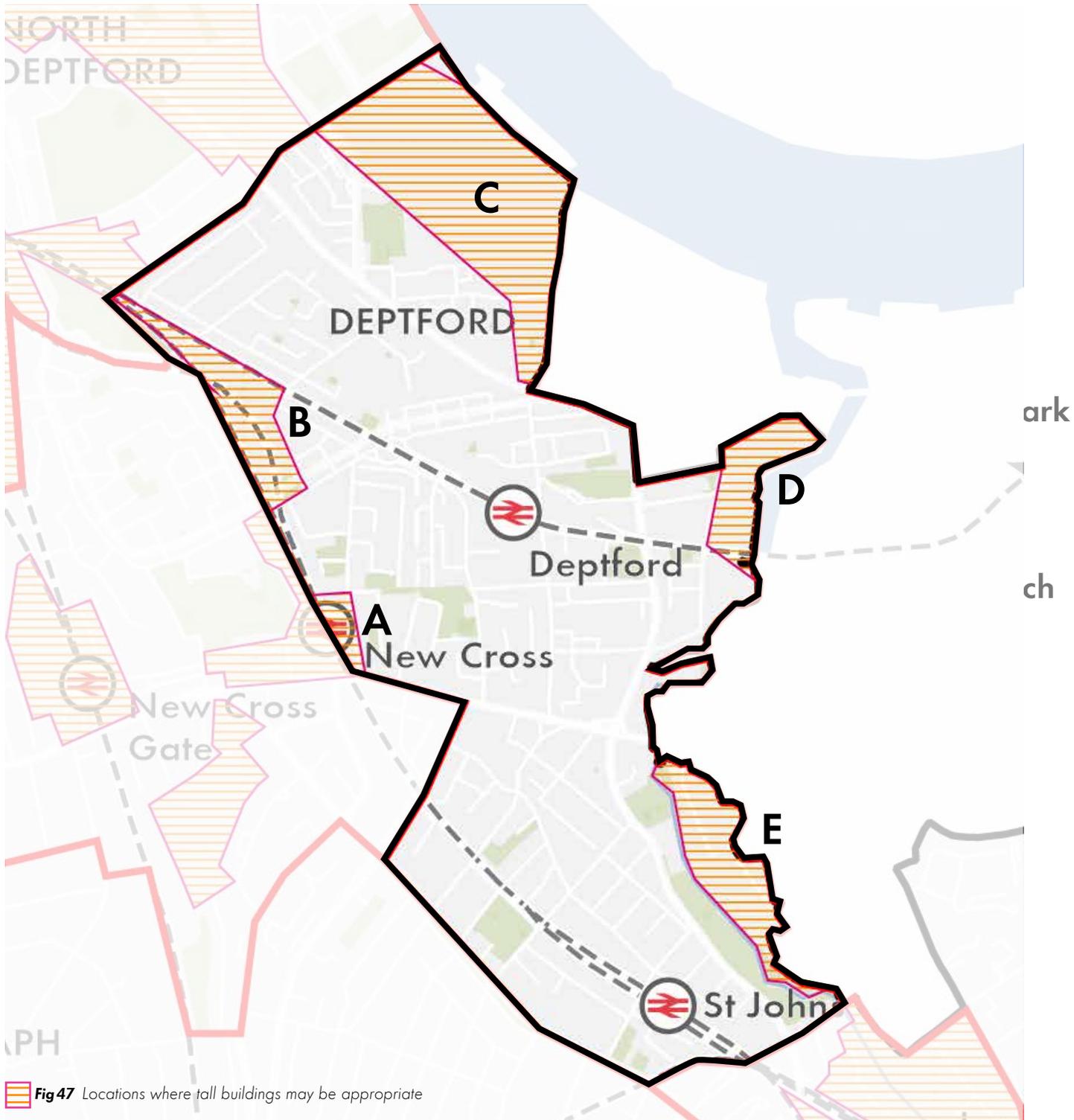


Fig 44 Prevailing heights within locations where tall buildings may be appropriate



Fig 46 Distribution of building heights in metres



- Maximum heights for Zone A = approximately 15 storeys (48.8 metres) in view of the area around New Cross Station being so suitable and being an established regeneration area whilst also being characterised by Victorian terraces of modest scale.
- Maximum heights for Zone B = approximately 22 storeys (71.2 metres) given recent tall buildings in the Arklow Road / Moulding Lane area.
- Maximum heights for Zone C = 48 storeys (154.4 metres) reflecting recent consents for tall buildings here.
- Maximum heights for Zone D = 30 storeys (96.8) given recent consent for a building of this height.
- Maximum heights for Zone E = 15 storeys (48.8 metres) in light of relatively modest prevailing heights in this zone.

2.4.6 Assumptions

- Typical height of ground floor storey = 4 metres
 - Typical height of upper floor storeys = 3.2 metres*
- *Average based on a housing-led mix of residential and non-residential uses

2.5 LEWISHAM TOWN CENTRE

2.5.1 Overview

Lewisham is the borough's principal and largest town centre. With the mainline railway, DLR and major bus station creating a major public transport interchange in the heart of the centre. This interchange anchors the high density Lewisham Gateway development and the wider regeneration of Loampit Vale. Here there is a cluster of tall buildings focused around the station, rising to 32 storeys.

The north-south spine of Lewisham High Street between Lewisham and Catford is the southern focus of the New Cross/Lewisham/Catford Opportunity Area and represents a cluster of opportunities. Part of the area is covered by the A21 Development Framework endorsed by the Council. Beyond that central spine, established leafy residential streets prevail, with large Victorian villas.

2.5.2 Characteristics

- Suitability: Identified as more suitable
As shown in Fig 57, the whole of the area is suitable to some extent. However, the central north-south zone between Lewisham and Ladywell is the most suitable, with almost all suitability criteria being met in these central locations.
- Sensitivity: Aside from some dispersed heritage assets, the area is shown in Fig 59 to be not particularly sensitive.
- Prevailing heights: 4 – 25 storeys with the buildings within Lewisham station area and the Loampit Vale area being generally taller than those around them.
- Consented heights: up to 35 storeys.

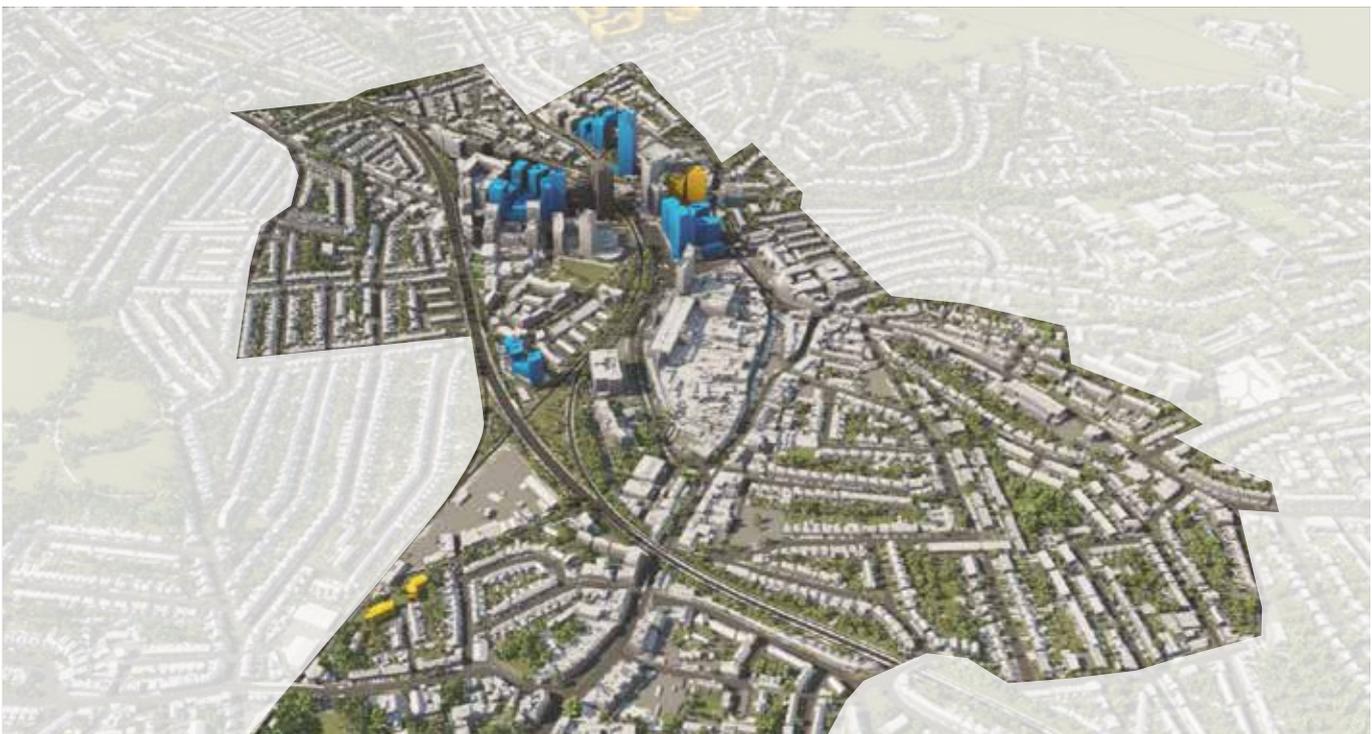


Fig 48 Aerial of Lewisham town centre looking north

- consented
- under construction

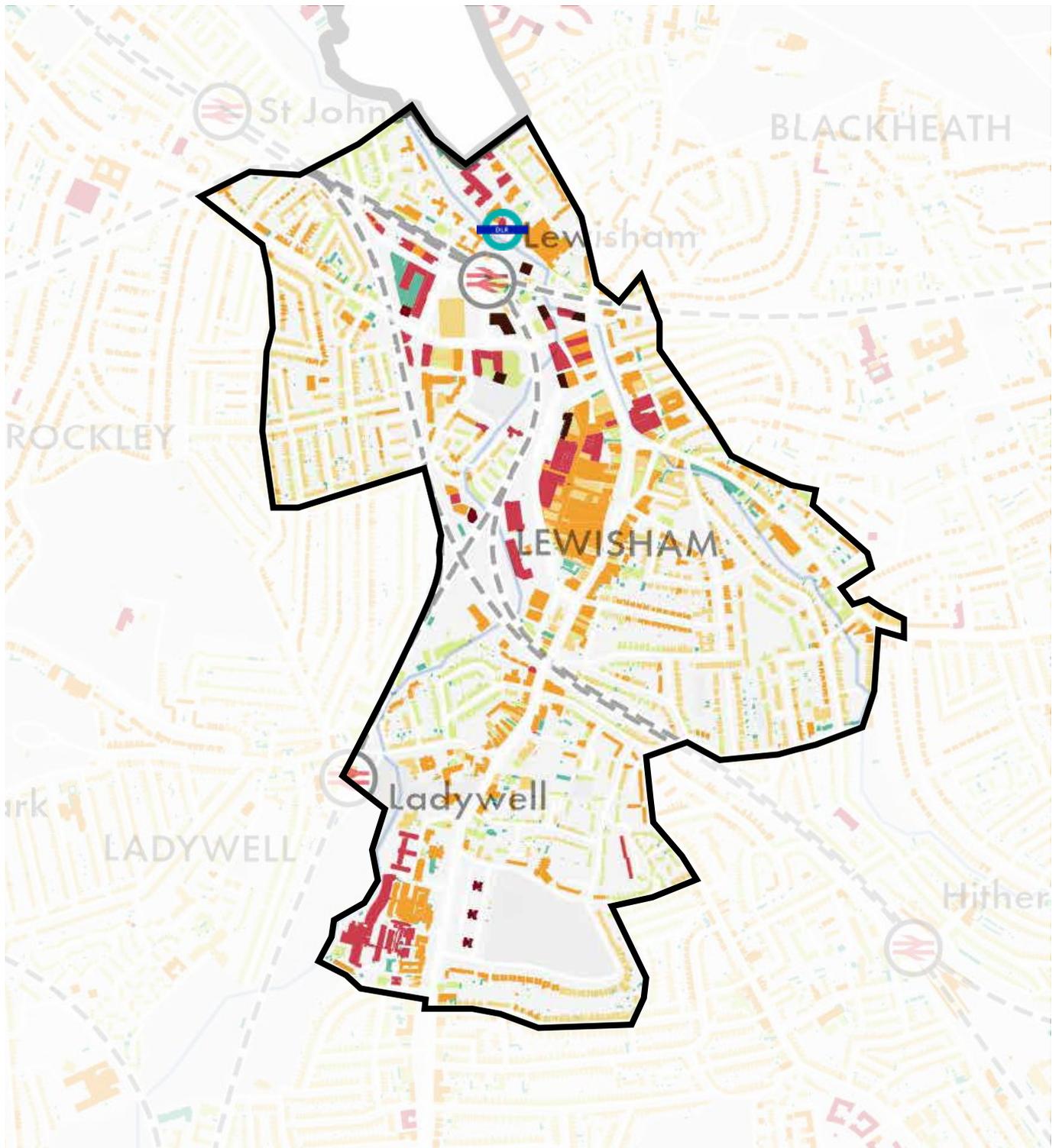


Fig 49 Existing building heights





Fig 50 High PTAL



Fig 51 12 minute walk from an existing station or planned Bakerloo Line station



Fig 52 Town centres



Fig 53 Opportunity Area

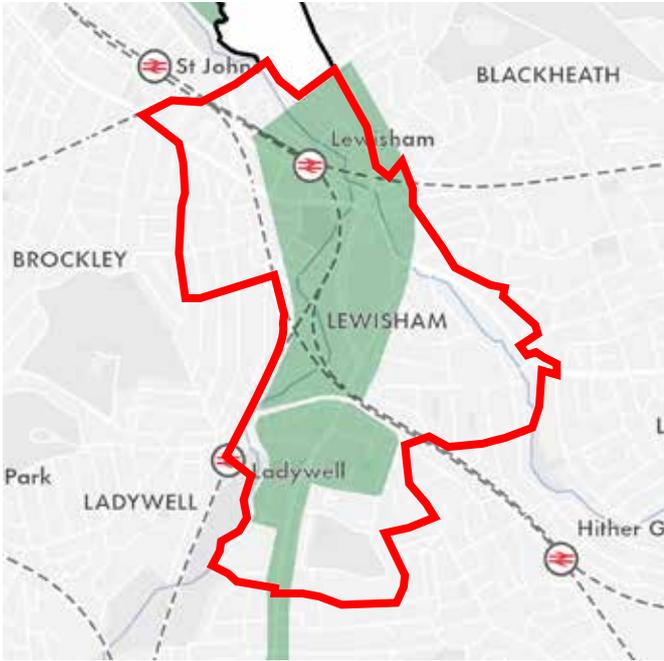


Fig54 Growth Area - as defined in the Lewisham Characterisation Study



Fig55 Tall building clusters



Fig56 High CTAL (Cycling Transport Accessibility Level)

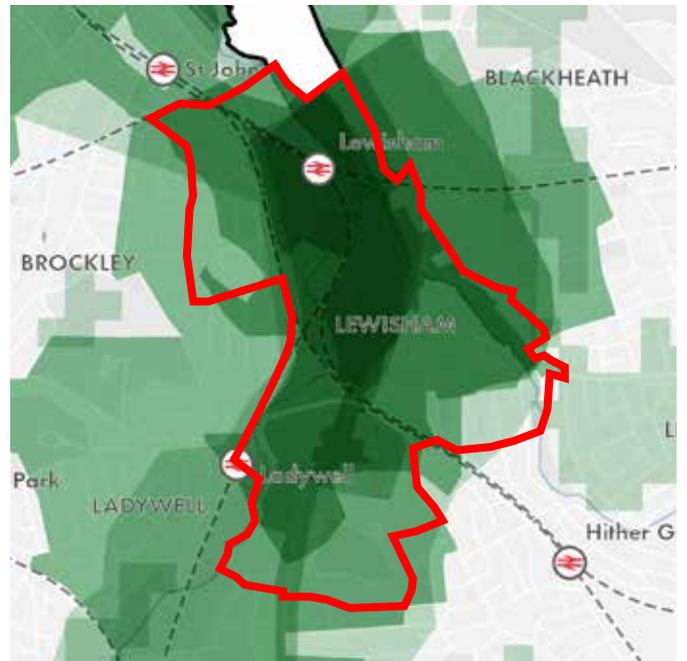


Fig57 Combined suitability



2.5.3 Strategy

Opportunities for new tall buildings in Lewisham town centre should be clustered around Lewisham Station and 'Lewisham Gateway'. This approach is broadly consistent with the policies and proposals in the Lewisham Town Centre Local Plan and earlier tall building strategies. Sites proposing tall buildings away from these clusters should provide a transition in scale and should not directly compete with the legibility and overall strategy for Lewisham's skyline which sees the tallest buildings clustered between the historic centre of the town and the railway station. Those sites immediately adjacent to lower rise development should respond in a positive and sensitive manner and abrupt changes in scale without a robust rationale will be resisted. Whilst not formally protected, views of tall buildings in Lewisham town centre from Blackheath Common is also an important consideration. See Fig 61.

2.5.4 Definition of tall

The definition of tall in Zone A (Lewisham town centre north) = 15 storeys or 48.8 metres measured from ground to the floor level of the uppermost storey. This is informed by prevailing heights, the distribution of a number of existing tall buildings in the area and the potential for further phases of growth and regeneration in this zone. This central location is already an area with existing tall buildings and this height threshold above which buildings will be considered tall takes account of this.

The definition of tall in Zone B (Central Lewisham) = 12 storeys (39.2 metres). Prevailing heights in this zone generally range from 4 to 8 storeys (including Lewisham Shopping Centre) and this threshold is seen provide a good workable definition.

Tall buildings will be defined in both parts of Zone C as building 8 storeys (26.4 metres) or more. Prevailing heights in these two locations are generally lower than more central parts of the centre and the areas have direct borders with established and more traditional forms of housing. These factors have helped to determine this relatively modest threshold definition.

Tall buildings in Zone D (University Hospital campus) are defined as 10 storeys or 32.8 metres measured from ground to the floor level of the uppermost storey. Buildings are generally lower here than those in Lewisham, but the large scale of the site and its proximity to Ladywell Fields and the wide A21 together with proximity to existing tall resi towers to the east mean that there will be limited impacts on adjoining occupiers and scope to create a new character for the hospital campus area whilst respecting the character and setting of the Ladywell conservation area and other nearby conservation areas including St Mary's and Lewisham Park.

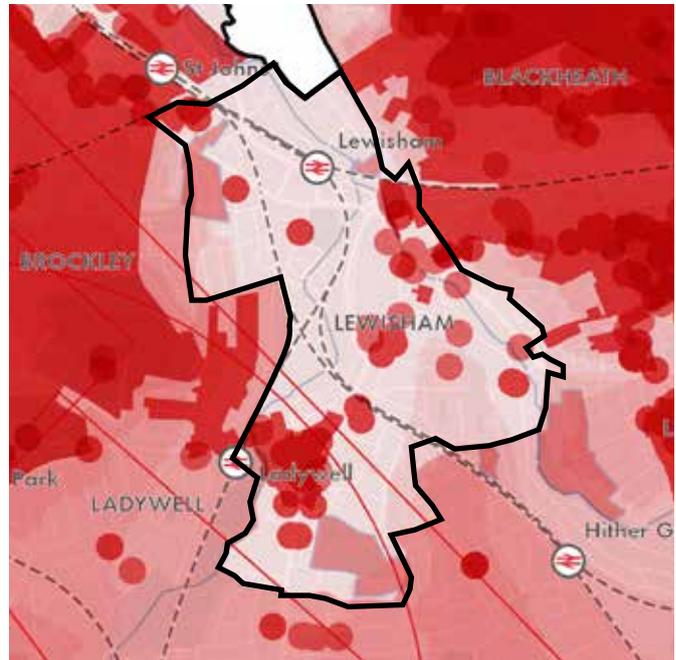


Fig 59 Combined sensitivity issues taken into account

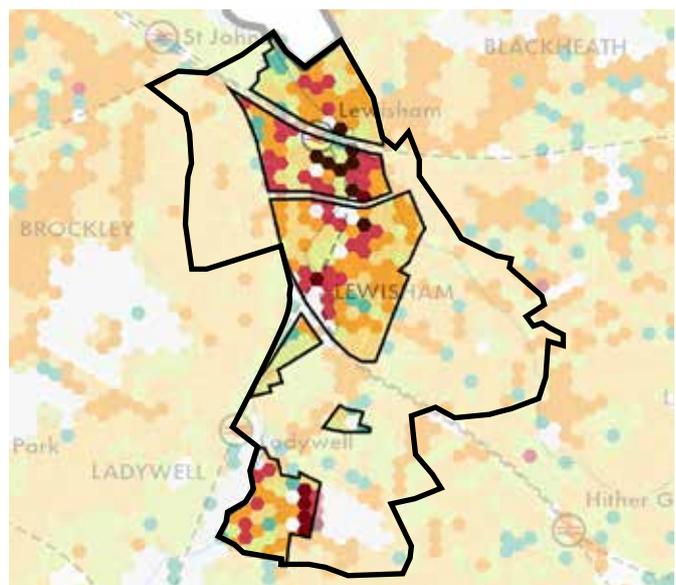
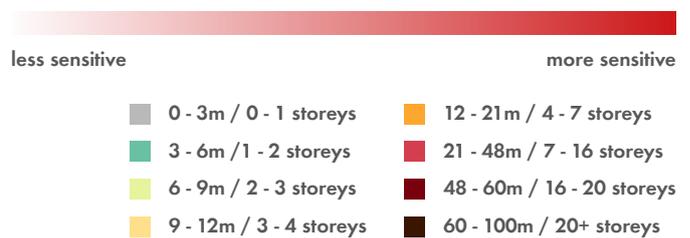
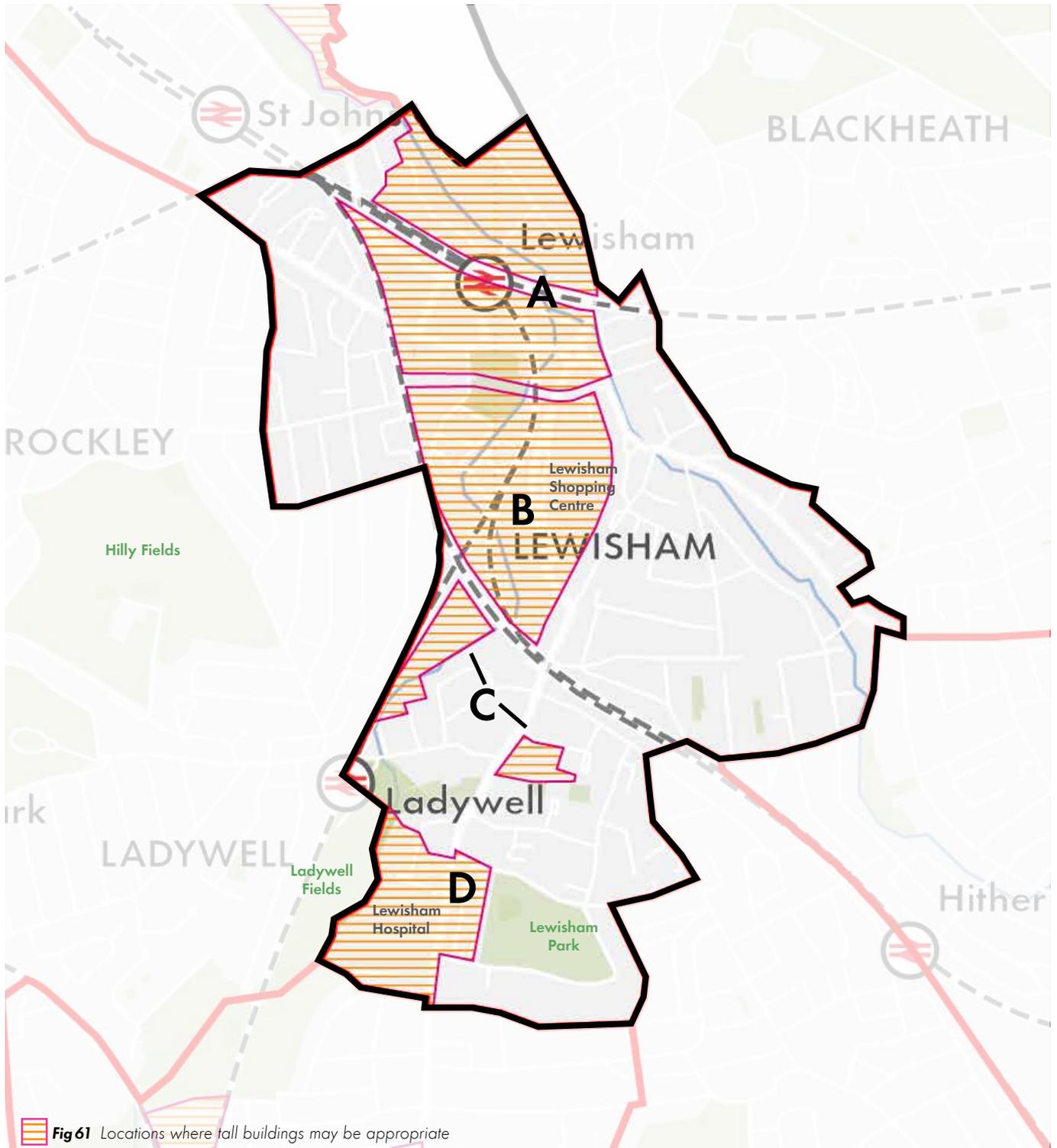


Fig 58 Prevailing heights within locations where tall buildings may be appropriate



Fig 60 Distribution of building heights in metres



2.5.5 Maximum heights

Zone A is the most sustainable location in the Borough and consent for buildings as tall as 35 storeys (approx 112.8 metres) have been granted. This is considered to represent a maximum for this area.

Maximum heights in Zone B will be 25 storeys (80.8 metres) but an appropriate transition should be provided from the established lower scale character of the High Street and given the distribution of heritage assets across the area and the lower prevailing building heights compared with Zone A.

The maximum for Zone C will need to take greater account of existing lower context and for this reason the maximum height of new development will be approximately 15 storeys (48.8

metres) in the Wearside Depot site where a new urban character can be established with controlled relationships with surrounding uses. The the former Ladywell Leisure Centre site is more sensitive given the proximity of heritage assets. Maximum heights in this zone will be 10 storeys (32.8 metres).

Within the hospital campus area where there are already some large buildings, maximum heights are expected to not exceed 12 storeys (39.2 metres). This threshold seeks to balance the potential impact on the Ladywell Fields and nearby conservation areas and the campus environment which makes the area less sensitive.

2.5.6 Assumptions

- Typical height of ground floor storey = 4 metres
 - Typical height of upper floor storeys = 3.2 metres*
- *Average based on a housing-led mix of residential and non-residential uses

2.6 LEE GREEN TOWN CENTRE

2.6.1 Overview

The Lee Green, Lee and Hither Green areas to the east of Lewisham are established residential neighbourhoods characterised primarily by tree-lined streets of Victorian housing.

There are two smaller and one large commercial centres across the area in Hither Green, Lee and the larger Lee Green centre. The former are essentially local parades but are supported by local railway stations. Lee Green is a larger District Centre anchored by a major supermarket.

2.6.2 Characteristics

- Suitability: In view of its town centre status in addition to the bus services that run through the area, Lee Green is moderately suitable for taller buildings. The centre already has some taller buildings at the Leybridge Estate and the eight storey office block in the centre (see Fig 71).
- Sensitivity: Sensitivities are associated primarily with heritage assets given the proximity to the Lee Manor conservation area and the distribution of listed and locally listed buildings (see Fig 73).
- Prevailing heights: predominantly 3 – 4 storeys with taller elements of 8 to 10 storeys
- Consented heights: up to 10 storeys.



Fig 62 Aerial of Lee Green looking north

- consented
- under construction



Fig 63 Existing building heights

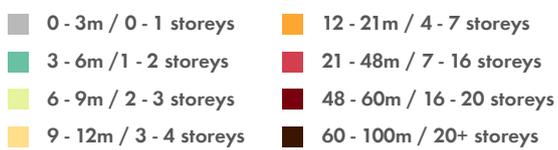




Fig 64 High PTAL



Fig 65 12 minute walk from an existing station or planned Bakerloo Line station



Fig 66 Town centres



Fig 67 Opportunity Area



Fig 68 Growth Area - as defined in the Lewisham Characterisation Study



Fig 69 Tall building clusters



Fig 70 High CTAL (Cycling Transport Accessibility Level)



Fig 71 Combined suitability



2.6.3 Strategy

Opportunities for new tall buildings should be limited to the area around the Leegate Shopping Centre. Developments coming forward within the Lee and Lee Green town centres should provide a transition in scale between low-scale existing buildings and new, taller ones. Those sites immediately adjacent to lower rise development should respond in a positive and sensitive manner and abrupt changes in scale without a robust rationale will be resisted.

There are proposals for the redevelopment of the Leegate Shopping Centre for a high density housing-led scheme. The site presents significant opportunities to introduce high density forms of development in this central location and the principle of taller buildings is already established in this location given the proximity of Leybridge towers.

The area is identified as a growth area in the suitability analysis and is considered to present a contrasting urban character to the prevailing Victorian streets. The area is considered to be less sensitive to contrasting forms of development and, by extension, more appropriate for tall buildings.

2.6.4 Definition of tall

The definition of tall in Zone A (Lee Green town centre) = 8 storeys or 26.4 metres measured from ground to the floor level of the uppermost storey. This is the approximate height of the existing office block on the centre which is significantly taller than those buildings around it.

2.6.5 Maximum heights

The redevelopment of the Leegate Shopping Centre is a major opportunity. Heights in this sustainable and unconstrained location could be expected to rise to a maximum of approximately 12 storeys (39.2 metres).

2.6.6 Assumptions

- Typical height of ground floor storey = 4 metres
 - Typical height of upper floor storeys = 3.2 metres*
- *Average based on a housing-led mix of residential and non-residential uses

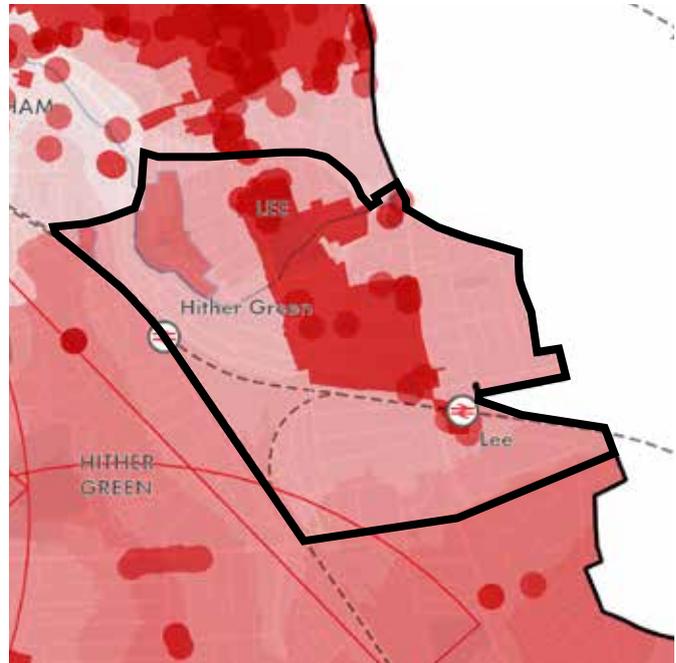


Fig 73 Combined sensitivity issues taken into account

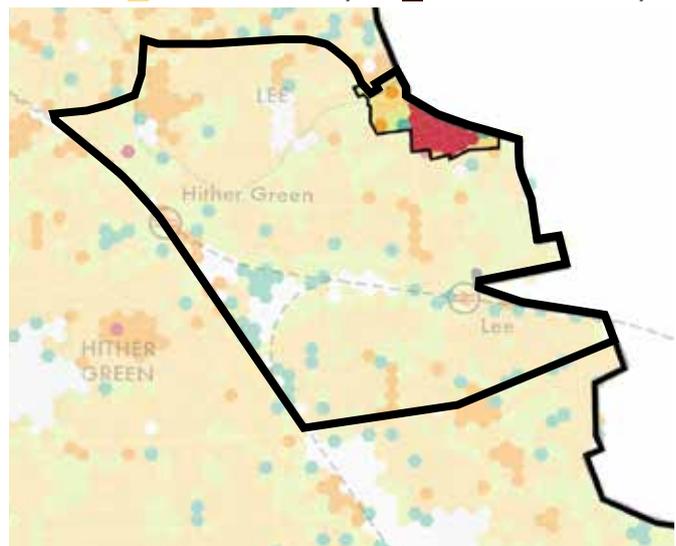
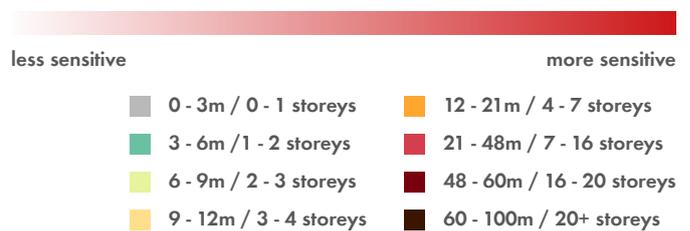
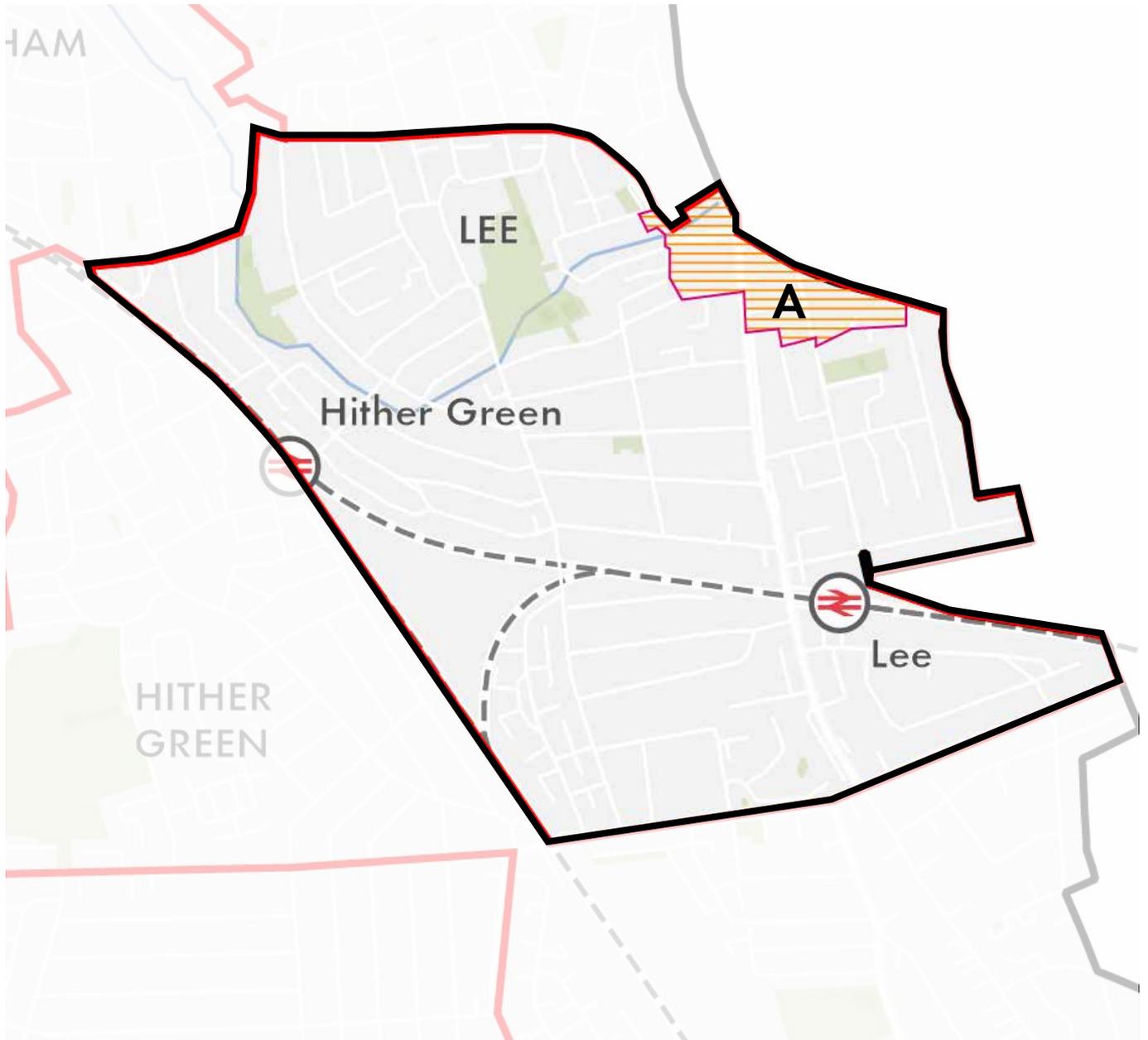


Fig 72 Prevailing heights within locations where tall buildings may be appropriate



Fig 74 Distribution of building heights in metres



 **Fig 75** Location where tall buildings may be appropriate

2.7 CATFORD TOWN CENTRE

2.7.1 Overview

Catford is a major town centre and the administrative heart of the Borough. Located at the junction between the A205 South Circular and the A21 Lewisham High Street, the centre is a key node for commercial and community activity. It is also a key location of public transport interchange with two railway stations and numerous bus services. The area is covered by the Catford Town Centre Framework and the A21 Development Framework, both endorsed by the Council.

The shopping precinct has long been the focus for planned regeneration and with the prospect of the realignment of the south circular, the other parts of the centre have also been considered in redevelopment scenarios. In townscape terms, the central area (up to eight storeys) is in stark contrast with the surrounding Victorian housing streets (two storeys).

2.7.2 Characteristics

- Suitability: Within the Opportunity Area, an identified major town centre and with very good levels of public transport accessibility, the area within and around Catford centre is one of the most suitable locations in the borough for taller buildings.
- Sensitivity: Analysis reveals that the area is relatively sensitive, principally as a result of the area's heritage buildings and the adjacent Culverley Green conservation area.
- Prevailing heights: 4 – 8 storeys.
- Consented heights: up to 8 storeys.



Fig 76 Aerial of Catford looking north

- consented
- under construction

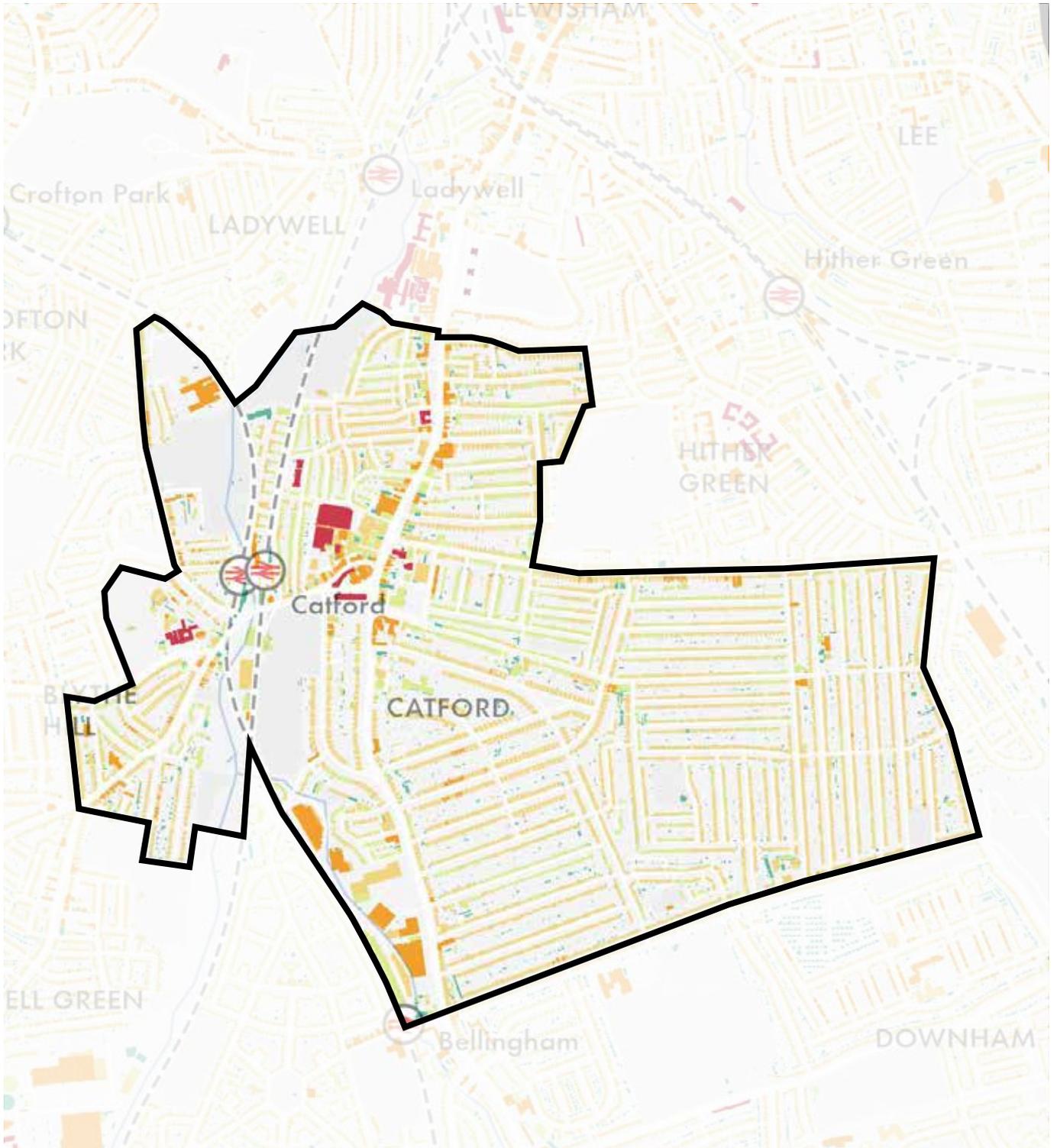
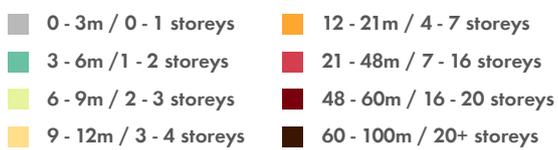


Fig 77 Existing building heights



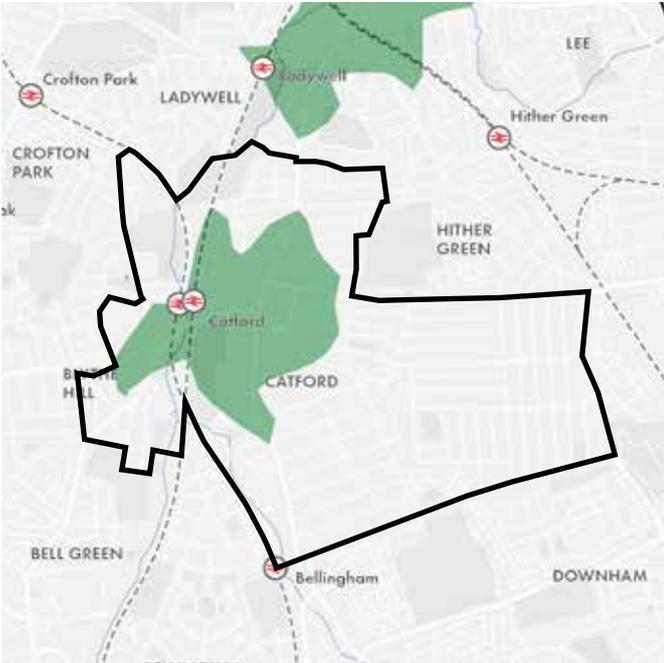


Fig 78 High PTAL

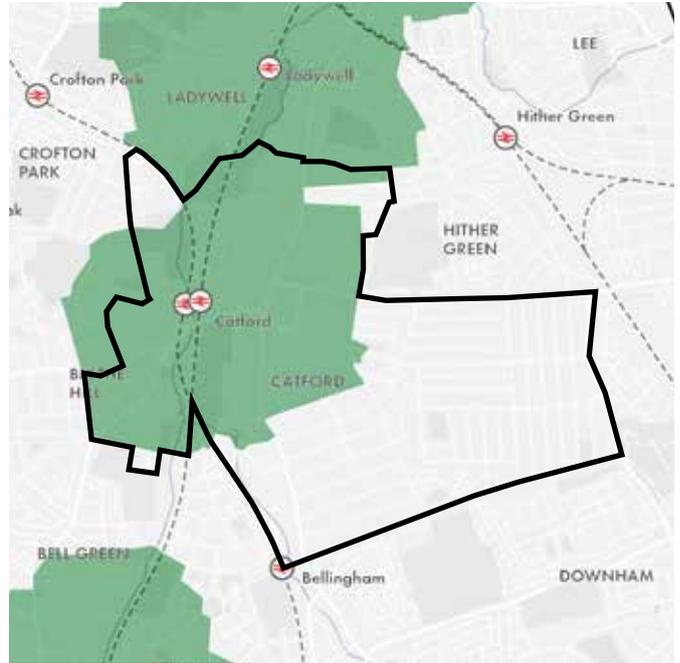


Fig 79 12 minute walk from an existing station or planned Bakerloo Line station

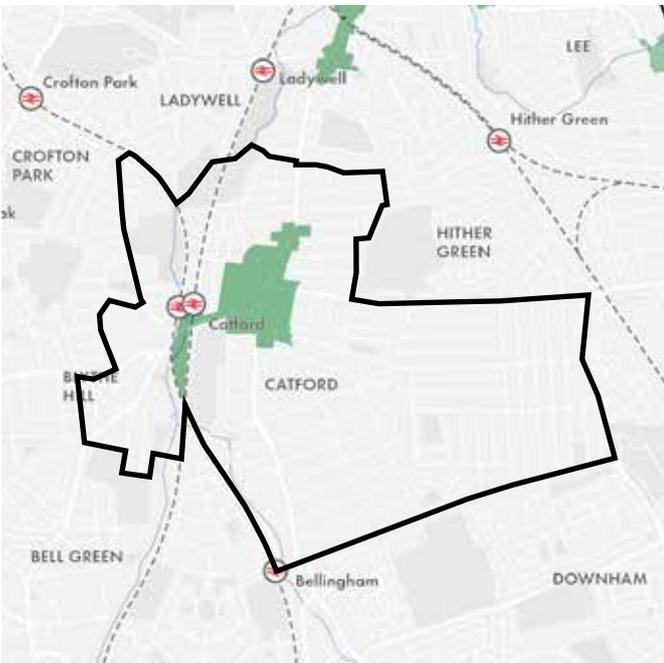


Fig 80 Town centres

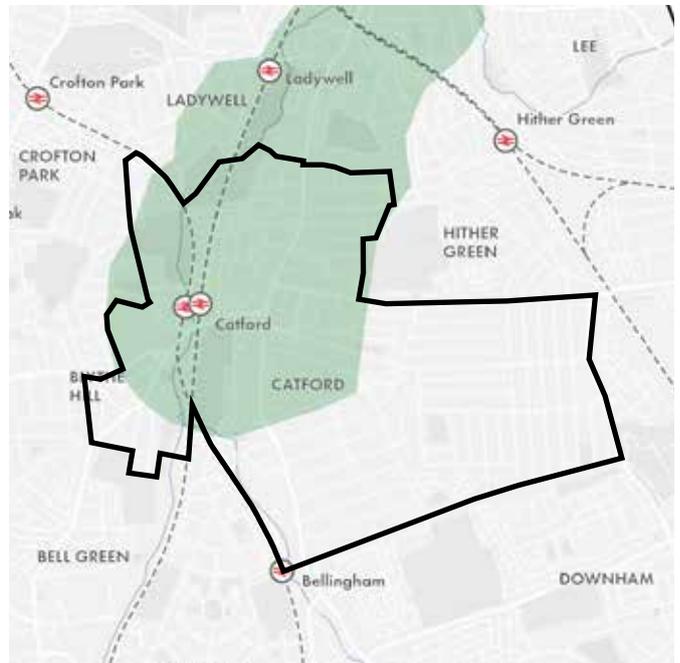


Fig 81 Opportunity Area

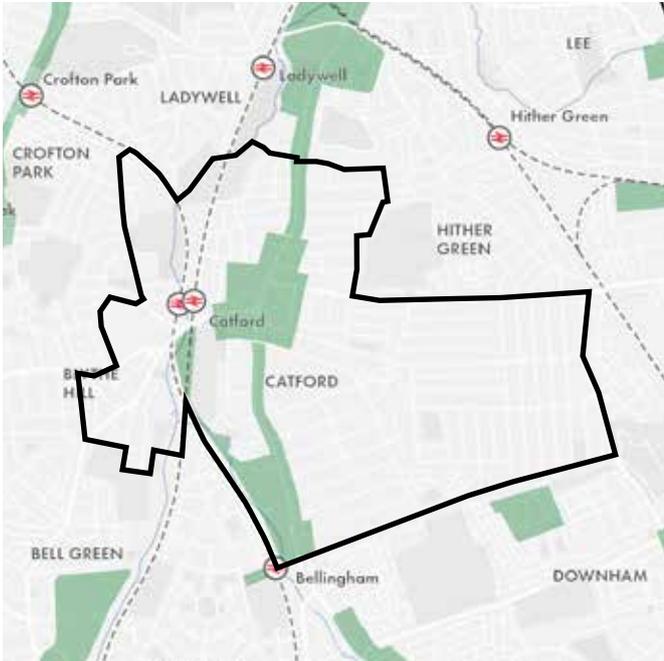


Fig 82 Growth Area - as defined in the Lewisham Characterisation Study



Fig 83 Tall building clusters

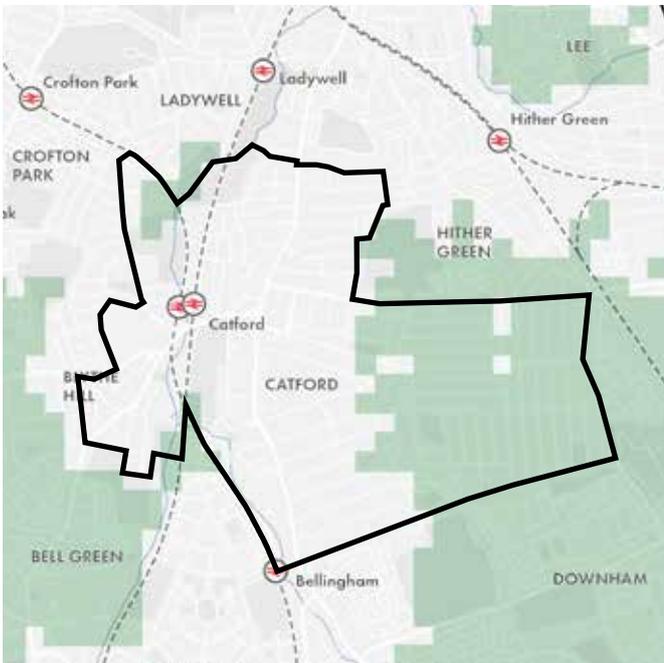


Fig 84 High CTAL (Cycling Transport Accessibility Level)

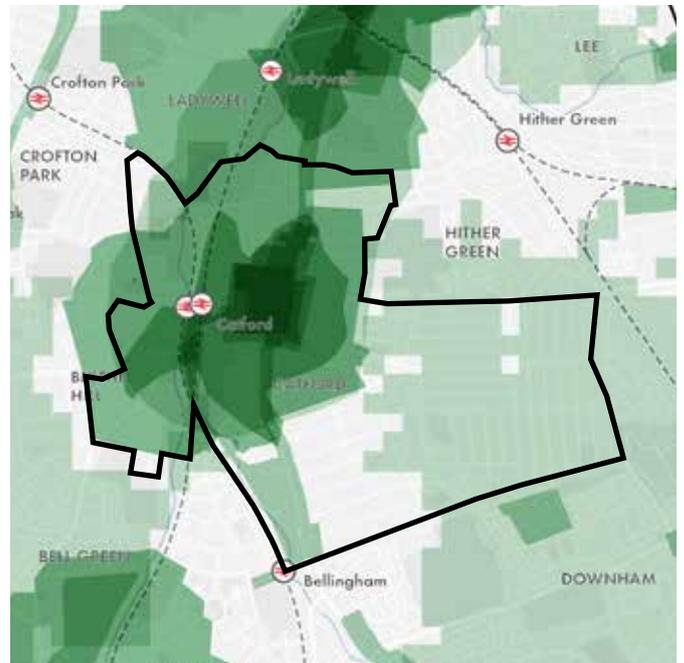


Fig 85 Combined suitability



2.7.3 Strategy

Opportunities for new tall buildings exist within the town centre and along the Bromley Road Ravensbourne Retail Park. A key design principle will be to break down the overall mass of new development and create a varied profile and silhouette by requiring a range of building heights. The establishment of new routes across these large parcels to establish a more permeable and connected centre would also bring benefits. For individual key regeneration sites, appropriate building heights are expressed as broad ranges with taller building heights generally up to 16 storeys. In specific locations it is considered that there is the potential for tall buildings of 17-20 storeys. To mitigate the change in scale from existing buildings adjoining the sites and in the wider area, building height generally increases towards the centre of the sites, with buildings at the perimeter providing a transition from the surrounding context towards the tallest buildings.

The retail and trading estates along the axis of the River Ravensbourne towards Bellingham also present opportunities given its low levels of sensitivity and identification as a growth area. Whilst less central and more suburban in character, the retail and trading estate area is low rise but contained between the river corridor and railway on the west and Bromley Road on the west. This will help to reduce the impact of new development on the surrounding townscape.

2.7.4 Definition of tall

The definition of tall in Zone A (Catford town centre) = 12 storeys or 39.2 metres measured from ground to the floor level of the uppermost storey. This is informed by prevailing building heights and the existing presence of some taller building together with the particularly good levels of suitability combined with the relatively low levels of sensitivity. The centre is relatively low rise and given the opportunity presented by the shopping precinct to establish its own urban character and other significant regeneration opportunities, there is scope to strengthen the centre's role as a key commercial and community hub for the Borough through high density development.

Tall in Zone B (along Bromley Road) = 8 storeys or 26.4 metres measured from ground to the floor level of the uppermost storey. This threshold is lower than that for Catford centre given its more peripheral location but is still much higher than prevailing heights given the largely self contained nature of the area given its boundaries.

Whilst existing building heights in Catford are shown in Fig 88 to not exceed 11 or 12 storeys, maximum heights could be up to 20 storeys (64.8 metres) in major redevelopment

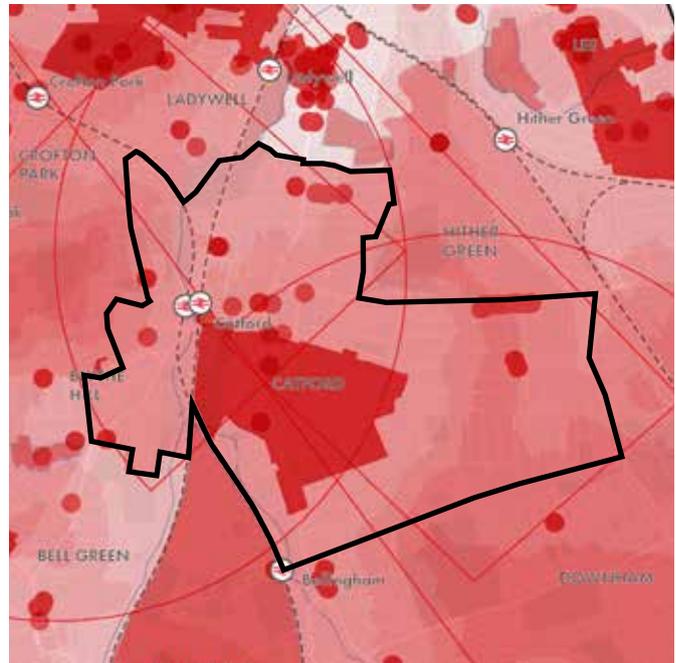


Fig 87 Combined sensitivity issues taken into account

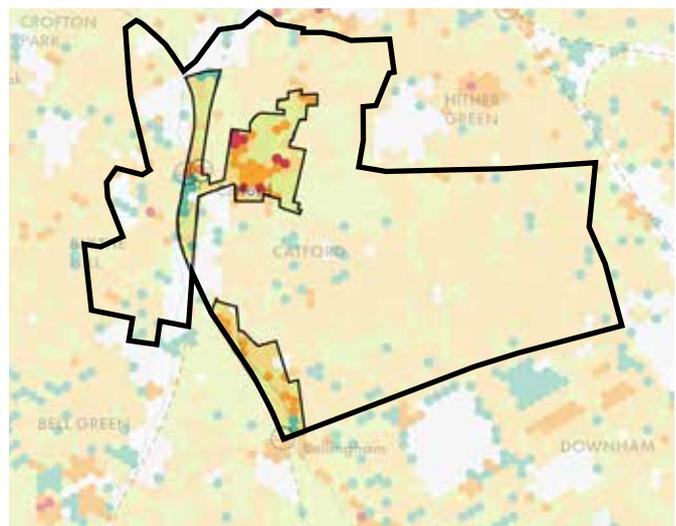
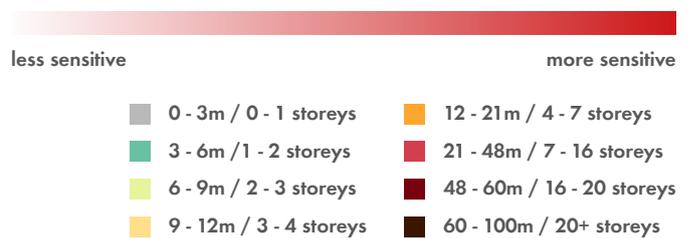


Fig 86 Prevailing heights within locations where tall buildings may be appropriate



Fig 88 Distribution of building heights in metres

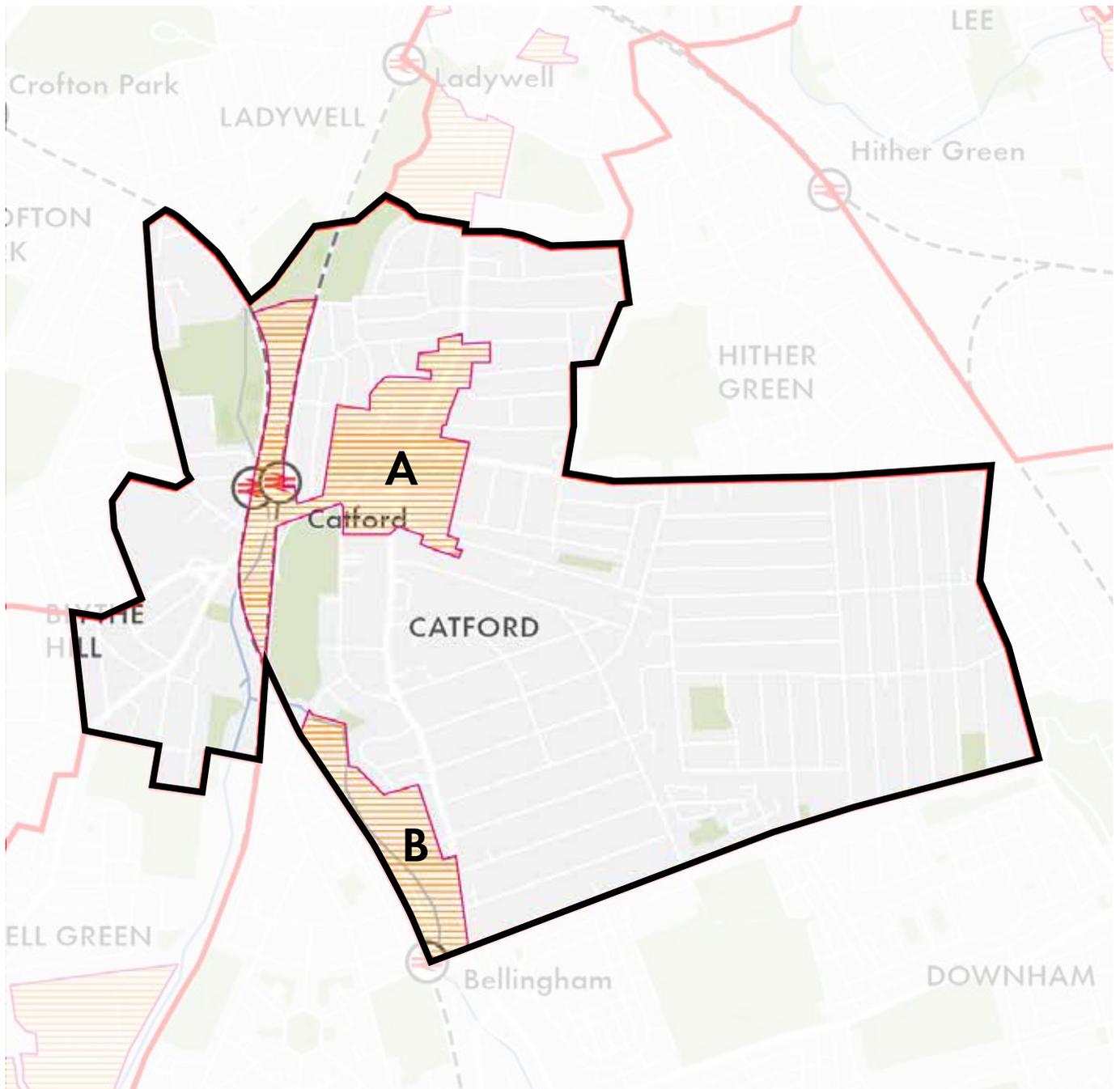


Fig 89 Locations where tall buildings may be appropriate

schemes in Catford. There are significant regeneration opportunities in the centre which is a major centre and within the Opportunity Area. Sensitivities are generally low in the commercial centre and the prospect of the arrival of services from the Bakerloo Line Extension will make the centre an even more sustainable location.

Maximum heights in Zone B should be more modest given it more suburban context. Heights rising to a maximum of

around 12 storeys (39.2 metres) as one moves south closer to Bellingham Station may be appropriate.

2.7.5 Assumptions

- Typical height of ground floor storey = 4 metres
- Typical height of upper floor storeys = 3.2 metres*
- *Average based on a housing-led mix of residential and non-residential uses

2.8 FOREST HILL TOWN CENTRE

2.8.1 Overview

Forest Hill is an attractive, leafy south London suburb centred on a retail centre and railway station. The centre is traversed east-west by the South Circular.

Forest Hill centre is a vibrant and characterful town centre with a strong Victorian townscape character. A large conservation area stretches west from the railway line to the borough boundary. There have been some recent developments within and around the centre including a new swimming pool development and redevelopment of a large site on Perry Vale opposite the railway station. However, generally opportunities tend to be small and infill in this historic and attractive centre.

2.8.2 Characteristics

- Suitability: As outlined in Fig 99, limited parts of the area are found to be suitable in the analysis, principally because of the location of the town centre combined with the good levels of public transport accessibility. A small, central area is therefore considered to be potentially moderately suitable for taller buildings.
- Sensitivity: As outlined in Fig 101, the area is sensitive. Notwithstanding the area's suitability, new tall buildings in this location, characterised by low rise traditional forms of development, would need to be designed very carefully and be of exceptional quality.
- Prevailing heights: predominantly 3 – 4 storeys with taller elements of 5/6 storeys. Buildings lining the A205 tender to be larger and there are some point taller residential blocks within nearby estates,
- Consented heights: up to 6 storeys.



Fig 90 Aerial of Forest Hill looking north

- consented
- under construction

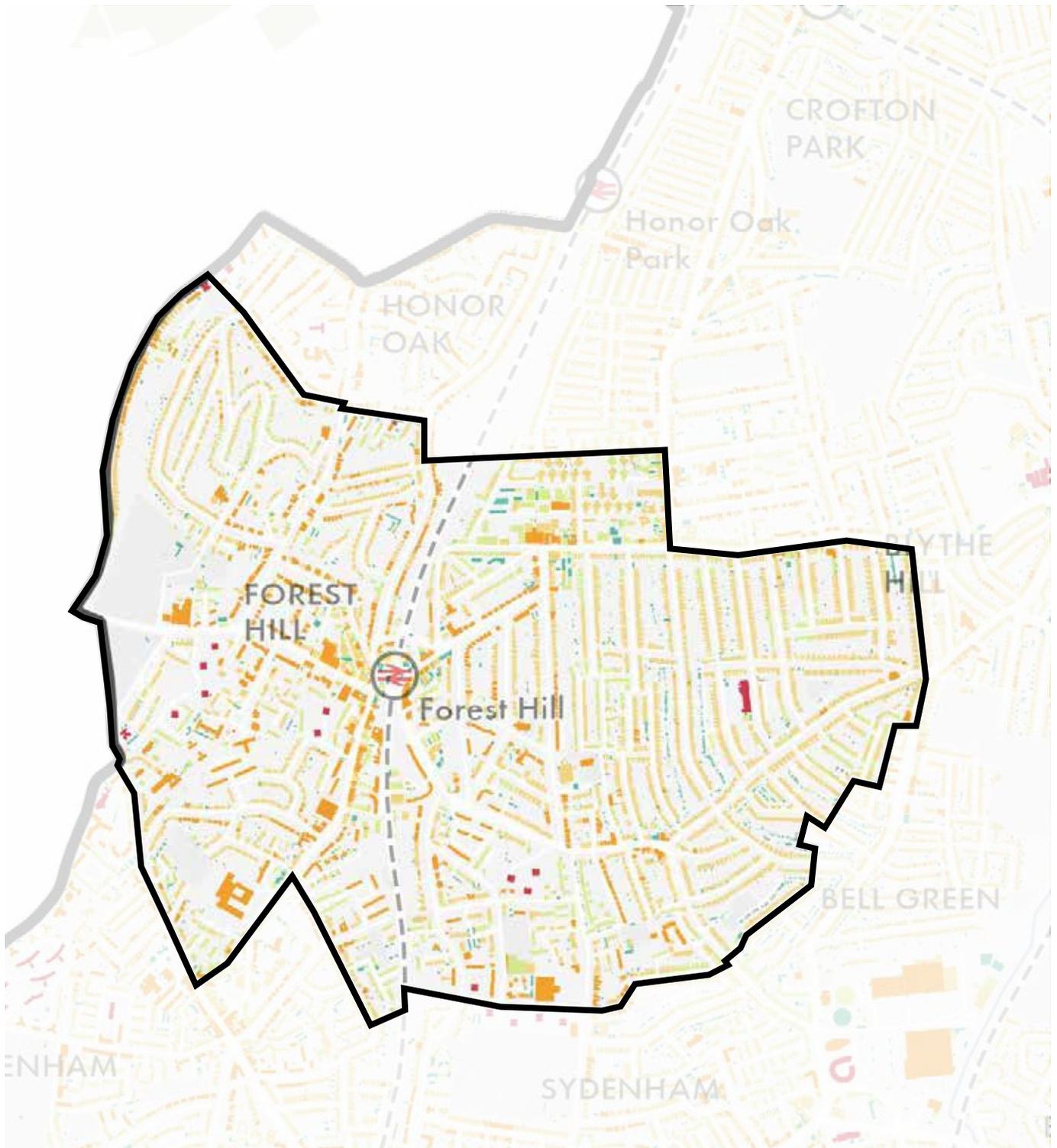


Fig 91 Existing building heights





Fig 92 High PTAL



Fig 93 12 minute walk from an existing station or planned Bakerloo Line station



Fig 94 Town centres



Fig 95 Opportunity Area



Fig 96 Growth Area - as defined in the Lewisham Characterisation Study



Fig 97 Tall building clusters



Fig 98 High CTAL (Cycling Transport Accessibility Level)



Fig 99 Combined suitability



2.8.3 Strategy

Whilst this is a sustainable location, it is a highly sensitive one given the heritage context and good quality townscape. The two zones identified as potentially suitable for taller buildings are therefore tightly defined in view of these constraints. Tall buildings are more appropriately clustered to the east of the train station and on prominent corners. Other development coming forward within the town centre should provide a transition in scale. Those sites immediately adjacent to lower rise development should respond in a positive and sensitive manner and abrupt changes in scale without a robust rationale will be resisted.

Zone A is an area set back from the high street environment of Dartmouth Road on the lower slopes of Forest Hill / Sydenham Hill. The prevailing building type of apartments with some mid-rise point blocks. The area falls outside the conservation area but it is a very short walk from the town centre.

Zone B, outside the Forest Hill conservation area, is less sensitive to the townscape impacts of taller development. Whilst there are some attractive commercial parades which should be retained, the area east of the railway line is characterised by former railway yards and low intensity uses which sit immediately alongside the railway station. The former BT office block and adjacent former petrol station / Co-op site is a significant opportunity for higher density development, although relationships with adjacent residential uses will need to be carefully managed.

2.8.4 Definition of tall

The definition of tall in Zone A = 6 storeys or 20 metres measured from ground to the floor level of the uppermost storey. Typical prevailing heights in Zone A are 4 storeys and the area is sensitive given the heritage context.

Tall in Zones B = 7 storeys or 23.2 metres measured from ground to the floor level of the uppermost storey. Prevailing heights are around 4 storeys with some 5 storey apartment buildings. Zone B is less sensitive than Zone A and therefore the threshold for when a building should be considered tall can be a little higher but the area is still relatively sensitive.

2.8.5 Maximum heights

Maximum heights for new development in Zone A of Forest Hill, within which development will impact on the setting of the Forest Hill conservation area, should not exceed 6 storeys (20 metres) given these townscape constraints.

In Zone B, whilst still sensitive, the relative levels are a little less restrictive and maximum heights should rise to approximately 8 storeys (26.4 metres).

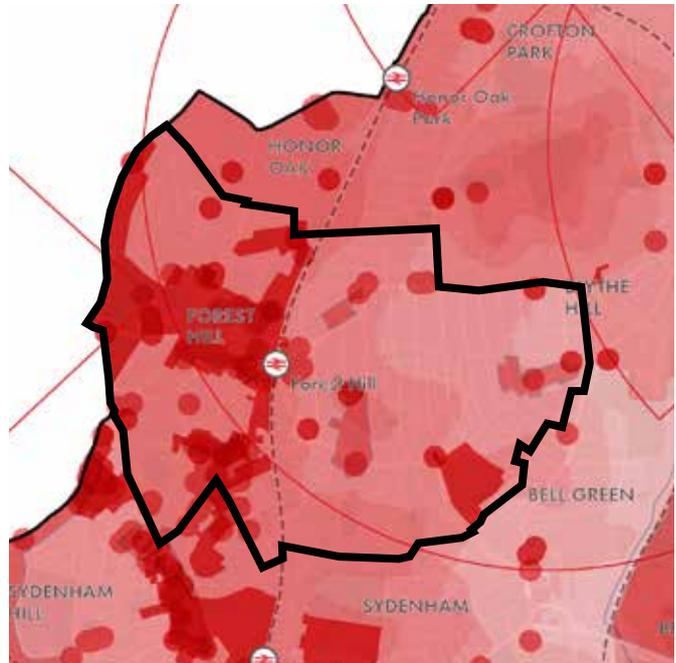


Fig 101 Combined sensitivity issues taken into account

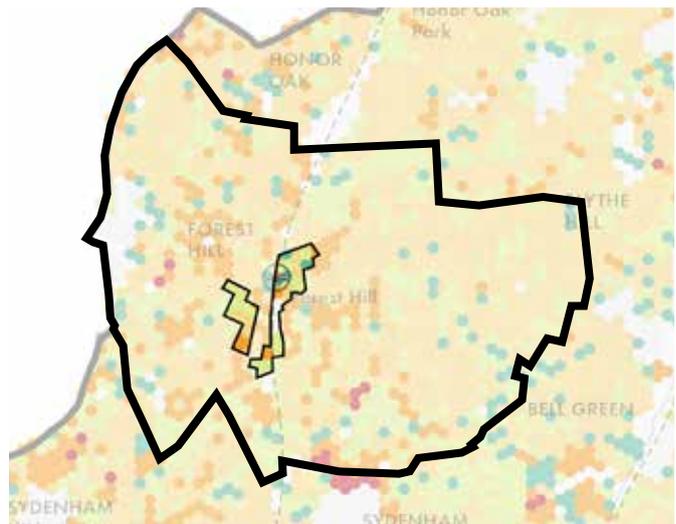
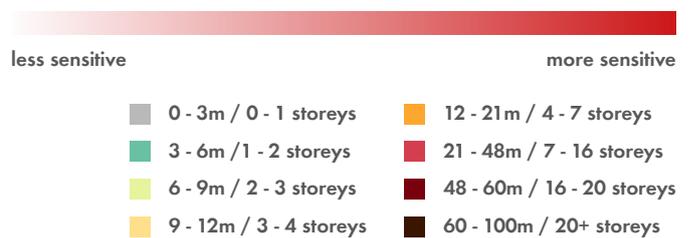


Fig 100 Prevailing heights within locations where tall buildings may be appropriate



Fig 102 Distribution of building heights in metres

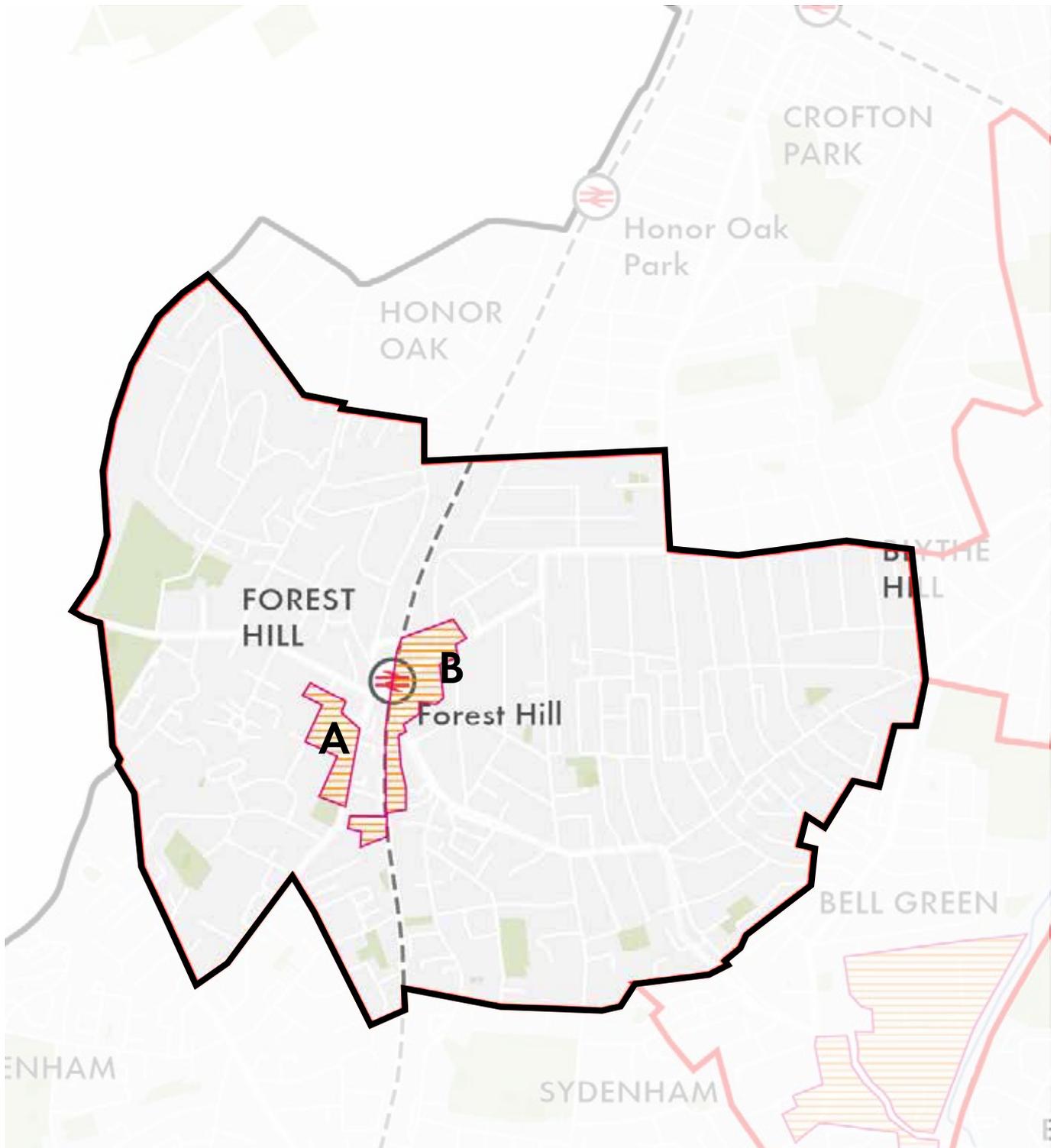


Fig 103 Locations where tall buildings may be appropriate

2.8.6 Assumptions

- Typical height of ground floor storey = 4 metres
- Typical height of upper floor storeys = 3.2 metres*
*Average based on a housing-led mix of residential and non-residential uses

2.9 LOWER SYDENHAM / BELL GREEN

2.9.1 Overview

The Lower Sydenham and Bell Green area is dominated by the former gas works site which is now an out of centre retail park. With established Edwardian housing streets to the north and a mix of housing estates to the west and south of the former gas works, the area is earmarked for comprehensive regeneration in view of the prospect of the arrival of the Bakerloo Line, using existing railway track. A new station is planned which would act as a catalyst for radical transformation and the creation of a new centre and neighbourhood.

A masterplan is being prepared to help guide investment in the area and given the scale of the former gas works site and its ability to create a new urban character of its own, combined with the need to make the best possible use of development land in close proximity to a new London Underground service.

There has been some redevelopment in the area over recent years with maximum residential building heights of 8 storeys.

2.9.2 Characteristics

- Suitability: The area centred on the former gas works sites is identified as being most suitable given the area would be directly served by a new London Underground station with the extended Bakerloo Line. This would also underpin the creation of a new town centre although that concept is not yet captured in the suitability analysis. This assessment is summarised in Fig 113.
- Sensitivity: With the exception of the impact of some individual heritage buildings, the Bell Green area is generally identified as less sensitive.
- Prevailing heights: predominantly 3 – 4 storeys with taller elements of 5/6 storeys
- Consented heights: up to 8 storeys.



Fig 104 Aerial of Lower Sydenham / Bell Green looking north

- consented
- under construction

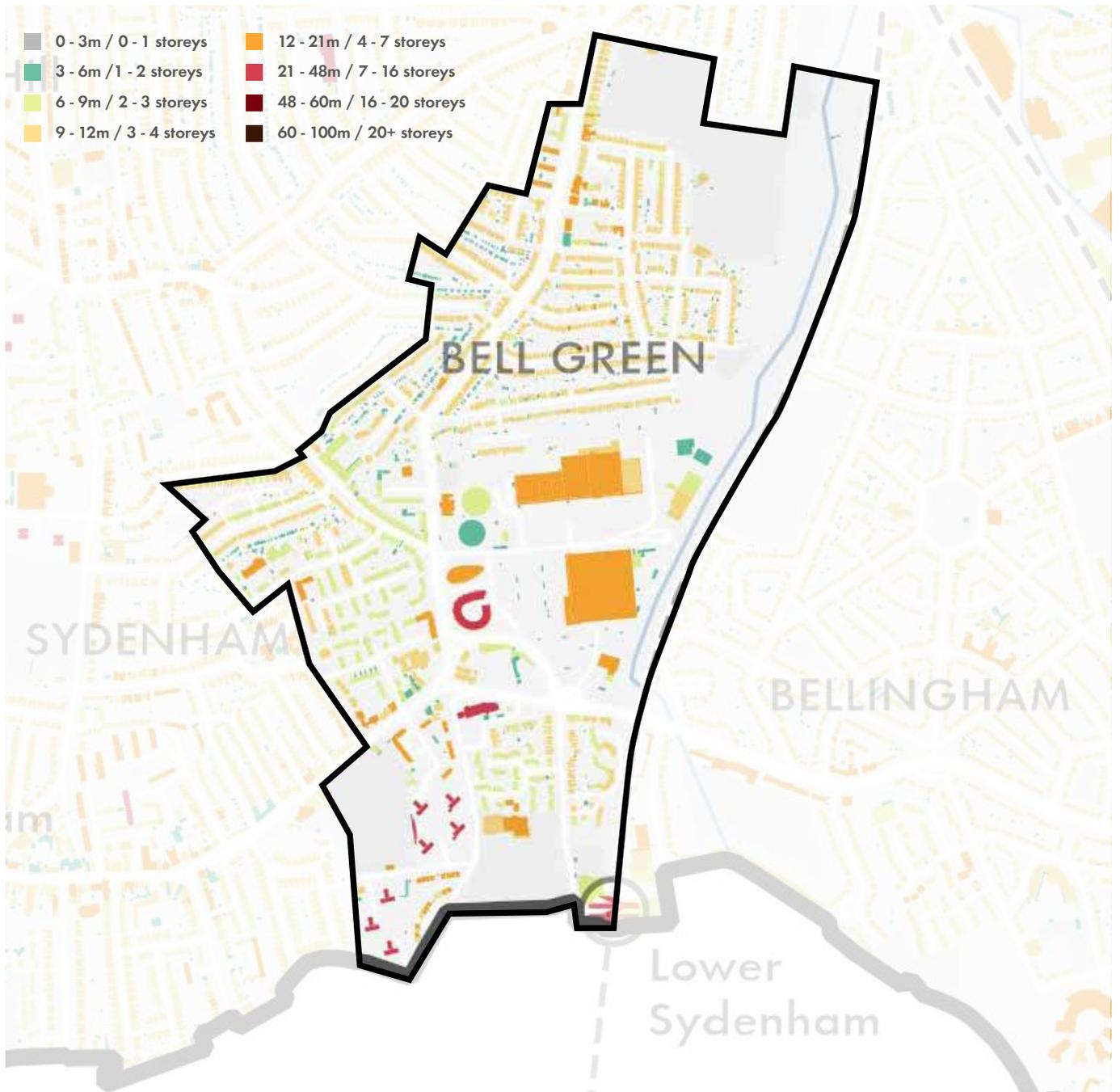


Fig 105 Existing building heights



Fig 106 High PTAL



Fig 107 12 minute walk from an existing station or planned Bakerloo Line station



Fig 108 Town centres



Fig 109 Opportunity Area



Fig 110 Growth Area - as defined in the Lewisham Characterisation Study



Fig 111 Tall building clusters



Fig 112 High CTAL (Cycling Transport Accessibility Level)



Fig 113 Combined suitability



2.9.3 Strategy

Opportunities for new tall buildings should be limited to sites within the Bell Green Retail Park and the industrial area as it extends south along the axis of the railway line. The threshold of what constitutes 'tall' within the area is dependent on improvements to public transport and a comprehensive masterplanning approach being carried out. Tall building clusters should be identified through this masterplanning process and are likely to be centred around proposed BLE stations, bus interchange and the focus of town centre uses within the area. Those sites immediately adjacent to lower rise development should respond in a positive and sensitive manner and abrupt changes in scale without a robust rationale will be resisted.

2.9.4 Definition of tall

Tall in Zone A & B = 10 storeys or 32.8 metres measured from ground to the floor level of the uppermost storey. This is essentially determined less by the context or prevailing heights but by the prospect of this area emerging as a major node for regeneration and growth. Residential buildings already rise to eight storeys on the site, and it is anticipated that new tall buildings well above this height will be accommodated within an overall masterplanned approach to the site. That said, the context is still relevant and is characterised by low rise housing. Therefore, heights at the thresholds with existing neighbourhoods should be treated carefully.

2.9.5 Maximum heights

The distribution of existing building heights shown in Fig 116 is of little relevance when considering the level of a suitable maximum height for new development. Given the scale of change anticipated in this location and the scale of investment in public transport infrastructure that is planned to support it, maximum building heights of approximately 20 storeys (64.8 metres) are considered potentially appropriate in Zone A and maximum approximate building heights of 16 storeys (52 metres) in Zone B.

2.9.6 Assumptions

- Typical height of ground floor storey = 4 metres
 - Typical height of upper floor storeys = 3.2 metres*
- *Average based on a housing-led mix of residential and non-residential uses

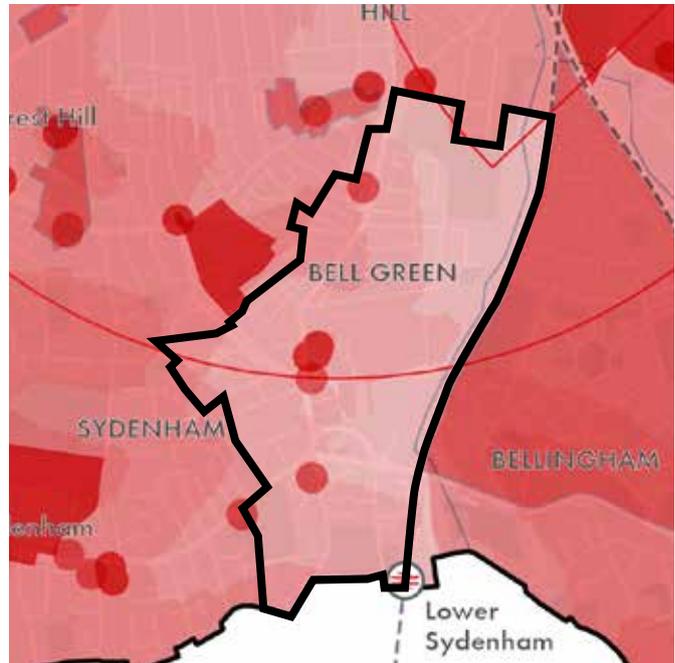


Fig 115 Combined sensitivity issues taken into account

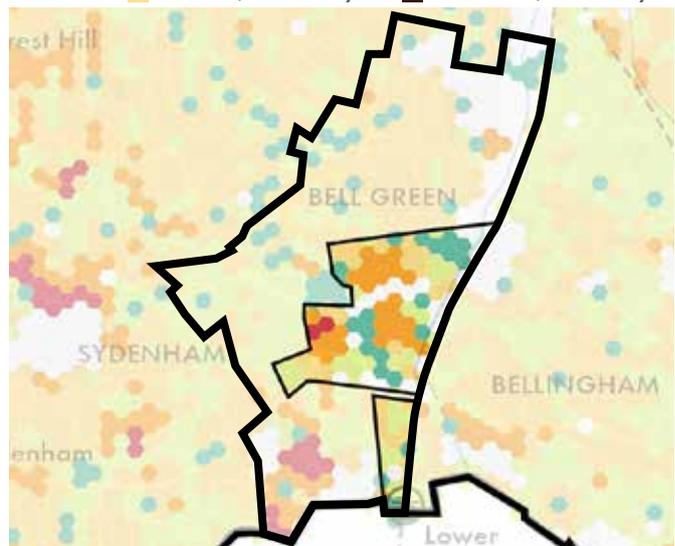
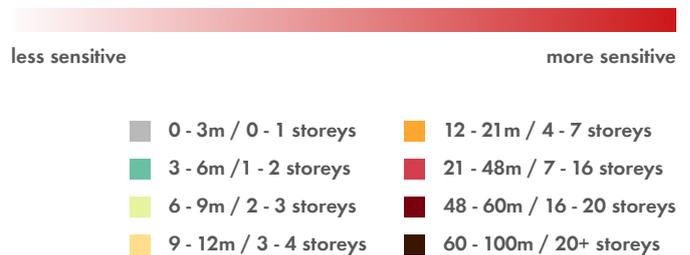
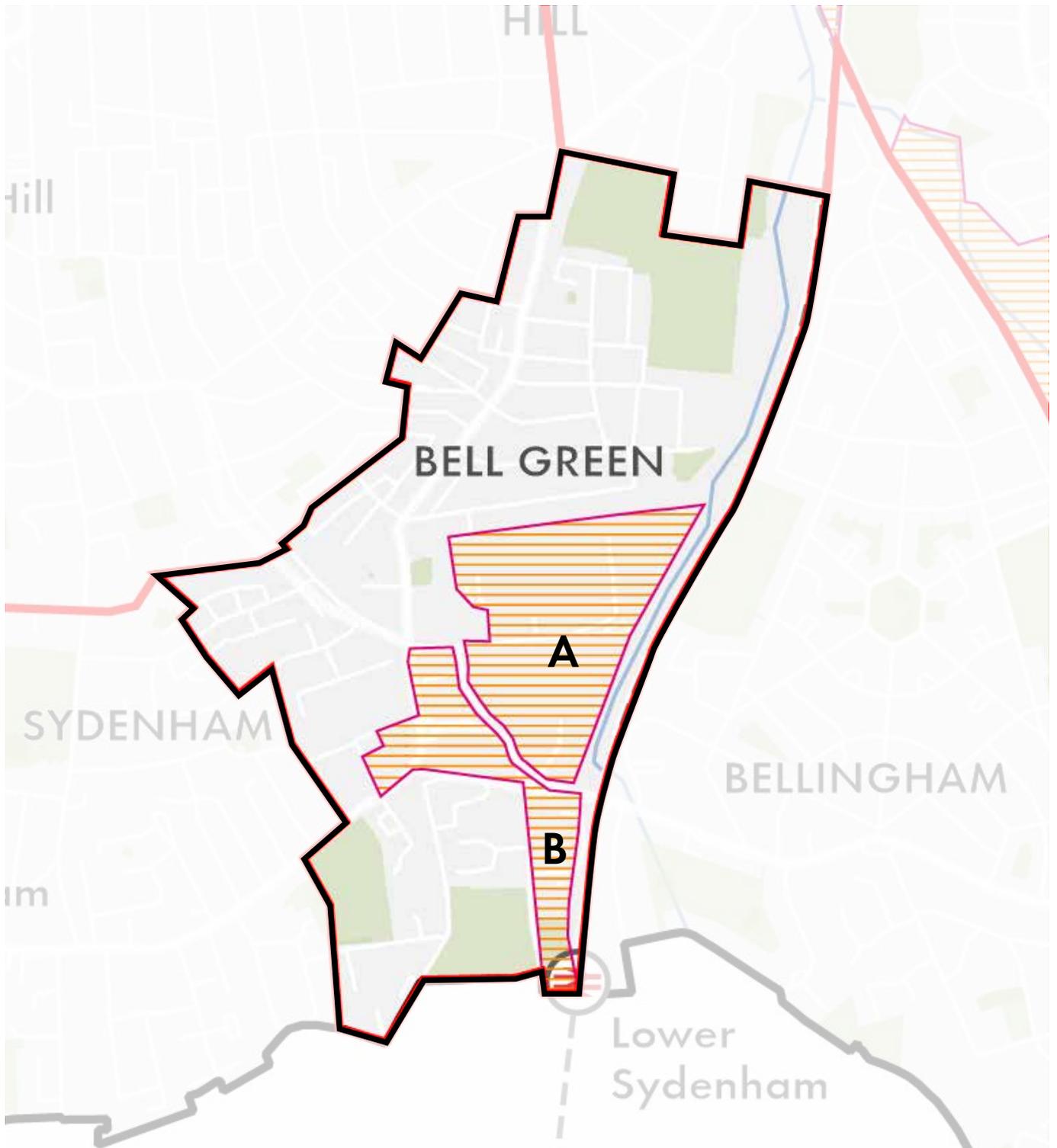


Fig 114 Prevailing heights within locations where tall buildings may be appropriate



Fig 116 Distribution of building heights in metres



 **Fig 117** Locations where tall buildings may be appropriate

3 CONCLUSIONS

3.1 SUMMARY

3.1.1 The adjacent map identifies Locations where tall buildings may be appropriate for the eight search areas of search:

1. **North Deptford**
2. **New Cross / New Cross Gate**
3. **Deptford**
4. **Lewisham Town Centre**
5. **Lee Green Town Centre**
6. **Catford Town Centre**
7. **Forest Hill Town Centre**
8. **Lower Sydenham / Bell Green**

3.1.2 An assessment of appropriateness for tall buildings should not be taken to imply that every application for tall buildings within these locations will automatically receive planning permission.

3.1.3 Applications for tall buildings will be expected to include rigorous urban design and architectural analysis demonstrating why a specific site presents a clear and positive opportunity for a tall building.

3.1.4 Further detailed design work on prospective development sites will be needed to determine the appropriateness of proposals for tall buildings on a case-by-case basis. This may include Townscape and Visual Impact Assessments as well as Landscape and Visual Impact Assessments.



Fig 118 Borough-wide growth strategy

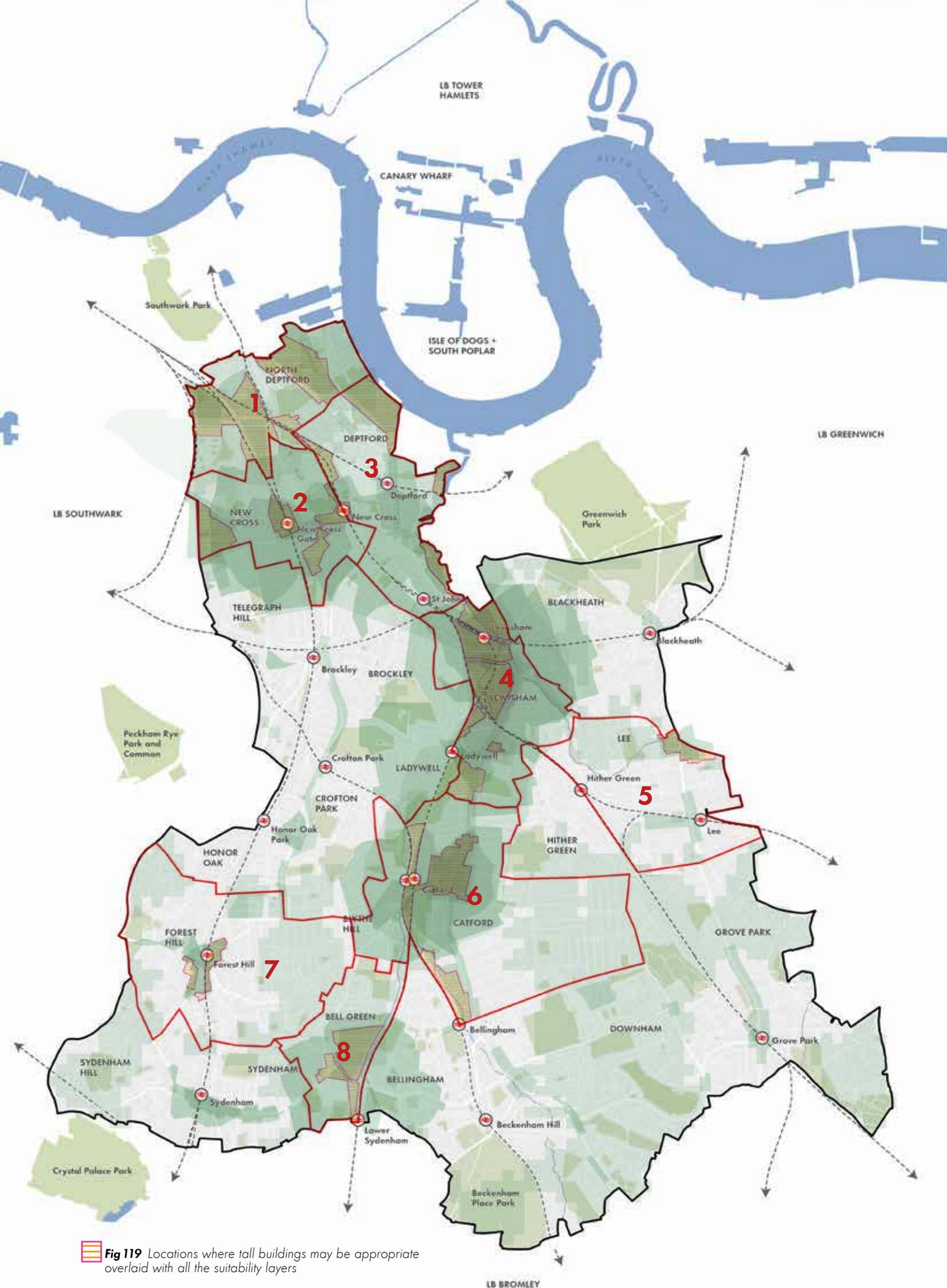


Fig 119 Locations where tall buildings may be appropriate overlaid with all the suitability layers

All plans and figures are illustrative.

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