

7. Landscape, Townscape and Visual Assessment

7.1 Introduction

7.1.1. This Chapter of the Environmental Statement (ES) sets out the likely significant environmental effects of the Proposed Development on the landscape and townscape on and surrounding the Site, and in the wider area. It includes:

- The assessment of the potential changes/physical effects on the existing townscape and landscape brought about by the Proposed Development;
- The assessment of the potential changes in views/visual effects brought about by the Proposed Development; and
- The assessment of the potential effects of the Proposed Development on the setting of the conservation areas in the vicinity.

7.1.2. The following will be described: the assessment method used in relation to all three study areas, the baseline conditions currently existing at the Application Site and surroundings; the potential likely significant effects created by the design, scale and mass of the Proposed Development; the cumulative effects of the Proposed Development with permitted and other schemes in the surrounding area; mitigation measures required to prevent, reduce or offset any negative adverse significant effects; and residual effects.

7.1.3. This assessment has regard to the maximum and minimum parameters of the Proposed Development. It is concerned with the likely significant effects of the finished Proposed Development on the existing environment and those during the construction period.

7.1.4. Accurate Visual Representations of the Proposed Development have been proposed and are provided at Technical Appendix 7.1 and Historic and Local Heritage Maps are at Technical Appendix 7.2

7.2 Policy context

National Planning Policy

Planning Policy Statement 1 (PPS1) Delivering Sustainable Communities (2005) (Ref 7.1)

7.2.1 PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. This PPS replaces *Planning Policy Guidance Note 1: General Policy and Principles*, published in February 1997.

7.2.2 PPS1 states that planning has a key role to play in the creation of sustainable communities: communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential. A spatial planning approach should be at the heart of planning for sustainable development. Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the Proposed Development.

Planning Policy Statement 5 (PPS5) - Planning and the Historic Environment (March 2010)
(Ref. 7.2)

7.2.3 PPS5 sets out the Government's overarching planning policies put in place to conserve the historic environment and its heritage assets so that they may be enjoyed by future generations. It replaces *PPG 15: Planning and the Historic Environment* (1994) and *PPG16: Archaeology and Planning* (1990). PPS5 provides a full statement of Government policies for the identification and protection of heritage assets, listed buildings, conservation areas, World Heritage Sites and other valued elements of the historic environment.

7.2.4 The Site is not within a conservation area, nor are there any listed buildings on the Site: the proposals entail no material changes to any heritage assets. The tall elements of the proposals will, however, be seen from conservation areas and in relation to listed buildings in the surrounding area (see Chapter 8 for the effect on listed buildings). PPS5 requires that development within the setting of heritage assets preserves or enhances those heritage assets and that, if any harm is caused to their significance, it is outweighed by other benefits brought by the scheme. An assessment of the potential effects on the setting of relevant heritage assets is undertaken in the views assessment in section 7.6 below.

7.2.5 In order to assess the nature and degree of potential effects on the significance of heritage assets, PPS5 outlines the evidence base required to ascertain the nature and extent of that heritage significance. PPS5 requires the applicant *"to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. [...] As a minimum the relevant historic environment record should have been consulted and the heritage assets themselves should have been assessed using appropriate expertise where necessary given the application's impact"* (HE6.1). Further, at HE6.2, that *"This information together with an assessment of the impact of the proposal should be set out in the application (within the design and access statement when this is required) as part of the explanation of the design concept. It should detail the sources that have been considered and the expertise that has been consulted."* Finally, at HE6.3, *"Local planning authorities should not validate applications where the extent of the impact of the proposal on the significance of any heritage assets affected cannot adequately*

be understood from the application and supporting documents." The relevant records have been consulted as part of the design process and the significance of the potentially affected heritage assets, and the nature and extent of the potential impacts, are assessed within this chapter of the ES.

- 7.2.6 Policy HE7 relates to development which affects all heritage assets, whether designated or not. It expresses "*the desirability of sustaining and enhancing the significance of heritage assets*" (HE7.4) and "*the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use.*" The Historic Environment Planning Practice Guide (Ref 7.3) issued to accompany PPS5 encourages Local Planning Authorities "*to seek well-conceived and inspirational design that is founded on a full understanding of local context*".
- 7.2.7 In relation to the setting of designated heritage assets, PPS5 Policy HE10 encourages the preservation of those parts of the setting which contribute positively to the significance of the designated heritage asset and requires that any harm caused to the setting is weighed against the wider benefits of the application (HE10.1). Paragraph HE10.2 requires local planning authorities to "*identify opportunities for changes in the setting to enhance or better reveal the significance of a heritage asset. Taking such opportunities should be seen as a public benefit and part of the process of place-shaping.*" Additional guidance is given in relation to changes in settings in the Practice Guide (paragraphs 118-124) and English Heritage issued a Consultation draft of *The setting of heritage assets: English Heritage guidance* in September 2010.
- 7.2.8 English Heritage's Practice Guide notes that the legal provisions of Sections 16(2), 66(1) and 72 of the Planning (listed buildings and conservation areas) Act 1990 remain in place. They require the Local Planning Authority to have special regard to "*the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses*" and, in relation to development within a conservation area, "*the desirability of preserving or enhancing the character or appearance of that area*".

By Design. Urban design in the planning system: towards better practice (2000) (Ref 7.4)

- 7.2.9 Although not official planning policy, *By Design. Urban design in the planning system: towards better practice* (2000) was published by the Department for Transport, Local Government and the Regions (DTLR – now DEFRA) and the Commission for Architecture and the Built Environment (CABE) to provide an objective framework by which to assess urban design proposals. Consequently it has become a national measure by which proposals are determined. *By Design* (2000) lists seven criteria against which urban design proposals should be judged. They are as follows:

- i) Character;
- ii) Continuity and Enclosure;
- iii) Quality of the public realm;
- iv) Ease of movement;
- v) Legibility;
- vi) Adaptability; and
- vii) Diversity.

By Design (2000) is endorsed in *PPS1* (2005). It is stated at paragraph 37 of *PPS1* that:

“In planning for the achievement of high quality and inclusive design, planning authorities should have regard to good practice set out in *By Design – Urban design in the planning system: towards better practice*; *By Design – better places to live*; *Safer Places – the Planning System and Crime Prevention*¹⁶; and *Planning and Access for Disabled People: A Good Practice Guide*.”

EH/CABE Guidance on Tall Buildings (July 2007) (Ref 7.5)

7.2.10 The *EH/CABE Guidance on Tall Buildings* (July 2007) is intended to provide advice and guidance on good practice in relation to tall buildings in the planning process and to highlight other related issues that need to be taken into account. It sets out how CABE and English Heritage will evaluate proposals for tall buildings. CABE and English Heritage recommend that local authorities should use it as a basis for their own consideration of such projects.

7.2.11 It is stated at paragraph 3.4 of the Guidance that “*All proposals for tall buildings should be accompanied by accurate and realistic representations of the appearance of the building. These representations should show the proposals in all significant views affected, near, middle and distant, including the public realm and the streets around the base of the building. This will require methodical, verifiable 360 degree view analysis.*” This analysis is provided in the Views Assessment below.

7.2.12 *By Design* is cited in the Guidance as an important reference document when assessing tall buildings. Additional criteria for the evaluation of tall buildings are set out at paragraph 4.1 of the Guidance, and these will be referred to in the Conclusions below.

7.2.13 This 2007 publication forms a revision of the original Guidelines, published in 2003, and notably includes an additional criterion for evaluation relating to the potential effects of tall buildings on World Heritage Sites (WHS). It recognises that the “*government has an international obligation to protect the outstanding universal value of World Heritage Sites as defined by their specific statement of significance*”, making them a key material consideration in the planning process (paragraph 4.1.3, 2007).

Regional Planning Policy

The London Plan: Consolidated with Alterations since 2004 (February 2008) (Ref 7.6)

7.2.14 The GLA sets out a number of policies relating to new development and the historic environment that have been taken into account in the formation and assessment of the Proposed Development. Of particular relevance are Policy 4B.1, which relates to the principles of design for a compact city; 4B.2, promoting world-class architecture and design; 4B.3, enhancing the quality of the public realm; 4B.5, creating an inclusive environment; and 4B.8, respecting local context and communities. The Proposed Development will be a large building and Policy 4B.10, on large-scale buildings, their design and impact, emphasises the necessity for these developments to be of the highest design quality, to meet the requirements of the *London View Management Framework* (Ref 1-2), to be suited to their context and sensitive to the existing built fabric and townscape, and to be attractive city elements contributing to the skyline and consolidating clusters within this skyline.

7.2.15 Policies 4B.11 to 4B.15 are concerned with built and historical heritage and its conservation. Policy 4B.16 of *The London Plan* introduces the *London View Protection Framework* and defines the role of protected views as such:

“Within designated views, the Mayor will identify strategically important landmarks where the landmark is easy to see and to recognise, provides a geographical or cultural orientation point, and is aesthetically attractive. Preference will be give to landmarks that are publicly accessible. The landmark should be a natural focus within the view although it does not have to be the only one.” (Ref 7.6 p.257)

7.2.16 Table 4B.1 of *The London Plan* lists a number of strategically important views for which management plans are to be introduced. It classifies these into ‘London Panoramas’, ‘Linear Views’, ‘River Prospects’ and ‘Townscape Views’. As identified in the Views Assessment in section 7.6 below, the Site is visible in one of these designated views, London Panorama from Assessment Point 6A.1 on Blackheath Point (assessed as View 3).

The Draft Replacement London Plan (October 2009) (Ref 7.6a)

7.2.17 A Draft Replacement Plan has been issued for public consultation from October 2009 until 12 January 2010.

7.2.18 Policy 7.11 of the *Draft Replacement Plan* would replace Policy 4B.16 in relation to the *London View Protection Framework*. The rewording of this policy clearly distinguishes between landmarks of local and strategic importance:

“Within the designated views the Mayor will identify landmarks that make aesthetic, cultural or other contributions to the view and which assist the viewer’s understanding and enjoyment of the view [...]. The Mayor will also identify Strategically Important landmarks in the views that make a very significant contribution to the image of London at the strategic level or provide a significant cultural orientation point” (Ref 7.6a p.179)

Table 7.1 of the *Draft Replacement Plan* (2009) list the views designated in the *London View Management Framework* and classifies them as ‘London Panoramas’, ‘Linear Views’, ‘River Prospects’ and ‘Townscape Views’.

7.2.19 Several other policies of *The Draft Replacement Plan* (2009) are relevant to the design of the proposals, including 7.1, Building London’s neighbourhoods and communities, 7.2 which promotes the highest standards of accessible and inclusive design, 7.4 and 7.5, which protect local character and public realm, 7.6, which promotes world-class architecture and design, and 7.8 to 7.12, which relate to the historic environment and are concerned with landscapes.

London View Management Framework SPG (July 2010) (Ref 7.7)

7.2.20 The London View Management Framework SPG (LVMF SPG) was updated and published in July 2010. It follows a revised draft (May 2009) which incorporated amendments following consultation on draft revisions to the former LVMF SPG (July 2007).

7.2.21 The LVMF SPG includes eleven Protected Vistas which replace the ten Strategic Views of RPG3A: eight of St Paul’s Cathedral, two of the Palace of Westminster and one view of the Tower of London. The Protected Vistas are included within the total twenty-six designated views identified in the LVMF SPG under the categories ‘London Panoramas’, ‘River Prospects’, ‘Townscape Views’ and ‘Linear Views’. All of the designated views are subject to Qualitative Visual Assessment, as outlined in the Management Plan for each designated view provided in the LVMF SPG. The views assessment below considers the Proposed Development in relation to all LVMF SPG views in which it may be visible.

7.2.22 The Surrey Canal Site is situated within the London Panorama designated from LVMF SPG Assessment Point 6A.1 on Blackheath Point and is assessed in section 7.6 below.

Local Planning Policy

Lewisham Unitary Development Plan (adopted July 2004) (Ref 7.8)

7.2.23 The Lewisham Unitary Development Plan (UDP) is the current development plan for the borough. A number of policies in the UDP expired in 2007 and the document will eventually be replaced by the Local Development Framework. However, until the LDF comes into place the saved policies remain.

7.2.24 The Strategic Planning Policy **STR.URB 1, The Built Environment**, aims to create a built environment through new development, as well as alterations to existing buildings, that are well designed and accessible to all. The height of the Proposed Development will mean that it will be visible from some areas surrounding the Site. Consequently, the scheme has been designed to the highest standards and in conformity to Lewisham's policy on tall buildings. The following policy relates to the specific size and massing of new developments:

7.2.25 Policy **URB 5, Design and Location of High Buildings**, asserts that Planning Applications for High Buildings made should be of outstanding architectural quality. Tall Buildings will be considered in relationship to:

“(a) World Heritage Sites of Maritime Greenwich and the Strategic Buffer Zone declared at Blackheath;

(b) Thames Policy area designated on the Proposals Map;

(c) effect on the Strategic and Local views;

(d) effect on conservation areas;

(e) effect on Metropolitan Open Land and other Open Spaces including London Squares, and Areas of Special Character;

(f) Historic Parks and Gardens;

(g) effects on listed buildings themselves and their settings; and the relationship to existing tall buildings and structures” (Ref 7.8).

Lewisham Council considers and defines Tall Buildings as those which significantly exceed the general building heights in the surrounding locality.

7.2.26 Lewisham Council aims to preserve and enhance buildings of architectural or historic interest and their settings, and to preserve or enhance the character or appearance of conservation areas.

The Proposed Development will not harm the setting of any conservation areas or listed buildings; however it may be seen in relation to important local views.

- 7.2.27 UDP Policy **URB 22, Important Local Views and Landmarks**, will resist any development which hinders or reduces the quality of Local Views or obscures existing views of Local Landmarks. Local View, LV4 Telegraph Hill, is listed in the UDP, where it is stated that the council will:

“maintain panoramic view of surrounding area by resisting large scale, bulky development in and close to top of Telegraph Hill (Views to NW, NE, SE)”.

This local view will be assessed in the Views Assessment in section 7.6 below.

- 7.2.28 Also considered in the Views Assessment below is the view towards the Site from Blackheath, an elevated area of open space. Blackheath is a Site of Metropolitan Importance. Metropolitan Open Land (MOL) is defined by Lewisham as having a predominately open character and can be located both within and outside of the borough borders. The open character of MOL should be preserved or enhanced by local development.

London Borough of Lewisham, Core Strategy (currently not adopted) (Ref 7.9)

- 7.2.29 The Local Development Framework (LDF) together with the Mayor’s London Plan will eventually replace the UDP and will form the Development Plan for Lewisham. The key LDF document will be the Core Strategy. Lewisham’s Core Strategy covers a 15 years period from 2011 to 2026 and the policies included will help the Council assess all future planning applications. The Council published its Core Strategy for public comment and the consultation period ran from February 2010 to April 2010. On the 29th of October 2010 a final version of the Core Strategy was submitted to the Secretary of State for examination by an independent Planning Inspector. The Examination in Public is due to commence shortly.
- 7.2.30 The proposed submission version of the Core Strategy has a number of policies in Section 6, The Spatial Strategy, that will relate to the Proposed Development. **Spatial Policy 2** identifies Surrey Canal Triangle as a strategic development site within the New Cross/New Cross Gate Regeneration and Growth Area.
- 7.2.31 **Core Strategy Policy 15** relates to High Quality Design. In regeneration and growth areas the policy states that *“In the Deptford and New Cross area, urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. Tall buildings may be appropriate in certain locations subject to Core Strategy Policy 18.”*

7.2.32 **Core Strategy Policy 17** states that *“local views, landmarks and panoramas identified on the Proposals Map will be managed to ensure that new development does not impede or detract from local views or obscure local landmarks.”* The Proposed Development will be visible in views from Telegraph Hill; the effects on the view will be assessed in Section 7.6, View 4.

7.2.33 **Core Strategy Policy 18** relates to the Location and Design of Tall Buildings. The policy states that *“Tall buildings will be directed to existing clusters of tall buildings and close to centres of good public transport such as the Lewisham and Catford town centres. Tall buildings elsewhere in the borough will be assessed as to whether their development meets the aims identified for the Core Strategy Spatial Policies, for their impact on the character of identified heritage and open space features, and for where they can regenerate the borough and attract further investment. [...] Tall buildings will need to be of the highest design quality. The silhouette, crown and bulk of the building will be important considerations, as will its contribution to an interesting skyline and its visual impact and interest at street level.”*

7.2.34 Surrey Canal Triangle is identified as Strategic Site Location 3 with the following urban design principles identified as key features of any masterplan on the site:

[...]

- d. *The location and design of buildings will need to respond to the height of the railway viaducts surrounding the site and the location of the SELCHP facility to the east of the site.*
- e. *Access and links to the site should be improved in particular:*
 - i. *the pedestrian and cycle route along Bolina Road*
 - ii. *the pedestrian and cycle route to Surrey Quays north ...*
 - iii. *pedestrian access from within the site to South Bermondsey Station*
 - iv. *improve links to Bridge House Meadows ... and to the south of the site.*

London Borough of Lewisham Draft Tall Buildings Study September 2010 (Ref 7.10)

7.2.35 This study is one of the evidence-based documents to support Local Development Framework Core Strategy policy on tall buildings in Lewisham. Using the methodology developed by CABE and English Heritage, its purpose is to assess whether particular locations are suitable for tall buildings as part of higher density, mixed-use regeneration programmes within Lewisham's regeneration and growth corridor areas.

7.2.36 Surrey Canal Triangle is one of six sites identified through the study as being sites potentially suitable for the development of tall buildings because *“Locating taller buildings in these locations would not normally result in a major change of character and could be a means of helping transform the area by assisting in place-making in key developments and their surroundings”*. The

southernmost part of the Site is identified as being the most sensitive due to the proximity of the low rise housing development (Lovelinch Close) to the south of Rollins Street.

- 7.2.37 The study concludes that Surrey Canal Triangle is probably the least sensitive area in the Borough for locating tall buildings as there are no local views and no listed buildings or conservation areas in the vicinity, other than in the southern section of the location which contains unlisted buildings of potential local historic interest. It concludes that if the Site is to be provided with a sense of place the tough, physical infrastructure-dominated local character will need to be reversed.
- 7.2.38 The study also states that the effects of the proposed tall buildings on the Site on Southwark Park and Bridgehouse Meadows will need to be considered. Depending on the density of the proposals, it is also likely that additional open space will need to be incorporated. The study indicates that the Site is currently impermeable and inaccessible, and accessibility therefore needs to be addressed in relation to new development at this location.

7.3 Methodology and assessment criteria

- 7.3.1 This assessment takes into account the skyline of London, existing tall buildings and consented tall and large-scale developments in the area, the physical fabric of the area, the appropriateness of the Surrey Canal Site for tall buildings and the character of the proposed designs for this specific Site. For the planning policy context for this assessment refer to Section 7.2.
- 7.3.2 In landscape and visual assessments a distinction is normally drawn between landscape effects (effects on the character or quality of the landscape, irrespective of whether there are any views of the landscape, or viewers to see them) and visual effects (effects on people's views of the landscape). In urban areas, it is often more appropriate to consider townscape effects (effects on the built environment) which are viewed regularly by inhabitants and visitors. The potential permanent effects on townscape and landscape are considered in the views assessment and conclusions below in order to establish the nature and degree of the likely significant effects of the Proposed Development. The effects of the construction process on the Site are considered in section 7.7.
- 7.3.3 The available guidance for assessing townscape and visual effects of a development for ES purposes is:

- *Guidelines for Landscape and Visual Impact Assessment (2002)*, produced jointly by the Institute of Environmental Assessment (now IEMA) and the Landscape Institute (Ref 7.11); and
- The *London View Management Framework Supplementary Planning Guidance (LVMF SPG)* (July 2010) (Ref. 7.7), recently published by the GLA to replace the 2007 issue of this SPG and subsequent draft revisions; it refers to and occasionally differs from the IEMA guidelines.

7.3.4 The first of these publications was developed for rural sites and is applicable to all assessments submitted under the Environmental Impact Assessment (EIA) Regulations. The latter was created specifically in relation to sites within London but also provides guidelines for qualitative visual assessment of proposed developments.

7.3.5 The varied nature of potential effects are identified at 2.3.14 of the ES. In following the *Guidelines*, the likely significant visual effects of the Proposed Development have been assessed in relation to the magnitude of the effects or changes and also the sensitivity of the resource affected. The assessment of the Proposed Development is based on national, regional and local planning policies and guidance. Where present, listed buildings and conservation areas are taken to be of high sensitivity in townscape terms. The Site is not located in a conservation area; however there are conservation areas in its wider vicinity. None of the buildings on the Site are listed and there are no listed buildings in the local vicinity. In considering the effects of the Proposed Development, *Planning Policy Statement 5 (PPS5)* (Ref 7.2) requires consideration as to whether the significance of heritage assets – of conservation areas and listed buildings – in the surrounding area is preserved or enhanced. These aspects of the potential effects are considered in order to assess the significance of the changes proposed to the environment.

7.3.6 In order to assess the likely significant visual effects of the Proposed Development on the townscape and landscape, three separate images have been prepared from each viewing location selected:

1. Existing – the view as it exists today;
2. Proposed maximum extent – with the massing of the extent of the maximum physical parameters of the Proposed Development represented in red (in either semi-transparent block model or wireline form); and
3. Proposed minimum extent and cumulative/consented schemes – with the massing of the extent of the minimum physical parameters of the Proposed Development in blue (in

either semi-transparent block model or wireline form) and significant cumulative/ consented schemes represented in green wireline. The minimum parameter model is illustrated with the significant consented schemes because it is considered to represent a more likely development scenario.

7.3.7 Where the Proposed Development or a consented scheme is visible in a view it is shown with a solid line; where it is not visible, it is shown with a dotted line. The cumulative views include consented schemes in the local and wider area that are likely to have a perceptible effect on views of the Proposed Development. Details of these consented schemes are listed at Table 7.2 in Section 7.4 below.

7.3.8 Potential visual effects have been identified and assessed and the nature of these effects has been categorised as neutral, negligible, beneficial or adverse. Where neutral or negligible in effect, the Proposed Development is deemed likely to cause little or no change to the townscape. For effects judged to be either beneficial or adverse, the magnitude of that potential beneficial or adverse effect is further categorised in Table 7.1 below, in order to establish the significance of the effect.

Consultations

7.3.9 The 30 views assessed in this Chapter have been selected in consultation with the London Borough of Lewisham (see Technical Appendix 1.2 for all scoping documentation with LBL) and the London Borough of Southwark.

Table 7.1: Table of Significance evaluation methodology

Effect	Magnitude
Severe adverse	Where the existing Site and the proposed changes would form the dominant feature, to which other elements become subordinate, markedly adversely affecting and substantially changing the overall character of the scene in valued views.
Major adverse	Where the existing Site and the proposed changes would form a major and immediately apparent part of the scene that adversely effects and changes its overall character.
Moderate adverse	Where the existing Site and the proposed changes to views would form a visible and recognisable new element within the scene and may be readily noticed by the viewer as adverse.
Minor adverse	Where the proposed changes to the views would be a minor component of the wider view and may be missed by the casual observer.
Negligible	Where the existing Site and the proposed change would be imperceptible or would be in keeping with and would maintain the existing views. The balance of the proposals with proposed mitigation would maintain the quality of the views.
Neutral	Where none of the proposed changes would be discernible.
Minor beneficial	Where the existing Site and the proposed changes to the existing view would not only be in keeping with, but would slightly improve the quality of the existing view.
Moderate beneficial	Where the existing Site and the proposed changes to the existing views would be in keeping with, and would improve, the quality of the existing view.
Major beneficial	Where the existing Site and the proposed changes to the existing views would be in keeping with, and would greatly improve the quality of the scene through the removal of visually distracting features.

Source: Modification of criteria contained in the *Guidelines for Landscape and Visual Impact Assessment* (2002) (Ref 7.11)

7.4 Baseline Situation

History of the surrounding area

- 7.4.1 Deptford lies on the south bank of the River Thames in south-east London. The name Deptford came from its beginnings as a 'deep ford' of the River Ravensbourne which ran near to what is now Deptford Bridge station. The area is famous for its historic naval and ship building associations. Prior to the building of Henry VII's docks the most notable event locally was the Battle of Deptford Bridge in 1497 led by Cornish rebels; the uprising was swiftly crushed by the King's men.
- 7.4.2 The Deptford Strand, which began life as a small fishing village, was developed as a shipping yard by Henry VIII in 1513. It quickly became England's principal dockyard until Chatham took over in the 17th Century. In 1742 the Royal Naval Victualling Depot was established (renamed the Royal Naval Victualling Yard in 1858). This yard went on to supply the navy for the next two centuries. Merchant shipping was also an important trade for the area. This history is reflected in the many older buildings found along Deptford High Street and other areas of the locality. However, Deptford's importance has since diminished. Henry VIII's shipyard, described by Pevsner as the "*cradle of the Navy*" (p.398 Ref 7.12), became an army supply depot, and is now home to warehousing. The Victualling Yard to the north is now a council estate.
- 7.4.3 The wider area was primarily agricultural; the largest settlement was Lewisham, which stretched along the valley of the Ravensbourne. The current structure of the area is a consequence of the ancient pattern of villages and hamlets. The present local centers within the wider Lewisham area denote the hearts of the old villages, and the major roads lie along the lines of the lanes that linked them.
- 7.4.4 At the beginning of the 19th century, Deptford was the largest settlement, its development linked to its proximity to the Thames and Deptford Creek. As the 19th Century continued, roads and bus services improved and the population began to steadily increase. The introduction of the railways was a major factor in the rapid urbanisation of the Borough; London's first railway was the London and Greenwich Railway via Deptford, which opened in 1836.
- 7.4.5 Much of previously rural Lewisham developed as middle-class suburbs. However, Deptford, dominated by converging railway lines, became an industrial area. Some interesting buildings remain from these industrial activities, such as the Grade II listed Mumford's Grain Silo found on Greenwich High Road. These old industrial buildings act as visual reminders of Deptford's

maritime and industrial heritage. The area still contains the majority of the Borough of Lewisham's industrial and commercial areas.

- 7.4.6 By 1914, most of the Borough had been developed, but areas of open land could still be found in the south-east. After the First World War London County Council (LCC) developed a number of housing estates locally (Bellingham and Downham Estates) providing homes for around 50,000 people. Private developers built on much of the remaining land. In the 1930s the LCC continued its redevelopment work, tackling the areas of older slum housing. The regeneration of these areas took the form of large brick-built blocks of flats.
- 7.4.7 Deptford town centre is vibrant and constantly evolving; with good tube links and DLR access into the City of London its popularity is ever increasing. The area is home to the distinguished Goldsmith's College and Deptford Market, considered one of the best in London. Deptford also has important links to culture and leisure: the area hosts the Made in Deptford festival, and is home to the Deptford X, the Laban Contemporary Dance Conservatoire, the Albany Theatre and the historic St Paul's Church.

Recent development locally

- 7.4.8 Deptford, a separate borough from Lewisham until 1965, is described by Pevsner as "*a sadly decayed and indifferently renewed area, only a shadow of its once proud past*" (p.397 Ref 7.12). When the Deptford Dockyard closed in 1869 the character of the area changed. Heavy industry came to dominate the area and much of the population was poor and living in unpleasant conditions.
- 7.4.9 However, since 2000, plans for regeneration in the area have been rife. It is widely acknowledged that the recent regeneration of the area can be attributed to The Laban, built on the Creekside in 2002. The Laban is a contemporary dance school designed by Herzog and de Meuron which in 2003 won the coveted RIBA Stirling Prize. Lewisham Council has since identified Deptford Town Centre as a district in need of regeneration and intends, over the next five years, to transform the Deptford High Street Area.
- 7.4.10 There is a significant Council-led masterplan for Giffin Street, which lies just to the north-west of Deptford Bridge. The initiative involves improvements to Giffin Square, and aims to create it as a major public space, with a leisure centre, new homes and work units. Private developers Cathedral Group were appointed by Lewisham Council in 2006 to redevelop Deptford Station and the listed carriage ramp area. The proximity of these two schemes will provide real improvement to the centre of Deptford.

- 7.4.11 There are plans for a Creekside Village development with homes, shops and artists' studios. The Creekside area is north of Deptford Bridge and sits alongside the banks of Deptford Creek. Creekside's south-western boundary adjoins Herzog & de Meuron's Laban Centre. Telford Homes has been granted planning permission for four buildings, ranging from eight to 17 storeys in height, by Squire and Partners. These buildings will be sited on the western half of the Creekside development. On the remaining area a new theatre and jazz cafe are to be built, as well as extra studios for the Laban dance centre.
- 7.4.12 North-east from the Deptford Bridge there is planned redevelopment at 43-81 Greenwich High Road. The proposed site will provide a mixed use scheme comprising of offices, workshops, retail and hotel. Designs for the development are by BUJ Architects for Galliard Homes Ltd.
- 7.4.13 To the south of the Deptford Bridge is the former Seagar Distillery site. The gin distillery operated between the 1770s and 1970s as firstly Goodhews, then Hollands and later Seagers. Planning permission (in 2006) has been granted to provide a tower with over 200 residential units, as well as offices, shops, a restaurant, a café and an underground car park. This site is also being developed by Galliard Homes Ltd. with design by BUJ Architects.
- 7.4.14 To the east of the Site are three large former industrial sites located along the line of the infilled Grand Surrey Canal, which also passed through the Surrey Canal Site. Large residential-led, mixed use developments at Plough Way, Oxetalls Road and Grinstead Road are all currently the subject of planning applications. On the river front the redevelopment of Convoys Wharf has been proposed. The original masterplan by the Richard Rogers Partnership, which includes three tall buildings, was submitted for planning in 2002 but is currently undergoing revision by the site's new owners.

TABLE 7.2: Cumulative schemes considered in the Views Assessment

Name/address	Description	Height	Status
Plough Way: Cannon Wharf	756 residential units plus commercial floorspace and a nursery	Up to 23 storeys	Application submitted (2008)
Plough Way: Marine Wharf East	10,892 sqm commercial floorspace	Up to 5 storeys	Application submitted (2008)
Plough Way: Marine Wharf West	532 residential units and 4,126 sqm of commercial floorspace	Up to 8 storeys	Application submitted (2010)

Name/address	Description	Height	Status
Oxestalls Road (Deptford Wharves)	905 residential units with 16,393 sqm non-residential floorspace	4 to 18 storeys	Application submitted (2009)
Convoys Wharf	3,514 residential units, 72,730 sqm employment floor space and 32,965 sqm other non-residential floorspace	3 towers of 40, 32 and 26 storeys	Application submitted (2002). Site has since been sold.
Eileen House,	335 residential units and 5072 sqm non-residential floorspace	8 and 41 storeys	Application submitted (2009)
360 London (former London Park Hotel)	470 residential units and theatre, retail and cafe use	44 storeys	Approved
The Shard	53,585 sqm of office floorspace, a 197-bed hotel and 12 flats	87 storeys plus spire (306m)	Under construction
Waste Transfer Facility	Bio treatment plant and waste transfer with recycling facility	16.2m	Approved
Grinstead Road/Neptune Wharf	199 residential units, 1973 sqm of non-residential floor space	3 to 12 storeys	Application submitted (2010)
Creekside Village East	430 residential units, 11, 466 sqm commercial and 9,000 sqm cultural floorspace	9 to 22 storeys	Approved
Creekside Village West	371 residential units and 9548 sqm commercial and cultural use	3 towers of 13, 13 and 17 storeys	Approved
Old Seager Distillery	310 residential units and 4697 sqm of commercial floorspace	Up to 27 storeys	Approved
Canada Water: Site A (Building A4)	668 residential units plus some retail and community use	26 storey tower and buildings of 4 to 8 storeys	Approved
Canada Water: Site B1	63 residential units and 396 sqm of retail and office	8 storeys	Approved
Canada Water: Site B2	169 residential units, 938 sqm of retail floorspace	7 to 8 storeys	Approved
Canada Water: Site C	430 residential units, a 9104 sqm store and 2459 sqm other non-residential	4 to 10 storeys	Application submitted (2009)
Silwood Estate	900 residential units	Blocks from 2 to 6 storeys	Under construction

History and Character of the Site

- 7.4.15 The Application Site is located in the far north-western corner of the London Borough of Lewisham. The area was originally open fields which were then developed as a result of the expansion of the London railways. The Site's distinctive triangular shape is created by the railway lines that run from London Bridge, dividing into two just before South Bermondsey Station, which define the western and eastern boundaries. The London and Greenwich Railway along the eastern edge of the Site dates back to 1836 and was the first railway to be built in London.
- 7.4.16 The Ordnance Survey (OS) Map from 1868 (Figure 7.1) illustrates the already distinctive shape of the Site. Dissecting the Site at its northern corner is Earl Sewer. To the south west corner of the Site is an area of development; some of the building plots are larger in size and are likely to have been industrial in nature, such as the Saw Mill located on St James Street. Other development appears to be characterised by terrace houses; these were homes for those working in the Millwall Docks and its wharves (such as those houses that line Cross Street). The Grand Surrey Canal, which ran between Rotherhithe and Epsom was constructed in 1809 to transport timber from Greenland Dock and Camberwell. When the trade to the timber docks ceased in the early 1970s, the canal was filled in. The canal is visible on the map, running above the area of development around Hatcham Road. A number of bridges intersect it as well as the railway lines running from north to south.
- 7.4.17 The OS Map from 1894 (Figure 7.2) illustrates the sudden increase of development that took place in the area at the end of the 19th century. The land around the Site has been almost entirely developed apart from a section to the east and south east. The Site itself has now been developed, providing more housing for the increasing numbers of workers at the Millwall Docks. The map illustrates the Site's original layout and character as housing with a light industrial backdrop. Located around the Site in 1894 are mills, timber yards, a paving and stone works as well as a school and terraces of houses. Many of the industrial works are situated close to the Grand Surrey Canal on which goods were transported.
- 7.4.18 The OS Map from 1914 (Figure 7.3) illustrates a further increase in development, though not to the extent of the late 19th century. The new development appears to be largely industrial. The areas to the south and south east are now home to wharves, a tea, cocoa and coffee factory, as well as a large timber yard and a petroleum store; again situated close to the Canal. At the centre of the Site a Mission Church has been added suggesting that the area had become a small community. The school is also still in place. Located to the south east of the Site is Millwall FC Stadium; 'The Den', which opened in 1910 when Millwall Football club moved from its original home on the Isle of Dogs. The residential neighbourhood of Senegal Fields was demolished in 1972 but the routes of Bolina Road and part of Stockholm Way remain today. Figure 7.4, the

current OS Map also shows Surrey Canal Road, which bounds the Site to the south-east, running on the line of the former Grand Surrey Canal.

- 7.4.19 The railway embankments along the eastern and western boundaries have generated an enclosed, isolated character to the northern part of the Site in particular, which is exacerbated by the low-rise nature of the buildings on the Site. The embankments also sever the opportunity for long views at street level into the Surrey Canal Site. The topography of the Site means that it can only be viewed and experienced from areas within the railway embankments, along Surrey Canal Road and from elevated vantage points around the Site such as the South Bermondsey Train Station Platform. The two points of access into the Site from the east are particularly marked by the routes passing a series of consecutive arches through the embankments which have generated narrow, dark routes with little or no overlooking. Surrey Canal Road remains at the low level of the canal and the northern pavement takes the line of the raised towpath approximately 1.5m above the level of the road.
- 7.4.20 Development within the Surrey Canal Site is fragmented without a coherent urban character. It is a predominantly industrial, poor quality environment. There are single storey, light industrial sheds to the south of Stockholm Road, at the Enterprise Industrial Estate to the west of Bolina Road, and the Orion Business Centre in the south-east apex of the Site. Surrey Canal Road is broad and tree-lined but with no buildings fronting it with entrances or active uses. The land between Surrey Canal Road and Rollins Street is accessed from Rollins Street and contains a collection of one, two and three storey buildings in industrial use with service yards fronting the street. Excelsior Works, land to the south east of Surrey Canal Road, is formed of industrial buildings, including Guild House and Rollins House, both remnants of the industrial buildings that lined the Grand Surrey Canal. Guild House, which is to be retained, is an early 20th century three-storey brick warehouse, set back from Rollins Street. It is proposed for local listing and currently in use as artists' studios. The adjacent Rollins House is a two storey warehouse also to be retained.
- 7.4.21 In the centre of the Site is the Millwall FC Stadium, known as 'The New Den'. Designed by The Miller Partnership, the 20,146 capacity Stadium opened in 1993 as the first new all-seat stadium to be completed after the Taylor Report on the Hillsborough disaster. The previous location of The Den, shown in Figure 7.3, is now the site of housing. The New Cross Stadium, which was adjacent to The Den is now the site of Bridgehouse Meadows. Both were originally surrounded on all sides by railway lines most of which have now been dismantled; Bridgehouse Meadows is accessed from within the Development Site via a bridge across Surrey Canal Road that was originally a railway bridge across the canal.

7.4.22 Within much of the Site, views are dominated by The New Den. The Stadium consists of four individual stands with open corners and is characterised by the blue-painted circular structural columns and triangulated tie-bars that support the cantilevered roofs of the stands. The stands are simply clad in profiled and flat-metal cladding panels and blockwork. The blockwork Lions Centre next to the north stand, with its glazed entrance drum, is part of the 1993 Stadium development, with a more recent single storey indoor training facility to its west. Within the perimeter fence of the Stadium are areas of surface parking. A secure route from the station to the Stadium, used to marshal visiting team supporters, runs parallel to the railway line, bridges Bollina Road and enters the stadium compound in the north east corner.

7.4.23 The Site is broadly flat with some variation in levels along the Surrey Canal Road where the carriageway is currently dropped to enable it to have sufficient clearance under the railway lines creating a separation between vehicles and pedestrians. The existing landscape is unexceptional and offers little beyond functional service spaces for the occupying industry, commercial units and Football Stadium. The land to the north of the Surrey Canal Road is dominated by the Football Stadium, which is surrounded by a number of low rise commercial and industrial buildings. The landscape between these uses is largely flat with blacktop across expanses of car park, off street parking and roads. Where there is sufficient room for cafe spill out space, this is demarcated by picnic benches, the surface material remains blacktop. To the south of Surrey Canal Road, industrial and commercial units currently occupy the land with no public access southwards through to Rollins Street. The buildings are low rise and industrial in nature and the landscape that is associated with the buildings is in the form of service yards and car parking. The Site currently has no statutory or non statutory designations for landscape character or quality, nor does it directly adjoin any such designated areas.

Character of the surrounding area

7.4.24 To the south of Rollins Street is Lovelinch Close, a four-storey, deck-access local authority housing estate. To its east is the public open space of Bridgehouse Meadows accessible from the Development Site via a disused railway embankment and footbridge across Surrey Canal Road. It sits at a higher level than the Proposed Development around it with good views over its surroundings. To the east of Bridgehouse Meadows, is a more recent, four-storey residential development dating from the 1990's as part of the redevelopment of The Den by Fairview Homes. The Hatcham Conservation Area, described in more detail in paragraphs 7.4.30-38, is to the south (refer to Figure 7.6).

7.4.25 The 100m tall chimney of the South-East London Combined Heat and Power plant (SELCHP), located immediately to the east of the Site, is visible as a local landmark. SELCHP is a large

waste incineration plant completed in 1994. Continuing east along Surrey Canal Road are further low-rise light industrial uses. Within the railway arches and on pockets of land between the railway lines to the east of the Site are numerous light industrial and storage uses, many of which are waste related. The Bermondsey Trading Estate is located on railway land to the north east of the Site. The Silwood Triangle, to the north-east of SELCHP is a vacant area of land safeguarded in the short term for buildings and operations in connection with the proposed East London Line extension.

- 7.4.26 Moving north-east the character of the land surrounding the Site becomes more residential with predominantly two and three-storey houses. To the east of the Silwood Triangle are low-rise residential streets of predominantly Victorian terraced houses surrounding Deptford Park. North of Oldfield Grove is the Silwood Estate developed by the LCC from 1955-1966; recently completed regeneration of a large part of the estate includes new blocks by Shaw Sprunt and PRP architects. On Eugenia Road the Church of St Katherine by Covell Matthews and Partners was completed in 1960 as part of the estate development. North of Eugenia Road and Concord Way is Silverlock a 3 and 4 storey brick sheltered accommodation development of interconnected blocks with projecting balconies designed by Stock, Page and Stock and completed in 1978.
- 7.4.27 To the north-east of the Site is Southwark Park. The character between the railway line and the park is predominantly residential, a mixture of unremarkable post-war low and medium-rise housing. To the north of the Site is South Bermondsey Station, which is currently accessible to the general public only from Rotherhithe New Road. North of Rotherhithe New Road is the Rennie Estate, a collection of 8-storey slab blocks and 15 storey towers dating from the late 1960's, with the Victorian Southwark Park School to its west on Galleywall Road and the Galleywall Trading estate to its north. Continuing north of Southwark Park Road the townscape is dominated by a series of post-war housing estates.
- 7.4.28 Ilderton Road is lined with a combination of 2-4 storey houses and flats, a small line of shops and industrial and community uses. To the west of Ilderton Road is an area of predominantly two storey, brick terrace housing dating from the 1970's and 80's. Further to the west and north-west of the Site, between Southwark Park Road and Old Kent Road are generally more recent, smaller scale residential developments of unexceptional suburban quality. The Thorburn Square, Coburg Road and Glengall Road conservation areas are described in more detail in paragraphs 7.4.63, 7.4.61 and 7.4.62. To the south-west of the Site in land bounded by Ilderton Road, Old Kent Road and Verney Road the character is more industrial and includes the former gas works.
- 7.4.29 The locations of local conservation areas are shown in Figures 7.5 (London Borough of Southwark) and 7.6 (London Borough of Lewisham). The character of local conservation areas is described in the following paragraphs. Listed and locally listed heritage assets within a 1km

radius of the Development Site are described in Chapter 8 of the ES prepared by CgMs Consulting.

Conservation Areas

London Borough of Lewisham

Hatcham Conservation Area

- 7.4.30 Hatcham Conservation Area lies to the south of the Site, (refer to Figure 7.6). It covers the commercial area along New Cross Road, as well as, residential terrace housing between New Cross Road and New Cross Gate Station. The history and character of the area is described in the Hatcham Conservation Area Appraisal produced by Lewisham Council (Ref 7.13).
- 7.4.31 Settlement in the area was first recorded in the Domesdays Book in 1086. A century later Henry II (1154-89) granted land to Gilbert de Hatcham who built a manor house in the area, located around today's Egmont Street. In 1614 the manor house was purchased by the Worshipful Company of Haberdashers; one of the ancient guilds of the City of London and still in existence today. The Hatcham Estate was bought to provide a bequest for William Jones's school and almshouses in Monmouth, Wales. Jones had been a very successful haberdasher who left a great fortune for charitable endeavours.
- 7.4.32 New Cross Road was in existence from the early 17th century, originally known as the 'London Way to Deptford' linking Kent with the City. 'The Way from Peckham to Deptford' now stands as Queen's Road. Apart from these through-routes the area was almost entirely farmland and woodland.
- 7.4.33 The manor house, known as Hatcham Park by the 17th century, was briefly leased to Samuel Pepy's cousin. It was rebuilt by Joseph Hardcastle who lived there between 1788 and 1819. Hardcastle, born in Newcastle, became a Russian merchant, philanthropist and an important supporter of the abolition of the slave trade. Hatcham House was demolished in 1869.
- 7.4.34 The introduction of the railway in the 19th century saw the area become increasingly urbanised; New Cross Gate Station opened in 1839, allowing the working man to work in the city and live in the suburbs. London's growing population also needed more housing. The local landowners, such as the Haberdashers now found that they could get more rent for their land if it was used for housing, than the long-established market gardens.
- 7.4.35 In October 1858 the Haberdashers set up a permanent committee, initially the New Cross Estate Committee, but later the Hatcham Manor Estate Committee, to monitor the management and development of the estate planned for New Cross. The land under consideration included an area

north of New Cross Road and also the area now known as Telegraph Hill, where the superior houses were built. The Haberdashers in effect acted as a planning authority, controlling the quality of development and preventing substandard building work. Building began along New Cross Road with a mixture of residential and commercial buildings.

- 7.4.36 In 1840 the conversion and redevelopment of Hatcham Park Mansion came under discussion; the mansion was no longer deemed as important after the arrangement of train lines nearby. By 1850 a road had been set out and named Hatcham Park Road, a number of houses built along it. The estate was completed by 1894-96.
- 7.4.37 The character of the conservation area is both commercial and residential, the two areas forming distinct parts; New Cross Road is predominately commercial, while the residential streets of Hatcham Park Road and beyond still retain their suburban character. The majority of the buildings within the conservation area date from the Haberdasher's redevelopment during the 19th century, as well as further development during the 20th century.
- 7.4.38 There are no views from Hatcham Conservation Area in the Views Assessment. Due to the topography of the conservation area; the Proposed Development will not be seen from the Conservation Area

Telegraph Hill Conservation Area

- 7.4.39 Telegraph Hill Conservation Area is located on the slopes of Telegraph Hill (refer to Figure 7.6) The conservation area incorporates a planned late 19th century development of terraces and pairs of houses built under the management of the Worshipful Company of Haberdashers (who were also instrumental in the development of the Hatcham Conservation Area, see 7.4.30-38). The development was designed to house a whole community and included a church, a number of schools and a public park, all of which retain their original functions today. The history and character of the area is described in more detail in the Telegraph Hill Conservation Area Appraisal produced by Lewisham Council (Ref 7.14).
- 7.4.40 As a result of the area's planned development the architectural character is very cohesive and strongly defined, the houses consisting of two types, standing at two and three storeys and dating from a 30 year period, between 1870 and 1900. The buildings are good examples of late 19th century houses and villas designed for the middle class. They have a number of surviving design features such as vertical sliding sash timber windows, recessed part-glazed front doors, pitched slate roofs and decorative brick work. The original layout of the estate is still intact, and only a few of the original houses have been lost – a result of war time bombing.

7.4.41 Telegraph Hill Park is a 4 hectare (10 acre) park which opened in 1895. The park remains a significant public open space in the area and underwent considerable restoration in 2005. The topography of the park is significant; at its highest point the area is 50 metres above sea level providing extensive views across central London.

7.4.42 The Telegraph Hill Conservation Area Appraisal (Ref 7.14) notes the importance of the long distance views north-west to central London landmarks from the top of Telegraph Hill Park. The Palace of Westminster is clearly visible, as are the BT Tower and the London Eye. During the winter months there are clear views along Jerningham Road to the Dome and the City of London. View 4 in the Views Assessment (Section 7.6), is taken from the Telegraph Hill Conservation Area, adjacent to the park at the junction of Kitto Road and Erlanger Road.

Deptford High Street Conservation Area

7.4.43 There is no character appraisal available currently for Deptford High Street Conservation Area; the London Borough of Lewisham planned to review and write an appraisal of the conservation area during 2010. Deptford High Street Conservation Area adjoins Telegraph Hill Conservation Area and Hatcham Conservation Area on their eastern boundaries (refer to Figure 7.6). View 15 in the Views Assessment (Section 7.6 below), from New Cross Gate railway station, is situated just outside Deptford High Street Conservation Area

London Borough of Southwark

Caroline Gardens Conservation Area

7.4.44 Caroline Gardens Conservation Area is located in North Peckham, close to the Old Kent Road (refer to Figure 7.5). Asylum Road forms the eastern boundary of the conservation area while the southern and western boundaries are formed by the rears of properties facing onto Studholme Street and Naylor Road. The history and character of the area is described in more detail in the Caroline Gardens Conservation Area Appraisal produced by Southwark Council (Ref 7.15).

7.4.45 The development is an architectural set piece of former almshouses of the Licensed Victuallers' Benevolent Institution, all of which are Grade II listed, It is described described by Cherry and Pevsner as "*the only grand composition amongst the many almshouses of Camberwell*" (p. 632 Ref 7.12). The majority of the buildings are constructed in yellow London stock brick with stucco dressings, slate roofs and timber sash windows.

7.4.46 The area was originally agricultural. However the Old Kent Road is thought to have formed part of Watling Street, the Roman road running from Dover to Holyhead and an important part of the Romano-British transport system.

- 7.4.47 The initial development of the Licensed Victuallers' Almshouses dates from 1827. The architect, Henry Rose, drew up plans for 101 dwellings to be erected on land on the west side of Old Kent Road. Each building was designed with three rooms and were provided to members of the victuallers' trade who were infirm and/or of an old age. HRH Duke of Sussex, the patron of the institution, laid the first stone in May 1828.
- 7.4.48 The first phase of the development to be built was the central portion of 43 dwellings around a green. The southern wing, with 29 dwellings was completed in 1832; in 1834 the north wing, also with 29 dwellings was completed. In 1839 entrance lodges to the north and south wings were added. Further additions were made from 1849-50 including buildings to the rear of the grounds known as the Ladies' Wing.
- 7.4.49 The Asylum's Grand Chapel, the centre piece of the development, was constructed in 1850 and included, in its interior, a number of expensive tablets in honour of the development's benefactors; the most prominent being the Duke of Sussex and the Prince Consort. In 1858 the Albert Wing, along the western boundary of the site was added, the foundation stone here laid by the Prince Consort. Following Prince Albert's death in 1863 a statue of him was added and unveiled in August 1864. The foundation stone of the Smalley Wing, on the northern boundary of the site was laid by the Duke of Edinburgh in 1866. The final phases of construction took place in 1904 with the construction of six houses on land that was formerly occupied by the chaplain's house and, later in 1914, with offices to serve the institution.
- 7.4.50 Southwark Council acquired the property in 1959 after the Licensed Victuallers Benevolent Institution moved to new homes in Denham, Buckinghamshire. It was at this time that the group of buildings became known as Caroline Gardens. It was named after Caroline Sophie Secker who had lived at the asylum until she died in 1845. She was the widow of James Secker, a Royal Marine at the battle of Trafalgar who is understood to have caught Nelson in his arms as he received his mortal injury.
- 7.4.51 The Asylum Chapel is currently included on English Heritage's National Register of Buildings at Risk. The Chapel suffered bomb damage during the Second World War and the temporary roof that was added at the time has still not been replaced. The interior of the Chapel has been gutted although some of the tablets remain, albeit in a poor state. The building was used by local artists during the 1990s but is currently empty. There are however possible schemes of repair and refurbishment so that it might serve the community again.
- 7.4.52 Views 22 and 23 in the View Assessment (Section 7.6) are from Caroline Gardens Conservation Area.

Nunhead Cemetery Conservation Area

- 7.4.53 The boundaries of Nunhead Cemetery Conservation Area roughly follow the edges of the cemetery. It is enclosed by Linden Grove to the northwest, Ivydale Road to the northeast and Limesford Road to the southeast, all of which are quiet residential streets. The cemetery is around 50 metres above sea level and sits on the north eastern slope of conical hill. The history and character of the area is described in more detail in the Nunhead Cemetery Conservation Area Appraisal produced by Southwark Council (Ref 7.16).
- 7.4.54 From as early as the 1660s the churchyards of central London were described as overcrowded and there was pressure to create graveyards outside of the city. In 1830 George Frederick Carden a barrister, established the General Cemetery Company which opened its first public London cemetery at Kensal Green in 1833. Following the cemetery's success and an Act of Parliament the London Cemetery Company went on to maintain Highgate Cemetery as well as Nunhead.
- 7.4.55 All Saints Cemetery was laid out at Nunhead in 1840 to designs by the architect, James Bunstone Bunning (later a surveyor to the City of London). The Nunhead Cemetery Conservation Area Appraisal (Ref 7.16) states that it is "*generally considered one of the finest early Victorian cemetery designs, inspired by J. C. Loudon, although some evidence suggests Loudon did not entirely approve of the layout*" (p. 11 Ref 7.16).
- 7.4.56 The intention was to create a park-like cemetery. The main approach, from Linden Grove, is through huge, cast iron gates with Classical piers of Portland stone. The Anglican Chapel, designed by Thomas Little in the Classical style with fine decorated gothic detailing and constructed of Kentish Rag stone with Bath stone dressings, is the key building in the conservation area. The two lodges, known as the East and West Lodges, were designed by Bunning and are of neo-classical styling with elaborate detailing. The cemetery also has a wide range of monument and memorials. The most prominent is the Scottish Martyrs Memorial, a granite obelisk dedicated to four Scottish parliamentary reformers, exiled for their beliefs.
- 7.4.57 The structures included within the conservation area reflect three different fashions from different periods. Gothic and Classical styling is, primarily found in the original architectural features of the cemetery. The third is the 'wilderness' quality of the area; "*The very special character of Nunhead is derived from the ramshackle quality of nature reclaiming the ostentatious monuments that the Victorians erected as their lasting legacies*" (Ref 7.16, p14).
- 7.4.58 The present, dominant character of the conservation area is the foliage that has over taken the area. However the buildings that remain, including the Anglican Chapel, the gate lodges and monuments, particularly the Scottish Martyrs memorial are still significant features of cemetery

7.4.59 There are a number of listed buildings in the conservation area. The landscape is preserved as Grade II* listed on English Heritage's Register of Historic Parks and Gardens. The ruined Anglican Chapel is Grade II listed as are the two entrance lodges. The East lodge is on the English Heritage Buildings at Risk Register and the West lodge is now a private house. In addition there are nine Grade II listed monuments in the churchyard.

7.4.60 View 24 of the View Assessment (Section 7.6) is from Nunhead Cemetery Conservation Area.

Cobourg Road Conservation Area

7.4.61 The conservation area is on the north-eastern edge of Burgess Park (refer to Figure 7.5). The conservation area appraisal for Cobourg Road is currently underway but has not yet been adopted. The conservation area is made up of residential streets with terraces dating from the early 1800s. Views 8 and 9 in the Views Assessment are taken from Burgess Park close to the Cobourg Road Conservation Area.

Glengall Road Conservation Area

7.4.62 The Glengall Road Conservation Area Appraisal is currently in draft form and has not yet been adopted. Glengall Road Conservation Area is centred on Glengall Road and covers a small area adjacent and to the east of Cobourg Road Conservation Area (refer to Figure 7.5). The conservation area includes pairs of handsome stuccoed villas, which have large pilasters linked by shallow arches; these villas also appear on Glengall Terrace (p.631, Ref 7.12). Due to the distance of the conservation area from the Site and the nature and arrangement of buildings in the conservation area, the Proposed Development is unlikely to be seen from within the conservation area and will not harm its setting. Views from within Glengall Road Conservation Area are not included in the Views Assessment.

Thorburn Square Conservation Area

7.4.63 The conservation area is centred on Thorburn Square, the only remaining part of a tightly packed residential area built around the Victorian church of St Anne (p.612, Ref 7.12). The area suffered significant bomb damage during the Second World War and Thorburn Square is the only surviving section of the mid-Victorian housing that once typified the area. Due to the distance of the conservation area from the Site, the orientation of the streets and the nature and arrangement of buildings in the conservation area, the Proposed Development is unlikely to be seen from within the conservation area and will not harm its setting. Views from within the conservation area are not included in the View Assessment.

Nunhead Green Conservation Area

7.4.64 Nunhead Green Conservation Area is located directly to the north of Nunhead Cemetery Conservation Area (refer to Figure 7.5). The conservation area is characterised by 19th century

terrace housing principally laid out around The Green. The townscape of the area is described in the conservation area appraisal as follows: “*Because the Conservation Area is primarily based on streets, most views are contained vistas between street frontage rather than broad prospects*” (p.16, Ref 7.17). Due to this arrangement of the streets, the Proposed Development is unlikely to be seen from within the conservation area and will not harm its setting. Views from within the conservation area are not included in the View Assessment.

7.5 Urban Assessment of the Proposed Development

Introduction

- 7.5.1 The Development Specification and Parameter Plans define the Proposed Development. The Views Assessment in Section 7.6 below will provide specific descriptions of the Proposed Development in key views and in the context of existing development on and around the Site.
- 7.5.2 The Site has an area of 10.05 hectares. It is a triangular site in the northwest corner of the London Borough of Lewisham, bounded to the east and west by railway embankments and to the south by Rollins Street and Surrey Canal Road. The railway embankments do not form part of the Surrey Canal Site, but do provide visual and physical enclosure to it. From the east and west, access to the Site is limited by the embankments; South Bermondsey Station is at the northern apex with access directly into the Site for visiting football supporters only, Bolina Road runs east-west through the Site, and Stockholm Road enters the Site from the east but is blocked off at its eastern end. There is a pedestrian route into the Site accessible from Oldfield Grove to the east. Surrey Canal Road runs east-west through the Site on the line of the former Grand Surrey Canal. In the centre of the Site is the Stadium known as the New Den, completed in 1993, which is the home of Millwall Football club. Other buildings on the Site are generally low-rise, light industrial sheds dating from the 1970's and 80's. The raised open space of Bridgehouse Meadows to the south of the Site is accessible from the Site via a disused railway embankment and a footbridge across Surrey Canal Road.
- 7.5.3 The Millwall FC Stadium, and Guild House and Rollins House, existing industrial buildings within the Excelsior Works on Rollins Street, will be retained on the Site. All other buildings will be demolished. The Proposed Development will provide up to 250,000 square metres (GEA) of development floor space on the Site. The buildings on the Site will be arranged to create a lower podium or plinth level of varying height across much of the Site that will contain sports-related leisure and community, and commercial uses. Above this, taller residential elements of up to 86.40m AOD in height will be located. The Site layout creates development along a new ‘spine’ of

publicly accessible open space that connects the existing South Bermondsey Station to the north of the Site, the existing Football Stadium, the proposed new Surrey Canal Overground Station and the existing Bridgehouse Meadows Park south of the Site.

Development principles

7.5.4 The Proposed Development has been designed to achieve a coherent and unified development in relation to a set of objectives that was determined by the team at the outset of the project. These include several objectives that relate specifically to townscape, including:

- Integrating the existing Millwall FC Stadium to provide an improved setting for the New Den and a welcoming environment around the Football Stadium for fans and visitors alike;
- Improving the Site's permeability and connectivity to surrounding areas through new and enhanced routes under the railway, and high quality, legible linkages between key points, such as public transport nodes and public amenity spaces;
- Providing an exceptional publicly accessible open space of varying and distinctive character throughout the Site;
- Activating the Site at all times, day and night, by providing active and animated frontages at ground level; and
- Providing distinctive residential neighbourhoods that work with the natural and man-made topography of the Site to maximise the spectacular views across London and the River Thames.

Development principles: townscape, scale and mass

7.5.5 Assessment of the local character shows that the sensitivity of the surrounding area to new, large scale development on the Site is limited. The Site is not in a conservation area and it does not contain any listed buildings, neither are there any conservation areas or listed buildings adjoining the Site. Views from local conservation areas have been considered during the design process and are assessed in Section 7.6 of this assessment. The effect of the Development on heritage assets within a 1km radius of the Site has been assessed in Chapter 8 of the Environmental Statement prepared by CgMs Consulting

7.5.6 The Proposed Development has been designed to create a distinct new urban identity and landmark for the South East London skyline that marks the significance of the development as the location of major regeneration and the emergence of a new regional centre of sporting excellence, London's Sporting Village. As an overarching principle, the design will create a series of stepping building heights defining key routes through the Site, from a lowest point of 10.84m AOD (maximum parameter) opposite the Stadium to a maximum high point of 86.40m AOD at Bolina North, opposite the new access into the Site from South Bermondsey Station. Buildings

will generally be taller along the embankments, and gradually decrease in height towards the centre of the Site to match that of the Stadium, creating a 'bowl like' skyline. At the southern edge the massing of Excelsior Works and Timber Wharf will step down in height to 18.63-28.56m AOD (maximum parameters) in response to the scale of the neighbouring existing residential buildings.

- 7.5.7 The buildings of the lower level, which varies in height between 6.04 and 25.24m AOD, will relate in scale to the embankments, the existing Millwall FC Stadium, Guild House and Rollins House, and buildings within the surrounding neighbourhoods. The plinth levels will fill the plot footprints and define the edges of the new streets and publicly accessible open spaces within the Application Site. The floors of the plinth will generally house the non-residential uses including retail, community, hotel and conference and sports use, and will also contain the entrances and ground floor facilities associated with the residential accommodation above. The functions at ground level will be arranged to provide entrances and visible or active uses along the street frontages.
- 7.5.8 Above the lower podium level are taller elements containing residential accommodation. They will have smaller footprints and distinctly differing forms from the lower levels. The tall elements will be located in response to the orientation of the Site to avoid overshadowing, with the tallest buildings located in the Bolina neighbourhood to the very north of the Site. They will be located to mark key points within the Proposed Development and assist way-finding by creating a legible townscape that will encourage ease of movement into, through and within the Site. Taller buildings will mark the existing gateway to the Site from South Bermondsey railway station and at Bolina Gardens, and the location of the new Surrey Canal London Overground Station and the Station Square arrival point from the south. Tall buildings will be located at either end of Stadium Avenue defining the key approaches to the Stadium. Tall buildings will also mark the eastern and western gateways into the Site along Surrey Canal Road.

Development principles: publicly accessible open spaces

- 7.5.9 The Proposed Development has been designed to improve site permeability and connectivity to surrounding areas. Existing connections under the railway lines and the wider pedestrian and cycle links to Southwark Park and the Thames waterfront, Deptford Park and Burgess Park will be enhanced. A new pedestrian link (subject to Section 106 agreement for land outside the Site ownership) will connect Bolina Gardens in the north of the Site with South Bermondsey Station via a disused Victorian railway arch, creating a new gateway into the Site for those arriving by public transport. A new spine of well-defined publicly accessible open space will connect to the boundary of the Site adjoining South Bermondsey Station to the north, to the Stadium and the proposed new Surrey Canal London Overground Station in the south east corner of the Site, and Bridgehouse Meadows to the south. The public realm 'spine' includes three new public open

spaces: Bolina Gardens to the north of the stadium, Stadium Avenue along the south west elevation of the Stadium and Station Square at the entrance to the new Overground Station.

7.5.10 The vision for the landscape masterplan is to ensure that Surrey Canal becomes a vibrant new neighbourhood, encompassing streets, squares and open spaces. The key objectives for the landscape and public realm are to:

- Connect the spaces within the masterplan via a green armature stretching from the north of the Site and down to Bridgehouse Meadows.
- Improve permeability through the Site, and to reinforce and enhance the existing connections between the Site and its surroundings.
- Create a number of different character spaces that will be a positive resource for the neighbourhood.
- Use SUDS and water features as decorative and playful elements and reinforcing the route between Bolina Gardens and Stadium Square.

Development principles: the character areas

Surrey Canal Road

7.5.11 The importance of Surrey Canal Road as the main road access to the Proposed Development will be emphasised through the scale and massing of the buildings adjacent to it. The route will be flanked by sports facilities within the raised podia and the semi-transparent facades will allow visitors to view the activity within and will create a specific distinctive character to the street. The plinth will be topped by taller residential blocks and shared amenity space for the residents will be provided in roof terraces on top of the plinth; contributing further to an animated skyline. At the western end of the Site the 51.31m AOD (maximum parameter) residential tower of Stockholm 1 and the 54.16m AOD (maximum parameter) northwest corner of Timber Wharf will mark the western gateway into the Site. The proposals seek to retain a number of existing trees that are growing alongside the carriageway and supplement the tree line with additional planting (refer to the Arboricultural Report, Technical Appendix 7.3). At the eastern end of the Site the road will widen out into a new publicly accessible open space, Station Square, located at the key arrival point into the Site from routes to the south east and by public transport. It will be activated by pedestrian and cycle movement to and from the station. A 72.18m AOD (maximum parameter) cylindrical tall building next to the station will mark this arrival point and the southern end of Stadium Avenue. From Station Square a second 70.04m AOD (maximum parameter) rotunda marking the northern end of Stadium Avenue and the new west facade of The New Den will be visible.

Stadium Avenue and the New Den

- 7.5.12 An integrated setting for the existing Millwall FC Stadium will be developed by wrapping a new facade around the Stadium with new active uses incorporated in the north-east and south-east corners. New buildings to the west will define the new Stadium Avenue with further active uses. A high quality public realm treatment will improve the match day environment for fans but also provide a welcoming environment around the Stadium that can be enjoyed on non-match days. Stadium Avenue will be a spacious, pedestrian-friendly boulevard flanked by shops, cafes and restaurants. Stadium Square to the south will provide a dramatic entrance to the stadium from the south.
- 7.5.13 Stadium Avenue will provide the key pedestrian thoroughfare to link South Bermondsey station in the north to Surrey Canal Road Station in the south, via the Millwall FC Stadium. Its route will be defined by a circular tall building at either end. The northern rotunda will be located at the point where Stadium Avenue meets the existing Zampa Road route from the west and will be a distinctive way-finding marker for those approaching the Stadium from the west, with a view of the new infilled eastern corner of the stadium terminating that view. The southern rotunda will mark Surrey Canal Overground Station and Station Square. A new triangular block, Proposed to contain hotel and conferencing facilities, will enclose and define Stadium Avenue to the west.
- 7.5.14 The Proposed Development has been developed to ensure that there will be sufficient space around the football ground to accommodate the flows of pedestrian and vehicular traffic that are associated with match day conditions. Stadium Avenue will be an active pedestrian and cyclist route with active frontages and residential entrances and it will be accessible for service vehicles during off peak periods.

Excelsior Works

- 7.5.15 The character of the new Excelsior Works will draw on the quality of the existing buildings, Guild House and Rollins House, which will be retained within a series of plots enclosing a new shared courtyard. The Proposed Development will seek to improve the relationship between the existing buildings and the surrounding public realm, removing the gated enclosing fencing on Rollins Street. The area will have a fine grain of development which responds to the scale of the Lovelinch Lane housing adjacent to the southern edge of the Application Site. Excelsior Courtyard will be activated by residential and commercial entrances. The courtyard will provide an amenity space for the people living and working in Excelsior Works.

Timber Wharf

- 7.5.16 Although Timber Wharf will host one of the large sports facilities along its northern perimeter, the new residential neighbourhood will be configured in a similar fine grained arrangement to that of the adjacent Excelsior Works, around private and semi-private gardens to the south. The highest

part of the neighbourhood will be to the north where it defines the edge of Surrey Canal Road and will cantilever over the street, recalling the Site's previous function as a timber wharf on the Grand Surrey Canal. The blocks will step down in height to meet the scale and massing and grain of Lovelinch Lane to the south. It is anticipated that ground floor maisonettes will provide family housing with front doors onto streets activating the neighbourhood at ground level. A 54.16m AOD (maximum parameter) residential tower at the north-western edge will mark the Lewisham-Southwark border and the western gateway into the Site on Surrey Canal Road.

Orion

- 7.5.17 A single building fronting a new square in the eastern apex of the Site will be connected to the wider Site through a new pedestrian archway to Stockholm Road beneath the existing disused railway embankment that is the line of the future East London Line. The building is expected to contain a large multifaith community centre with two taller residential elements above. At its entrance will be a new open space, Surrey Canal Square, designed to cater for the large congregations of people using the community centre. The level changes and rounded shape of the space will provide opportunities to incorporate an amphitheatre-like edge along the embankment. The northern tall building of 70.48m AOD (maximum parameter) will act as gateway building announcing the entrance to the Proposed Development for visitors arriving by train from the north and marking the location of this important community building, which will draw many of its users from outside the Site. The southern tower will step down in scale to 41.68m AOD and 32.08m AOD (maximum parameters) to acknowledge the lower existing residential context to the south.

Stockholm

- 7.5.18 Stockholm is expected to contain the largest of the sports facilities and will exhibit the sporting village content of Surrey Canal outwardly along Stockholm Road, Surrey Canal Road and Station Square. The south-facing facades will provide a direct visual connection between sport and street along Surrey Canal Road. Commercial uses below the sports facilities will provide activity at ground level towards Stadium Avenue and Stockholm Road, and café and reception spaces will create a hub of activity at Stadium Square at the southern end of Stadium Avenue. Although Stadium Square will be accessible to vehicles, the landscape design of the carriageway will ensure that they do not dominate the space. This southern gateway to the Stadium will be framed by a matching pair of free-form towers, the distinctive form of which will contrast visually with the pair of simple cylindrical forms marking the north and south of Stadium Avenue.

Bolina

- 7.5.19 The Bolina neighbourhood will enclose and define the new publicly accessible open space, Bolina Gardens, at the entrance to the Proposed Development from South Bermondsey Station to the

north. The massing of the tall elements of the Bolina neighbourhood will step up from 36.44m AOD to a pinnacle of 86.40m AOD (maximum parameters). Bolina North, the tallest of the plots, will be divided into two separate buildings which form a gateway into the Site through a potential enhanced route under the existing railway viaduct from South Bermondsey Station in the northern apex of the Site. A 4-storey cutaway on the western block will create a dramatic entrance and a visual link between the station and Bolina Gardens. Retail facilities at ground level will animate the pedestrian route from South Bermondsey Station. To create a human scale in the space between the two proposed buildings there are opportunities for planting and seating.

7.5.20 The triangular block, Bolina East, is expected to incorporate the Surrey Canal health complex, with a range of community and sports-related health facilities within the 10.84m AOD (maximum parameter) plinth. It is defined at each corner by residential towers, which step down in height towards the Stadium to the south. Bolina West will define the western edge of the route into Bolina Gardens; at its southern end is the rotunda marking the northern end of Stadium Avenue, which also marks the route to South Bermondsey Station from the south. The separation of Bolina North and Bolina West will allow for the future provision of a new route from Ilderton Road to the west, into the Site via a disused railway arch.

Senegal Way

7.5.21 Senegal Way will wrap around three sides of the Stadium. There will be coach parking to the north west of the Stadium on match days and car parking to the north east. To the south east of the Stadium the existing memorial garden, if it is relocated, will be reinstated within the landscape proposals. The Senegal Way blocks will contain sports facilities and some commercial use at ground floor with residential use above, and will define the new publicly accessible open space to the south of the Stadium. The plot will create a counterpoint to the Orion building to the east and together the buildings will define a visual gateway for those arriving by train from the north.

7.6 Views Assessment

Table 7.3: Table of Assessed Views

View No.	View Description	LVMF
1	North bridge head of Tower Bridge, looking southeast	
2	Royal Naval College, Greenwich, at water front	
3	Blackheath Hill, looking north west – LVMF position 6A.1	LVMF 6A.1
4	Telegraph Hill, junction of Kitto Road and Erlanger Road near park entrance	
5	King Edward Memorial Park	
6	Westferry Circus, looking southwest	
7	Napier Avenue/Blasker Way	
8	Burgess Park, looking east	
9	Burgess Park, north side of lake looking at Cobourg Road CA	
10	Jamaica Road, open space near roundabout	
11	Stave Hill (nr Elmos Road), looking southwest	
12	Brunswick Quay	
13	Deptford Park	
14	Fordham Park	
15	New Cross Gate Station	
16	Somerfield Street	
17	Surrey Canal Road east	
18	Bridgehouse Meadows, looking north	
19	Lovelinch Street, looking north	
20	Surrey Canal Road west	
21	South Bermondsey Rail Station platform	
22	Caroline Gardens	
23	Caroline Gardens	
24	Nunhead Cemetery	
25	Southwark Park	
26	Verney Road	
27	Ilderton Road North	
28	Ilderton Road South	
29	Silwood Street North	
30	Lower Road	

7.6.1 **View 1: Northeast end of Tower Bridge, looking southeast**

Existing View

Tower Bridge is a Grade I listed structure. Opened in 1894, it was designed by Sir John Wolfe Barry, with architectural features by Sir Horace Jones, to a Gothic Revival Style with French chateau influence. It is a bascule bridge that can be raised in order to allow ships and large boats to pass under it; hydraulic machinery is still used to open the bridge. This view is taken from the north eastern end of the bridge, bordering the north bank of the Thames and the Tower of London, and so within the Tower Conservation Area, part of the London Borough of Tower Hamlets. On the south bank of the Thames, (right of the view), is Butler's Wharf. Built in 1873, Butler's Wharf was once the largest warehouse complex on the Thames. The building, derelict for many years after its closure in 1972, is now a successful development home to restaurants, retail and residential housing. Butler's Wharf is Grade II Listed. To the east of Butlers Wharf are residential riverside developments New Concordia Wharf, China Wharf by CZWG, Reeds Wharf and moving further east the more recent Providence Square and the red brick butterfly-roofed Providence Tower. To its east in brown brick are Springalls Wharf and Riverview Heights and the white form of Chambers Wharf by Ian Simpson Architects. The centre of the view appears to taper off into the distance, an illusion created by a bend in the river; the distant skyline is punctuated by a number of towers.

Proposed View

The top of two tall buildings within Surrey Canal at their maximum extent will be just visible in the far distance to the right of Providence Tower above the roofline of Providence Square. If noticed from here, they will contribute to the already varied, articulated roofscape along this section of the river. There will be no visible effects on the landscape elements of the view.

Cumulative View

Convoys Wharf will be visible on the distant skyline on the left of the view and the top of the Old Seager Distillery tower will be just visible to the left of Chambers Wharf.

Significance of effects: negligible

7.6.2 View 2: Royal Naval College Greenwich, from water front

Existing View

The old Royal Naval College is the architectural centrepiece of the World Heritage Site, Maritime Greenwich. The buildings were originally constructed to serve as the Greenwich Hospital, designed by Sir Christopher Wren, and built between 1696 and 1712. The hospital closed in 1869. Between 1873 and 1998 it was the Royal Naval College, Greenwich. The Royal Naval College is situated behind this view position, which is located on the waterside in front. The River Thames dominates the view and can just be seen curving to the right in the distance. Almost central to the view is the tall chimney belonging to the South East London Combined Heat and Power (SELCHP) energy recovery facility with the arches of Paynes Paper Mill below. To its right are the Deptford Grid substation low horizontal riverside sheds of Convoys Wharf with the Strata Tower in Elephant and Castle visible above. To its left are mature trees on the southern edge of Convoys Wharf and the recent riverside residential development of Glaisher Street. Visible in the middle ground on the northern bank of the river is the recent riverside residential developments, St David's Square and behind it the Pepys Estate. To the right the chamfered profile of the remodelled Aragon Tower is visible on the skyline.

Proposed View

The proposed tall buildings at both their minimum and maximum extent will be visible to the left and right of the SELCHP chimney behind the existing trees to the south of Convoys Wharf and behind the existing Convoys Wharf sheds. The chimney of SELCHP will remain clearly distinguishable. The Proposed Development will be visible as a series of towers of varying heights and will contribute to an articulated distant urban skyline appearing no taller than the existing riverfront buildings. There will be no visible effects on the landscape elements of the view.

Cumulative View

The redevelopment of Convoys Wharf will conceal the northern part of the Proposed Development and the SELCHP chimney in this view. Cannon Wharf is visible to the right of Convoys Wharf. The Shard will be just visible to the right of the Aragon Tower. To the left of the Proposed Development, Creekside Village will be just visible through the trees on the river front.

Significance of effects: minor, beneficial

7.6.3 View 3: Blackheath Point, looking northwest [LVMF 6A.1]

Existing View

Blackheath Point, a local public garden in a residential area, is close to the open spaces of Blackheath and Greenwich Park. It is designated in the LVMF SPG (July 2007) as *London Panorama 6: Blackheath Point*; the view remains the same in the Draft LVMF SPG (May 2009). The description in the LVMF SPG states:

“The primary features of this London Panorama include the detachment of the foreground from the Viewing Place owing to the steep drop in levels from the edge of Blackheath Point escarpment to the flat plane of rooftops below. The foreground and middle ground are visually merged and are largely made up of late eighteenth-century and early nineteenth-century houses and terraces, generally consistent in their material, colour and rich treescape. Their gabled roofs and chimneys also provide interest. Contrasting buildings in the middle ground, such as the Laban Centre add interest to the view by virtue of high-quality design, non-rectilinear shape and subtle use of colour. On the skyline many tall buildings stand in isolation. Tower Bridge is visible between St Paul’s Cathedral and the City cluster of tall buildings, including 30 St Mary Axe. The dome and western towers of the Cathedral are visible from the Viewing Place, the former Silhouetted against the sky, enabling clear recognition and appreciation of the landmark” (p.113 Ref 1-2).

Now an important viewing location, Blackheath Point was originally a place of strategic importance, where armies would gather before marching on London. The SELCHP chimney is visible in the centre of the view amongst the many vertical elements on the distant skyline, which include the Strata Building in Elephant and Castle and the distinctive two-tone tower of the Woodpecker Estate in New Cross to its left, and the tower of Guys Hospital at London Bridge and the white towers of the Pepys Estate to its right. St Pauls Cathedral, Tower Bridge and the distinctive profile of the Eastern Cluster of tall buildings in the City of London are visible to the right of centre in this view.

Proposed View

In both its minimum and maximum extents, the Development will provide a varied silhouette against the distant skyline between the SELCHP chimney to the right and the Woodpecker Estate to the left. The maximum height of the taller buildings will be lower than the SELCHP chimney. They will contribute to an already highly articulated distant skyline and will provide an appropriately scaled landmark for this part of the Borough. The Development will not affect the visibility of St Paul’s Cathedral and Tower Bridge, which will be left unharmed. The Eastern Cluster will remain the dominant distant tall building landmark. There will be no visible effect on the landscape elements of the view.

Cumulative View

New tall buildings at Elephant and Castle will be visible behind the Proposed Development Eileen House behind Surrey Canal and the consented London Park Hotel to the left of the recently completed Strata Building. The Shard will be visible to the right of Guys Hospital as a much taller element on the distant skyline. To the right of the Eastern Cluster the towers of the Convoys Wharf redevelopment and Creekside Village, much closer to the viewpoint will be seen as significantly taller elements in the middle ground. To the left will be the 27-storey tower of the Old Seager Distillery.

Significance of effects: moderate, beneficial

7.6.4 **View 4: Telegraph Hill**

Existing View

Telegraph Hill was created in 1894; an initiative of George Livesey, a local philanthropist, and designed by Lt-Col. J. J. Sexby, Chief Parks Superintendent to the London County Council. The site had previously been a Napoleonic semaphore telegraph station, from which the hill obtained its name. Telegraph Hill forms part of Telegraph Hill Conservation Area which extends south into the borough; it also adjoins Hatcham Conservation Area on its northern boundary. Despite its small size, only covering 10 acres, the park provides great views of the surrounding area. The three storey Victorian houses visible on the left of the view are typical of the character of the conservation area. From this viewing position a built up area in central Southwark is discernible to the northwest, however looking north, and to the Site, mature trees within Telegraph Hill Park obscure the view.

Proposed View

At both the maximum and minimum extents, three of the tall buildings within the Development Site will be visible on the distant skyline between the street trees of Erlanger Road. They will contribute to an already highly articulated distant skyline and will provide an appropriately scaled landmark for this part of the Borough and a visually interesting distant focus to the view, which will not harm the setting of the conservation area. The remainder of the Proposed Development will be concealed behind the dense planting on the western side of the park, and will be mostly concealed in winter and summer. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: minor, beneficial

7.6.5 **View 5: King Edward Memorial Park, looking south**

Existing View

King Edward Memorial Park, opened to the public in 1922, is located within the London Borough of Tower Hamlets. The park has an open vista to the Thames and is located on its north bank. The park is partly within the Wapping Wall Conservation Area; the eastern boundary of the conservation area is defined by the Edwardian Rotherhithe Tunnel vent shaft, which sits within King Edward Memorial Park. The view is taken from the southern edge of the park and so none of the park is seen; instead the view looks out over the river to the south bank of the Thames and Southwark beyond. In the centre of the view the gasometer of the Rotherhithe Gas Works is visible with the SELCHP chimney to its left. Below this is the steelwork of the Surrey Water lock entrance machinery and to its right is the 4-storey brick residential redevelopment of Clarence Wharf by Bellway Homes, Brunel Point, which lines Rotherhithe Street. The single-storey circular Rotherhithe Tunnel ventilation shaft is visible in front of Brunel Point. Behind Brunel Point rise the two towers (appearing as a single silhouette) of the Canada Estate, dating from the early 1960s. To the right of the towers the SELCHP chimney is silhouetted against the skyline. On the left hand side of the view the waterfront is lined with recent mid-rise residential developments lining Rotherhithe Street including Pacific Wharf and Regents Landing.

Proposed View

The tops of three of the taller buildings at Surrey Canal will be just visible to the left of the Canada Estate towers and – while distant forms – will add visual depth and interest to the otherwise isolated form of the existing residential tower. The proposed forms will appear to step down in height from the tower, with the remainder of the Proposed Development concealed behind the Brunel Point residential development on Rotherhithe Street. There will be no visible effect on the landscape elements of the view.

Cumulative View

Consented developments at Canada Water may also just visible above the rooftops

Significance of effects: minor, beneficial

7.6.6 **View 6: Westferry Circus, looking southwest**

Existing View

Located on the river bank Westferry Circus provides extensive views to the east and to the west. To the east, in the foreground of the view (left), is the Canary Wharf Pier, its counterpart sits to the west (right): Hilton Docklands Nelson Dock Pier. The riverside residential development of Lawrence Wharf is visible on the right hand side and to its left the planting within Durands Wharf

open space and distinctive twin pavilions of residential development on Rotherhithe Street. Towards the left hand side of the view three towers of the Pepys Estate are silhouetted against the skyline.

Proposed View

At its minimum extent, the Proposed Development will be entirely concealed behind the tree line and the residential development on Rotherhithe Street. At its maximum extent the very tops of two of the taller buildings will be visible above the trees of Durands Wharf, but there will be no discernible change to the view and there will be no visible effect on the landscape elements of the view.

Cumulative View

To the left of the Proposed Development from right to left submitted proposals at Cannon Wharf, Marine Wharf West and Oxetalls Road will be visible above the existing buildings fronting the Thames. On the far left of the view are the tall buildings of the consented Convoys Wharf.

Significance of effects: negligible

7.6.7 View 7: Napier Avenue/Blasker Way, looking west

Existing View

This view is taken from Maritime Quay, a boulevard that runs alongside the River Thames. In the foreground of the view is a jetty, with warehouse buildings located on the opposite bank beyond. In the far left hand corner of the view is part of the 80 metre long Grade II listed brown brick wall to the former Deptford Dockyard, dating from the 18th century. The low industrial buildings on the south bank of the river are part of Convoys Wharf; the site of Deptford Dockyards, the first of the Royal Dockyards, and of Sayes Court manor house and gardens. The dockyards were first developed in 1513 by Henry VIII. It is currently subject to a planning application for a residential-led masterplan. The SELCHP chimney is visible above Convoys Wharf. The two tall towers in the middle distance of the view are within the Pepys Estate and to their right is the chamfered top of remodelled Aragon Tower, also within the Pepys Estate. To the north west of the view in the distance 30 St Mary Axe marks the Eastern Cluster and the City beyond.

Proposed View

At both its maximum and minimum extent the Proposed Development will be just visible at two points above the sheds of Convoys Wharf, but they will not draw the eye and – if noticed at all – will simply add to the skyline silhouette of the hinterland. There will be no visible effect on the landscape elements of the view.

Cumulative View

The redevelopment of Convoys Wharf will entirely conceal the Proposed Development at Surrey Canal and will dominate this view. Between the towers of the Pepys Estate the submitted Cannon Wharf development will be visible. To its right the Shard will appear on the distant skyline of north Southwark with the submitted Marine Wharf West just visible above the trees to its right. The consented developments at Canada Water may be just visible above the tree line to the right of the Aragon Tower.

Significance of effects: negligible

7.6.8 **View 8: Burgess Park, looking east**

Existing View

Burgess Park is located in the London Borough of Southwark and, at 46 hectares; it is the largest in the borough. It was created after the Second World War, when much of the heavily populated area had been destroyed and the land cleared. Over the next 40 years the park grew steadily, taking in the sites of hundreds of demolished buildings, some thirty streets, disused factories, churches and a stretch of the infilled Grand Surrey Canal. The foreground of the view provides a wide vista of the lake, an important and attractive feature of the Park. The middle distance is dominated by trees and buildings, the most prominent of which is the Victorian Cobourg Community Primary School situated in the centre of the view at the eastern edge of the lake. To the left of the school the edge of the lake is defined by mature planting which varies in height. A terrace of Victorian houses on Coburg Road, which are within the Coburg Road Conservation Area, is visible to the east. On the left above the treeline, the three towers of equal height are part of the Longland Court estate to the east of Old Kent Road.

Proposed View

At both its maximum and minimum extent two of the centrally located taller buildings will be visible above the roof line of the terraces on Coburg Road contributing to the already articulated skyline of the lake's setting. The remainder of the Proposed Development will be concealed behind the existing terrace and the planting on the eastern edge of the lake. The Proposed Development will be a distant form and will have little effect on the view. It will rise no taller than the trees in the Park and will add to the urban context and distant hinterland. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: minor, beneficial

7.6.9 **View 9: Burgess Park, north side of lake**

Existing View

This view is located in Burgess Park, to the east of View 8 above and situated on the north east side of the Park's lake. To the east of this viewing position is Cobourg Road Conservation Area, made up of residential terraces dating from the early 1800s, which are just visible behind the trees in this view. The foreground is dominated by the green open space of the Park, groups of trees and the lake.

Proposed View

The Proposed Development will not be visible at either its minimum or maximum extent. It will be entirely concealed behind the trees on the eastern edge of the Park. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: neutral

7.6.10 **View 10: Open space near roundabout at Jamaica Road/Lower Road/Brunel Road, looking south**

Existing View

This view looks south, with Lower Road stretching into the distance. The foreground is dominated by highways infrastructure and the middle ground by a 3-storey brick commercial building, St Olaves Court. To its left is another recent three storey residential block. The copper-clad ventilation shaft on Lower Road designed by Ian Richie Architects is to the right of St Olaves House and behind it rise the steeply pitched roofs of the Canada Water Kerk. On the right hand side of the view the eastern edge of Southwark Park is visible beyond the planted roundabout. Southwark Park first opened in 1869, as one of the earliest parks to be created by the Metropolitan Board of Works. The design of the park is accredited to Alexander McKenzie. In 2001 the Park underwent major refurbishment. On the distant skyline, beyond the tree line, one of the towers within the Pepys Estate is visible.

Proposed View

The minimum and maximum extents of the development will be concealed behind trees to the south of the Canada Water Kerk. The Proposed Development may just be visible through the trees in winter but it will be barely discernible. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: negligible

7.6.11 View 11: Stave Hill (near Elmos Road), looking southwest

Existing View

Stave Hill is a 2.1 hectares (5.2 acres) nature reserve next to Russia Dock Woodland in Rotherhithe, London Borough of Southwark. Originally occupied by Stave Dock, part of the Surrey Commercial Docks, it was infilled in 1984 and later redeveloped by the London Docklands Development Corporation (LDDC). In 1985 the LDDC created a 30-foot high artificial mound using waste materials; the hill was built as a truncated cone with a viewing platform. From the platform there are extensive views over the City of London, Greenwich, South London and Canary Wharf. This view looks south towards New Cross and Lewisham beyond. In the centre of the view large industrial sheds between Quebec Way and Surrey Quays Road are very prominent. To their left SELCHP is visible above the tree line with the chimney silhouetted against the skyline. On the right of the view the skyline is articulated by a collection of recent residential blocks of varying heights with post war residential towers visible in the further distance.

Proposed View

In both the minimum and maximum extents, the tops of the taller buildings will be visible in the distance beyond the existing industrial sheds. To the left of the sheds, the southern part of the Application Site will be visible as a series of distinct forms of varying heights on the skyline. The articulation will relieve the relentless horizontal roofline of the industrial sheds. The SELCHP chimney will remain taller than the new development and clearly visible on the skyline to the left of Surrey Canal. There will be no visible effect on the landscape elements of the view.

Cumulative View

The edge of the submitted Cannon Wharf development will be visible on the far left hand edge of the view, with Grinstead Road to its right. To the right of the Proposed Development consented developments at Canada Water will be visible.

Significance of effects: minor to moderate, beneficial

7.6.12 View 12: Brunswick Quay, looking southwest

Existing View

Brunswick Quay comprises 200, 3-storey terrace residential properties many of which face the open water of Greenland Dock. The dock was originally part of the Surrey Commercial Docks and

was at the northern entrance to the Grand Surrey Canal. The view looks across the dock to Greenland Quay, a similar low scale residential development to the south which dates from the LDDC docklands redevelopment of the 1980s. The terraces sit behind the trees lining the dock edge; the skyline is dominated by these trees and there is little evidence of the urban development beyond. On the left of the view is the taller, more recent residential development of Buchanan Court which faces the western end of the dock.

Proposed View

The minimum extent of the Proposed Development will be entirely concealed behind Buchanan Court and the trees lining the southern edge of Greenland Dock. At its maximum extent a corner of one of the towers will be glimpsed behind the trees and the top of Bolina North will be just visible behind Buchanan House. There will be no discernible effect on this view.

Cumulative View

No change

Significance of effects: negligible

7.6.13 View 13: East end of Deptford Park, looking west

Existing View

Deptford Park in the foreground of the view was originally the site of a market garden. It was sold to the London County Council in 1884 by the Evelyn family, and was opened as a public park in June 1897. The SELCHP chimney and part of the lower incinerator shed is the only structure visible above the relatively consistent height of the tree line. The mature trees that line that park screen development to the west of the park. The character of this view is therefore that of a green and peaceful, well defined open space in an otherwise urban area.

Proposed View

At the minimum extent of Proposed Development, the very top of the pair of taller buildings marking Stadium Square will be just visible above the tree line; however, as they are directly behind the SELCHP chimney, the chimney will remain the primary feature in view. The rest of the Proposed Development will be entirely concealed behind the trees on the western edge of the Park. At its maximum extent, Surrey Canal will be glimpsed above the tree line in three locations (including the base of the chimney) but will be barely discernible; the open space of the Park, the SELCHP chimney and the trees will continue to provide the dominant experience. There will be no visible effect on the landscape elements of the view.

Cumulative View

The top of the consented redevelopment of the Silwood Estate may be just glimpsed through the trees on the left hand side of the view.

Significance of effects: negligible

7.6.14 **View 14: Fordham Park, looking northwest**

Existing View

Fordham Park is situated in the heart of New Cross surrounded by largely residential streets. In the middle distance of the view is the short terrace in buildings fronting Angus Street on the northern edge of the park with the Deptford Green School behind it and to the right. The distinctive two-tone tower of the Woodpecker Estate, located just to the north of the Park is visible on the skyline. The left hand side of the view is dominated by the Park's mature planting and the terraces to the west of the park on Childeric Road can be only glimpsed through the trees on the left of the view.

Proposed View

At its minimum extent, Surrey Canal will be entirely concealed by the mature trees on the western edge of the Park. At its maximum extent, the very top of Bolina North may be just visible above the trees in the north west corner of the Park, but there will be no discernible change to the view. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: negligible

7.6.15 **View 15: New Cross Gate Station**

Existing View

New Cross Gate Station is situated to the south east of the Proposed Development Site. This view is situated just outside the station within a business park. The foreground of the view is dominated by highways infrastructure and car parking. Visible on the left hand side are single storey retail sheds, in the middle distance of the view is a white-clad single storey new Cross Gate Sainsbury's supermarket, and between them some trees planting. On the right hand side of the view is the security perimeter to the railway line. The view is of a fragmented, poor quality urban environment of limited visual amenity.

Proposed View

At both its minimum and maximum extents, the Proposed Development will be visible through the trees and above the Sainsbury's retail shed, adding some much needed richness and interest to the distant skyline in this view. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: minor, beneficial

7.6.16 **View 16: Somerfield Street**

Existing View

Somerfield Road is a residential street situated close to the eastern edge of the Site. Between the view point and the Site run a number of railway lines; the Victorian viaduct carrying the tracks is visible in the middle distance of the view on the left hand side of the view. On the very left of the view is the perimeter fence of the Silwood Triangle, vacant open space safeguarded for use in the construction of the East London Line and beyond it behind the viaduct the SELCHP incinerator. To the right of the view are more recent residential properties of varying heights on Somerfield Street and Reculver Road. In front of the blank gable and garden wall in the centre of the view is a small car park for local residents. The local townscape is poor and there is no sense of what lies beyond the viaduct.

Proposed View

The Proposed Development will rise in the background of the view and will appear as a significant urban addition locally, drawing the eye to move beyond the visually poor quality of the housing development in the foreground, and providing a new positive identity for the locality. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: major, beneficial

7.6.17 **View 17: Surrey Canal Road east**

Existing View

This view looks west along the tree-lined Surrey Canal Road with the railway viaduct crossing the road at high level visible in the distance. To the right of the view is a large single storey industrial shed that lines the road, and beyond it the taller form of the SELCHP incineration plant and its chimney. No development is visible beyond the viaduct. Tree planting enhances the character of the route.

Proposed View

The lower plinth of the Proposed Development will be concealed by the viaduct but the tall elements of the Stockholm character area including those that frame Stadium Square will be

visible at both their maximum and minimum extents, rising above the tree line on the northern side of Surrey Canal Road. The skyline will be articulated by a collection of taller buildings adding visual interest and providing an urban counterpart to the prominence of the existing industrial development in this view. The verticality of the proposed building forms will balance the SELCHP chimney and provide an appropriately scaled landmark to the regenerated area beyond the viaduct. While some of the existing trees visible in the distance on the northern side of the road will be removed, new tree planting will supplement those remaining to maintain the visual continuity along the road (please refer to the Arboricultural Report, Technical Appendix 7.3 and mitigation section).

Cumulative View

No Change

Significance of effects: moderate to major, beneficial

7.6.18 View 18: Southeast end of Bridgehouse Meadows, looking north

Existing View

Bridgehouse Meadows is a raised area of open space situated between the Winslade housing estate and recent private housing to the south of the Development Site. It was formerly the site of the New Cross greyhound and speedway stadium. In the centre of the view is the south stand of the Millwall FC stadium, The New Den. To the right of the view, the SELCHP incineration plant and its chimney are visible above the planting and the roof tops of the adjacent housing estate. Breaking the skyline in the distance are several post-war residential tower blocks.

Proposed View

The scale of the new buildings in the middle distance of the view will create a new urban setting to Bridgehouse Meadows, providing a richly articulated skyline of forms of various heights, with sky clearly visible between the taller buildings. The cylindrical form, marking the northern entrance to the open space and the location of the new Overground Station, will be clearly visible as a local landmark in the centre of the view, with buildings stepping down in height from that focal point. The SELCHP plant and chimney will remain visible on the left hand side of the view and will contribute to the character and specific identity of this regenerated area.

Cumulative View

Consented redevelopment at The Silwood Estate will be glimpsed between the tall elements of the Proposed Development.

Significance of effects: major, beneficial

7.6.19 **View 19: Lovelinch Close looking north**

Existing View

Lovelinch Close is a post-war housing estate located to the south of the Site. In the foreground of the view is Lovelinch Close, a residential street characterised by red cladding to projecting window bays. The street has a poor quality streetscape with garages and car parking at ground floor level, and low-rise industrial buildings with service yards, car parking and high secure perimeter railings terminating the view. The blue and white roof structure of the Millwall Football Stadium is just visible between industrial buildings on Rollins Street in the centre of the view. Rollins House is partly visible behind trees to the right of the view.

Proposed View

In the middle ground of the view the southern end of Timber Wharf and Excelsior Works and the taller towers to the north of Surrey Canal Road beyond will be visible, replacing the industrial streetscape and adding visual interest and depth to the termination of the view north along the street. While not clearly visible in this simple massing profile, the buildings will step down to between 5 and 8 storeys on Rollins Street to acknowledge the lower scale of the existing estate and the Proposed Development will extend the street northwards to provide a connection to Surrey Canal Road and reinforced by proposed tree planting aligned with the carriageway. Built to its minimum extent the gaps between the buildings will be more defined in this view providing a glimpse of the retained building Guild House, which is set back from Rollins Street. On the right hand side of the view, at both minimum and maximum extents, the cylindrical tall building marking the location of the new London Overground Station will be visible above the roofline; at its maximum extent it will act as a local landmark to the regenerated area. It is an aspiration to retain the trees along Rollins Street unless they have been recommended for removal in the tree survey. The trees will provide instant form, and maturity to the streetscape. (refer to the Aboricultural Report, Technical Appendix 7.3).

Cumulative View

No Change

Significance of effects: major, beneficial

7.6.20 **View 20: Surrey Canal Road west**

Existing View

This view point is at the junction with Ilderton Road and is situated directly to the west of the Site. The railway line crossing Surrey Canal Road is visible in the middle ground. The grass embankment creates a distinctive edge alongside Surrey Canal Road. The existing industrial development within the Site is entirely screened by the railway embankment and planting on the

junction, and no development is apparent beyond the viaduct. The SELCHP chimney is visible in the distance beyond the bridge but is not prominent in this view.

Proposed View

The scale of the Proposed Development in the middle ground of the view will mark the Proposed Development at Surrey Canal. Buildings will step up in height to this traffic junction framing the western gateway to the Application Site. The articulated skyline will create a coherent urban setting to this view with an appropriately scaled urban marker at the Lewisham-Southwark boundary. The cylindrical tall building at the northern end of Stadium Way will be clearly visible on the left hand edge of the view marking the Stadium entrance to the north. The grass embankment will be retained alongside Surrey Canal Road as will the two trees that are visible immediately after the railway bridge (refer to the Arboricultural Report, Technical Appendix 7.3). The more overgrown landscaping visible along the back of the footpath will be replaced by a carefully designed landscape environment edged by buildings which will provide the route with a new character and quality.

Cumulative View

No Change

Significance of effects: major, beneficial

7.6.21 View 21: South Bermondsey Rail Station platform

Existing View

Situated at an elevated position on the South Bermondsey Rail Station platform this location provides a clear view of the north stand of The New Den and the semicircular form of the Football Club's indoor training facility, and to its left the SELCHP incineration plant and chimney. Lining either side of the railway lines are planted embankments. The view illustrates the low lying, flat nature of the Application Site set between the railway embankments. To the right the industrial uses and housing lining Ilderton Road are visible, along with the three tower blocks of the Tustin Estate on the junction of Ilderton Road and Old Kent Road which break the skyline.

Proposed View

The scale of Proposed Development will step up to a high point at the northern end of the Site marking the location of the station and improving its legibility within the local area. The cylindrical tall building marking the northern end of Stadium Avenue will be clearly visible at the centre of the view, marking the entrance to the stadium for those arriving from north of the Site. The massing will step down to the south with the stadium marker clearly legible against the background of the

sky. The railway embankments are outside of the Site boundary and the planting there will be retained, softening the edge of the development.

Cumulative View

No Change

Significance of effects: major, beneficial

7.6.22 View 22: Caroline Gardens, in front of the chapel portico

Existing View

This view is taken from within Caroline Gardens Conservation Area, an architectural set piece of Grade II listed buildings forming the former almshouses of the Licensed Victuallers' Benevolent Institution. In the middle distance of the view is the south facing terrace of the former almshouses constructed in yellow London stock brick with stucco dressings and contrasting royal blue front doors. Behind the almshouses rises a gas cylinder. To the right of the view low-rise post-war housing on Gervase Street is visible. In the centre of the view retail sheds the line the Old Kent Road can be glimpsed through the trees. The foreground of the view is dominated by the open green around which the almshouses were built.

Proposed View

At both its minimum and maximum extents, the tops of the Proposed Development may be glimpsed through the trees beyond the buildings lining the Old Kent Road between Caroline Gardens and the residential block on Gervase Street. The articulation of the taller buildings proposed for Surrey Canal will add some visual interest on the distant skyline. However, even in winter, the Proposed Development will have little effect on this view. There will be no visible effect on the landscape elements of the view.

Cumulative View

The consented Waste Transfer Facility at 763 Old Kent Road may be just visible in front of the Surrey Canal development.

Significance of effects: negligible

7.6.23 View 23: Caroline Gardens, on the footpath in front of No.139 and 140

Existing View

This view, taken from within the Caroline Gardens Conservation Area, is situated to the south west of View 22 above. Visible across the garden between the trees is the Chapel, topped by a

bell tower, purpose-built as the centrepiece of the development in 1850 to provide a place of worship for the almshouse residents. The Chapel sits centrally within a terrace of west-facing former almshouses constructed in yellow London stock brick with stucco dressings and contrasting royal blue front doors.

Proposed View

The Proposed Development, at both its maximum and minimum extent, will be fully concealed by the chapel and almshouses and will not be seen.

Cumulative View

No change

Significance of effects: neutral

7.6.24 **View 24: Nunhead Cemetery**

Existing View

This is a Victorian Cemetery of exceptional design quality, one of seven Victorian Cemeteries on the outskirts of London, and now also a conservation area (Nunhead Cemetery Conservation Area). The landscape of the area is also preserved as Grade II* listed on English Heritage's Register of Historic Parks and Gardens and many of the monuments in the cemetery are listed. Although it is located on a hill, views from the cemetery outwards are restricted by dense planting. This is demonstrated by this view point which looks north towards the Proposed Development Site; nothing of the wider area is visible. Located in the middle distance of the view is the ruined Anglican Chapel, Grade II listed and the centrepiece of the cemetery.

Proposed View

Neither the minimum nor the maximum extent of the Proposed Development will be visible in this view. The setting of the Cemetery will not be harmed.

Cumulative View

No change

Significance of effects: neutral

7.6.25 **View 25: Southwark Park**

Existing View

Southwark Park first opened in 1869, as one of the earliest parks by the Metropolitan Board of Works. The design of the Park is accredited to Alexander McKenzie. In 2001 the park underwent

major refurbishment and many areas were restored. The view, looking south across the southern part of the Park, provides a wide vista of open recreational parkland defined by mature trees along its south western boundary. Rising prominently above the treetops are three post-war residential tower blocks, which are within the Hawkstone Estate to the south of Southwark Park. The SELCHP chimney is visible above lower rise housing, glimpsed through the trees to the right of the view.

Proposed View

At both the minimum and maximum extents of Proposed Development, Surrey Canal will be partially screened by the trees along the perimeter of the Park. It will be more visible in the winter, as illustrated, when it will add visual interest and articulation to the skyline. In summer it will be largely concealed by foliage. In both winter and summer the tallest building will rise above the tree line and will be visible as an appropriately scaled local marker of the Proposed Development, balancing and drawing the eye away from the towers of the Hawkstone Estate. The SELCHP chimney will remain visible to the left of the new development. Where visible, the Proposed Development will add to the distant backdrop of the Park beyond the trees, potentially adding quality and character to the skyline. There will be no visible impact on the landscape elements of the view.

Cumulative View

The taller elements of the proposed developments of, from left to right, Marine Wharf West, Cannon Wharf and Convoys Wharf will be glimpsed through the trees to the left of Surrey Canal.

Significance of effects: moderate, beneficial

7.6.26 View 26: Verney Road

Existing View

Verney Road runs west to the east, connecting with Ilderton Road at its east end. Verney Road is residential in character to the north and industrial to its south with some housing at the eastern end where it meets Ilderton Road. The mixed nature of the road is illustrated in this view position, with housing and some tree planting on the left side of the view and commercial premises on the right. In the distance, just visible above the roofs of the industrial buildings is the chimney of the SELCHP incineration plant. The view shows a poor quality urban environment with residential garden walls fronting a street dominated by parking for the industrial units.

Proposed View

The cylindrical tower marking the location of the new Overground Station will be visible at the end of Verney Road in the centre of the view, providing an appropriately scaled urban marker for the

new station and the newly regenerated locality. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: minor to moderate, beneficial

7.6.27 View 27: Ilderton Road North

Existing View

Ilderton Road connects to two A-roads, Rotherhithe New Road to the north and the Old Kent Road to the south. The road is almost a mile long running parallel to the adjacent railway lines. The railway viaduct is just visible in the middle distance of the view above the road level. On the right are walls and fences to the back gardens of suburban-style houses to the south of the street. In the centre of the view and visible through the gap in the foliage of trees planted along the road is the chimney of the SELCHP incineration plant. The urban environment in the view is fragmented with poor definition of the street and little visual interest or coherence.

Proposed View

The northern half of the Proposed Development will be visible beyond the embankment in the centre of the view as an articulated collection of taller buildings adding visual interest and depth to the view. The tallest buildings at Bolina, at the northern end of the Site, will mark the gateway to the Proposed Development from the north and the location of South Bermondsey Station. The cylindrical tower at the northern end of Stadium Avenue will be clearly visible against open sky to the left of the houses and will provide an appropriately scaled local landmark for the Stadium entrance from Zampa Road.

Cumulative View

No change

Significance of effects: major, beneficial

7.6.28 View 28: Ilderton Road South

Existing View

This view looks north from the southern end of Ilderton Road where it meets Patterdale Road. To the right hand side of the view is the boundary wall and fence of industrial uses within the railway arches, with the viaduct and planting on the embankment leading to Bridgehouse Meadows beyond, visible above. Just visible through the trees is the SELCHP chimney. To the left is a 6-

storey linear block of maisonettes, part of the Tustin Estate, built by the GLC in 1964-1969. The block is set back from the street by an access road and a raised planting area. The townscape is open and ill-defined.

Proposed View

At both its minimum and maximum extents, Surrey Canal will be visible as a collection of taller buildings seen in the distance beyond the viaduct and the street trees, and terminating the view to the south. The tallest buildings will create an articulated skyline with sky visible in between. It will act as an appropriately scaled landmark for the regeneration of the Site and the location of the new Overground Station and will add visual interest to the view. There will be no visible effect on the landscape elements of the view.

Cumulative View

No change

Significance of effects: minor, beneficial

7.6.29 **View 29: Silwood Street North**

Existing View

Looking south along Silwood Street the view is terminated by the railway viaduct. The view shows the Silwood Estate, including on the right edge of the view one of the recently completed buildings which forms part of the regeneration masterplan locally. Mature street trees line parts of the street.

Proposed View

At both the minimum and maximum extents of development, Surrey Canal will be visible beyond the viaduct through the trees and terminating the view. It will be more visible in winter, as illustrated, than in summer. It will read as a backdrop to the street vista, adding visual interest and articulation to the skyline, except in summer when it will be largely concealed by foliage.

Cumulative View

No change

Significance of effects: minor, beneficial

7.6.30 **View 30: Lower Road**

Existing View

This view is taken on Lower Road running left, looking along Rotherhithe Old Road at centre, and west down Hawkstone Road to the right. The foreground of the view is dominated by highways infrastructure. On the left of the view is the single storey Surrey Quays Overground Station. At centre is the Hawkstone Estate which fills the plot between Rotherhithe Old Road and Hawkstone Road, with two of its three towers visible in the view. Southwark Park lies to the north of Hawkstone Road and is just visible in the distance.

Proposed View

At its minimum extent the Proposed Development will not be visible and will be entirely concealed behind the Hawkstone Estate. At its maximum extent, the top of one of the towers will appear to the left of the more distant tower but it will be barely discernible.

Cumulative View

No change

Significance of effects: negligible

7.7 **Conclusions**

7.7.1 This assessment has considered the nature of the existing townscape, landscape and its sensitive features (at section 7.4), the design and character of the proposed new townscape on Site and its intended relation to the existing townscape and landscape (at section 7.5), the visual effects of the Proposed Development on the townscape, landscape and views (at section 7.6) and the cumulative effects of consented and proposed schemes in the area in relation to the Proposed Development (at section 7.6). The potential visual effects of the Proposed Development on the existing and future townscape and landscape have been assessed through consideration of 30 representative views at section 7.6 and the significance of those effects are assessed in relation to key considerations below: the construction phase; the completed development; the residual effects on the character of the townscape and particular sensitive features, local and protected views; national and local guidance and policy relating to the siting and design of tall buildings.

Construction Phase

- 7.7.2 The most significant effects due to construction activities generally arise from the levelling and earthworks that would be undertaken in various parts of the Site and the construction of the Proposed Development and its associated infrastructure. These effects would be temporary and short term and will be reduced where possible through good site management. The environmental effects of Phase 1 have been deemed to provide the overall worst case environmental impact. This is because construction vehicle traffic will need to be brought along Surrey Canal Road and Rollins Street to access Phase 1. At this stage the two pedestrian crossovers will be out of operation. The likely significant effects of the construction phase are temporary and short term and minor. At the end of phase 1 the effects will be temporary and short term and minor.
- 7.7.3 Site Preparation and Construction Impacts of the Development are addressed in Chapter 6 of Volume 1 of the ES. Renewal (the Applicant) will develop and implement a Code of Construction Practise (CoCP). The CoCP will be developed in liaison with the Environmental Health Department of the London Borough of Lewisham (LBL), and for the approval of the LBL (and other relevant bodies) prior to the commencement of the works. The CoCP sets out the standards and procedures to which the Applicant must adhere to whilst development takes place; this will manage the short term environmental effects. Principal Contractors will be encouraged to join the Considerate Contractors Scheme that is recognised by industry and the Government for encouraging firms to be sensitive to the environment. The visual effects of the construction works on the townscape and landscape will be temporary and mitigated by the beneficial effects of the Proposed Development when built out, as assessed above at section 7.6.

Completed Development

- 7.7.4 The Proposed Development on the Surrey Canal Site has been designed to accord as much as possible with the principles and objectives of a range of planning policy documents, including the London Plan (Ref 1-8), UDP (Ref 1-9) and emerging Core Strategy (Ref 1-10).
- 7.7.5 The Proposed Development has been conceived holistically for its specific context. It has been designed by a renowned architectural practice, in conjunction with extensive consultation with statutory consultees and the local community. It has the potential to meet the highest architectural and urban design character and quality that would fully satisfy the principles of good urban design set out in *By Design* and the more general good design principles of *PPS1*. The Proposed Masterplan would provide a flexible and sustainable framework allowing the individual plots to be developed subsequently in detail to the highest standards of design.
- 7.7.6 The Proposed Development at Surrey Canal is founded on the fundamental urban design principles that encourage the formation of a vibrant and fully mixed-use neighbourhood. Specifically the Proposed Development proposes:

- A combination of regional sports and leisure destinations, local services – shops, affordable employment space, community uses – and residential accommodation that will ensure an active, well-supervised neighbourhood during the day and at night;
- Visually active sports uses along Surrey Canal Road; and
- Active ground floor commercial, retail and café uses and residential front doors on the key routes and open spaces of Stockholm Street, Stadium Way, Stadium Square, Station Square and Bolina Gardens.

Mitigation measures

7.7.7 In relation to townscape, landscape and visual effects, no mitigation measures will be required as these potential effects have been considered throughout the design process and are fully mitigated by the design of the Proposed Development. As stated above, the Proposed Development will have a beneficial effect on the character of the landscape and townscape of the Site and surrounding area and on views towards the Site and from within it.

Residual Effects on the Character of the Surrounding Area

7.7.8 The scale and mass of the Proposed Development has been carefully considered in relation to the character of the existing context. The Proposed Development will not harm the setting of any local heritage assets. The visibility of the Proposed Development will establish attractive visual links with the hinterland, helping to improve the legibility of South Bermondsey Station and establishing visual markers for the Millwall FC Stadium and the new Surrey Canal Overground Station, from the surrounding area.

7.7.9 The positive character of built up and open spaces in the wider context of the Site will not be harmed by the Proposed Development, which will, where visible, contribute to the existing urban setting of conservation areas and parks in the surrounding area and will improve the setting of areas in the locality which are of less sensitivity.

7.7.10 The Proposed Development has been carefully designed to enhance the streetscape of Surrey Canal and to connect positively with the surrounding hinterland. The improved visibility, connectivity and permeability of the Site will effectively integrate the currently isolated Site with its surroundings.

Residual Effects on Local Views, and Effects on Views from Sensitive Receptors in the Surrounding Area

7.7.11 The selected views permit the Proposed Development to be assessed in the round and in relation to relevant assessment criteria. Taken together they illustrate the effect of the Proposed Development on existing views, and its relation to its urban context.

- 7.7.12 The Views Assessment has demonstrated that the Proposed Development will relate well to local conservation areas and will not be harmful to the setting of listed buildings in the vicinity. No heritage assets will be harmed by the Proposed Development at Surrey Canal. Where visible, the Proposed Development will improve the setting of, or leave unharmed, key views from local conservation areas and will enhance considerably those views close to the Site, where the townscape is currently poor quality and lacking a coherent urban character. It will not have any harmful effect on the view of St Paul's Cathedral from Blackheath defined in the LVMF SPG.
- 7.7.13 In distant views from the north- from Tower Bridge and the London Borough of Tower Hamlets - the tops of the tallest buildings of the Proposed Development may be glimpsed at their maximum extent, but they will be barely discernible and will be seen as part of an already well articulated skyline. The tops of the taller elements of the Proposed Development will also have a negligible to minor effect on some distant views from the open space of Burgess Park to the west. To the distant south, the tall buildings within the Proposed Development will be seen from some parts of Telegraph Hill, where they will contribute to an already visibly urban context, but no part of the Proposed Development will be seen from the Grade II* Listed landscape of Nunhead Cemetery. Where visible in distant views from the east -on the southern tip of the Isle of Dogs and in Greenwich and Blackheath- the different heights of the proposed tall buildings will contribute to an already well-articulated skyline and will add positively to the distant setting of the Greenwich Maritime WHS.
- 7.7.14 In views from open spaces in the surrounding area - from Southwark Park to the north, Deptford Park to the east and Fordham Park to the south- the Proposed Development will have a minor to moderate effect on their setting that will be entirely beneficial: where visible, it will add further interest to the existing urban context of these parks. In local street views, the Proposed Development will have a major effects, bringing a legible and attractive urban skyline to areas of existing poor quality townscape. The taller elements will have a varied profile and will landmark the gateways to the new townscape on Site and the station locations.
- 7.7.15 The effect on the existing residential areas to the south of the Site and the existing open space of Bridgehouse Meadows has been carefully considered to ensure that the Proposed Development will be appropriately scaled and will not dominate in views from these areas. Improved permeability into and through the Site will ensure that the Proposed Development will link the existing local community to the new facilities provided within the Application Site.

EH/CABE Guidance on Tall Buildings (July 2007)

7.7.16 It is stated at paragraph 3.4 of the Guidance that: *“All proposals for tall buildings should be accompanied by accurate and realistic representations of the appearance of the building. These representations should show the proposals in all significant views affected, near, middle and distant, including the public realm and the streets around the base of the building. This will require methodical, verifiable 360 degree view analysis.”* This analysis is provided in Technical Appendix 7.1 and the Views Assessment Section 7.6.

7.7.17 The *Guidance* sets out criteria for the evaluation of tall buildings and it is stated that applicants seeking planning permission for tall buildings should ensure that eleven criteria are fully addressed. Criteria 1, 2, 3, 5, 8, and 10 and 11 have been assessed below. Criteria 4 (transport), 6 (sustainability), and 7 (technical and financial credibility) and 9 (microclimate) will be addressed by others according to the relevant chapters of the ES. The commentary on each of the relevant criteria:

4.1.1 The relationship to context, including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light.

7.7.18 As will be evident from the preceding Views Assessment (Section 7.6), the Proposed Development will relate positively to its context because it has been designed for this specific Site and to the highest design standards. Considerable thought has been given to the visual effect of the scale, massing of the Proposed Development and the form and placing of tall buildings on the Site in relation to both distant and local views. In distant views the Proposed Development will create an articulated silhouette that will mark Surrey Canal as a location of major regeneration and a regional destination as centre of sporting excellence. As the Views Assessment shows, where seen, the effects of Surrey Canal on local and distant views will be entirely beneficial and will be of minor to major significance.

4.1.2 The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including: world heritage sites, scheduled ancient monuments, listed buildings, registered parks and gardens, and registered battlefields, archaeological remains, conservation areas.

7.7.19 The Site does not include any conservation areas or listed buildings, and none adjoin the Site. The settings of the relevant local conservation areas have been evaluated in the View Assessment in relation to specific views. It is evident that the effect of Proposed Development will be beneficial to the setting of, and views into and out of, the historic environment because of the high quality of the Proposed Development.

4.1.3 The effect on world heritage sites

7.7.20 The Proposed Development will be visible from the Maritime Greenwich World Heritage Site. As shown in View 2 of the View Assessment (Section 7.6), it will contribute to an articulated distant urban skyline appearing no taller than the existing riverfront buildings. It is judged to have a minor and wholly beneficial on the view and minor beneficial environmental effect. It will not harm the setting of the World Heritage Site.

4.1.5 The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views.

7.7.21 The design will create a series of stepping building heights defining key routes through the Site and creating a richly articulated profile. Taller buildings will be located to mark gateways and key points within the development and the form of these has been defined in the development parameters to create well proportioned visual connections through the Site. Buildings will generally be taller along the embankments, and decrease in height towards the centre of the Site to match that of the stadium, creating a 'bowl like' skyline and at the southern edge the massing will step down in height in response to the scale of the neighbouring residential buildings. The buildings at street level will fill the plots and define the edges of the new streets and publicly accessible open spaces within the Application Site. The functions at ground level will be arranged to provide entrances and visible or active uses along the street frontages ensuring activity and visual interest at street level.

4.1.8 The contribution to public space and facilities, both internal and external, that the development will make in the area, including the provision of a mix of uses, especially on the ground floor of towers, and the inclusion of these areas as part of the public realm. The development should interact with and contribute positively to its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'.

7.7.22 The Proposed Development has been designed to enhance the public linkages into and through the Site. The layout of the Proposed Development with its improved access to the existing South

Bermondsey Station, in tandem with the new publicly accessible open space and landscaped spaces linking South Bermondsey Station to The New Den, the proposed Surrey Canal Overground Station and Bridgehouse Meadows, will increase the permeability and connectivity of the Site. The diverse mix of retail, community and leisure uses in the lower floors of the Proposed Development will ensure activity and vitality at street level both during the daytime and in the evening. The regional sports facilities and the multi-faith community use will attract visitors from a wide area around the Site and contribute to broad social engagement and a distinctive identity.

4.1.10 The contribution made to the permeability of a site and the wider area; opportunities to offer improved accessibility, and, where appropriate, the opening up, or effective closure, of views to improve the legibility of the city and the wider townscape.

7.7.23 The Proposed Development has been designed to enhance the public linkages into and through the Site. The layout of the Proposed Development with its improved access to the boundary with South Bermondsey Station, in tandem with the new publicly accessible open space and landscaped spaces linking South Bermondsey Station to the Millwall FC Stadium, the proposed Surrey Canal Overground Station and Bridgehouse Meadows, will increase the permeability and connectivity of the Site. The placing of tall buildings in relation to the existing and new stations and the New Den Stadium has been designed to improve legibility both within the Site and from the wider area.

4.1.11 The provision of a well-designed environment, both internal and external, that contributes to the quality of life of those who use the buildings, including function, fitness for purpose and amenity.

7.7.24 The high quality of the urban design proposal for the Application Site has created a broad mix of uses on the Site, a well connected, permeable and active public realm and high quality new and enhanced publicly accessible open spaces that will create a distinctive, attractive, safe and accessible environment for residents and visitors to the Site. The Proposed Development will generate radical improvements to the physical and social environment of Surrey Canal that are likely to encourage regeneration of the wider local area.

7.7.25 In consideration of the EH/CABE criteria, it has been demonstrated that this remains an appropriate location for tall buildings and that the urban design principles of the Proposed Development will be of excellent quality in their own right. It has also been shown that the Proposed Development will enhance the qualities of its immediate location and wider setting, and will be beneficial to views into and out of nearby conservation areas. The Proposed Development will produce more benefits than adverse effects to the lives of those affected by it.

London Borough of Lewisham, Core Strategy

- 7.7.26 The Lewisham Tall Building Study prepared as part of the evidence base for the Interim Core Strategy has identified that the Application Site is probably the least sensitive area in the Borough for locating tall buildings as there are no local views and no listed buildings or conservation areas in the immediate vicinity.
- 7.7.27 The proposed submission version of the Core Strategy has a number of policies in Section 6, The Spatial Strategy, that will relate to the Proposed Development. The commentary on each of the relevant policies follows:

Core Strategy Policy 15 states that “In the Deptford and New Cross area, urban design policy will aim to establish visual links with the Thames, increase the connectivity of the street network, improve the streetscape, and create a sense of place with radical improvements to the social and physical environment. Tall buildings may be appropriate in certain locations subject to Core Strategy Policy 18.”

- 7.7.28 The Proposed Development has been carefully designed to create a movement framework that will improve the connectivity of the Site to the wider area of Deptford and New Cross and improve permeability through it. A new spine of public realm will provide safe, attractive and legible connections for pedestrians from the existing South Bermondsey Station outside the northern boundary of the Site (subject to Section 106 agreement for land outside the Site ownership) to the existing Millwall FC Stadium and southwards to the proposed Surrey Canal Station, Surrey Canal Road and Bridgehouse Meadows. The positioning of tall buildings on the Site has been developed to create a series of landmarks that will help to guide people through the Site and create a distinctive sense of place; the tall elements will also be visible as landmarks of the development in the wider area. An enhanced integrated setting for the existing Millwall FC Stadium will include high quality public realm along Stadium Avenue and will improve the match day environment for fans as well as providing a welcoming environment around the Stadium that can be enjoyed on non-match days. The large new regional sports facilities will be located along Surrey Canal Road with semi-transparent facades that will create a specific distinctive character to the street, reflecting the Site’s new identity as London’s Sporting Village. The mix of uses on the Site will ensure that Surrey Canal is active and vibrant from early morning until late evening and is able to support a range of facilities and amenities that will also be of benefit to the wider community.

Core Strategy Policy 17 states that “local views, landmarks and panoramas identified on the Proposals Map will be managed to ensure that new development does not impede or detract from local views or obscure local landmarks.”

7.7.29 The Proposed Development will be visible in views from Telegraph Hill; View 4 in the Views Assessment (Section 7.6), is taken from the Telegraph Hill Conservation Area. The Proposed Development will be visible on the distant skyline. The effect on the view is considered to be minor and the likely environmental effect wholly beneficial; it will not detract from the quality of the view or obscure local landmarks.

Core Strategy Policy 18 states that “Tall buildings will need to be of the highest design quality. The silhouette, crown and bulk of the building will be important considerations, as will its contribution to an interesting skyline and its visual impact and interest at street level.”

7.7.30 Considerable thought has been given to the visual effects of the scale, massing of the Proposed Development and the form and placing of tall buildings on the Site to improve the visibility of Surrey Canal in both distant and local views. Surrey Canal has been designed to create a distinct new urban identity and landmark for the South East London skyline that marks the significance of the development as the location of major regeneration and the emergence of a new regional centre of sporting excellence. The design will create a series of stepping building heights defining key routes through the Site and creating a richly articulated profile. Taller buildings will be located to mark gateways and key points within the Proposed Development and the form of these has been defined in the development parameters to create visual connections through the Site.

7.7.31 The buildings at street level will define the edges of the new streets and publicly accessible open spaces within the Application Site. The lower floors will generally house non-residential uses including retail, community, hotel and conference and sports use, and will also contain the entrances and ground floor facilities associated with the residential accommodation above. The functions at ground level will be arranged to provide entrances and visible or active uses along the street frontages ensuring activity and visual interest at street level.

Strategic Site Location 3 identifies as key features of any masterplan on the Site: The location and design of buildings will need to respond to the height of the railway viaducts surrounding the site and the location of the SELCHP facility to the east of the site. Access and links to the site should be improved in particular: i. the pedestrian and cycle route along Bolina Road; ii. the pedestrian and cycle route to Surrey Quays north; iii. pedestrian access from within the site to South Bermondsey Station; iv. improve links to Bridge House Meadows ... and to the south of the site.

7.7.32 The design will create a series of stepping building heights defining key routes through the Site. Buildings will generally be taller along the embankments, and decrease in height towards the

centre of the Site to match that of the Stadium, creating a 'bowl like' skyline and at the southern edge the massing will step down in height in response to the scale of the neighbouring residential buildings. As can be seen in the View Assessment (Section 7.6) the SELCHP chimney remains visible as a local landmark in the majority of views of the Site and the Proposed Development is appropriately scaled in response the height of the chimney.

- 7.7.33 Connections into the Site and the permeability of the Site will be improved by new and enhanced high quality landscaped streets and spaces. Bolina Road will be close to its current alignment but will be enhanced by new buildings that will define the route and provide active uses at ground level, and high quality landscape treatment. Connections from Bolina Road to South Bermondsey Station to the north and the southern side of the Site will be enhanced. A new link to South Bermondsey Station from Bolina Gardens will be created through the viaduct (subject to Section 106 agreement for land outside the Applicant's ownership). Stadium Avenue will provide a new pedestrian priority link between South Bermondsey Station and the proposed Surrey Canal Station in the south of the Site. New crossings will be provided across Surrey Canal Road and the extension of Lovelinch Close will create a pedestrian connection between the existing residential community to the south and the Application Site. A new pedestrian underpass at the eastern end of Rollins Street (outside the Application Site) will improve the connection to Bridgehouse Meadows.
- 7.7.34 In consideration of the emerging Core Strategy, it has been demonstrated that the Proposed Development will increase the connectivity and permeability of the Site and create a safe, attractive and distinctive new neighbourhood with tangible benefit to the wider local community; it will enhance the quality of local views and set new high design standards and expectations that are likely to encourage the regeneration of Deptford and New Cross.

Final Conclusions

- 7.7.35 Considerable care has been given to ensuring an appropriate design outcome. The suitability of the design of the Proposed Development in its spatial location has been tested using 30 different viewing positions, which were selected in consultation with the London Boroughs of Lewisham and Southwark through the Scoping process. The over-riding conclusion from the Views Assessment is that – when visible – the Proposed Development will benefit London's skyline and the local streetscape.
- 7.7.36 The Proposed Development has been designed to respond positively, in scale and mass, to the existing townscape including local conservation areas. Surrey Canal will enhance and promote sustainable regeneration by establishing a major new regional centre of sporting excellence and a

sustainable residential neighbourhood that have been conceived as an integral part of the townscape of the locality, and of London's skyline.

- 7.7.37 Considerable thought has been given to the visual effect of the scale and massing of the Proposed Development in relation to its different orientations and environmental conditions. The placing of tall buildings on the Surrey Canal Site will improve its visibility in key views, marking Surrey Canal as a location of major regeneration and a regional destination as centre of sporting excellence. The creation of appropriately scaled new landmarks at key points within the Proposed Development will improve legibility within the Site and in the wider local area.
- 7.7.38 The Proposed Development has been designed to enhance the public linkages into and through the Site. The layout of the Proposed Development with its improved access through to South Bermondsey Station to facilitate a through route, in tandem with the new publicly accessible open space and landscaped spaces aimed at linking South Bermondsey Station to the Millwall FC Stadium, the proposed Surrey Canal Overground Station and Bridgehouse Meadows, will increase the permeability and connectivity of the Site.
- 7.7.39 The Sustainability Statement submitted as part of the planning application demonstrates that this design will be sustainable in the broadest sense. In addition, Surrey Canal will provide London with a new urban quarter on former industrial land that will fit well with the emerging regeneration of this part of Lewisham. The existing Site and its surroundings currently have a tough infrastructure-dominated character. The Proposed Development will create a new mixed use, sustainable neighbourhood with a distinctive character and sense of place, drawn from analysis of the specific history and location of the Site.
- 7.7.40 Overall, the major redevelopment of a former industrial site into a new high quality urban quarter with enhanced transportation links, including a potential new London Overground station, will transform this part of London without harming any historic assets. The Proposed Development will be a catalyst to the regeneration of North Lewisham.

References

Ref 7.1 Planning Policy Statement 1 (PPS1) *Delivering Sustainable Communities* (2005)

Ref 7.2 Planning Policy Statement 5 (PPS5) - *Planning and the Historic Environment* (March 2010)

Ref 7.3 *The Historic Environment Planning Practice Guide* (March 2010)

Ref 7.4 By Design. *Urban design in the planning system: towards better practice* (2000)

Ref 7.5 EH/CABE *Guidance on Tall Buildings* (July 2007)

Ref 7.6 *The London Plan* (February 2008)

Ref 7.6a *The Draft Replacement London Plan* (October 2009)

Ref 7.7 *The London View Management Framework Supplementary Planning Guidance* (LVMF SPG) (July 2010)

Ref 7.8 *Lewisham Unitary Development Plan* (adopted July 2004)

Ref 7.9 London Borough of Lewisham, *Core Strategy* (currently not adopted)

Ref 7.10 London Borough of Lewisham Draft Tall Buildings Study September 2010

Ref 7.11 *Guidelines for Landscape and Visual Impact Assessment* (2002)

Ref 7.12 Pevsner and Cherry, *The Buildings of England. London 2: South*, Yale University Press (2002)

Ref 7.13 London Borough of Lewisham, *Hatcham Conservation Area Character Appraisal* (no date)

Ref 7.14 London Borough of Lewisham, *Telegraph Hill Conservation Area Appraisal* (no date)

Ref 7.15 London Borough of Southwark, *Caroline Gardens Conservation Area Character Appraisal* (no date)

Ref 7.16 London Borough of Southwark, *Nunhead Cemetery Conservation Area Character Appraisal* (no date)

Ref 7.17 London Borough of Southwark, *Nunhead Green Conservation Area Character Appraisal* (no date)