

2.0 Task One: Review of previous studies (since NLL Strategy 2007)

Since the completion of the original North Lewisham Links Strategy 2007 there has been significant progress in setting the planning policy framework for the area, in commissioning site and area-wide studies, and implementing a range of public realm projects all of which have contributed to the context in which the Links 2012 Update is being carried out and future projects will come forward.

As part of the background review, existing planning, transport and land use information for the area has been assessed (and where appropriate mapped) and this provides the baseline information for the current Links 2012 Update. This process has involved discussions with the Project Manager for Programme Management & Property at the London Borough of Lewisham, Sandra Plummer, who is responsible for delivering a number of recent projects in the study area. In summary, there is a significant level of feedback suggesting that the completed Priority Route One projects (NLL Strategy 2007) and associated public realm and open space improvement projects have had a positive effect on public perception and use of the local area, particularly in relation to safety and connectivity.

2.1 Policy context

The Deptford and New Cross Masterplan (2007) [see Figure 2.1] set out a framework for the future development of the Borough, from New Cross Road northwards. This was based on a strategic vision that sought to reconnect communities and promote sustainable development, and on a place-making strategy to reinforce identity and improve legibility of the area.

The overall development strategy for the area and for the individual sites set out in the Masterplan underpinned the regeneration and growth strategy for the area in the then emerging Core Strategy and which was adopted by the Council in June 2011. This sets out a vision for the borough up to 2026 that seeks to focus new development within the Regeneration and Growth areas of Deptford and New Cross, Lewisham and Catford [see Figure 2.2]. Within these areas 'Strategic Sites' are identified that are of such a scale and significance that individually and collectively they are considered central to the achievement of the Lewisham Spatial Strategy. In Deptford and New Cross these sites are Convoys Wharf, Surrey Canal Triangle, Oxestalls Road and Plough Way (principally Marine Wharf East and West and Cannon Wharf). In addition there are other important sites within the area such as Arklow Road and Childers Street, Grinstead Road (Neptune Wharf) and Sun/Kent Wharves on Creekside.

The adoption of the Core Strategy is important in both setting out a clear development strategy for the area but also in identifying the role that individual sites can play in delivering the vision of Deptford and New Cross becoming a well-connected and sustainable place.

Recent views of completed projects along Priority Route One (NLL 2007)

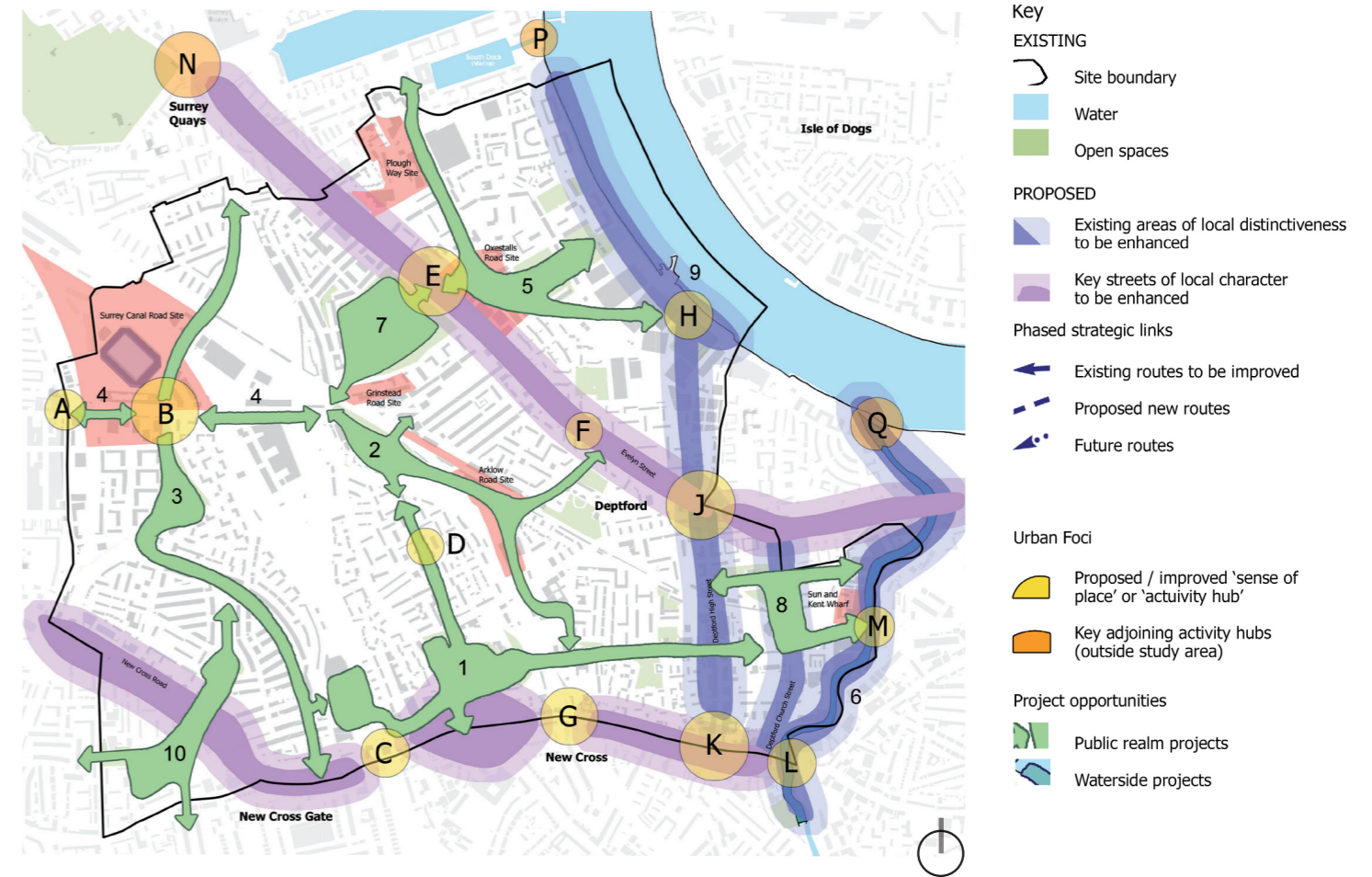


Figure 2.1 Deptford and New Cross Masterplan (2007)

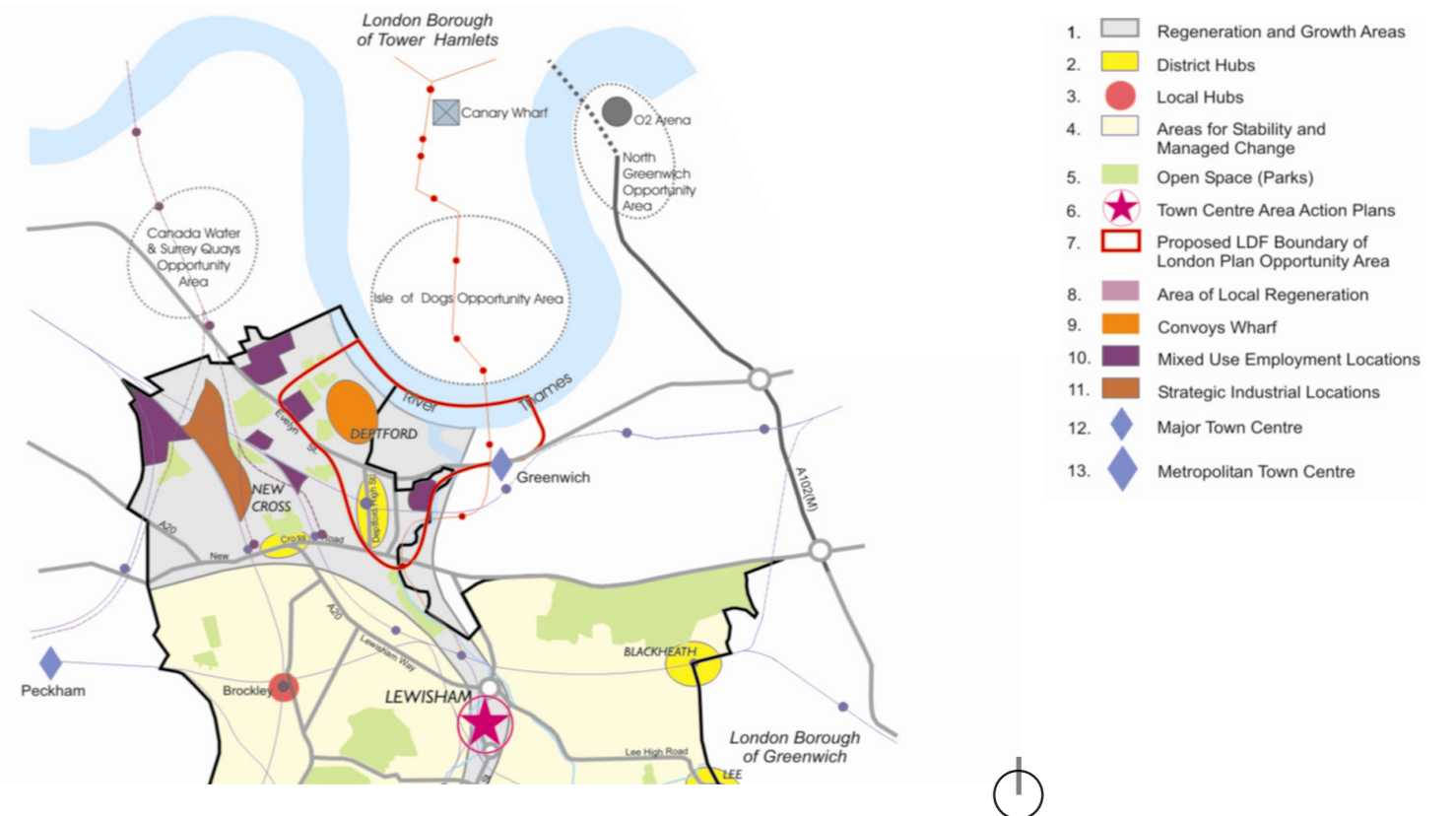


Figure 2.2 Lewisham Core Strategy Diagram

2.2 North Lewisham Links Strategy (2007) | TLP

The routes that connect the area and key sites in the Deptford and New Cross Masterplan were reviewed in the original North Lewisham Links Strategy (2007) [see Figure 2.3] and this document formed the basis for a successful funding bid to implement improvements to one of the key routes in the area. Priority Route One (from Deptford High Street to Kender) comprised a number of linked projects including the redevelopment of Fordham Park, the upgrade of the railway underpass at New Cross Station, the re-planning of routes and landscape improvements within Margaret McMillan Park, north-south connections between Route One and New Cross Road as well as related but separately funded projects at either end of the route at Kender and Deptford town centre.

Although there have been no detailed post-implementation surveys of local residents and users of the route, from observation and informal feedback the public realm and open space projects that have been implemented have had a positive effect on the community's perception and use of the local area, particularly in relation to public safety and connectivity.

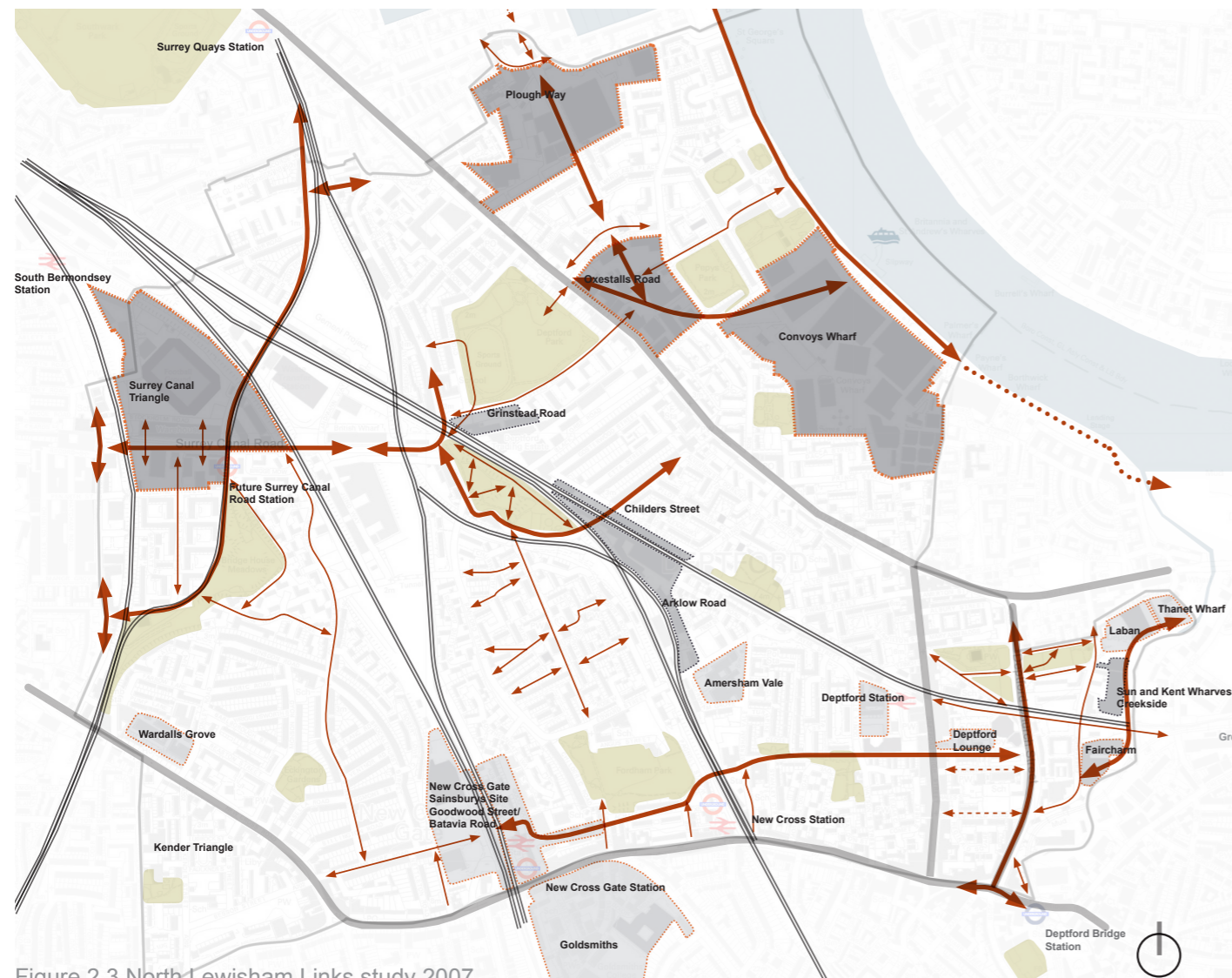


Figure 2.3 North Lewisham Links study 2007

- ➔ Proposed links 2007 (rating: 2)
- ➔ Proposed links 2007 (rating: 1)
- ▨ Strategic Sites
- ▨ Mixed Use Employment Locations
- ▨ Other Sites of Relevance
- ▨ Open space

2.3 Area-wide and site specific studies

The following studies have been undertaken since the original 2007 Links Strategy was prepared and provide additional analysis of the area and background information to the current Links 2012 Update.

2.3.1 Surrey Canal Road: Grinstead Road Junction Movement & Feasibility Study (2008) | TLP

This study examined the problems associated with a number of road junctions and a very narrow section of road under the railway adjacent to Folkestone Gardens, which links to Deptford Park and Sir Francis Drake Primary School to the north, where Routes Two, Four and Seven in the Deptford and New Cross Masterplan meet. Proposals for improving pedestrian and cyclist safety issues were identified and a preferred approach recommended that utilised an adjacent railway arch and part of the former canal as a pedestrian/cycle only route to avoid the busy road.

Key Outcomes:

Whilst improvements to safety could be made by other junction improvements and spatial improvements within Folkestone Gardens the most effective solution involves adjoining third party land to deliver a safe accessible pedestrian/cycle link between Surrey Canal Road, Trundleys Road/Folkestone Gardens and Grinstead Road/Deptford Park [see Figure 2.4].

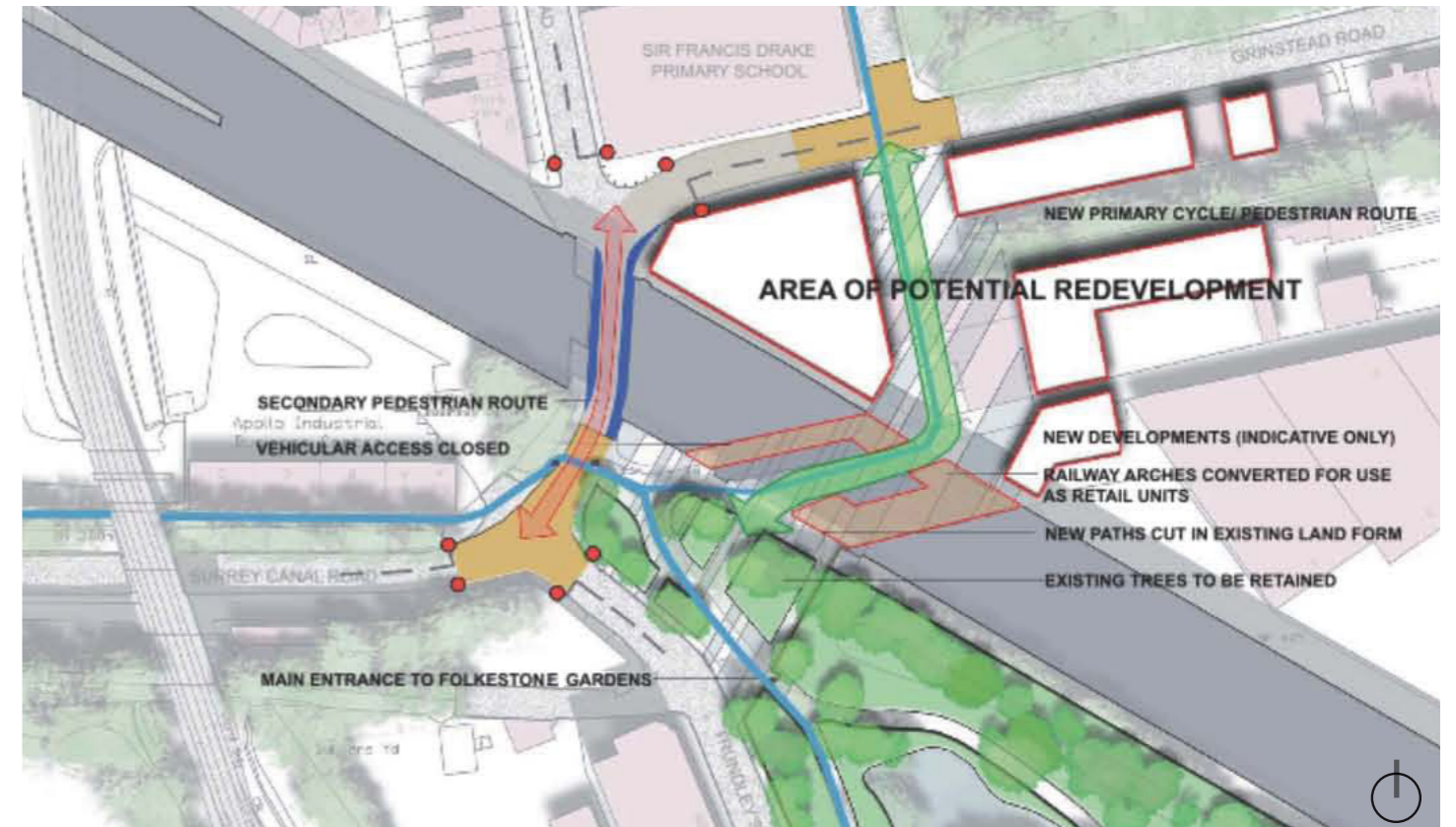


Figure 2.4 Neptune Wharf/Grinstead Road layout

Current Situation (October 2012):

A scheme incorporating this link was granted planning permission in Spring 2012 and there is now the prospect that this link will be delivered, potentially within the next 3-5 years. Delivery of this pedestrian link is however dependent on the development of the Neptune Wharf/Grinstead Road site.

2.3.2 Deptford and New Cross Transport Infrastructure Study (2009) | UI

This study examined the existing and planned public transport infrastructure in the study area with a focus on future travel demands and how they might be provided for. The study also included an assessment of the quality of the public realm based on an audit of walking routes [see Figure 2.5]. This led to the identification of a number of potential projects for achieving an accessible, walkable and safe place, well served by public transport and cycle routes.



Figure 2.5 Deptford and New Cross Transport Infrastructure Study public realm rating

Public realm rating of 13-15	0-5 Very poor walking environment	Strategic Sites
Public realm rating of 9-12	6-8 Poor to average	Mixed Use Employment Locations
Public realm rating of 6-8 (TLP rating: 2)	9-12 Average to good	Other Sites of Relevance
Public realm rating of 5 or less (TLP rating: 1)	13-15 Excellent walking environment	

Key outcomes:

Identification of investment priorities relating to public realm, cycling and transport improvements including 'quick win' projects [see Figure 2.6]. The study outlines the potential and importance of these improvements, however implementation of the overall strategy is dependent on funding being available. An important output was the analysis of the character and quality levels of streets within the area that were set out in a series of 'score sheets' and diagrams.

Current Situation (October 2012):

This study provides an important baseline audit to inform future investment priorities.

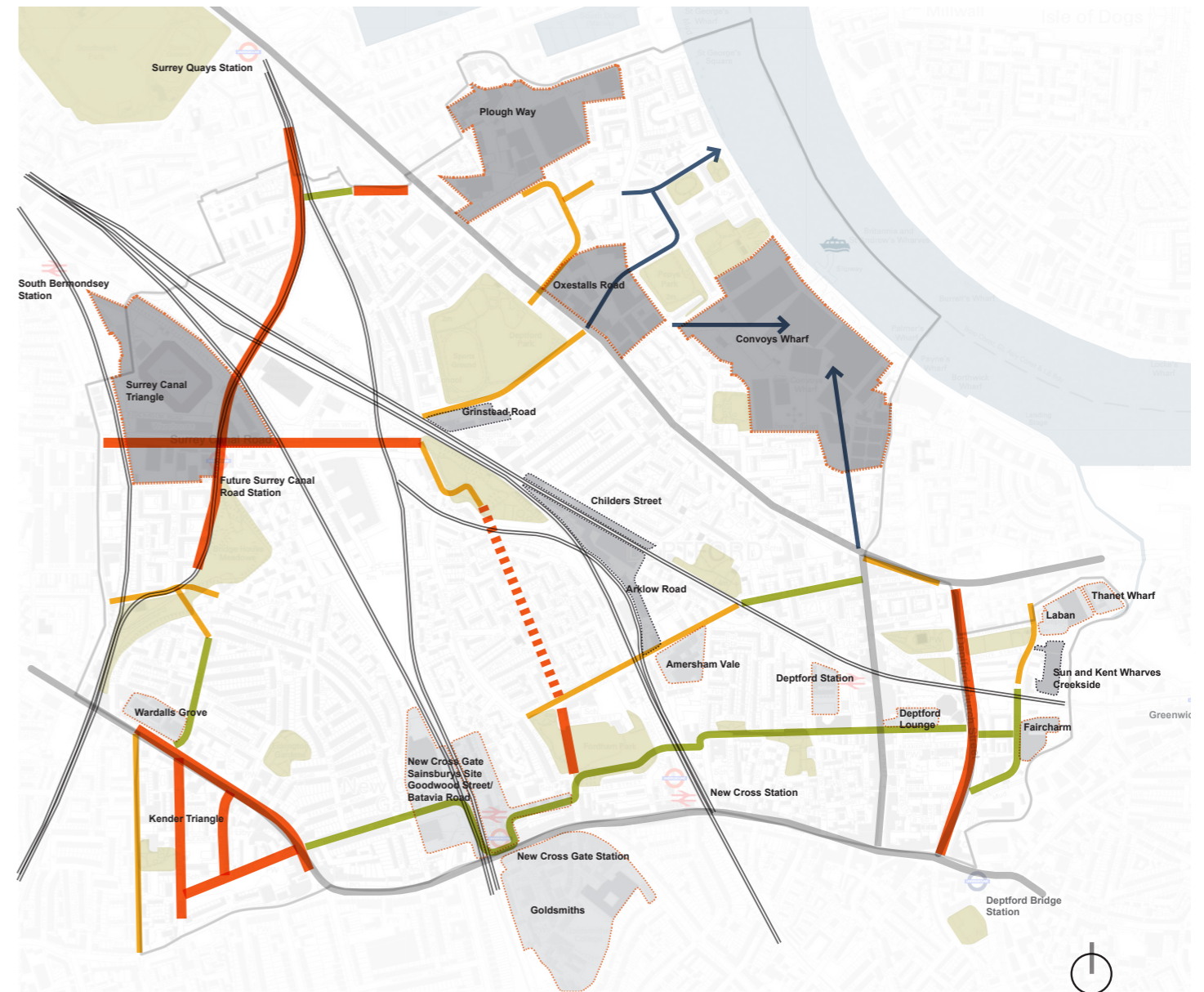


Figure 2.6 Deptford and New Cross Transport Infrastructure Study priority links

Priority Links (score >20)	Strategic Sites
Priority Links (score 15-19)/ minimal spend	Mixed Use Employment Locations
Priority Links (score 15-19)	Other Sites of Relevance
Other Links	
Riverside Links	

2.3.3 Surrey Canal, Deptford Design Study (2009) | BDP

This study examined the section of the former Surrey Canal from Oxestalls Road to Plough Way (the northern part of Route Five in the Deptford and New Cross Masterplan) to establish the opportunities and constraints to create a green link between existing and proposed developments and deliver a new public space for the community. The three main sections of this length of the former canal comprise the Plough Way development site (Marine Wharf West and Cannon Wharf) to the north, a middle section bounded by part of the Pepys Estate, and the Oxestalls Road development site.

Some public realm and open space improvements have been carried out on the Pepys Estate adjacent to this route however a comprehensive scheme for this section of the former Surrey Canal is dependent on the delivery of the Marine Wharf West, Cannon Wharf and Oxestalls Road developments.

Key outcomes:

The study provides a conceptual basis for considering the future use of this part of the former canal without providing specific design solutions.

Current Situation (October 2012):

Planning permission has been granted for Marine Wharf West, Cannon Wharf and Oxestalls Road developments and implementation of Marine Wharf West has commenced. The s.106 agreement for this site requires landscape improvements and provision of a pedestrian route on the northern section of the former canal, and a link to the central section to the south. The s.106 agreement for Cannon Wharf site includes contribution towards landscape improvements of the central section of the former canal (including an initial payment for design fees), and the s.106 agreement for the Oxestalls Road site includes 'works in kind' to provide a link under the Oxestalls Road bridge as well as a pedestrian link through to Dragoon Road.

Whilst implementation of the central and southern sections of the route are dependent on implementation of the Cannon Wharf and Oxestalls Road schemes there is now a mechanism and funding in place to deliver this route with delivery of the middle section potentially within 3-5 years. The Oxestalls Road site is dependent on third party land acquisitions. A conceptual scheme for landscape improvement of this section of the former canal has been carried out by the Council and is currently being used to guide the initial phases of development of the linear park within the Marine Wharf West development site.

2.3.4 Deptford Strand, Deptford Design Study (2009) | BDP

Identified as a 'Waterside Project' in the Deptford and New Cross Masterplan (2007); a design feasibility study of a section of the Thames Path, along a residential waterfront from Pepys Estate in the north, to the Convoys Wharf site in the south. The study identifies the Deptford Strand as a potentially significant public space with connections to existing open space and river frontage to the north, to Surrey Commercial Dock and to Convoys Wharf to the south. The report identifies proposals to enhance and define the character of the Strand, to reinstate the waterfront as an activated destination, to integrate the Strand with adjacent open spaces and streets, and improve pedestrian and cycle routes. Much of this route is currently publicly accessible although until the Convoys Wharf development is implemented the Thames Path as a waterfront route is incomplete. The report also notes that due to the existing levels and the flood defence wall neither the Strand nor river is clearly visible from the adjacent streets. The concept aims to strengthen connectivity along the Strand and adjacent connecting streets by creating nodes at junctions where the street corridors meet the Strand and improving links between the nodes and Grove Street.

Key outcomes:

Pepys Park improvements have delivered some of the aspirations for the Strand, but Convoys Wharf development is key to completing the river-side walk. Strengthening connectivity from Evelyn Street and Grove Street to the riverside is less dependent on development, although implementation of the Oxestalls Road development site will improve local and strategic linkages.

Current Situation (October 2012):

Proposals for the redevelopment of Convoys Wharf are currently under review however it is a long-term aspiration of the Council as well as a design objective of the current site owners to provide a vibrant and high quality riverside path with emphasis on place making, and a route linking to the southern boundary of the site and Deptford High Street. Subject to the operational requirements of the safeguarded wharf on Convoys, there is the potential for the phased implementation of the Thames Path through the site.

2.3.5 Grove Street, Deptford Design Study (2009) | BDP

Grove Street is primarily a residential street with a parade of shops at its centre, and a bus route along part of its length, which extends between the river and Evelyn Street and links Plough Way to Evelyn Street. The Deptford and New Cross Transport Infrastructure Study (2009) identifies this as being particularly poor in terms of Public Realm Rating.

The study explores opportunities to improve the character and safety of the road and public realm in response to increase in pedestrian activity, cyclists, public transport provision and vehicular traffic associated with developments in the vicinity.

Key outcomes:

Whilst some of this route is a bus route and other stretches form cycle routes or part of Thames Path around Convoys Wharf, the key influences on these street improvements will be the developments of the Oxestalls Road site and Convoys Wharf.

Current Situation (October 2012):

Planning permission has been granted for the Oxestalls Road development, which includes public realm improvements and a new animated frontage to Grove Street with a new crossing to Pepys Park.

2.3.6 Folkestone Gardens, Landscape Improvements (2009) | BDP

The study considers potential improvements to the park's entrances and addresses the issues of poor wayfinding, arrival spaces and links northward through the existing underpasses beneath the railway.

Key outcomes:

The site is a key open space on a London (LCN) and a Borough cycle route, and was identified as one of the Priority Routes within the 2007 North Lewisham Links Strategy. Works to the park would contribute to its more active use as well as enhance cycle routes through improvements to entrances to the park, making them safer and more welcoming. However in order for the full potential of improved links northwards to be realised, the development of Neptune Wharf (Grinstead Road) and Childers Street sites need to be completed.

Current Situation (October 2012):

Planning permission has been granted for the redevelopment of the Neptune Wharf/Grinstead Road site including a new pedestrian link. Implementation of this development is dependent on third party land acquisitions and delivery of the pedestrian link and other works to Folkestone Gardens are dependent on additional capital funding.

2.3.7 Amersham Vale Report (2009) | BDP

The aim of this study was to explore the development opportunities and scope for the re-provision of the open space that was lost in Fordham Park as a result of the consolidation of Deptford Green School on to a single site adjacent to Fordham Park. The report identifies a preferred option for the incorporation of new open space of approximately 0.5 hectares to be delivered on the east side of the Amersham Vale site adjoining Edward Street and Amersham Vale.

Key outcomes:

The provision of open space on this site would provide an improved section of public realm to Edward Street and Amersham Vale and an enhanced strategic link from the Arklow Road development to New Cross station.

Current Situation (October 2012):

The development of the new Deptford Green School is complete. A planning application for the redevelopment of the former school site has yet to be submitted.

2.3.8 Creekside Tie-In, Deptford (2009) | WW&M

The study, commissioned by Design for London, draws together proposals to create both formal and informal linkages through and across existing boundaries between Deptford High Street and Deptford Creek. As part of the project, design options for Deptford Church Street were investigated to reduce the barrier effect caused by the existing four lane carriageway, increase east-west pedestrian crossing opportunities, improve the area for bus users and cyclists and generally reduce the dominance of this road on the local environment. The proposals included a scheme for the improvement of the A2 junction at Deptford Bridge to reduce the impact of the junction and improve pedestrian and cyclist crossing.

Key outcomes:

The report reinforces the importance of the priority links from Deptford High Street to Creekside and across the Ha'penny Hatch Bridge to Greenwich. This route was identified in the 2007 North Lewisham Links Strategy as one of the high ranking priority routes along with Deptford Bridge junction. However the options presented are only at concept stage and require vehicle capacity and safety testing to establish their feasibility.

Current Situation (October 2012):

No progress has been made on delivery of these projects, however they remain an important consideration.

2.3.9 Deptford Creekside Charette (2008)

The document identifies the creek and waterway as being at the heart of the community, with a necklace of open spaces around Creekside, safe and attractive cycling and walking routes and with Deptford Church Street and the A2 no longer being such physical barriers. These roads separate the Creek from the wider neighbourhood of Deptford and it is concluded that because of this, few local people use Creekside. The emerging "vision" looks at improving the east-west routes, particularly Resolution Way and Berthon Street, with improved road crossings and new crossings over the Creek.

Key outcomes:

The document identifies the importance of the east-west routes, the relationship between Deptford, Greenwich and Creekside, and the barriers created by Deptford Church Street and the A2.

Current Situation (October 2012):

Little progress has been made on delivery of these projects, however they remain an important consideration.

2.3.10 Open Space Strategy 2011-2016

This strategy has been shaped by national guidelines, the broader priorities of Lewisham Council and the specific aims for parks and open spaces and sits within a wider framework of strategies and service delivery plans. Together these set out the overall priorities for the area and the actual plans for how each service will meet local needs. To achieve the vision for open space in Lewisham and to address the issues raised in the consultation, seven key themes have been identified in the strategy document including promoting and supporting urban renaissance, social inclusion and community cohesion, healthy lifestyles and well-being, protecting and enhancing open space, and promoting a safe and secure environment.

Key outcomes:

Lewisham is currently undergoing a period of major transformation with large-scale developments coming forward, particularly in New Cross and Deptford. These new developments will provide housing and jobs to accommodate the growing population and revitalise these town centres. The strategy identifies the open space requirements and the vision for open space in the Borough as a whole. One of the key challenges is to preserve and enhance the environment, community facilities and urban design standards in new developments, and make the most of opportunities to create attractive public spaces, that will improve the quality of life for local people and help attract inward investment.

Current Situation (October 2012):

This is a long-term and borough-wide strategy that sets a framework within which individual projects will come forward.

2.3.11 Deptford Park Masterplan | Groundworks

A vision document to guide the improvement of Deptford Park as highlighted through consultation with stakeholders and the community. Deptford Park is a significant and historically important open space in north Lewisham, highly regarded and well used by the surrounding community. With its various activities and resources, the park has in the past been an important destination for neighbouring residents and visitors, the report addresses a lack of investment and the need for significant capital to upgrade existing infrastructure. The park enjoys a rich heritage and is patronised by a diverse community, some new to the area and some long term residents. Its stately plane trees form a strong framework and boundary in close proximity to the regeneration and development schemes at Oxestalls Road and Neptune Wharf, which provide an opportunity to place the park at the centre of the community again. The vision for the park includes infrastructure upgrades, to create new areas and opportunities for community engagement and activities through better play and sport provision, the creation of sociable and event space, coupled with the provision of places for quiet contemplation, colour, art and interest.

Key outcomes:

The masterplan highlights the importance of Deptford Park as a destination both in the past and its current potential particularly with regards the proposed new developments at Oxestalls Road and Neptune Wharf (Grinstead Road). The park also plays an important strategic role as an open space linking routes and spaces from Deptford to Surrey Quays and from New Cross to Evelyn Street and the river.

Current Situation:

Some improvements have been made to the main entrance (e.g. lighting, re-surfacing and artwork) at Evelyn Street, new play facilities, footpaths and seating improvements within the park.

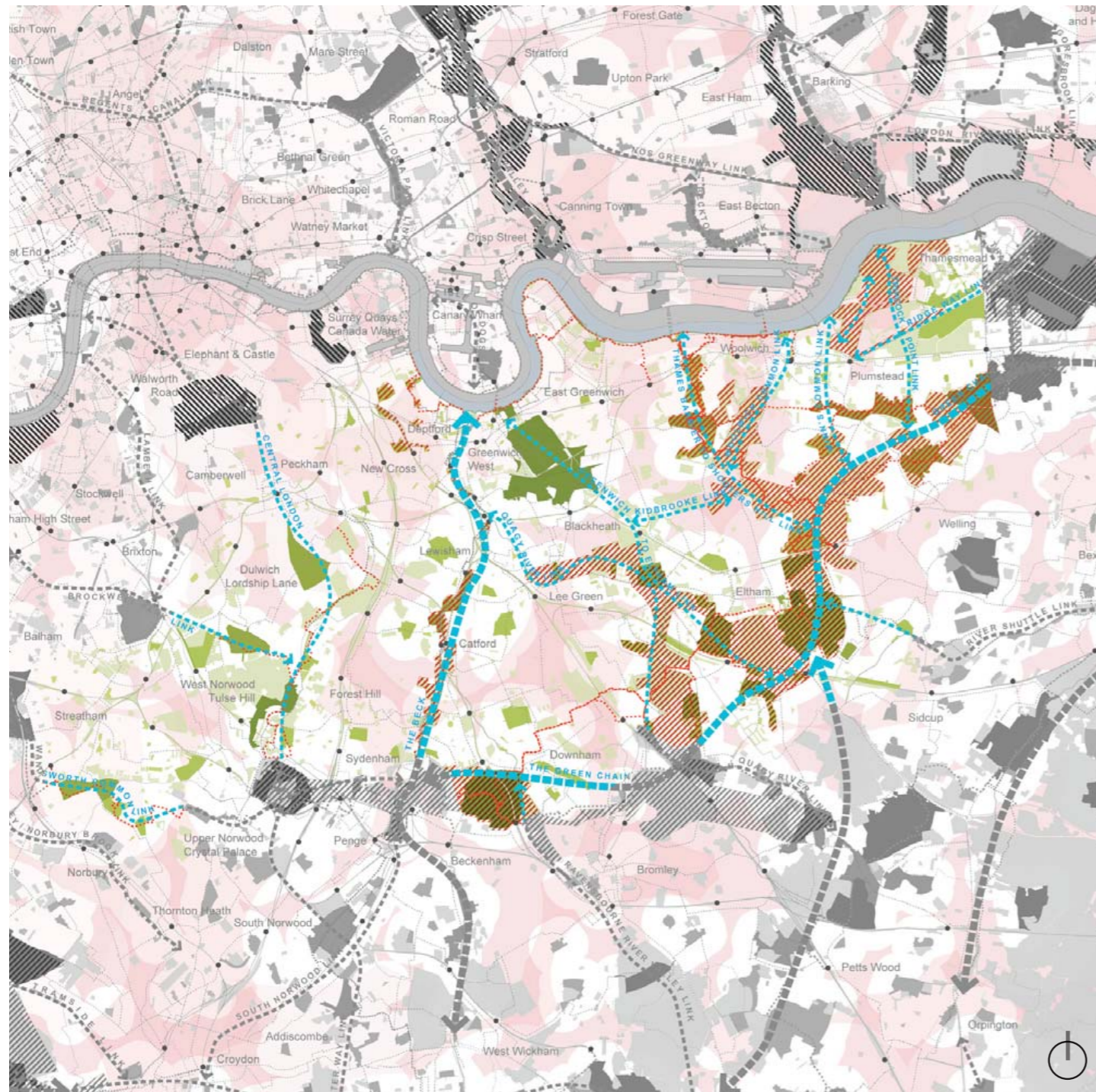


Figure 2.7 South East London Green Chain + Green Grid Framework

- Strategic Corridors
- - - Strategic Links
- ▨ Metropolitan Park Opportunities
- ▨ Regional Park Opportunities
- Regional Parks
- Metropolitan Parks
- District Parks
- Local Park and Open Spaces
- Small Open Spaces - Pocket Parks
- Other / Private Open Spaces
- ⋯ Strategic Walking Routes
- Strategic Cycling Routes

2.3.12 Other strategies and frameworks

South East London Green Chain and Green Grid Framework

The Green Grid Framework provides an important wider context for the North Lewisham Links Strategy and provides a vision and principles that inform the current Links Update study [see Figure 2.7].

The Green Grid Framework seeks to promote the creation of a network of high quality and multi-functional open spaces, maximising opportunities for improving quality of life. The network includes open spaces, corridors of varying size and character and the links in-between. It includes different types of open space, including publicly accessible and private land such as parks, allotments, commons, woodlands, natural habitats, recreation grounds, playing fields, agricultural land, burial grounds, amenity space and children’s play areas. The linkages include corridors along transport routes, footpaths and cycleways, and public realm spaces.

The Framework aims to provide access to open space, routes for walking and cycling, nature conservation, opportunities for recreation, healthy exercise, environmental education, flood risk management, adapting to and mitigating climate change, improving urban microclimates, and improving landscape and townscape quality. It also provides an important aspect of the context for development, building community capacity for change through positive environmental improvements, enhancing land values, and changing the perception of east London.

The Blue Ribbon Network

Similarly the Blue Ribbon Network, part of the London Plan includes the River Thames frontage and part of the River Ravensbourne. The Blue Ribbon Network plays an essential role in delivering the Mayor’s vision of an exemplary, sustainable world city, where water is one of the starting points for decision making. One of the key principles is to improve access to rivers.

The London Plan

The Plan sets out an ambition to increase green (vegetated) cover in central London by 5% by 2030 and 10% by 2050. This long-term target is driven by a need to adapt the city to both current and future climates and help improve the quality of life in Central London. This will be achieved through promoting awareness, catalysing change and encouraging agencies, including businesses, to deliver urban greening measures through estate maintenance and refurbishment and through implementation of cleaner, greener, safer agendas.

2.4 Observations on the key outcomes

The adoption of Lewisham's Core Strategy provides a clear and robust policy framework within which Links projects can be progressed and the various studies within the area provide useful information on which future projects can be developed. In addition, recent planning permissions for the comprehensive development of a number of major sites in the Deptford and New Cross area provide potential delivery mechanisms and funding to implement aspects of the strategy to link and re-connect communities.

2.4.1 Assessing the main issues

As a way of assessing the significance of the issues affecting the various routes in the Deptford and New Cross area, key information from two studies have been superimposed and a simple scoring mechanism applied. This combines the route prioritisation in the North Lewisham Links Strategy (2007) (which was based on an assessment of their importance in addressing issues such as local need) and the public realm quality scoring in the Deptford and New Cross Transport Infrastructure Study (2009) (which considered issues such as pedestrian safety). In the case of the route prioritisation a high score reflected both the contribution particular routes would make to addressing specific issues but also their significance across each of the criteria (high priority = high score), and in the case of public realm quality this was assessed against each criteria and cumulatively giving an overall rating (poor quality = high score). When these are combined (high score = individually and cumulatively addressing issues and poorest quality) it is apparent that a number of routes emerge as being significant [see Figure 2.8].

Whilst this approach down-plays the significance of those areas of poor public realm that were not identified in the original Links Strategy (as absence from the latter has a disproportionate effect on the combined score irrespective of the quality of the public realm, and conversely emphasises those routes identified in the Links Strategy), it nonetheless provides a useful overview of the areas and routes where attention is needed. The rating assessment also highlights how very poor and very good quality routes can be in close proximity.

2.4.2 Outcome based approach

The above assessment outlines the varied and fragmented nature of the Deptford and New Cross area but also how targeted interventions to improve selected key routes and repair the urban fabric could contribute significantly to improving the experience of the area for pedestrians and cyclists as well as improving overall connectivity across the area. Examples (and potential projects to address the identified issues) include:

Grinstead Road/Folkestone Gardens – the routes through this area, which connect Folkestone Gardens with Deptford Park and Sir Francis Drake School, and also southwards to Deptford score consistently highly (reflecting the poor quality environment), in particular the arches close to the Trundleys Road/Surrey Canal Road junction. The planning permission for the Grinstead Road/Neptune Wharf site offers a mechanism to provide an alternative pedestrian route as well as some limited funding for works at the entrance to the site from Folkestone Gardens. Planning permission for a site on Gosterwood Street (and potentially at Arklow Road/Childers Street) also provides funding to improve connections under the railway further south (to Gosterwood Street and at Rolt Street) that will complement works at the northern end of Folkestone Gardens.

Surrey Canal Road/ Bridge House Meadows – this is an important east-west route that currently suffers from heavy traffic, poor public realm quality and a poor relationship with adjoining sites. The implementation of the East London Line Extension and associated works to Bridge House Meadows has begun to address some of the issues, as well as to improve connectivity of this part of Deptford and New Cross with the wider area. Notwithstanding this, local connections to Bridge House Meadows, particularly from residential areas to the south and east, remain poor and in need of improvement. The planning permission for the Surrey Canal Triangle development will provide local access improvements across the northern part of the area, introducing new routes and improving permeability.

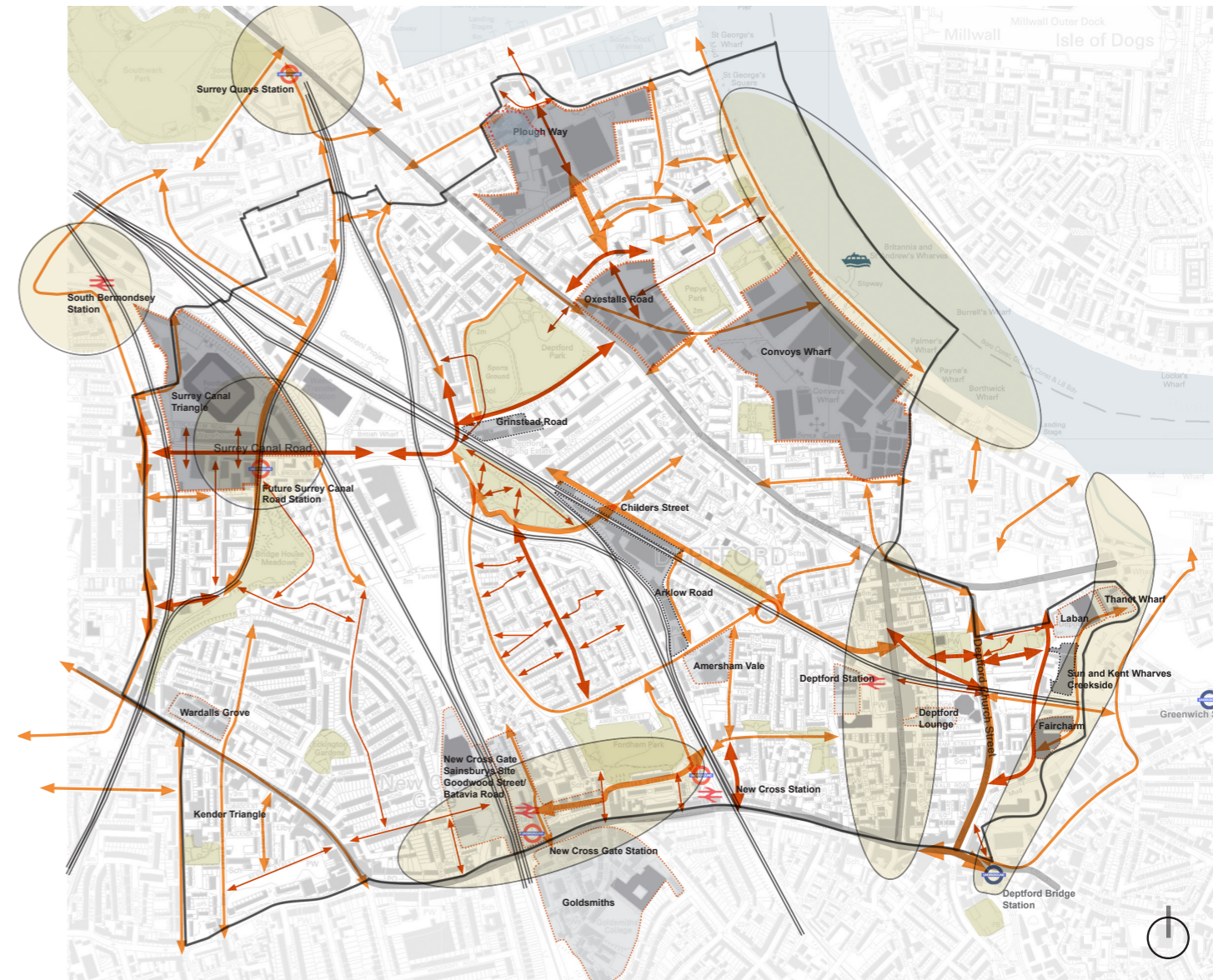
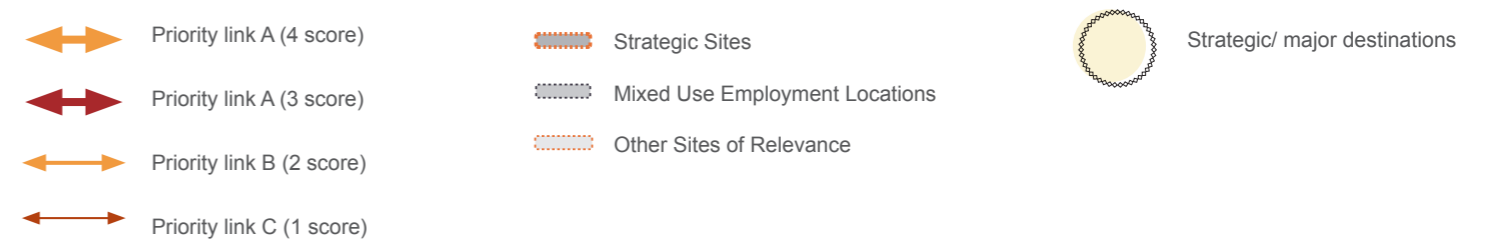


Figure 2.8 Summary Task 1



Former Grand Surrey Canal (Docklands branch) – this north-south connection is important in reconnecting communities within the area but currently only exists for limited sections of its length. The on-going development of the Marine Wharf West site is implementing the northern end of this route and the planning permissions for the Cannon Wharf and Oxestalls Road developments provide a mechanism and funding to reconnect the communities to the east of Evelyn Street.

Thames Path/Deptford Strand – this route is strategically important as part of the riverside walk and recent works within the Pepys Estate has improved public open space and connections within the area. The masterplan for Convoys Wharf incorporates the extension of the Thames Path through the site and will provide this connection on a phased basis.

2.4.3 Strategic overview

In addition to locationally specific projects to address particular issues, it is important to also adopt a more strategic perspective, as together the individual projects form part of a wider series of routes and connections. For example, improvements to Grove Street would upgrade the environment locally however the development of the Oxestalls Road and Convoys Wharf sites will be crucial in achieving a comprehensive scheme of real value and benefit to the wider area, as well as to reconnect people to the river and Thames Path. This is an example where planned projects can be coordinated to achieve a wider benefit. By contrast numerous studies have identified the importance of the links from Deptford High Street to Creekside and across the Ha'penny Hatch Bridge to Greenwich, however Deptford Church Street (and the Deptford Bridge junction) remain significant obstacles to delivering a route that connects these divided communities. In addition further work is required to establish the feasibility of the proposals and identify viable solutions with opportunities for funding.

2.4.4 Conclusion

Evident from the review of studies undertaken is that whilst Phase One of the Links Strategy has significantly improved the quality of the public realm and local connections, and that the major development sites offer potential sources of funding and delivery mechanisms to address specific issues, there are also a number of 'gaps' within the area. These gaps are both spatial (i.e. parts of the area that remain isolated or poorly connected) and financial (i.e. potential projects that do not currently have funding). This Links 2012 Update is an opportunity to identify projects that can address both of these issues within the context of a changing area. [see Figure 2.9a-c].

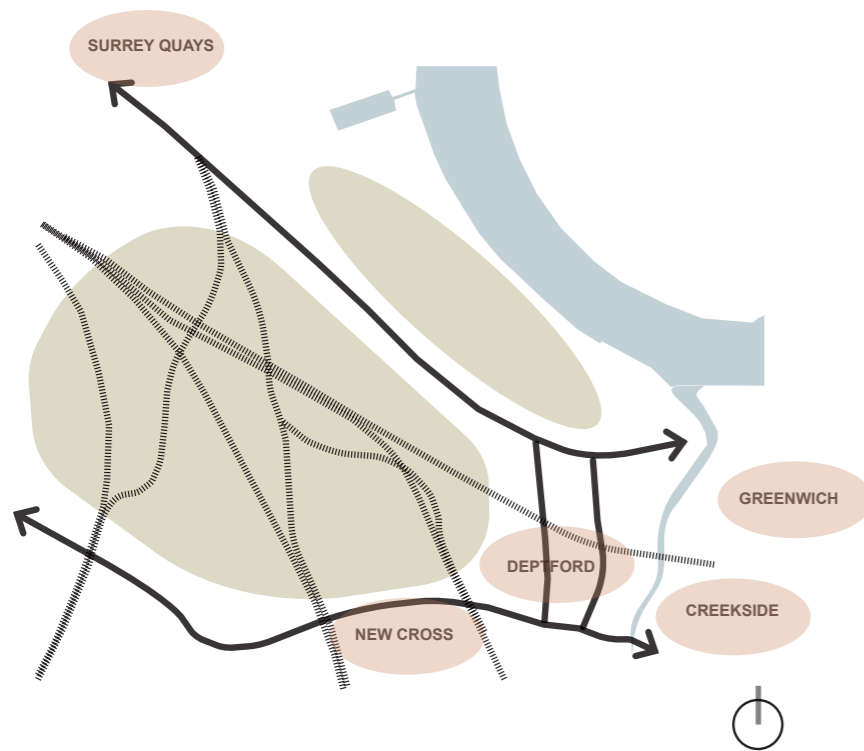


Figure 2.9a Identifying Urban Gaps

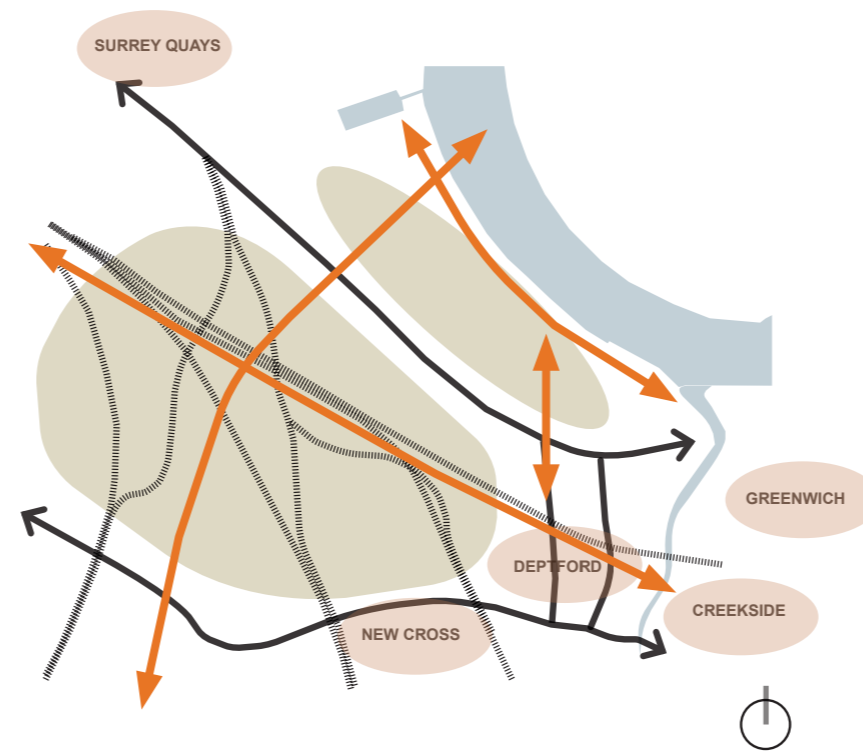


Figure 2.9b Closing Urban Gaps

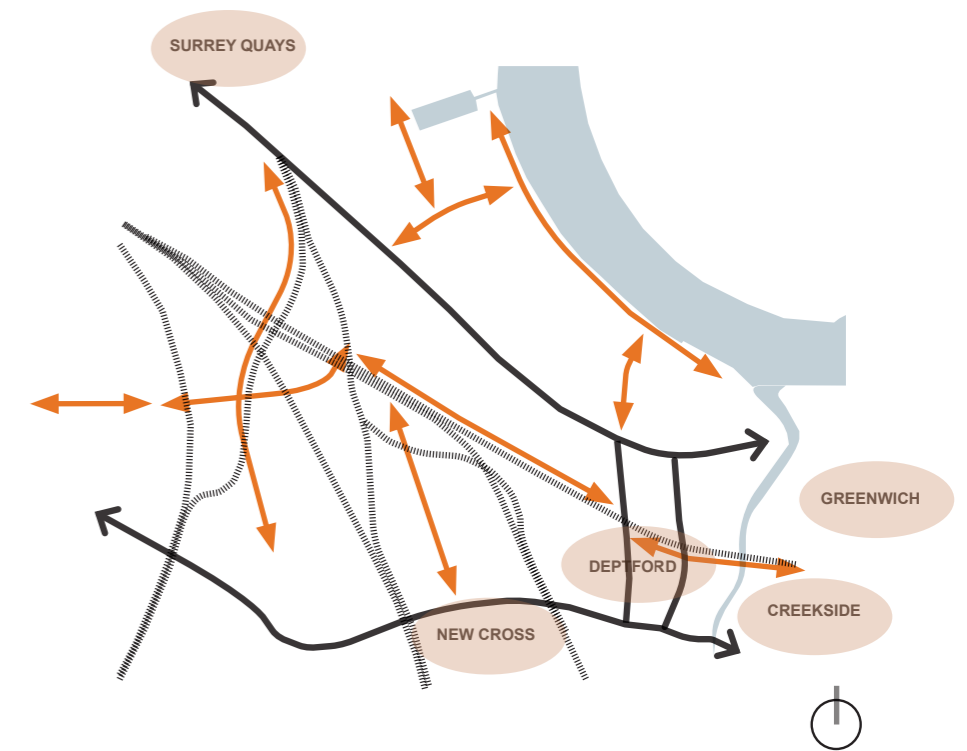


Figure 2.9c Identifying Urban Links