LEE GREEN DISTRICT CENTRE

Neighbourhood Plan Design Guidelines

DRAFT

January 2019

Quality information

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Introduction

01

1. Introduction

1.1. Background

Through the Ministry for Housing, Communities and Local Government's Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Lee Forum. The support is intended to provide design guidelines based on the character and the special qualities of Lee Green District Centre, supporting the design policies in the Neighbourhood Plan.

1.2. Preparing the Guidelines

The following steps were undertaken to produce this document:

- Initial meeting between AECOM and Lee Forum and joint site visit;

- Review of existing baseline documents, including the emerging Neighbourhood Plan and the Heritage and Character Assessment prepared via the same programme;

- Urban design analysis;

- Further meetings with Lee Forum's committee;

- Community workshop on emerging design principles; and

- Preparation of Design Guidelines.

It was decided at the initial meeting that the focus of this document would be the Lee Green District Town Centre, as a major focus for regeneration in the Neighbourhood Plan, and as the neighbourhood's focal point with a number of undervalued built heritage assets to be protected as development occurs around them. The area is subject of it's own Neighbourhood Plan policy.

Within the Lee Green area, it was decided that the Guide should focus on four specific sites that had been identified as having development potential in the AECOM Site Assessment Study (2017):

- Sainsbury

- BMW Garage and adjacent site

- Old post office

- Leegate Centre

KEY

⇌	Railway station
⊖	DLR railway
▭	Railway route
▬	Main roads
▬	Roads
▮	River Thames
▮	Green spaces
▢	Borough of Lewisham
▢	Royal Borough of Greenwich
▢	District Town Centre area

Figure 1: New Tigers Head.

Figure 2: Shopfronts along Lee Road.
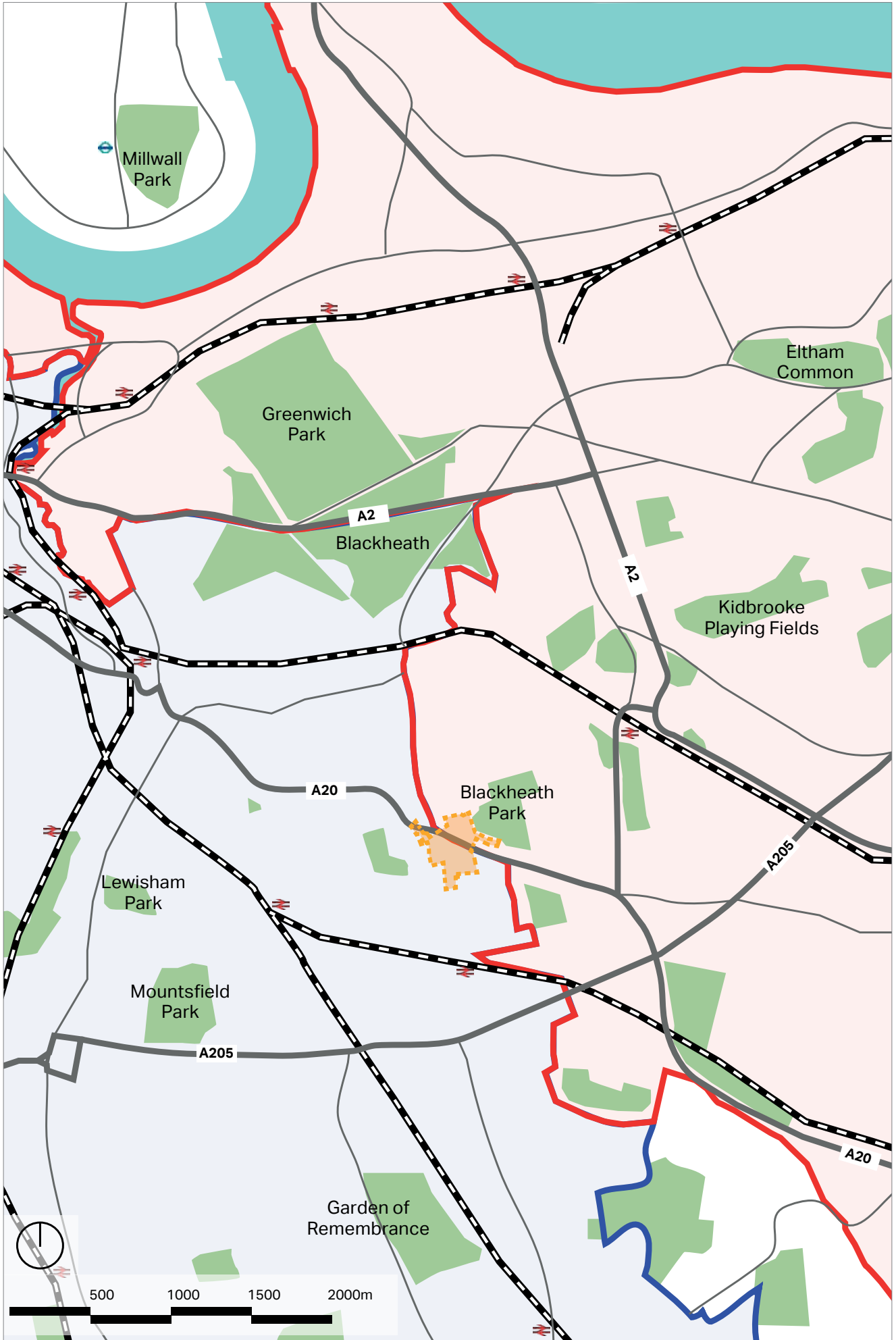

Figure 3: 10 storey towers, Leybridge Estate.

Figure 4: Context plan for the study area.

1.3. Engagement

A public workshop was held on the evening of 25 September 2018 with the following aims:

• To facilitate an open discussion about the area's future

• To explore a set of design principles for Lee Green

• To inform the Neighbourhood Plan policies which will guide development when planning applications are submitted

In six groups, participants were asked to consider 49 design attributes that were all drawn from either the draft Neighbourhood Plan or in developer proposals for the Leegate Centre (see section 2.2 below). The groups categorised each attribute was as being:

1. Great idea, go for it!

2. Nice idea, worth considering

3. Bad idea, forget it!

In this way, we were able to establish a set of design priorities for Lee Green to be carried forward in the Neighbourhood Plan, along with a set of attributes to be avoided.

The workshop concluded that the following attributes are widely supported:

• Encourage independent shops, businesses & workspaces

• Improve low quality public realm around Leegate Centre

• Protection of mature trees & increase in planting

• High environmental standards

• New development to provide appropriate provision of social infrastructure (health, education etc.)

• Harmonious integration of new buildings with existing ones - colour, materials, building & window orientation, scale.

The following attributes received little or no support:

• Creating of new east-west connections

• No change of use from retail

• Height of the new buildings to gradually increase from the crossroads

• Heights of up to 10 storeys

These findings directly inform the design guidance and plans in chapters 3 and 4 below.

Full outcomes are shown in figure 8.

Figure 5: Community workshop.

Figure 6: Community workshop.

Figure 7: Community workshop.

Figure 8: Workshop outcome graph.

The graph shows the following categories plotted against "out of 6 groups" (scale 1 to 5):

1. Encourage independent shops, businesses & workspaces
2. Improve low quality public realm around Leegate Centre
3. Protection of mature trees & increase in planting
4. High environmental standards
5. New development to provide appropriate provision of social infrastructure (health, education etc)
6. Harmonious integration of new buildings with existing ones- colour,materials,building & window orientation,scale
7. Diversify Lee Green's retail, leisure &cultural offer
8. Cohesive, permeable walking environment
9. Design and density to maintain the 'town-house' feel of the heritage architecture
10. Protect and enhance Lee's community infrastructure
11. Protection and enhancement of heritage assets
12. Reduce noise and air pollution
13. Green spaces integrated in retail areas
14. Heritage sensitive design of new development
15. Street-based layouts with active continuous facades along main roads
16. Lee centre as a cultural hub
17. No new betting shops or fast food outlets within 500m of schools
18. Retail units of a site favoured by small independent businesses
19. Reprovision of any community spaces lost to development
20. Use shopfront materials that respect local character and heritage features
21. Improved access to River Quaggy, with a continuous towpath
22. Overlooking of all public space
23. New landscaped public squares on key routes
24. Improve the range of shops
25. Heritage sensitive design of new development
26. Resist demolition of principal building frontage facing the public realm
27. Promote eight-time economy
28. Integrated approach to the development of individual sites
29. Parking in basements & undercrofts
30. Avoid proliferation of one type of use
31. Brick as the primary building material
32. Convenience retail, leisure, markets, community provision & workspaces at ground floors, housing or office above
33. Height of new development along the main active frontages not to exceed 4 storeys
34. Improve connectivity between Burnt Ash Road, Lee High Road, Eltham Road and Lee Road
35. Support for community-led and or self-build housing
36. Provision of a clear gateway at Bowring Sports Ground to a proposed linear park
37. Priority to pedestrians and cyclists
38. Reinstate a finer 'urban grain' for better walkability
39. Traffic calming at the crossroads
40. Pedestrian only streets
41. Retail-led mixed use development
42. Wayfinding/signage between retail/cultural activity roads.
43. Address the severances created by the crossroads
44. Variety in tone/colour between new buildings
45. Range of home sizes, prioritising family housing (3+) & 2-bed units
46. Creating of new east-west connections
47. No change of use from retail
48. Height of the new buildings to gradually increase from the crossroads
49. Heights of up to 10 storeys

Legend: GOOD IDEA | NICE IDEA-WORTH CONSIDERING | BAD IDEA

**Baseline
Analysis**

02

2. Baseline Analysis

2.1. Context Anlaysis

Lee Green district centre sits at the intersection of Burnt Ash Road, Lee High Road, Lee Road and Eltham Road, and falls within the jurisdiction of both Lewisham and Greenwich borough councils. The improvement boundary broadly encompasses the area to the west of the Bowring Group Sports Centre, north of Lee Green Car wash, east of Hedgley Street and south of Meadowcourt Road and benefits from a number of transport connections into Central London via Lee, Blackheath and Lewisham stations. A detailed map of the improvement area is shown in Figure 12.

Lee Green is an area of local historic significance. Following the construction of Lee Station in 1856, by the 1890s Lee Green had been fully developed with its existing street pattern defined by terraced houses and shops. Specifically, it is home to a number of 19th century historical buildings including the former coaching inns: the Old and New Tiger's Head as well as key heritage assets such as the grade II listed Lee Fire Station on Eltham Road. It is populated with fairly low density buildings, 3-4 stories high with the exception of the residential tower that adjoins the Leegate Shopping Centre at the corner of Burnt Ash Road and Eltham Road.

The crossroads forms the heart of the district, offering a diverse mix of non-domestic uses including retail, food and drink and other professional services. There are two principal shopping parades; one around Lee district hub and another further along Lee High Road. They are anchored by two retail hubs – the Sainsbury's on Burnt Ash Road and the Leegate Shopping Centre.

Lee Green boasts a number of natural and semi-natural features, most notably the River Quaggy which runs east west throughout the centre, passing under Lee High Road, Lee Road and Meadowcourt Road. Just outside, a handful of public parks and green spaces serve the local community including the Bowring Sports Centre, the Edith Nesbit Pleasure Ground as well as the nearby Manor House Gardens and Blackheath Park.

Since the early 1990s, the area has witnessed some economic decline and efforts to redevelop the district centre have been largely piecemeal. In 2015, the council accepted a major planning permission for the redevelopment of Leegate Shopping Centre to support a mix-used residential, retail and leisure development, outlined in more detail in section 2.2 below. Whilst parts of the scheme have been approved, the withdrawal of major supermarket anchor, ASDA, has prompted a rethink and a new application is expected.

With the future of Lee Green closely resting on the regeneration potential of Leegate, it is important that all subsequent development is managed and guided such that it enhances the character and visual quality of the district centre, building on significant built heritage assets. The remainder of this section provides an overview of the spatial opportunities and constraints identified in this area as well as a more detailed understanding of the current mix of uses which will be used to inform the design guidelines that follow.

Figure 9: The Old Tiger's Head The Old Tiger's Head located at the corner of Lee Road, is an old coaching inn and is one of the most characterful buildings in the centre.

Figure 10: Historic map of Lee, late 19th century.

Figure 11: Historic picture, Lee , late 19th century.

Bowring Sports Centre

Emmanuel Church

River Quaggy

Sainsbury's

Leegate Shopping Centre

0   150   300m

Figure 12: Lee Green Town Improvement Area.

2.2. Leegate Regeneration

The Leegate Shopping Centre has been identified by the council as a site for additional housing and plans have been submitted by St. Modwen, the owner of Leegate Shopping Centre for the development of a mixed use residential, retail and community offer at the heart of the district centre.

Following public consultation, the following plan was approved by the council in 2016 and subsequently by the GLA in 2017:

- large foodstore (pre-let ASDA) with 320 car parking spaces;

- shops, restaurants and cafés;

- education centre;

- gym;

- new community centre;

- 229 new homes;

- linear public space on Burnt Ash Road;

- covered pedestrian route linking Burnt Ash Road and Eltham Road.

As mentioned previously, it is anticipated that the withdrawal of ASDA will provide flexibility to create a larger public square and potentially to open up additional pedestrian routes through the site whilst reducing the number of car parking spaces.

Following additional concerns raised by the community over the approved 2017 plan, St Modwen have prepared an alternative scheme specifying the reduction of approximately 7500 m^2 foodstore space with an additional 150 m^2 retail, 164 additional homes and 562 m^2 office space.

Layout:

- retail frontage along Burnt Ash Road and Eltham Road, with shops and cafés fronting the new public square;

- a smaller foodstore at the corner of Burnt Ash Road and the new square;

- residential frontage along Leyland Road and Carston Close, with mews-style residential street linking Carston Close with new public square;

- a gym, community centre and office space at first floor level within the building closest to the junction;

- a series of residential buildings arranged over the upper floors of each of the three blocks, overlooking enclosed communal gardens for residents.

Heights:

- most of the residential buildings are up to eight stories in height;

- ten storey landmark building overlooking the junction to the north;

- three storey building height along Carston Close to the south.

Parking:

- foodstore and other shops serviced by a town centre car park accessed off Burnt Ash Road;

- private residents' parking accessed from Leyland Road and street parking and enclosed parking for affordable housing accessed from Carston Close;

- car club spaces.

Figure 13: 3D visualisations of the proposed scheme (gateway building).

Figure 14: 3D visualisations of the proposed scheme (footways).

Figure 15: 3D visualisations of the proposed scheme (semi private courtyard).

AECOM

Figure 16: Alternative Scheme Indicative aerial view of alternative plans looking east.

Figure 17: Masterplan for the development site.

2.3. Urban Design Audit

Introduction

This document has considered the previous Site Assessment Report (2017) carried out by AECOM to identify appropriate sites for potential redevelopment. This audit is intended to synthesise onsite analyses and community engagement response to inform the design guidelines set forth in the following section. This page outlines current design challenges in the area.

Traffic

The centre of Lee Green is located at the junction of the A20 Lee High Road and Burnt Ash Road, as noted above. Lee Road in particular suffers from high levels of congestion during the day, mainly through traffic, as it currently serves as an important entry point into the town centre. There is also a high volume of traffic on Eltham Road as it leaves Lee High Road, connecting onto to the South Circular. The level and nature of through traffic creates a hostile environment for pedestrians, not only interfering with safe and convenient pedestrian movement, but also creating the perception of a noisy, busy and chaotic district centre.

Public realm

The main public space in the area is located around and between the Leegate Centre. It is formed between the buildings which are poorly maintained, with a high number of vacant store fronts. The public space around the centre is generous, yet poorly defined with isolated street furniture and poor quality landscaping. The current layout and mix of uses do not deliver a sense of place or quality of experience. In particular the large number of empty shops, emphasised by shuttering and the general lack of activity in the area, makes the space feel unwelcoming. Whilst Lee is positioned in relatively close proximity to high quality public parks such as Blackheath Park and Manor House Gardens, there are few such examples of green/open space within the district centre itself. The small plot of grassland at the intersection of Taunton Road and Burnt Ash Road is poorly defined and uninviting. Elsewhere on Burnt Ash Road there are a few examples of semi public/private open space with grass area frontages, however these are often visually and/or physically obstructed by gating or tree planting. Similarly, the River Quaggy for the most part remains out of sight, sandwiched between buildings and tree frontages which obscure both views and access.

Built form

Although Lee Green district centre is home to a number of historic buildings, as described in the Heritage and Character Assessment report (AECOM, 2017) and identified as 'buildings with strong presence and character' in figure 21 below, these are typically isolated from one another and nestled between low grade buildings that add to the visual decay of the area. The Leegate Centre for example, comprises a group of predominantly two storey buildings and a nine storey residential tower block with nearby empty buildings sitting directly above shops. There are a number of other large-scale commercial buildings around the district hub and along Lee High Road, which are distinct from the finer grain in the surrounding townscape including the multi-story storey car park off Leyland Road as well as a hand car wash in the site of a fuel station south of the Leegate Centre, both of which actively detract from the quality of the built environment. Additionally, the Sainsbury's located at the junction of Burnt Ash Road and Lee High Road does little to

Figure 18: Poor quality building facade.

Figure 19: Poor quality streetscape and public realm.

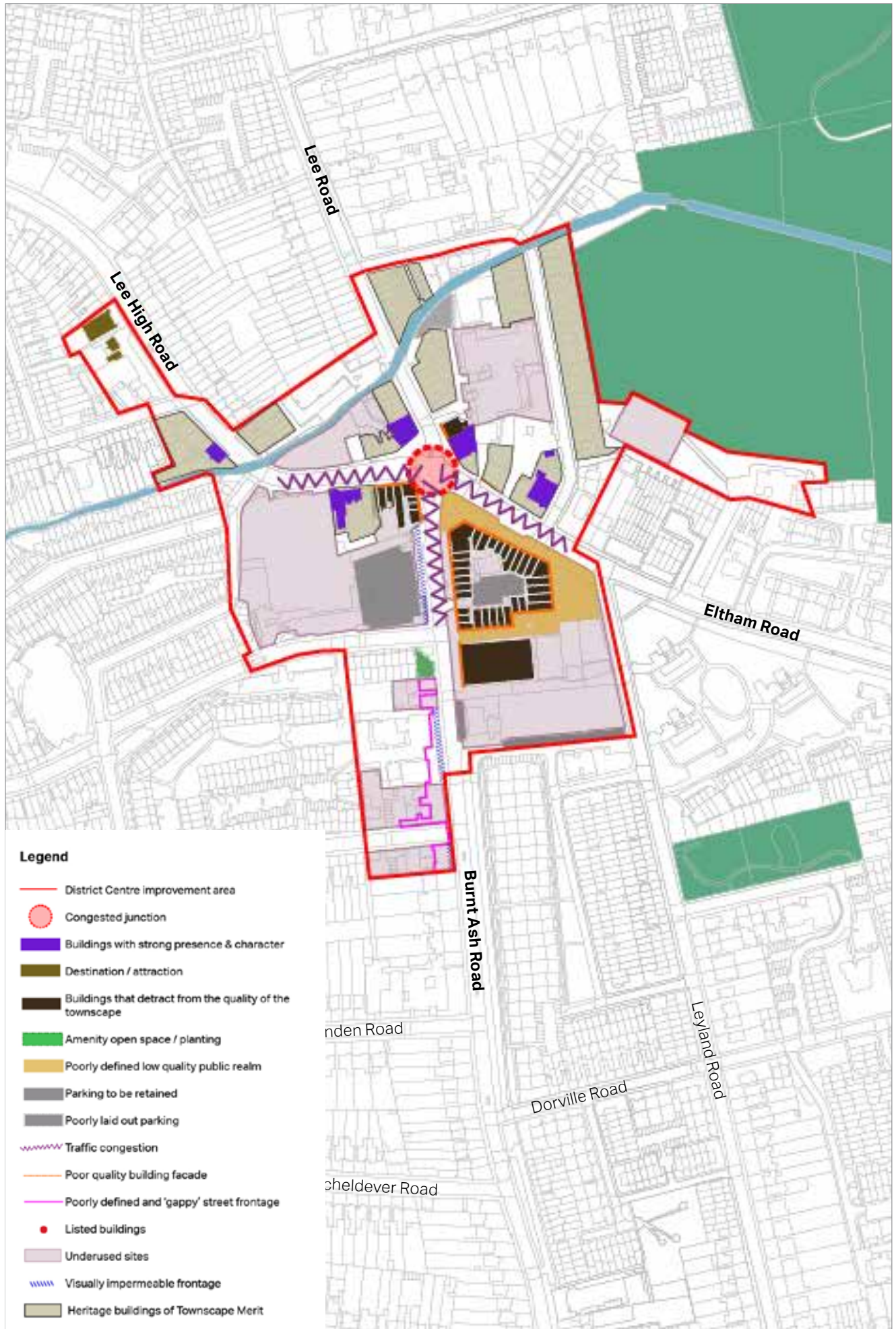Figure 20: Poor quality streetscape and publim realm.

Figure 21: Urban design audit .

Legend

- District Centre improvement area
- Congested junction
- Buildings with strong presence & character
- Destination / attraction
- Buildings that detract from the quality of the townscape
- Amenity open space / planting
- Poorly defined low quality public realm
- Parking to be retained
- Poorly laid out parking
- Traffic congestion
- Poor quality building facade
- Poorly defined and 'gappy' street frontage
- Listed buildings
- Underused sites
- Visually impermeable frontage
- Heritage buildings of Townscape Merit

Figure 22: Poorly defined public space.

Figure 23: Low quality built environment.

Figure 24: Vacant shops and poor quality shopfronts.

Figure 25: Setbacks and impermeable frontages contribute to a poor stretscape.

Figure 26: Visual obstruction of natural features.

Figure 27: Underutilised sites and poorly laid out parking.

Building Height
Consistent building heights that respect existing precedents in the area and preserves important views.

Boundary Treatment
Buildings tightly linked with no irregular or 'gappy' frontage.

Building character
Strong local character, good example for future developments.

Accessibility
Active facade along Lee Road, with direct connection to the street.

Building Quality
Ageing infrastructure with superimposed heights.

Accessibility
Poorly signed and lit entranceway through shopping centre complex.

Streetscape
Poor quality materials detract from the quality of the public realm.

Facade
Aesthetically poor facade, with little architectural value.

2.4. Architectural Detailing and Building Materials

This section includes examples of architectural detailing and building materials that contribute to the local vernacular of Lee Green District Centre which should be used to inform future development.

Figure 28: Dutch gables.

Figure 31: Masonry arches on triple window.

Figure 34: French balcony.

Figure 29: Masonry arches on windows.

Figure 32: Ornamented windows with triangle pediment and pilasters.

Figure 35: Continuous building line with various architectural detailing.

Figure 30: Highly ornamented gateway building.

Figure 33: Bay windows.

Figure 36: Red brick masonry details on windows.

Figure 37: White rendering combined with ornament on top part.

Figure 40: Combined cream rendering and red brick surface.

Figure 43: Sage paint.

Figure 38: Combined red brick and white rendering on chimney.

Figure 41: White rendering.

Figure 44: Arched dormers.

Figure 39: Mixed red bricks.

Figure 42: Cream paint on brick wall.

Figure 45: Curved pediment.

2.5. Ground Floor Land Use

Lee Green District Centre contains a mix of land uses (see figure 49, opposite). There are a number of residential parcels interspersed with a range of commercial, retail, service and community uses. The non-domestic land use includes:

– A1 Shops: 20 Shops, 4 hairdressers, 1 post office, 1 showroom, 2 dry cleaners, 2 charity shops, 4 beauty shops/spa's;

– A2 Professional & Financial Services: 1 solicitors, 2 estate agents;

– A3 Restaurants & Cafés: 5 restaurants and 4 cafés;

– A4 Drinking establishments: 3 public houses, 1 cocktail bar;

– A5 Hot food takeaways: 2 takeaway units;

– Community services: International Academy of Greenwich, Abbey Manor College;

– Religious Institutions: Emmanuel Church, Lee Bible Study Centre;

– Medical care/facilities: 1 pharmacy, 1 Chinese medicine practice, 1 elderly care facility;

– Supermarkets, speciality stores & newsagents: 2 supermarkets, 2 newsagents;

– Law & government: 1 police station, 1 fire station;

– B2 General Industrial: 2 motor repair companies, 1 car wash;

– Offices and premises to let: 1 commercial office space rental;

– Sui Generis: 2 betting shops, 1 tattoo parlour.

Although there are a number of different established retail and commercial uses, Lee Green might benefit from the addition of daytime and evening uses that are not currently present including but not limited to the following:

– flexible and affordable co-work spaces to attract young professionals into the area;

– new leisure facilities;

– new community centre to serve as a social 'anchor' for the district;

– additional A1.

The presence of the large Sainsbury's may have negatively affected the number of small independent retailers in the area with the proportion of comparison retail units being less than half the national average. Lee Green is also one of two centres in the borough that has less than 50% of units within the primary shopping frontage in A1 use, at 36%. It will be important to consider how Lee Green could strengthen the links between the Sainsbury's and the rest of the centre and ensure greater provision of comparison goods units.

Whilst the crossroads serves as the district's main retail area, the appearance of many of the shops are spoiled by cheap frontages which compromise the attractiveness of its commercial offer. Lee Green would particularly benefit from an enhanced offer in the A3, A4 and A5 categories which have the potential to encourage visitors to use the area in more ways that just one, since a large proportion of area visits simply involve convenience trips to the shopping centre.

Figure 46: Retail frontages along the High Street.

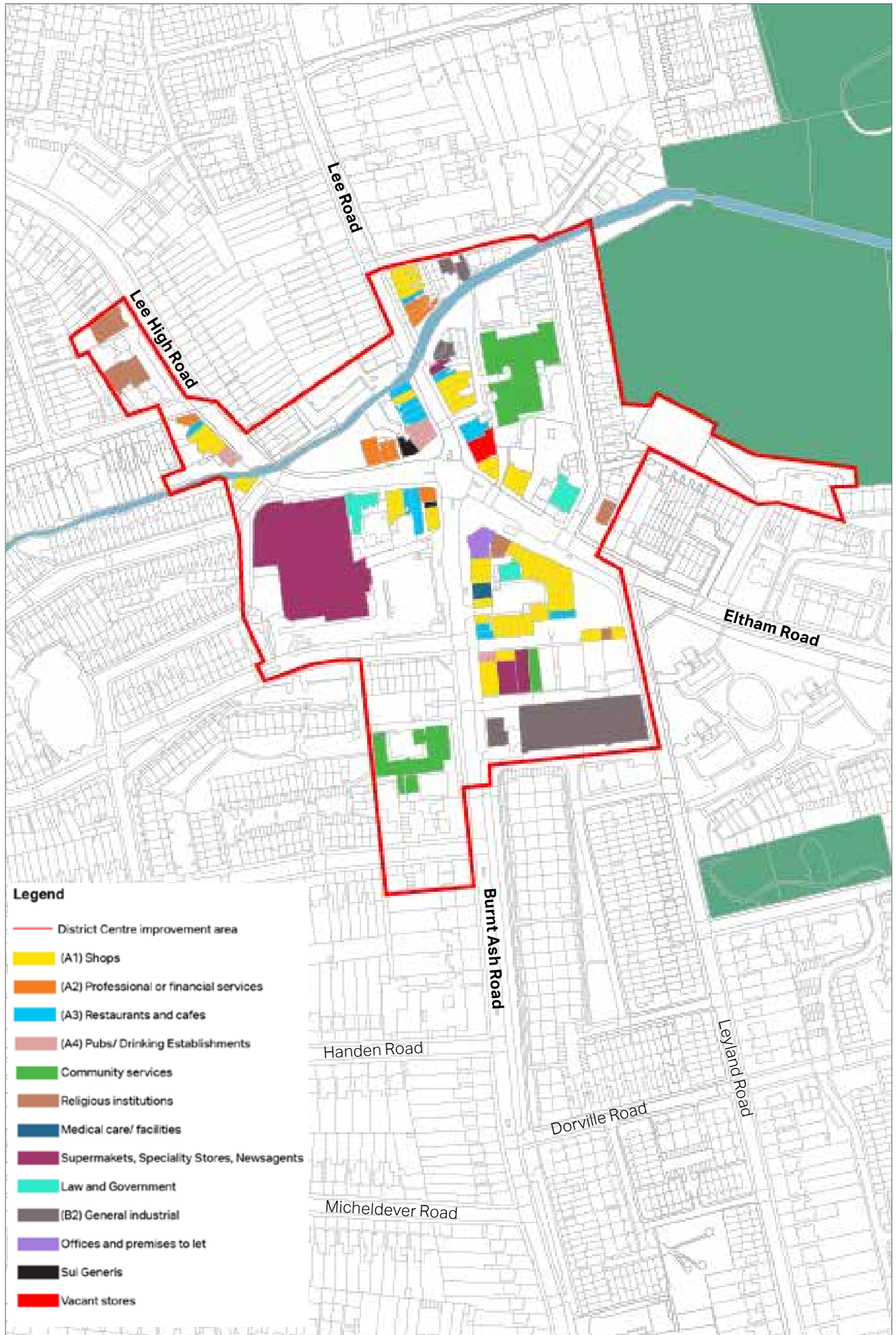Figure 47: Retail along Lee High Road..

Figure 48: Vacant stores.

Legend

— District Centre improvement area

▮ (A1) Shops

▮ (A2) Professional or financial services

▮ (A3) Restaurants and cafes

▮ (A4) Pubs/ Drinking Establishments

▮ Community services

▮ Religious institutions

▮ Medical care/ facilities

▮ Supermakets, Speciality Stores, Newsagents

▮ Law and Government

▮ (B2) General industrial

▮ Offices and premises to let

▮ Sul Generis

▮ Vacant stores

Figure 49: Ground Floor Land Uses The mix of uses at ground floor within the district centre.

Design
Guidance

03

3. Design Guidance

3.1. Introduction

The aim of this Design Guidance is to ensure that future developments consider local character and can enhance local distinctiveness by creating good quality developments, thriving communities and prosperous places to live.

This chapter provides a set of design principles that can be applied to all new development.

Placemaking and design principles

This sections introduces a set of placemaking principles that will influence the design of the area's streets, homes and open spaces, and the interfaces between them.

Placemaking

'Placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social encounter and layouts that are easily understood. The placemaking principles set out in the following pages should be used to asses the design quality of future development or regeneration proposals.

Gateways

Design proposals should consider placing distinctive elements to engender a sense of arrival to the new developed site.

Gateway buildings and features should reflect good design and quality materials. With good level or architectural detailing on all facades looking onto the street.

Walkable places

Creating new walking routes which are well connected to existing ones is a prerequisite for any new development. Walking routes should usually be laid out in a way that they follow the shortest and straightest distance between two points.

Pedestrian footpaths should be at least 2 metres wide and be well lit to encourage use at all times.

Walking routes should usually run along streets, not be segregated from them.

Placemaking diagram: Attractive, Legible, Safe, Social Encounter surrounding PLACE MAKING.

Connectivity

A connected street network provides people with a choice of different routes and allows traffic to be dispersed more evenly across an area rather than concentrated on to heavily trafficked roads.

Wayfinding and legibility

Developers of new schemes should aim to create places that have identity and that are easy to navigate through. As noted above, local landmark buildings and clear, direct routes can aid legibility.

Signage could be placed at key nodes and arrival points to aid orientation. The signs should be readable with bare eyes and easy to understand.

Cycle paths

Cycling routes should be safe and direct and should be part of a well connected network within Lewisham and Greewich.

Where dedicated cycle paths are required, these should be separate from other traffic and pedestrians. However, these cycle paths always be well over-looked and at the same grade as other routes where possible.

Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive urban form is achieved where enclosure is in proportion. The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

• Façades should have an appropriate ratio between the width of the street and the building height (see below);

• Buildings should be designed to turn corners and terminate views;

• Provide continuous frontage to create enclosure along key streets and spaces;

• Narrow gaps between buildings should be avoided, they should be either detached or properly linked; and,

• Generally, building lines should run parallel to the back of the pavement.

Figure 50: Dedicated cycling path options.
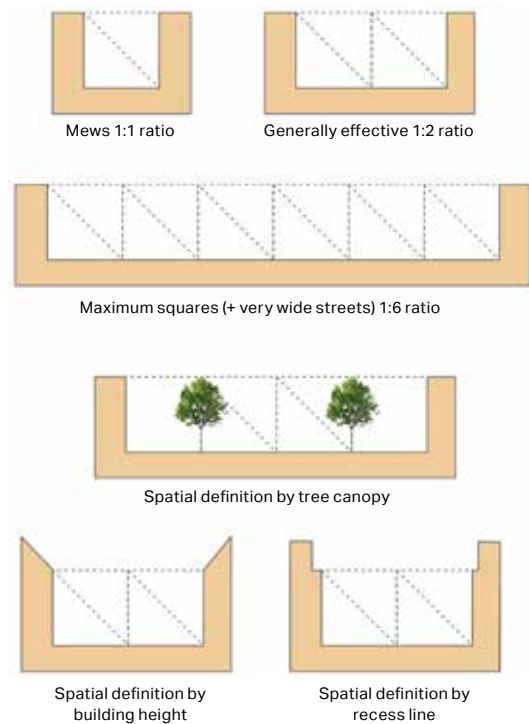
Image from Urban Design Compendium (Homes England)

Figure 51: Street enclosure diagram.

3.0.2. Urban Structure

Urban structure compromises the pattern or arrangement of urban blocks, streets, buildings, public realm and landscape. The size and organisation of any block varies depending upon diverse parameters such as location, land use and density. At an urban scale, it is important to achieve a good mix of block form and block size, to facilitate adaptability over the years and ensure a good variety uses within the new parts of the development.

New development should respond to the existing pattern of development within Lee, taking cues from existing block sizes and structures, patterns of plot subdivision and the relationship between the built and the non-built private space.

Block typologies

Local Centre Mixed Use

*   Hybrid building with varied massing to achieve an interesting streetscape with active interface.

*   Shared access road or service yard should be aligned with good secondary frontage.

*   Corner buildings should be designed to address both streets and terminate views.

*   Building height 5-10 storey, although with particular care taken to protect the context of valued historic and characterful buildings.

*   Private central courtyards should be overlooked by dwellings in surrounding buildings, enhancing natural surveillance.

Residential Perimeter Block

*   Continuous frontage with occasional breaks.

*   Hybrid building with varied massing to achieve an interesting streetscape with interesting roofscape.

*   Building along the perimeter with semi private communal courtyards.

*   Keep blank façades to minimum along ground floor elevations.

*   Corner buildings should be designed to address both streets and terminate views.

*   Continuous length of block frontage should vary between 30-50 metres.

*   Building height 3-8 storey, with the context of historic buildings always protected.

Linear Block

*   Continuous frontage with minimum breaks.

*   Hybrid building with varied massing to achieve an interesting streetscape with interesting roofscape,

*   Buildings should be dual aspect, to address both the street and the open spaces.

*   Private open spaces should be separated from public realm.
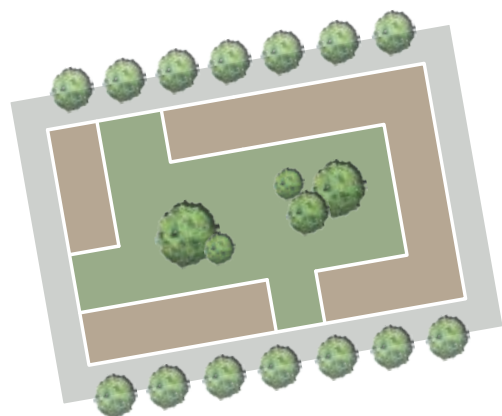
*   Building height 3-8 storeys.

Figure 52: Local Centre Mixed Use.

Figure 53: Residential Perimeter Block.

Mews

- Frontage should be as continuous as possible, with good street rhythm created by windows and front doors.

- Mews should be between 2-3 storeys, whereas other perimeter buildings can be 3-8 storeys.

- A width of 8 metres from building to building, perhaps across a level surface, will usually be adequate in a mews.

- The mews should be pedestrian and cyclist orientated rather than car dominant environments.

- There should be step free access between the mew and the ground floor dwelling.

- In case of undercroft parking, the access to this part of the building should be well integrated within the overall design, to minimise negative impact on public realm.

Building lines

In contemporary cities, it is increasingly frequent that architects do not recognise the existence of established building lines or do not give enough importance to it, with temptation to instead design landmark buildings as free-standing objects in space. This can be appropriate in certain scenarios, for example in case of churches that stand within their churchyard or any particularly important building within the developable area. However if most of the buildings were to do this, the quality of public spaces

would quickly deteriorate. It is not appropriate for Lee Green.

The success of buildings in contributing to the urban form of the city and the character of its streets strongly correlates with how they respect the 'building line'. The building line is the front face of buildings as they face the public realm, and all new buildings together built up this line. Therefore, establishing characterful frontages with a robust and well defined building line is an important step of the design process.

Activity and frontage

Successful spaces and streets are created where activity and movement occurs. These areas should be designed in a way that they are accessible not only to people living in the community but also to people passing by. In order to achieve this a good mix of land use and provision of well designed public realm is key.

Frontages should be 'active' wherever possible. In residential areas, this means front doors and windows of habitable rooms. In centres, this usually means shopfronts, although uses will not necessarily be retail - food and drink, community uses and services can also provide activity and strong frontages. Shopfront proportions should harmonise with the main building and its neighbouring buildings.

A coordinated, uncluttered approach which is visually cohesive should be a leading design principle in case of new shopfront design.

Ground floor units should be flexible and adaptable to respond future changing needs of its customers which can reduce the likelihood of vacant units.
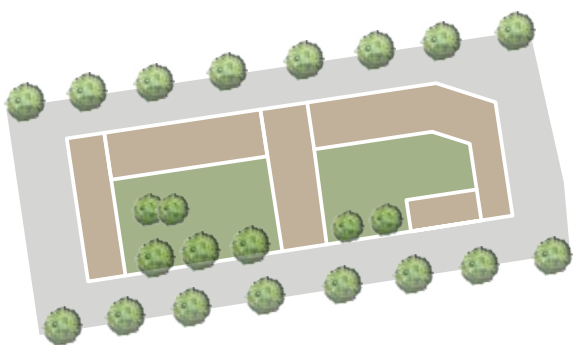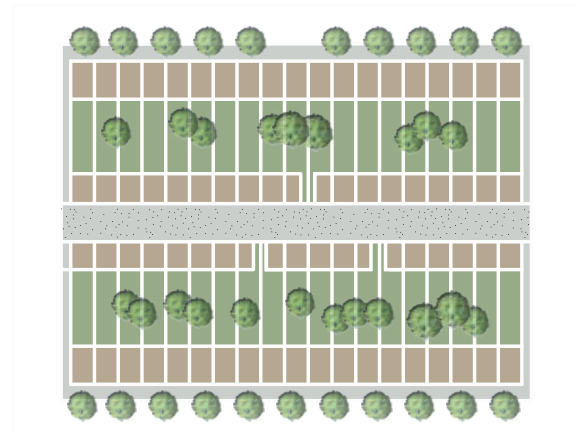

Figure 54: Linear Block.

Figure 55: Mews.

3.0.3. Parking

At the time of writing, the demand for private cars remains high and they have to be carefully integrated into new developments. There is no single best approach to car parking - a good mix of parking typologies should be deployed, dependng on and influenced by location, density, topography and market demand.

Generally, arrangements for car parking should be safe and convenient and should not undermine the quality and amenity of streets and other public spaces.

On street parking

Potential negative impacts on the street scene can be ameliorted by the use of recessed parking bays with planting between.

Underground parking/ podium parking

Underground parking or podium parking should be considered as the most popular way of parking in case of large scale high- density developments. It is recommended to do so, to help in maintaining space to be utilised for open spaces or green open spaces for residents and locals, instead of using these spaces for ground level parking.

Cycle parking

Cycling can be encouraged by providing secured covered cycle parking within all new residential developments and publicly available cycle parking at destinations.

For residential units with no garage on plot, covered and secured cycle parking should be provided within the domestic curtilage.

3.0.4. Building forms and architectural detailing

Building form, proportions, height, and overall appearance should be considerate towards local character and any new addition should positively contribute to this character.

Certain formal and structural elements should be present when designing new buildings regardless of their purpose. For instance, enough attention to details like vertical emphasis to the building facade and its fenestration, articulation of the elevation to provide emphasis of prominent corners and entrances. Also, it is important to bear in mind that buildings should be of their time, rather than being a pastiche of historic building styles.

It should be noted that building materials (see next page) are not prescriptive and there is opportunity for innovative and creative material suggestions in new buildings, restorations or extensions that may compliment what already exists. However, when buildings are designed, local heritage of building materials should be taken into consideration.

Designing the transition between the buildings and the street is another important step of the designing process. Residential buildings should be provided protection through design solutions such as raising the ground floor, using a buffer wall or railings and a change in levels. Also, there should be at least a visual separation between the public and the private spaces.

There should be a strive to design beyond minimum standards set out in existing building regulations, and good practice guidance should be taken into account.

Figure 56: Entrance to underground parking.

Figure 57: On site cycle parking.

Figure 58: Active frontages, and rich architectural detailing along the streetscape.

AECOM

Architectural and Public Realm Detailing

Figure 59: Mid-density apartment blocks with quality landscaping.

Figure 60: High-density apartment blocks with quality landscaping.

Figure 61: Semi private courtyard with dedicated play area.

Figure 62: Planters utilised in public spaces.

Figure 63: High standard public realm design, with sit out pockets.

Figure 64: Footpath (inside the block).

Figure 65: Quality public realm design and surfacing.

Figure 66: Secondary building façades facing into footways.

Figure 67: Cycling storage with greenroof element.

Material Palette

Figure 68: Red/mauvemixed brick.

Figure 69: Cream/lightbrick.

Figure 70: Light red mixed brick.

Figure 71: Light buff brick.

3.0.5. Sustainability and Eco Design

Energy efficient or ecological design combines all around energy efficient construction, appliances and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

The aim of these interventions is to reduce overall domestic energy use and to do so as cost effectively as the circumstances allow for.

Solar roof panels

Solar panels on roofs should be designed to reduce their visual impact.

On new builds, they should be designed in from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates or tiles. In this way, the solar panels can be used as a roofing material in their own right.

Wildlife friendly environment

New developments should always aim to strengthen biodiversity and the natural environment. This can be done by the creation of new habitats and wildlife corridors, aligning gardens and public spaces and linking with existing ecological assets. Hedges, wildflower meadows, old trees, ponds, hard landscaping features such as rock piles, nest boxes installed at the eaves of the buildings, frog habitat corridors, dry stone walls and bug houses can all make a significant contribution to species diversity.

Therefore, protecting and enhancing existing landscape assets is important. It should always be aimed to minimise the damage to natural habitats, add to the character and distinctiveness of a place and contribute to climate change adaption.

Sustainable Drainage Systems (SuDS)

1. Rainwater harvesting

This refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore some design recommendation would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Underground tanks; and,
- Utilise water bodies for storage.

2.Permeable pavements

Pavements add to the composition of the building. Thus permeable pavements should not only perform its primary function which is to let water filter through but also:

- Respect the material palette;
- Help to frame the building;
- Create an arrival statement;
- Be in harmony with the landscape treatment of the property; and,
- Help define the property boundary.

Figure 72: Permeable paving.

Figure 73: Urban green roofs.

Figure 74: Attenuation pond.

3.Green roofs and green terraces

Green roofs improve drainage and add to biodiversity. Whether the roof is partially or completely covered with vegetation, their design should follow some design principles such as:

• Plan from the start;

• Easy to reach and maintain;

• To complement (where applicable) the surrounding landscape;

• Design comprehensively with other eco designs such as water harvesting and pavements.

Waste collector integrated design

With modern requirements for waste separation and recycling, the number of household bins quantum and size have increased. This poses a problem with the aesthetics of the development if waste collectors are left without a solution. Thus we recommend the following:

• Create a specific enclosure of sufficient size for all the necessary bins;

• Place them within easy access from the street and, where, possible, able to open on the pavement side to ease retrieval;

• Add to the green feel by incorporating a green roof or side planting element to it; and,

Trees on development sites

The British Standard 5837: 2012 'Trees in relation to construction – Recommendations' should be the principal reference document when considering new and existing trees on proposed development sites.

• Existing trees should be retained as much as possible.

• Retained trees should be considered at the earliest design stage to ensure that any retained trees will be able to grow and mature in the future without outgrowing their surroundings.

• The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development -parking, buildings, street lights.

Figure 75: Urban green roofs.

Figure 76: Green terrace.

Figure 77: Drainage system around trees.

Figure 78: Bug and bee house.

Figure 79: Frog habitat corridor.

Figure 80: Water harvesting tank.

**Masterplanning
Studies**

04

4. Masterplanning Studies

4.1. Introduction

This chapter demonstrates how the design guidelines could be applied to the four potential development sites listed in chapter 1, as identified in the Site Assessment Report. It should be noted that this Design Guidelines document is not recommending that these sites are developed, and that the purpose of this report is to illustrate how development may be designed if the landowners bring proposals forward.

In brief, the sites are included for the following reasons:

- Old post office (site 1) – site that could be more efficiently used.

- BMW Garage and adjacent site (site 2) - underused site with clear development potential.

- Sainsbury (site 3) – included to reflect the possibility that Sainsbury may wish to redevelop their store with housing above. Lee Forum would not contemplate any development that results in the loss or shrinking of the food store.

- Leegate Centre (site 4) – subject to redevelopment proposals, the studies below explore possibilities that respond to community concerns.

In all cases, the studies attempt to marry community concerns with development realities and London Plan and Local Plan policies that respond to the need for new housing and facilities.
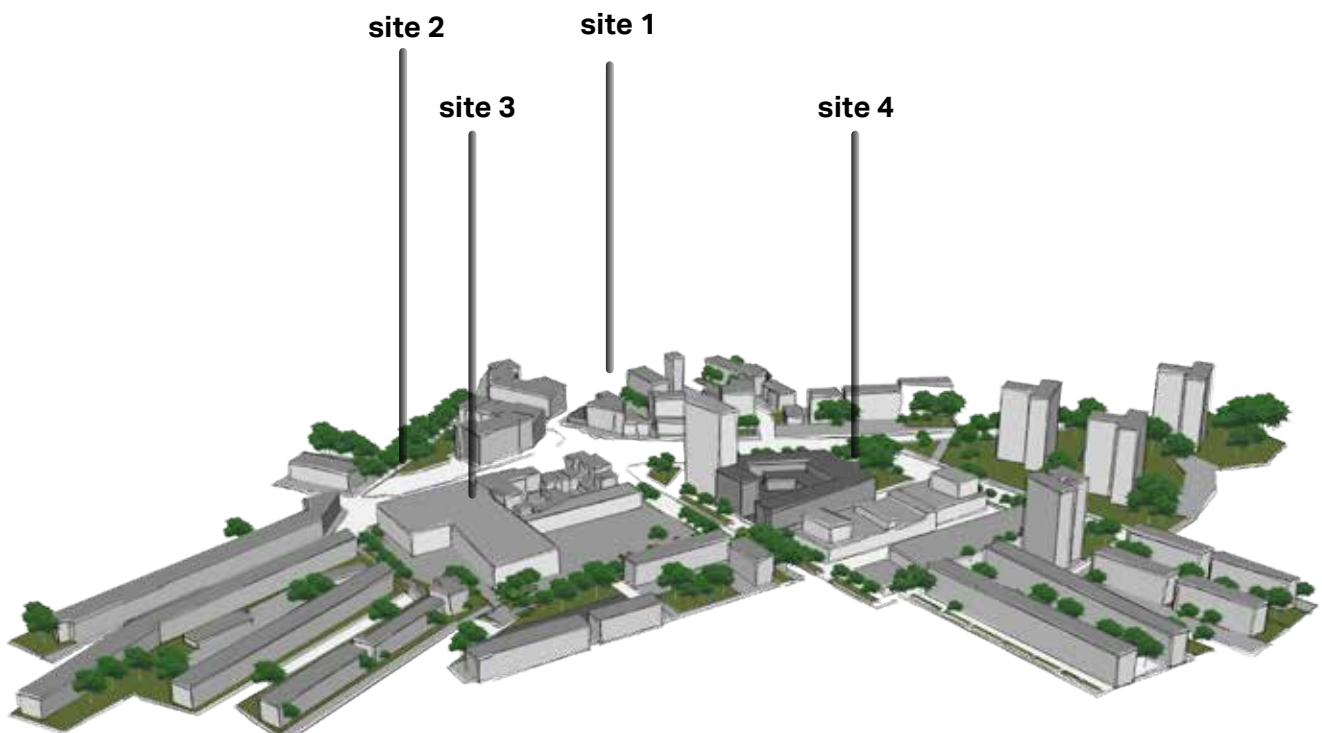

Figure 81: View of the current situation in the sites

Overview of issues and design approaches by site

Site 1

Old post office

Issues: Site less intensively used than those around it, may come forward for redevelopment

Suggested design approach: Any redevelopment must respect the height, massing and materials of the New Tigers Head and other valued buildings, 3 storeys maximum. Needs of existing business to be catered for.

Figure 82: Old post office (site 1)

Site 2

BMW garage and adjacent site

Issues: Very low intensity use

Suggested design approach: Sensitive development to complement the character of the adjacent parade, 4 storeys.

Figure 83: BMW garage and adjacent site (Site 2)

Site 3

Sainsbury's

Issues: Inward looking, single function building that turns its back on the rest of Lee Green.

Suggested design approach: Mixed use redevelopment with active frontages, adding new homes as a scale that respects surrounding character, including the Conservation Area

Figure 84: Sainsbury's (Site 3)

Site 4

Leegate Centre

Issues: Tired design with unfriendly public spaces that is subject of multiple redevelopment proposals that the community should have greater influence on.

Suggested design approach: Mixed use redevelopment with active frontages, creating a walkable and legible environment for the people.

Figure 85: Leegate Centre (Site 4)

4.2. Option 1

Option 1 (c410 homes and 5200sqm of commercial/community floorspace) applies the community preferences described in section 1.3 above as a priority. In particular, it:

- Restricts building heights to four storeys

- Retains significant trees, most notably by not building on the Leegate square

- Giving maximum respect to existing character of the area, preserving cherished views of the sky

Building A
Ground floor: Commercial/community use (approximately 691 m2 GFA).
3 storeys residential use with approximately 24 flats.

Building B
Ground floor: Commercial/community use (approximately 181 m2 GFA).
2 storeys residential use with approximately 4 flats.

Building C
Ground floor: Commercial/community use (approximately 801 m2 GFA).
2 storeys residential use with approximately 18 flats.

Building D
Ground floor: Parking space (P1) + residential use
2 storeys residential use with approximately 17 flats.
P1. provides approximately 75 parking spaces

Building E
Ground floor: Parking space (P1)
3 storeys residential use with approximately 17 flats.

Building I
Ground + 1st floor: Retail (Sainsbury's).
2 storeys residential use with approximately 18 flats.

Building K
K3. Ground floor: Commercial/community use (approximately 385 m2 GFA) + Parking space (P4).
 3 storeys residential use with approximately 21 flats.
K4. Ground floor: Commercial/community use (approximately 389 m2 GFA).
3 storeys residential use with approximately 13 flats.
K5. 3 storeys residential building with approximately 3 flats.
K6. 4 storeys residential building with approximately 19 flats.
K7. 3 storeys residential building with approximately 3 flats.
K8. 4 storeys residential building with approximately 10 flats.
K9. Ground floor: retail/commercial use with approximately 373 m2 GFA.
4 storeys residential building with approximately 13 flats.
K10. 3 storeys residential building with approximately 2 flats.
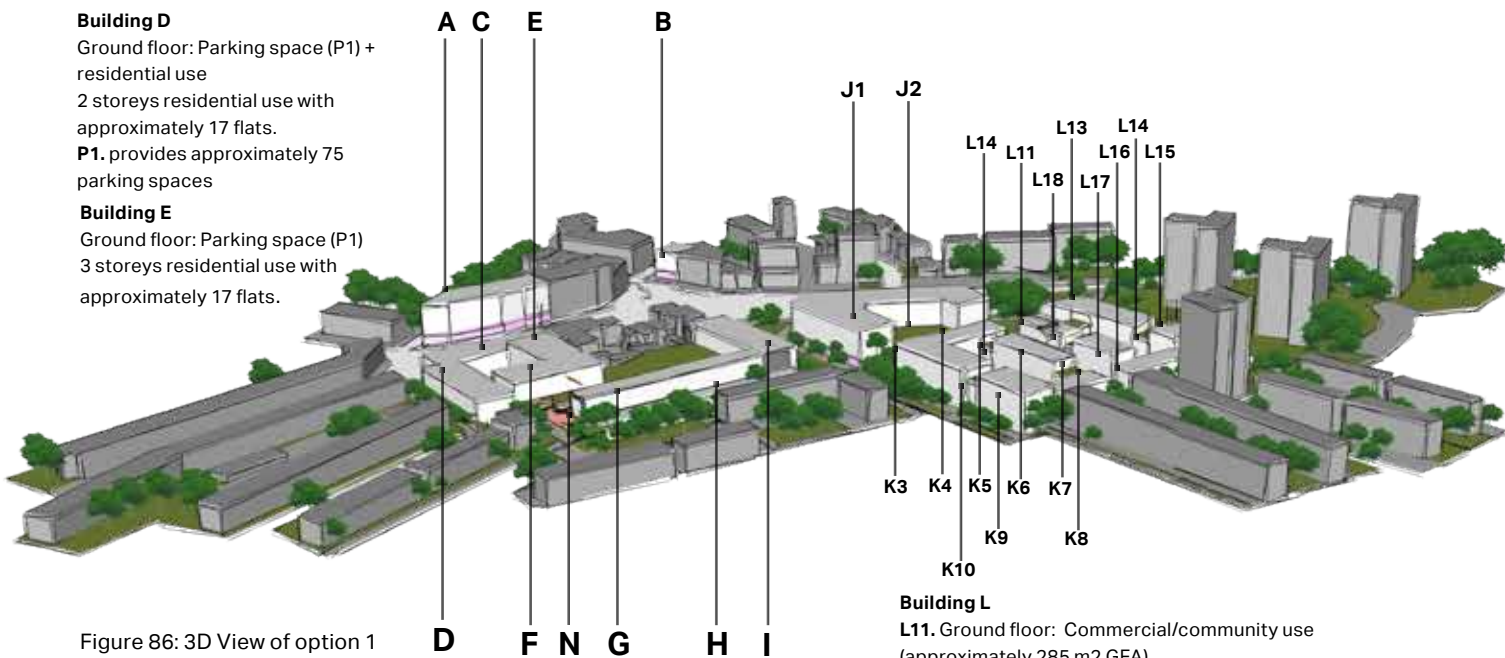**P4.** provides approximately 48 parking spaces.

Figure 86: 3D View of option 1

Building F
Ground floor + 1st floor: Retail (Sainsbury's)
2 storeys residential use with approximately 20 flats.

Building G
Ground + 1st floor: Retail (Sainsbury's)
2 storeys residential use with approximately 16 flats.

Building H
2 storeys residential use with approximately 13 flats.

Building J
J1. Ground floor: Commercial/community use (approximately 1,337 m2 GFA).
3 storeys residential use with approximately 69 flats.
J2. Commercial/community use (approximately 405 m2 GFA) + Parking space (P3)
P3. provides approximately 35 parking spaces.

Building L
L11. Ground floor: Commercial/community use (approximately 285 m2 GFA).
3 storeys residential use with approximately 10 flats.
L12. Ground floor: Commercial/community (approximately 108 m2 GFA).
2 storeys residential use with approximately 2 flats.
L13. Ground floor: Commercial/community use (approximately 281 m2 GFA) + residential use.
3 storeys residential use with approximately 24 flats.
L14. 3 storeys residential use with approximately 3 flats.
L15. Ground floor: residential use + parking space (P5).
3 storeys residential use with approximately 13 flats.
L16. 4 storeys residential building with approximately 14 flats.
L17. 4 storeys residential use with approximately 12 flats.
L18. 4 storeys residential use with approximately 3 flats.
P5. provides approximately 45 parking spaces.

Building N
Sainsbury's parking space is located on the ground floor and it provides approximately 200 parking spaces .

Building heights

- 2 storeys
- 3 storeys
- 4 storeys

Mobility

- Parking entrance/exit
- Main vehicular route
- Main pedestrian route
- Parking space

Ground floor

Building uses

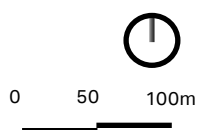- Commercial/ Retail/ Community
- Parking space
- Residential

0   50   100m

Upper floors

TOTAL
No. 409 residential units
No. 201 parking spaces
Retail/Commercial/Community 5,238 m2 GFA

NET DENSITY

Site	Gross Site Area(m2)	Net Site Area(m2)	Units
Site 1	219	181	4
Site 2	2,006	691	24
Site 3	10,569	10,569	147
Site 4	14,243	14,243	234

4.3. Option 2

Option 2 (c580 homes and 5900sqm of commercial/community floorspace) differs from option 1 by:

• Having up to 7 storeys at Leegate and 6 storeys at Sainbury's

•Showing development at the Leegate square, which results in the loss of 3 mature trees but a much more coherent urban structure

Building A
Ground floor: Retail/commercial use (approximately 691 m2 GFA).
3 storeys residential use with approximately 24 flats.

Building B
Ground floor: Retail/commercial use (approximately 181 m2 GFA).
2 storeys residential use with approximately 4 flats.

Building C
Ground floor: Retail/commercial use (approximately 1,002 m2 GFA).
3 storeys residential use with approximately 34 flats.

Building D
Ground floor: Parking space (P1).
3 storeys residential use with approximately 16 flats.

Building E
Ground floor + 1st floor: Retail (Sainsbury's) + parking space (P2).
4 storeys residential use with approximately 32 flats.
P1. Provides approximately 50 parking spaces.
P2. Provides approximately 60 parking spaces.

Building I
2 storeys residential use with approximately 8 flats.

Building J
Ground + 1st floor: Retail (Sainsbury's).
4 storeys residential use with approximately 36 flats.

Building K
K1. 4 storeys retail/ commercial (approximately 519 m2 GFA).
K2. Ground floor: Retail/commercial use (approximately 543 m2 GFA).
6 storeys residential use with approximately 46 flats.
K3. Ground floor: retail/commercial use (approximately 395 m2 GFA).
5 storeys residential use with approximately 37 flats.
K4. Ground floor: retail/commercial use (approximately 246 m2 GFA) + parking space (P3)
1st floor: Parking space (P3)
P3. Provides approximately 45 parking spaces

Building L
L9. Ground floor: retail/commercial use (approximately 492 m2 GFA) + parking space (P4).
6 storeys residential use with approximately 47 flats.
L10. Ground floor: retail/commercial (approximately 279 m2 GFA)
3 storeys residential use with approximately 10 flats
L11. 5 storeys residential buildings with approximately 19 flats
L12. 4 storeys residential building with approximately 11 flats.
L13. Ground floor: retail/commercial use (approximately 286 m2 GFA) + parking space (P4).
4 storeys residential use with approximately 19 flats.
L14. Ground floor: Parking space (P4).
3 storeys residential use with approximately 4 flats.
P4. Provides approximately 60 parking spaces.

Building N
Sainsbury's parking space is located on the ground floor and it provides approximately 200 parking spaces .
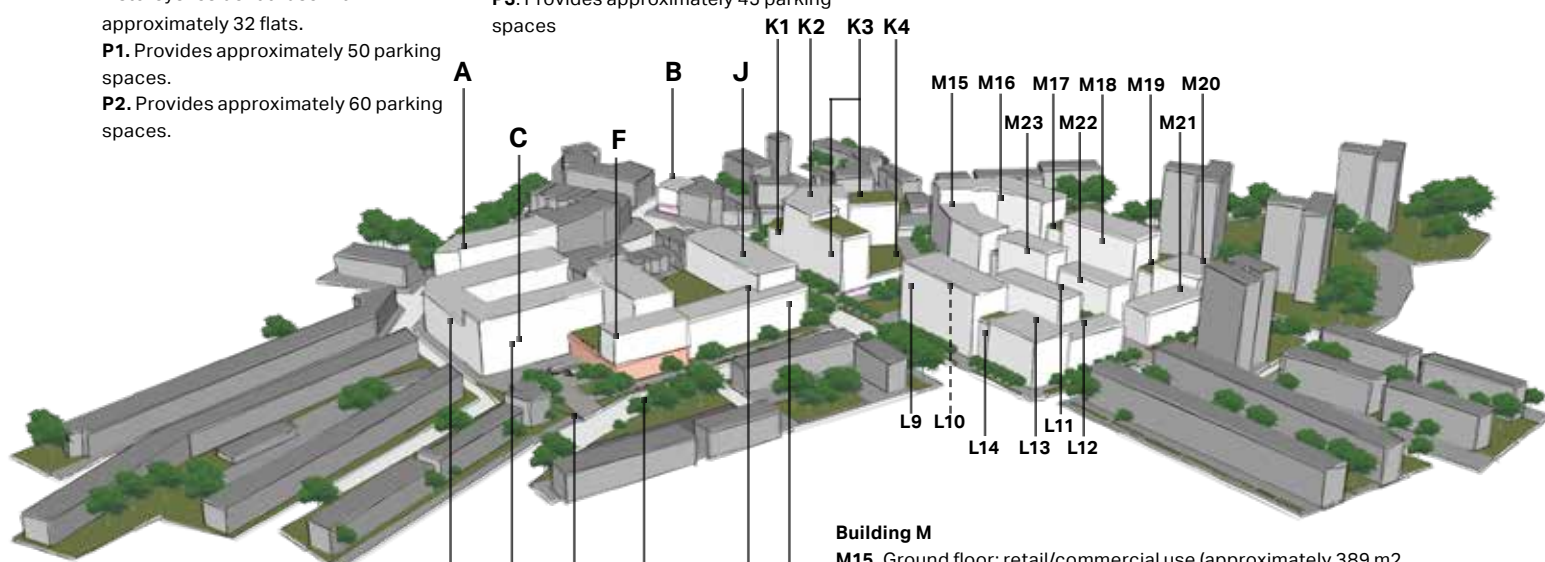

Figure 87: 3D View of option 2

Building F
Ground floor + 1st floor: Retail (Sainsbury's)
4 storeys residential use with approximately 27 flats.

Building G
4 storeys residential use with approximately 19 flats.

Building H
Ground + 1st floor: Retail (Sainsbury's)
2 storeys residential use with approximately 7 flats.

Building M
M15. Ground floor: retail/commercial use (approximately 389 m2 GFA.
5 storeys residential use with approximately 22 flats.
M16. Ground floor: retail/commercial use (approximately 492 m2 GFA) + Parking space (P5).
6 storeys residential use with approximately 53 flats.
M17. Ground floor: Parking space (P5).
3 storeys residential use with approximately 6 flats.
M18. Ground floor: Parking space (P5) + residential use
5 storeys residential use with approximately 39 flats.
M19. Ground floor: Parking space (P5) + residential use
3 storeys residential use with approximately 5 flats.
M20. Ground floor: Parking space (P5) + residential use
4 storeys residential use with approximately 16 flats.
M21. 4 storeys residential building with approximately 19 flats.
M22. 4 storeys residential building with approximately 10 flats.
M23. 6 storeys residential building with approximately 15 flats.
P5. Provides approximately 100 parking spaces.

Building heights

- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys

Mobility

- Parking entrance/exit
- Main vehicular route
- Main pedestrian route
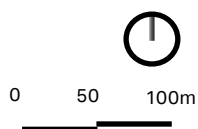- Parking space

Ground floor

Building uses

- Commercial/ Retail/ Community
- Parking space
- Residential

0   50   100m

Upper floors

TOTAL
No. 580 residential units
No. 312 parking spaces
Retail/Commercial/Community 5,938 m2 GFA

NET DENSITY

Site	Gross Site Area(m2)	Net Site Area(m2)	Units
Site 1	219	181	4
Site 2	2,006	691	24
Site 3	10,569	10,569	180
Site 4	14,243	14,243	372
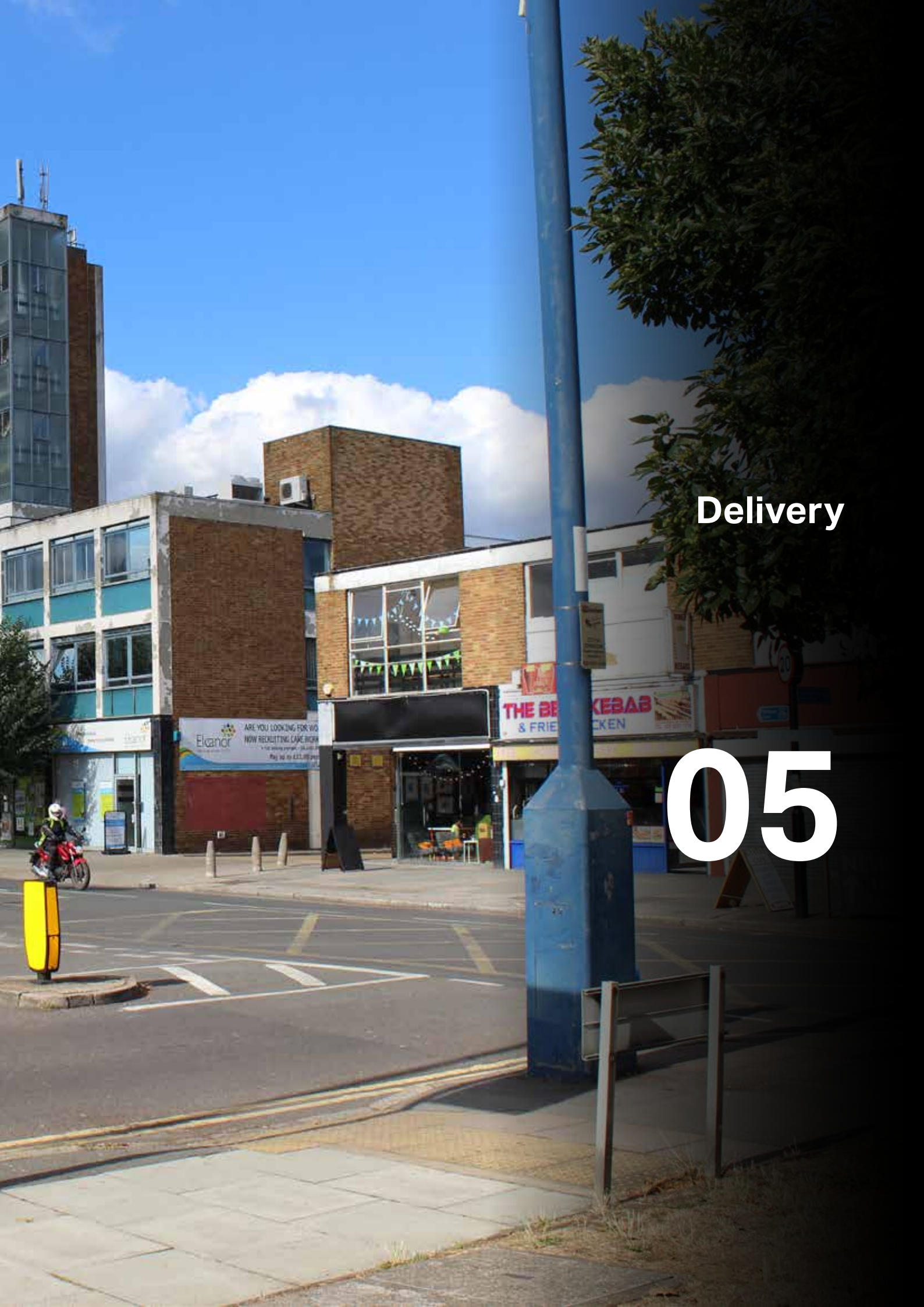
Delivery

05

5. Delivery

5.1. Delivery Agents

The Design Guidelines will be a valuable tool for securing context-driven, high quality development in Lee Green. They will be used in different ways by different actors in the planning and development process, as summarised in the table below:

ACTOR	HOW THEY WILL USE THE DESIGN GUIDELINES
Applicants, developers and landowners	As a guide to community and Local Planning Authorities expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought. Where planning applications require a Design and Access Statement, the Statement should explain how the Design Guidelines have been followed.
Local Planning Authorities	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Councils and Neighbourhood Planning Group	As a guide when commenting on planning applications, ensuring that the Design Guidelines are followed.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

5.2. Deliverability

The National Planning Policy Framework (paragraph 35) emphasises that a proportionate evidence base should inform plans. Based on 'positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings' (see paragraph 15). Policies should be: 'underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals' (paragraph 31). Crucially planning policies 'should not undermine the deliverability of the plan' (paragraph 34).

The Planning Practice Guidance is clear that viability must be considered when preparing Neighbourhood Plans.

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan's policies are aligned with national policy and non-statutory best practice on design.

The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design (architecture, placemaking etc.) and finish, and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance in order to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

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