Regeneration in Deptford, London

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**Planning and Regeneration Strategy**

*The Planning Framework*

The key planning guidelines are set out in the Council’s emerging Local Development Framework (LDF)\(^1\). Within the suite of documents that make up the Framework, the key document is the Preferred Options Report for the Council’s Spatial Core Strategy. This details where development should take place in the borough and how this should be done. All other documents in the Local Development Framework must be consistent with it. The Spatial (Core) Strategy will also focus on implementation and delivery and will establish a monitoring framework to assess progress.

The Council is part of the Lewisham Strategic Partnership – a partnership of 20 representatives from the public, private and voluntary/community sectors to promote and sustain joint working to secure meaningful ways of engaging the community at all levels, both in terms of setting strategy and delivering modern effective local services. The Spatial Core Strategy is intended to be the spatial implementation mechanism for the Community Strategy. It also contains draft/existing borough policies that could inform planning decisions.

**Main Local Plans and Policies Reviewed**

- A Safer Lewisham (2005-2008)
- Climate Change Strategy (2006)
- Creative Lewisham, Lewisham Commission on Culture and Urban Development
- Early Years Development and Childcare Implementation Plan
- Economic Development Business Plan
- Education and Development Plan (2002-2007)
- Health in Equalities Strategy (2004 - 2010)
- Lewisham Contaminated Land Strategy (2001)
- Lewisham Energy Policy (2001)
- Lewisham Environmental Policy (2002)
- Lewisham Housing Strategy (2004 – 2007)
- Lewisham Municipal Waste Strategy
- Local Biodiversity Plan – A natural renaissance for Lewisham
- Local Cultural Strategy
- Physical Activity, Sport and Leisure Strategy (2005-2010)

\(^{1}\) The key document within the LDF is the Draft Core Strategy. This can be found at [right click here to see Lewisham Draft Spatial Core Strategy](#).
The document must be prepared in accordance with national planning policy statements (PPPs) and be in general conformity with the regional spatial strategy (known as the London Plan) prepared by the Mayor of London. The Strategy has also taken the London Development Agency's Economic Development Strategy into consideration.

The Spatial Core Strategy does not identify specific sites. This information can be found in the Development Policies and Site Allocations Development Plan Document. There is also the Proposals Map that defines specific sites and areas where the local planning authority (i.e. the Council) is making proposals for particular developments or other land uses, or areas within which particular policies for the use and development of land will apply.

The Lewisham Preferred Options document reflects the findings from the Issues and Options consultation in 2005. Specifically, the Council consulted on 12 issues such as housing, sustainable environment, employment land, transport, community facilities and urban design. There is then further consultation on the Preferred Options – this took place over a six-week period between June and August of 2007.

2 The ways in which people can be involved in plan-making and determining planning applications are set out in the Statement of Community Involvement (SCI).
After this, the Spatial Core Strategy has to undergo a Sustainability Appraisal (SA) to assess the social, economic and environmental effects of strategies and policies in a local development document. The SA found several main conflicting issues emerging from the Strategy:

- Designation of employment sites and waste management sites conflict with housing due to demand for housing. But the relatively small economy creates the need to protect the employment sites and retain the workforce within the borough.
- Growth area is situated in a Flood Risk category 3 area.
- The Growth Area is likely to increase road traffic and add pressure to the public transport system, which will increase traffic-related air pollution and noise.
- The per capita open space will be reduced as a result of high density housing. The core policy on open space hence focuses on improving the quality of open space.
- Increased development may lead to habitat loss, particularly on sites that are derelict and vacant.
- Short term negative effects on resources used for construction.

A final document is then submitted to the Secretary of State (Communities and Local Government) and be subject to an independent review at an examination in public. After a successful review, the document can then be adopted by the Council. The Strategy is expected to be relevant over a 10-15 year period from adoption but will be subject to monitoring and revised as appropriate when circumstances change.

**The Growth Scenario Adopted in the Lewisham Core Spatial Strategy**

The preferred growth scenario option is to:

- Promote major growth in the most sustainable areas - these are the major town centres at Lewisham and Catford, and in the Thames Gateway area of Deptford and New Cross
- Maximise the scarce land resource by promoting mixed use redevelopment in suitable locations.

The strategy identifies a range of spatial planning areas for Lewisham. The major growth corridor will be focussed on the Catford, Lewisham and **North Lewisham (New Cross and Deptford)** localities. This will involve substantial new housing, increased employment uses, mixed use development, retail and town centre uses, and the necessary social, economic and transport infrastructure required to support the existing and new communities. Good quality design that helps establish ‘place making’ will be required. Tall buildings may be acceptable provided they contribute to the overall aim of good urban design. The Council will seek to exploit linkages and connections between all large new developments in the north of the borough and will require the establishment of new public spaces.

The strategy for Deptford New Cross (DNX) is to improve connections and the quality of places in the area. It will focus on strategic place making together with site-based principles. The strategy
proposes the redevelopment of several employment sites for mixed use development in this London Plan opportunity area. This will have a positive and long standing impact on the area and Borough. A boundary will be identified in the forthcoming Development Policies and Site Allocations Development Plan Document. New Cross and Deptford district town centres will continue to be the main focus for retail and town centre uses in the north of the borough. Major new development should not include substantial retail proposals which would threaten the vitality or viability of these established district town centres. These town centres will also provide opportunities for residential development at appropriate densities which reflects good public transport facilities and the local context of established built form.
Deptford and the Regional Spatial Strategy (the London Plan)

The London Plan and the draft Strategic Regional Development Framework for East London being prepared by the Mayor of London requires the Council, and the adjoining London Borough of Greenwich to propose a new policy allocation in their Local Development Frameworks called the Deptford Creek/Greenwich Riverside Opportunity Area (OAs are ones deemed capable of sustaining substantial jobs and homes). The London Plan proposes a number of targets within this area to increase the number of dwellings and the number of employment opportunities. The Preferred Option (Option 3) includes all of Deptford High Street and all the Creekside area in Lewisham.

Strategic Employment Locations are the core of the former industrial areas where a variety of business uses are located. In accordance with the London Plan policy 3B.5 the Council will safeguard sites and business in the SEL for business and waste related uses. The London Plan designates two Strategic Employment Locations (SEls) in the Borough of Lewisham. These Locations are the Surrey Canal Strategic Employment Location and the Bromley Road Strategic Employment Location. SEls as defined in the London Plan, provide land important for London as a whole for uses such as waste transfer and processing (including recycling), warehousing, and industrial and service businesses. Residential developments will not be granted planning permission in Strategic Employment Locations.
as they are considered to have an adverse impact on the continuing industrial functioning of these areas. The preferred location for new and relocated waste transfer and processing uses will be the Surrey Canal Strategic Employment Location subject to meeting the appropriate environmental constraints for these uses as set out in Policy SE17. Strategic Employment Locations in the London Plan fall into two categories: Industrial Business Parks for businesses requiring a high quality environment and preferred Industrial Locations for those with less demanding requirements. The Strategic Employment Locations in Lewisham fall into the category of Preferred Industrial Locations. The London Plan also requires that all London’s waste needs to be dealt with within the Metropolitan boundary as the landfill sites in Kent and Essex will no longer be available (as well as new European directives). The Council’s Core Strategy states that these locations are the core of the former industrial area where a variety of business uses are located. The Lewisham Economic Development Business Plan states that there is an opportunity for creating an environment industries cluster at this location. The area contains most of the remaining industrial activity and storage and distribution in the borough, a large number of converted railway arches and the SE London Combined Heat and Power (SELCHP) plant. The option to maintain the existing boundary of the Surrey Canal Strategic Location as defined in the East London Strategic Development Framework was rejected. It was considered that some of the sites in the location were poorly used, no longer contributed to the strategic functioning of Lewisham by reasons of the uses located on them, and lack of investment in their physical fabric. It was considered that the opportunities for the regeneration of the north of the borough that would be presented by taking a strategic approach to those sites no longer considered suitable for this role outweighed the advantages of retaining these sites in the Strategic Location. This is discussed in more detail in respect of each site formerly included in the Strategic Locations and now allocated as a Mixed Use Employment Site.
Other Development Areas

The other two main development areas outlined in the Core Spatial Strategy (i.e. in addition to SELs) are Local Employment Locations (LELs) and Mixed-Use Employment Locations (MELs). The Local Employment Locations are the residue of business clusters located throughout the borough that are considered to be coherent areas suitable for continued business use. The LELs will be protected for continued business use class development. In Deptford the LELs are:

- Creekside
- Plough Way
- Evelyn Street

The Mixed Use Employment Locations are areas identified for mixed land use redevelopment. This will include a significant contribution to employment but will also be driven by the significant value of high density residential development. These will be high quality master-planned developments. ‘Place’ making and linkages between the sites and open space areas will be core elements of the strategy. In Deptford, the Mixed-Use Employment Locations are:

- Oxestalls Road
- Convoys Wharf
- Childers Street and Arklow Road
- Plough Way (again)
- Surrey Canal Road (again)
- Grinstead Road
- the Sun and Kent Wharf (in Creekside)
Local Labour Agreements

The Council supports the employment of local people in the construction or and end use of new developments in the borough. The Council may seek to secure planning obligations on development sites providing over 10 residential units, or over 1000 m² of retail, commercial or industrial floor-space, towards the cost of training local people in the skills and qualifications required to access employment in the construction or and end use phase of the development.

Regeneration Strategy

'People, prosperity, place' (also known as the Lewisham Regeneration Strategy) is a document which sets out Lewisham Council's vision for the future of the borough from 2008 until 2020, and the projects and plans which are underway to deliver that vision. It focuses on the ways in which regeneration contributes to the Community Strategy priorities, particularly those around crime, health, education, enterprise and business growth and cultural vitality. The strategy will be supported by three year implementation plans, structured around the People, Prosperity and Place themes and the key strategic objectives set out for each theme. They will include clear actions and targets with measurable outcomes to demonstrate the impact of the Council's actions and progress towards achieving its objectives. The first implementation plan covering 2008-2011 is now in place. The strategy was initially produced in 2007 in a draft form for consultation with local residents and other stakeholders. Several hundred individuals and groups took the time to read the draft strategy and feed back their comments. The finalised version of the strategy incorporates many of those stakeholder suggestions and comments. The Council's goal is to “make Lewisham the best place to live, work and learn in London – working closely with communities and businesses right across the borough”.

Key Elements Outlined in the Lewisham Regeneration Strategy


- New Cross NDC culture and health centre.
- Includes GP surgery, library, café, gymn crèche and public square (2010).

The extended East London Line will cut journey times from the west of the borough to central and north London (2010–11).

- Every secondary school and all special needs facilities in the borough to either be rebuilt or refurbished. £280 million of investment by 2018.
- 10,000 new homes being built by 2017.


- Already here or on their way...

- New swimming pool, Deptford, 2008

- Kaleidoscope Centre for Children & Young People, 2007
According to the Council, the key barometers of success will be when

- More people think the Council listens and responds to what they say
- Every Council/housing association tenant lives in a decent, modernised home
- More people volunteer and get involved in the local community
- New businesses come to Lewisham and people find the jobs they want
- People in Lewisham live longer and stay healthier
- Children do better at school
- We throw away a lot less and recycle a lot more
- We have safer, cleaner streets
- People can travel around quickly, easily and sustainably

**Early Community Regeneration**

**Overview**

Deptford and its surrounds have weathered every kind of UK regeneration programme, including City Challenge, four Estate Action Programme (EAP) projects, six Single Regeneration Budget (SRB) programmes, and a New Deal for Communities (NDC) programme in New Cross Gate (part of the Deptford/New Cross neighbourhoods). While certainly very much tidier than 20 years ago, Evelyn and New Cross wards – i.e. Deptford/New Cross - remain within the most deprived 10% of English neighbourhoods.

**Learning about Regeneration**

Geraldine Blake (now of Community Links) noted in 2001 that the Deptford and New Cross area had been the subject of more than £150 million of public regeneration money in the last 12 years, through 18 different agencies and initiatives. Yet it remains a recognised deprived priority area. In 1997, GAP Research were commissioned by Deptford Community Forum and Magpie to undertake a review of the "regeneration experiences" of the community sector in Deptford and New Cross and to identify lessons that needed to be passed on. Each of those programmes was meant to 'involve the community' but they all failed in the sense that local people did not get to identify the priorities or develop solutions, let alone steer the strategic direction of these interventions. The report identified the critical missing factor as pre-bid community involvement, networking and project development. Having spent some time promoting the findings of the "Regeneration Experience", it became apparent
that the local community sector would need to take the next step and find ways of putting the lessons it had learnt into practice.

The Single Regeneration Budget

The Single Regeneration Budget (SRB) was introduced in April 1994. It combined twenty previously separate programmes designed to bring about economic, physical and social regeneration in local areas and its main purpose was to act as a catalyst for regeneration in the sense that it would work to attract other resources from the private, public and voluntary sectors in order to bring about improvements in local areas to the quality of life of local people. It was designed to do this by addressing local need, stimulating wealth creation and enhancing the local competitiveness of the area as a place in which business wished to invest and people wanted to live. The activities of SRB were intended to make a real and lasting impact partly through the projects which were financed as part of the local regeneration package but also, and perhaps more importantly, through the encouragement of local partnerships. The local partnership approach was seen to be the vehicle by which local players would come together to formulate a joint approach to meeting local needs and priorities (University of Cambridge, Department of Land Economy website).

The NX (New Cross) Project

The NX Project was a partnership between a number of local organisations (Magpie, GAP Research, the Deptford Discovery Team, Milton Court Employment Resource Centre, and Goldsmiths College). The long term aim was to support the local community to write and lead their own SRB bid. A postcard to local homes invited local people to attend an introductory meeting. From this was built a core group of trainees, plus a pool of occasional volunteers. The trainees were offered 3 hours training a week in community research and project development, over three terms, plus additional basic skills support as required. They then met together on a further day to carry out practical work. There were also ran a series of monthly public meetings, called the NX Forums, which aimed to reach out to local residents, schools, community groups, businesses and agencies. The aim was to make these Forums as unlike a public meeting as possible, as efforts to get local people out on a cold evening to a draughty church hall were not working. The NX Forums were open events hosted by different local organisations at different venues (giving host organisations an opportunity to showcase their own work), at different times of day, days of week, and with different themes. The Forums tended to be based around a series of participative activities, and used a variety of props and tools. Some examples of NX Forums were:

- An evening Forum in a local motor workshop project which works with teenagers
- An after school session in the playground of a local primary school
- A number of fun days in local parks - the Friendly Gardens Fun Day included a dog show, a nature walk, and a debate in a skating circle.
- A Friday night party organised by young people, at which attendees had to complete a number of tasks before gaining entrance to the party.
We found that we were able to make each event unique by combining venues with appropriate props and activities. The attendance at Forums ranged from 20 people to over 200. The trainees wholeheartedly agreed with the principle that the research we would carry out in our local area should be interesting and fun for those who take part in it, rather than draining information from them. The use of participative approaches helped to overcome "meeting" issues (hierarchies, whose agenda?, talking shops etc) and enabled a wide diversity of people to contribute. Participation also addressed the "fear of research" (is this representative, is our sample right, the tendency to keep data to oneself until the end of a project) and, in a number of circumstances, led to local people and organisations being inspired to take action.

The participative tools that found to be particularly useful were:

- Problem wall / solution tree: one of the trainees was inspired by a picture in a textbook to build an 8’ x 8’ wooden tree. This is now in the Museum of London Collecting 2000 exhibition, and a new one was built locally, plus a series of smaller desk top trees (bonsais!)
- Drawing and building maps of the area: what it’s like now, future maps, mobility maps etc. For one event, local nurseries brought along a large model made of cardboard boxes of what the children valued in the area and what they would like to see in the future (a zoo, so that they could wave to the giraffes!)
- Walking, talking and taking photos: the trainees and volunteers spent a great deal of time walking around New Cross and Deptford with local people, and mounted exhibitions of photographs of "problems and opportunities". The project team got through large amounts of coloured dots and post it notes when we took these exhibitions out.
- New tools: recognising the value of the visual and the innovative, the trainees constantly invented and built new tools. This led to a library of props including the Snakes and Ladders Game, the Pathways Prop, the Mood-o-meter, and the …

The Get Set for Citizenship SRB Bid

As the deadline for SRBS5 bids approached the Magpie team were relieved that LB Lewisham did not submit yet another bid for Deptford/New Cross. Instead Magpie began a 2-year process of community development, research, training and creative outreach which led to the Get Set for Citizenship SRB programme in the 21 ‘natural neighbourhoods’ of Deptford and New Cross. The bid was written through a series of practical workshops, with hands on involvement from trainees and volunteers. The use of participative techniques provided the opportunities for much deeper debate which began to identify that the real issues were about the power of the "big players" to decide the future of our area, and the lack of control by local communities over decision making. The SRB6 programme that resulted from the NX Project was a £1.4 million programme over 2.5 years, that was to:

- Fund a range of involvement projects supporting local communities and individuals, making sure their voices are heard
- Build on these to develop a community council for New Cross and Deptford
- House it in a new civic centre and arm it with a regeneration charity
Fund a number of investigations - finding local solutions for the issues that local people have identified as important (e.g. transport, environment, employment & training) and develop long term strategies to address these.

The fact that local communities have been empowered to come together and reach consensus on this issue has been the real benefit of using participative approaches in community regeneration. The Get Set for Citizenship Programme continued to use participative approaches throughout the programme to involve and inspire local people.

The Creekside Renewal Single Regeneration Budget bid for government funding, involving Greenwich and Lewisham Councils, other private and public partners and local community groups, was successful and started in April 1996. It has funded the Creekside Greening and Cleaning Project for Deptford Creek, which aimed to protect and enhance the wildlife habitats, enhance and repair floodwalls, remove rubbish and improve local access. Without this work, it was feared that the Creek would continue to be undervalued and used as a dumping ground. The book, Deptford Creek: "Surviving Regeneration" (available from the Centre), offers an overview of the issues surrounding the Creek.

Of all Deptford regeneration activity, it was the focus on Creekside that has provided the most lessons. The combination of two SRB programmes – one led by the local authorities, the other by the Deptford Discovery Team, a community consultancy service specialising in environmental and heritage projects, on behalf of Groundwork – and the development of the hyperactive Creekside Forum meant the regeneration of this muddy backwater became focused on "renewal without destruction". This remains an important balancing act to ensure that Deptford’s special and spectacular history is not wiped out by ambitious but insensitive ‘regeneration’.

City Challenge

City Challenge allocated £37.5m each over five years to 31 Urban Programme authorities to achieve self-sustaining regeneration of their designated City Challenge areas on the basis of two competitions. In the first round, 17 local authorities covering 15 areas were invited to compete for City Challenge status. They were chosen to represent the wide range of circumstances across the country and their ability to work up imaginative plans quickly. Bids were submitted by cross-sectoral Partnerships. Eleven areas were selected as Pacemakers to pilot the initiative. For Round 2, starting in April 1993, all 57 of the then Urban Programme Authorities were invited to bid. There were twenty winners out of fifty four bids. City Challenge was targeted upon specific areas, time limited, output driven and based upon partnership (source: CLG website).

The Legacy of City Challenge

Deptford Challenge Trust is a grant-making charitable trust. It is run by an independent Board of Trustees, who together have wide experience of Deptford and its needs. The Trust benefits from an income from investments of the former Deptford City Challenge. With this, it provides grants to

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3 This was a local social enterprise which led lots of the work in the area from 1993 to 2005.
voluntary and community organisations for activities which benefit residents within the Deptford Challenge Trust area. The Trust aims to improve the quality of life for people who live and work in Deptford, through informed and strategic grant-making. Individual Trustees are nominated by the following organisations: Deptford Community Forum (2 trustees), Deptford Tenants and Residents Association, Goldsmiths College, Lewisham College, London Borough of Lewisham, Metropolitan Police Service and Citibank.

Recent Small Grant awards include:

- £1,500 for the Afghan Community Organisation who provide mother tongue and curriculum support to Afghan children in the Deptford area.
- £2,000 for Deptford Action Group for the Elderly. ‘DAGE’ runs a ‘Pop-In’ centre, where isolated older people can meet, keep active, and receive advice with their benefits, for example.
- £5,000 for Asian Family & Youth Link towards an inter-generational health project. This has brought younger and older family members together, from a range of Asian backgrounds, to participate in health and recreation activities. The project aims to address health problems like heart disease and diabetes, which can be particularly high amongst Asian communities.

Examples of recent Strategic Grants are:

- Roots & Wings who have received £25,000 to run a mentoring scheme. This partners business mentors from high-profile City firms, with young people from Deptford Green School. Through the mentoring relationship, the project aims to raise young people’s aspirations, confidence and achievements.
- Dovetail Childcare Solutions were awarded £25,700 to pilot a new approach to childcare. The organisation has developed a flexible nursery system, for children aged 0-5, open 8am – 9pm, which is more responsive to different working hours and shift patterns. The grant funded advice sessions for parents, to help them take up childcare benefits and return to work.
- Target 3 has been granted £25,300 towards their training and advice service for refugees and asylum seekers. With their Advice & Advocacy worker they are able to help those with the right to work, to get job placements and enter the employment market. Target 3 also runs training courses in book keeping and Sage accounting.

http://www.deptfordchallengetrust.org.uk/

Renewal of the Pepys Estate

The Estate Action Plan

The Estate Action Plan of the 1990s focused on removing many of the very design aspects that were most celebrated when the Pepys estate was first built - the massive ‘streets-in-the-sky’ catwalks separating pedestrians from traffic had become liabilities that destroyed neighbourhood connections and turned the estate into a maze.
Like the original concept for the estate, the action plan was radical in that it involved the residents, Council officers, architects and planners. All were as equally involved in thinking through the planning proposal. The proposal eventually put forward and agreed involved very little demolition. What was finally agreed, following community involvement, was refurbishment of existing buildings. The only demolition was of one block of flats - Merrick House of 44 flats, located in the central area of the estate. The proposed replacement was to be new social housing of fourteen 3-bed houses and four 4-bed houses. The existing Community Centre and existing shops were to be demolished, and a new Community Centre and ground level shops built. The new houses were to have their own enclosed gardens. This was seen as a plus for the estate as none of the existing flats on the estate had gardens. Just when the scheme should have reached completion, it all began to fall apart. The Council, Lewisham, claimed it had run out of money. It could no longer afford refurbishment, the blocks left were not worthy of refurbishment. New architects were appointed, with no input from the tenants.

Aragon (Sale and Decantation)

As part of the way to fund wider area regeneration, Aragon Tower was sold by Lewisham Council to Berkeley Group, in 2002 for £11.5 million. The negotiation was conditional upon vacant possession and planning permission for a further five floors of glazed penthouses. This move into the private sector left the residents of Aragon dispersed throughout Lewisham into other social housing schemes in the borough and given about £1500 each in compensation.

Despite the huge sums of council money riding on the permission, Lewisham’s Planning Committee, led by chair Councillor Terry Scott, opted to defer permission for 6 weeks whilst the developer Berkeley met with estate activists. This negotiation led to the removal of the ‘cappucino deck’ (a first floor terrace where people from the tower could sit out but others could not access) from the plans, the granting of the mezzanine floor on a 999-year peppercorn lease to Pepys Community Forum, and a general opening up of the area around the tower.

Completed in the Summer of 2006 by Berkeley Homes (East Thames), part of the Berkeley Group Holdings plc, Aragon Tower has won numerous industry awards. Designed by Rolfe Judd Architects and built out by Apex Construction, Aragon Tower represents one of the first large scale tower block regeneration projects within London. 14 Penthouse units (and five floors) were added to the top of Aragon Tower taking the building up to 29 storeys and cementing its position as one of the tallest residential towers in London at 92 metres. It contains 158 residential apartments ranging from 2 to 3 bedrooms. The BBC Series ‘the Tower’ (shown in July and August of 2007) showed just how stark the differences are between Deptford’s newest residents and its previously typical incomers⁴.

⁴ See http://www.youtube.com/watch?v=KQBRkvGnTZs
Looking Up at the Aragon Tower

Hyde Housing

Hyde Housing, a Registered Social Landlord, bought a large part of the rest of the estate from LB Lewisham for £6.5m. with Housing Corporation support they have built attractive new courtyard-type flats although the advertising has consisted of imagery directed at thirty-something ‘Yuppie’ and ‘Dinky’ couples. BPTW Partnership were the architects and master-planners. The scheme has been constructed over three phases and provides 260 new homes of mixed tenure, including spacious apartments and houses. Sustainability and connecting public realm space, while maximising the unique and historical location of the residential development was the key objective for the masterplan and design of Pepys. Connecting public and green spaces at Pepys was another core objective of the master-plan, providing overlooked and accessible thoroughfares from surrounding nature reserves, the Thames Path and Admiralty Square to the residential community. Home Zone principles have been employed to ensure that pedestrian traffic is a priority, while thoroughfares and links to public transport have enhanced employment and access opportunities for residents and provided an environmentally friendly option for travel. Pepys has achieved a Building for Life Silver Standard from CABE and the Best Public Housing Development category at the Brick Awards in 2005. For a critical view of the process (in particular the extent of consultation with local residents) see Keith Parkins’ 2005 account for Indymedia right click here to see Parkin’s Indymedia account.

Further details on the estate can be found at: CABE on Pepys Estate and CLG on Pepys Estate.
Riverside Schemes

*Millenium Quay*

On the large former Power Station site, now known as Millennium Quay, at the mouth of the Creek, occupied by marine industry for 500 years, a dreary development was only a little enlivened by the statue of Peter the Great\(^6\) organised by Graham Corneck the then maverick local vicar of St Nicholas’ Church known affectionately as the ‘irreverend reverend’ and, occasionally, the ‘loose canon’. The developer Fairview placed all the affordable housing at the back of the site, hidden from the river views by the steeply rising storeys of the private sale blocks. It is testimony to the rootedness of the vicar, churchwardens and congregation at St Nicholas Church that they opened a new gate in their

\(^6\) Peter the Great holds historical reference to the Quay, then docklands, as he spent time there in 1698 learning about shipbuilding at the Kings Dockyard.
historic wall to allow their new neighbours access to the refurbished church gardens. The power station had a superb 200m landing stage, which was short-listed for Millennium lottery funding for restoration as public open space with leisure use, but turned down when journalist Sir Simon Jenkins appeared for the assessment and indicated that he thought the tidal Thames should be permanently barraged for water-sports.

Convoys
This large site takes up approximately half of Lewisham’s River Thames frontage. Wharf uses ceased on this site in September 1999. The option presented for this site in the Site Allocations Issues and Options paper reflected an existing outline planning application for a mixed use development. The site has been the subject of major master-planning activity by the Rogers, Stirk, Harbours and Partners, throughout the past seven years. This will involve the construction of around 3,500 new homes and an extension of Deptford High Street northwards towards the river.
Convoys Wharf Master-plan

The existing Olympia Warehouse, a grade II listed building, will be retained and refurbished to create a key landmark building. The development will comprise of a mixed-use of activities, including:

- 3,500 new homes, with 35% designated for affordable housing
- sustainable business park
- cultural facilities
- retail
- employment
- community uses

Extensive public spaces including the extended ‘high street’, the riverside walk, the main square and the creation of a historic route linking the dry dock to Sayes Court Garden via John Evelyn House will be incorporated into the development.

Three tall towers, ranging from 26 to 40 storeys high will create a sense of place and signal the regeneration of Convoys Wharf from surrounding areas. The buildings will respect the strategic views of St. Paul’s from Greenwich Park.

Public transport improvements include a new bus service linking with surrounding rail stations, a river bus service and links to the Greenwich Waterfront Transit Scheme. Changes to the local road network are proposed to improve traffic flow in the immediate area and improvements to pedestrian and cycle links are also included.

A waste recycling and reprocessing facility is planned, maintaining the commercial viability of the wharf. This will include river use for the movement of materials to and from the site. Other river-related plans include a boat-repair yard, riverboat service and moorings.

The development will also include a community centre (potentially incorporating an IT facility, adult learning centre, crèche, café and other community/public space), primary school and a GP health centre.

Convoys Wharf: Urban Design Principles

There will be two key axes, one running north–south connecting Deptford High Street with the Thames, and another running east–west, connecting the heart of the site with Grove Street, along with a number of secondary routes, provide legibility and access across the site.

A number of development parcels, defined by these primary axes and secondary routes, are able to be developed in stages and to accommodate a mix of land use, building types and scale of development. The development ranges from four storeys at the edges of the site and builds up in height as it moves towards the water’s edge. The predominant massing of six to eight storeys establishes the urban grain, while three residential towers of 26, 32 and 40 storeys mark the three principal routes into the heart of the site and form a dramatic new setting for the Olympia Warehouse and the main square.
Other strategies include ‘fringe knitting’ through a series of specifically designed responses of varying height linking and integrating the new development to the wide variety of edge conditions opened up through the removal of the boundary wall.

A series of ‘gateways’ into the site are identified with distinctive corner treatments, while a ‘permeable ground’ means that all buildings, especially along main routes, front onto streets and public spaces and have active uses to the ground floor. This allows a high degree of flexibility and penetration, thereby encouraging pedestrians to use the site to its fullest extent.

The masterplan includes the creation of a number of important views and vistas that celebrate local historic landmarks such as the Olympia Warehouse and the Double Dry Dock, as well as those outside the site such as Sayes Court Gardens and the Shipwright’s Palace. In the wider context, views to Canary Wharf to the north, Deptford High Street to the south and Greenwich to the east will be opened up by the development and will add visual interest and connectivity to the broader context and historic setting.
Outline planning approval for a masterplan, designed by RRP, was granted by the London Borough of Lewisham in May 2005 (subject to referral to the Mayor and the Government Office for London and the signing of a s106 agreement). Today, the Greater London Authority has still to grant permission. If News International succeed in gaining planning permission then the site will be sold to a subsidiary of Cheung Kong Holdings for £100 million. The supposedly confidential sales agreement dated 13 May 2005 can be purchased from HM Land Registry for £6 by post (or downloaded for £3) where it is filed against title number SGL292753.

**Alternative Visions: Convoys Opportunity**

Local community groups, businesses and churches in Deptford, and beyond, have and are campaigning under the banner of Convoys Opportunity to have the current application refused and the safeguarding order upheld. London is exceptional amongst major cities, with the necessary depth of water, in not having a purpose built Cruise Liner Terminal. If the application gets past Mayor Boris then Convoys Opportunity will ask Hazel Blears to call-in the application for a ministerial decision (after a public inquiry) (source: Wikipedia).

**Paynes and Borthwick Wharf**

Planning Permission and Listed Building Consent were granted in June 2006 and overturned by High Court Sep 2006, granted again 24 April 2007.

**Location of Paynes and Borthwick Wharf**

[source: paynesandborthwick.co.uk]

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Paynes and Borthwick Regeneration

Designs have been unveiled for a new residential development in south east London's creative hub, which mixes culture and lifestyle in a scheme that combines sleek modern architecture with period restoration. Paynes & Borthwick Wharves on the River Thames at Deptford, West Greenwich, will provide new art and workspace amenities for local creative talent as part of a mixed-use development providing 257 apartments. It features a brand new an 18-storey tower, together with the retained and restored Italianate arches of Paynes Wharf. Designed by Assael Architects, it will open up the riverfront to the public, reinstating the historic route of Middle Watergate. The development offers a combination of one-, two- and three-bed flats, plus top floor penthouses, in addition to ten live/work units, located in Greenwich. Paynes & Borthwick Wharves is one of a number of regeneration schemes that are marking Deptford's renaissance. These include the nearby Convoys Wharf mixed-use development which will bring a range of homes, businesses and amenities to the locality as part of a major revitalisation of this riverside site. The developer is Lane Castle. The development will total 32,500 sqm in the site area, which includes listed sections of Paynes Wharf with its dramatic Italianate arches, where the north, south and west exterior walls will be retained and incorporated into the new design. In addition to the apartments, around 3,500 sqms of new commercial space is to be created at the lower levels, incorporating restaurant/café space, a magnificent gallery/cultural venue, and office/design studios.

Greenwich Reach East

This is 7.7 acres surrounded on three sides by water at the mouth of Deptford Creek. Permission for over 900 residential units and 7,000 sq ft of commercial and public space is not granted yet as the S106 agreement was not signed. The London Borough of Greenwich has granted detailed planning consent for Broadway Malyan’s Greenwich Reach scheme in East London. The residential-led scheme for London Merchant Securities will act as a new gateway for Greenwich, providing an active and
vibrant public realm and delivering valuable new community facilities. The 100,000m² development comprises 982 residential units (including 35% affordable units) and 7,100m² of commercial space, including retail, bars, restaurants, cafés, a crèche, medical facilities, design studio workshops and also a heritage museum. The scheme meets current GLA requirements for 10% renewable energy.

What of the Wealthier Incomers?
Aragon Tower community site is run by the community of Aragon Tower and is not related in any form to Berkeley Homes or KFH management. There have been efforts to support the formation of the Residents Association. There is already a Millenium Quay Residents Association – see http://www.mqra.co.uk

OneSE8 has a very active Residents Association, working in a two-tier system. The OneSE8 Working Group holds Residents meetings to collect views and issues from residents and then meets with County Estate Management and St James Homes to put discuss these issues. Minutes and further information can be found in the Residents Association section of the forums. http://www.onese8residents.com

Inland Development
Deptford Wharves
At the north easterly corner of the Grove Street site (by Oxestalls Road) a former Paper Bag Factory has been converted to apartments. Most of the Grove Street site however is occupied by industrial units, including a substantial breakers' yard, unpopular with local residents due to the noise created by the breakers' yard (owned by GD Metals). Other buildings include a pub and the Law Brothers unit in the old chapel which was leased by Pepys Community Forum. On the Evelyn Street frontage is a Shell garage and Sainsbury's Local and a series of spaces occupied by a car auction lot, a car wash and an
off-license. Various employment sites on Grove Street are being accumulated by a developer (City
and Provincial Properties) over the last 2-3 years. A planning application is expected in mid-2009.

Oxestalls Road MEL
This substantial area bounded by Oxestalls Road, Grove Street, Dragoon Road and Evelyn Street
(A200) has premises and land of widely varying quality and use. These include a metal recycling firm –
the noise from which has resulted in complaints from neighbouring occupiers on the Pepys Estate and
provides a poor environment for nearby residential uses. Other uses include: haulage, Car Auctions, a
petrol filling station and mini-supermarket, car repair etc. The site in the past has been in fragmented
ownership which has precluded a comprehensive approach to its development and management.

Comprehensive redevelopment would provide an opportunity to radically improve the social, physical
and economic quality of the area, benefit local residents by removing environmentally unfriendly uses,
an increase in the number of jobs on the site which at the moment only provides in the region of 40-50,
and a contribution to housing provision. Other opportunities presented by the site include the
reopening of the former Surrey Canal to provide a high quality landscape feature/public open space
and a link through to a similar landscape feature at the Mixed Use Employment Location at Plough
Way. This could provide coherence, physical linkages and integration to a large area of the north of
the borough that is inaccessible and physically forbidding. The site is likely to be contaminated
through various industrial uses and the material used to fill the course of the former Surrey Canal.
The remains of the former Surrey Canal Bridge obscure sightlines on Evelyn Street/Dragoon Road for
oncoming traffic restricting access from Dragoon Road from Grove Street only. The review identified
that overall this site is in poor condition, with many buildings in poor repair, and was under used with
a low employment density. Some uses on the site were the subject of extensive complaints by local
residents. Despite its good location on Evelyn Street (A200) this large site has failed to attract much
employment investment over many years.
Illustrative Master Plan for Oxestalls Road

High quality landscape around reinstated canal

New public space on Evelyn Street
Rejuvenated streetscape with high quality frontages to Evelyn Street
Church and pub retained within new blocks

The masterplan is for a new and more permeable mixed use urban block around a new high quality landscape along the route of the Surrey Canal. The development is large enough to become a significant new place in its own right and to resonate the influence of Conway’s Wharf in North Lambeth.

The site has the potential to contribute to the overall vision by creating:
- A new public space with shops on Evelyn Street opposite the entrance to Drapford Park
- A rejuvenated streetscape with high-quality frontages to Evelyn Street, Grove Street and Drapford Road
- A new high-quality public space following the route of the Bowad Surrey Canal. This space could serve as a large body of water as its central focus.
- Welcoming and accessible routes to connect the Purvis Estate through to Drapford Road and Conway’s Wharf to Drapford Park

Development Plot
Active Frontage
Commercial Building
Green Space
Public Spaces
Landmark Building

Water Landscapes
New Roads
Taxi Maintenance on Grove Street

View of the Breakers Yard from Oxestalls Road

View South to Grove Street (and the Oxestalls Road site)
Deptford Wharves (Initial Thoughts for a Master-Plan for the Oxestalls Road Site)

Hawkins\Brown architects and designers have been appointed by the land-owner and developer City & Provincial plc to prepare a master-plan for the 4.4Ha site in Deptford (C&P own all but the Shell garage). The proposals show the potential for a generous water body at the heart of this substantial site, a 21st Century Wharf, offering visual and physical amenity with opportunities for recreation, ecology and sustainability. Links with the adjoining Convoys Wharf development and cross site permeability are also encouraged. A true mixed-use, sustainable development is envisaged accommodating clusters of workspace, local shopping, community facilities and a range of mixed tenure homes. Hawkins\Brown is working closely with Savills/Hepher Dixon to capture the social and economic needs of the emerging community and its demographic. Max Fordham, Halcrow and CSa have been appointed to look at environmental issues; sustainability, hydrology and ecology. Various strategies are being considered in response to the Mayor's ambitions to achieve carbon neutrality on new development sites. For some initial sketches right click for sketches of Deptford Wharves

The Old Seager Distillery

The site, between the top of Brookmill Road and Deptford Broadway (just west of the DLR station) already has planning consent for a mixed use/residential development with tower. The preferred option is Mixed Use Development. The buildings on this site in a high profile location adjacent to a station on the Docklands Light Railway, and fronting on to the A2 major thorough route in the borough were considered to be under-used, and represented a low density use of the site.

Old Seager Gin Distillery

Planning Permission has been granted for a development of workspaces, studios, two art galleries, restaurant and retail space as well as 219 homes located within a 26 story landmark tower. It is due for completion in 2010/11. The original distillery frontage will be kept. Next door was Norfolk House which has been demolished (in the process of which over 100 Housing Association tenants were displaced). The area was home to music rehearsal rooms, art spaces, a skateboard ramp and numerous other small projects. Certainly, the relevant planning decisions seem to have been granted by Mayor. Alongside the interesting, if isolated, OneSE8 development, a tower will not be as out of place at it might have been once. The application was submitted by developer MacDonald Egan (Brookmill Estates Ltd.) and the scheme was designed by John MacAslan and Partners and HKR. Galliard Homes have since sought to apply for a new planning permission (this time with BUJ architects working on the scheme) that builds on that which was initially granted. Right click for views on the development from CABE and Galliard Homes.
St James/RMA Developments (OneSE8 and Silkworks)

OneSE8, developed by St James Homes and designed by architects RMA, is a new urban quarter comprising apartments, live/work units, a ‘pocket park’, shops, offices, restaurants and a gym. During the planning phase, discussions were held between St James Homes and The Stephen Lawrence Trust with a view to incorporating an educational facility within the development. As a result St James Homes gifted the Trust an adjacent site which became the Stephen Lawrence Centre.

St James and RMA are also responsible for Silkworks (slightly South East of the One SE8 site) an imposing nine-storey, ten level apartment building. The aim is for this to be a flagship of modern design; a building of architectural merit and a pleasurable environment which is both flexible and diverse for residents to enjoy. As with most St James developments, Silkworks London is a former brownfield site which is being transformed into a sustainable residential location. Not only are construction methods chosen to minimize damage to the environment but the apartments and studio flats come with a variety of environmentally friendly and cost saving features. Such features include:

- **Energy Efficient Kitchen Appliances:** All of the appliances in your new home are A rated\(^\text{e}\) (A being high and G being the lowest).
- **Low Water Use Bathroom Fittings:** To include dual flush toilets, aerated taps and low flow showers.
- **Low Energy Usage Light Fittings:** Located in the kitchen, hallway and bedroom.
- **Proximity Light Sensors:** 50% of the lights in the communal hallways and basement car park are controlled by movement and will turn off automatically when no movement is detected after a short period.
- **District Heating System:** A central boiler system will power heating and hot water for all apartments.

(source: [http://www.medhosted.co.uk/index.php/main/dev/completed/9/0](http://www.medhosted.co.uk/index.php/main/dev/completed/9/0))
- Solar Panels on Roof: These will preheat water being fed into the central boiler to the required temperature before distribution to the apartments. This provides a CO2 saving of approximately 10%.

- Brown Roof: Benefits include reduction of storm water run off; reduction of heat loss from the building in winter; reduction of internal building temperature in summer; reduction in energy costs.

- High Levels of Insulation: The external walls, windows, ground floor, roof and hot water cylinder are highly insulated reducing heat loss. In addition the windows use a Low-E clear glass with a thin, transparent metal-oxide coating which helps block the transfer of radiant heat.

Creekside Village

Creekside Local Employment Location/Cultural Quarter

Creekside falls within the Deptford Creek/Greenwich Riverside Opportunity Area as defined in the East London Sub Regional Development Framework (Greater London Authority). This includes guidelines for an increase in the number of jobs and residential units to this area. The Council has been promoting this area as a creative hub and many creative businesses are located in this area. This area was identified as a creative quarter and the option put forward as part of the issues and options consultation was to ‘identify creative quarters where the Council will encourage development of creative enterprises. The preferred option is to proceed with the creative quarter option and Option 1 - retention of employment uses which supports the identification of a creative quarter. Development should improve the structure, environmental quality and appearance of the Creek walls and take account of the Environment Agency’s requirements for building near flood defences. The Lewisham Economic Development Business Plan considers how to sustain and develop the creative cluster it identifies at Creekside, and states that Deptford is seen by commercial agents as a potential future hub for creative arts businesses pushed out from Central London area which have become too costly for designer makers. It considers that to fully consolidate the creative cluster in the area some available sites need to be specially earmarked. The Council considers that this option, by protecting land in employment use supports this aim.

Creekside Village

There are now ambitious plans for a Creekside Village development on the brown-field site around the Laban centre for contemporary dance, 2/3 current planning applications as site ownership split and borough boundary runs through site. This is on an adjacent brown-field site, with new housing, shops and artists studios. The project seeks to reduce energy use, carbon emissions and increase the use of renewable energy throughout the development. The planned development in the image below is to be developed by Ampurius NuHomes Investments Ltd – with Squire and Partners as the architect. Planning permission was granted for the scheme in December 2007 and that the current
application makes some minor changes, but does not fundamentally change the overall design of the
development. www.thecreeksidevillage.com

Location of Creekside Village

(source: Multimap.com)

Greenwich Village East, artist’s impression

(Source: Squire and Partners hold copyright, found on skyscrapernews.com)
Sun and Kent Wharf MEL

Sun Wharf and Kent Wharf are two contiguous sites bordered on the west by Creekside and on the east by Deptford Creek. Kent Wharf is at the north end of the site and is adjacent to the Laban Dance Centre. Sun Wharf is at the southern end of the site and is bordered by the railway viaduct (with the well known Halfpenny Hatch bridge over the Creek) which is used by a scaffolding firm. The Creekside Ecology Centre is on the southern side of the viaduct. The site has the potential to add to the hub of creative industries at Deptford/Greenwich – Cockpit Arts on the site is a well known venue and provider of workspace for creative industries. To the south close by are the Faircharm Studios, and Harold Wharf which provide workspaces and galleries/studios for creative industries. Kent Wharf is currently occupied by a scaffolding firm and comprises storage sheds and vehicle servicing facilities. Sun Wharf comprises a mixture of sheds and warehouses occupied by a large catering company. Planning permission has recently been granted for the demolition of the buildings on Kent Wharf and the construction of a part six/part seven storey building to provide commercial units at ground floor level and 63 flats above. Development of the site is sensitive due to the adjacent Deptford Creek Site of Nature Conservation Importance which is classified as being of Metropolitan Importance. Since the preparation of the Issues and Options paper, Kent Wharf, Sun Wharf and Cockpit Arts have been studied as part of the North Lewisham Master-plan project. The site no longer includes Thanet Wharf which will be treated as a whole with proposals for development that cross the borough boundary with Greenwich. The Preferred Option is proposed to be a combination of: Mixed use commercial and residential and Promotion of cultural activities and industries. The opportunity should be taken to create a pedestrian and cycleway along the Creek edge to form part of the Waterlink Way long distance path. The Council will enter into S106 agreements with developers to ensure that a proportion of the business floor-space will be retained for use by the Creative industries or will apply appropriate planning conditions to ensure the maintenance of a creative cluster. This is in line with Policy 3B.9 of the London Plan which states that the needs of key creative industries will be identified and will seek to retain them in London. Existing clusters of these uses should be protected and developed. The Lewisham Economic Development Business Plan 2004 identifies the Creekside area as a location where available sites need to be ‘specially earmarked’ for creative uses if high quality creative sector inward investment is to be attracted.
**Deptford Town Centre Regeneration Programme**

**Overview**

The preferred option in the Core Spatial Strategy Preferred Options is to proceed with option 2 to modify the boundary of the Deptford Town Centre boundary to include a cultural area, and an additional parcel of land to the north of the boundary to fortify and improve the quantum of retail within the town centre (1) as detailed in Figure X.

**Regeneration**

This is a council-led initiative which will transform the area around Deptford High Street. This flagship programme will create a new civic focus for Deptford and will make the area an even better place to live, work and learn. The highly innovative plans combine a new public library and council access point – making it easier for local people to contact frontline council services. A modern café will provide a vibrant meeting place and a rebuilt Tidemill School will become a new hub of community learning. The rebuilt school and new library will be fronted by a high quality public space, including an extended and improved Giffin Square. New homes, new work units and new parking facilities will strengthen the local economy and improve business opportunities, building on the area’s reputation for artistic excellence.

**Some of the Town Centre Schemes**

**Giffin Street Area Development**

The redevelopment is being led by The London Borough of Lewisham, guided by a strategic master-plan developed in 2005. It will involve the rebuilding of a local primary school, improvements to residential buildings in the area, an additional swimming pool and fitness suite in the extended leisure centre, a new public square - Giffin Square, studios for small businesses and a new ‘one stop’ community facility to be called Deptford Lounge, incorporating a café, library, ball court, and community space. To view the master-plan visit [www.lewisham.gov.uk/deptfordtowncentre](http://www.lewisham.gov.uk/deptfordtowncentre)

A new Deptford Station and the associated development at Deptford Rise will complement the proposals for Giffin Street and will dramatically improve the quality of the local environment.

**Deptford Station and the Deptford Project**

Deptford Station and the adjoining development, the Deptford project, is a major public-sector led regeneration project. It will include the transformation of the old railway yard into a new public piazza, new residential apartments and work spaces and craft studios in the 21 railway arches. The development will include bars, cafes and exhibition space for Deptford’s creative community and the restoration of a heritage listed Victorian carriage ramp (this took carriages up to the platform level).

Work is expected to commence on a completely new station building in December 2008. Cathedral Group is to restore railway arches near the site next year ahead of the construction of a new
Network Rail railway station. The arches will house shops and galleries, while a new public square will be next to a planned Richard Rogers residential development. Soon, Deptford Train Station will be rebuilt. When it is complete, work will start to transform the area that was the original railway yard. A new and important public space with a weekend creative industries market, shops and galleries will form a new heart to Deptford High Street using the original railway arches and restoring the carriage ramp to its former glory. Eventually a new residential building, designed by world-famous architect, Richard Rogers, will be built at the back of the carriage ramp bringing new life to the area and connecting the ramp back to the railway line as it was when it was built as the first suburban railway station in London in 1836. The £25m investment in a replacement Deptford station and improvements to the listed carriage ramp will provide a safer, accessible and more welcoming environment. New shops and a public piazza will attract more visitors to the area, boosting the local environment and economy. The project will also provide much needed housing as well as safeguard and enhance the historic carriage ramp, one of the oldest surviving railway structures in London. The development of a residential and live/work scheme at Octavius Street forms part of the larger regeneration scheme for Deptford and is linked to the adjacent redevelopement of Deptford Station, the station forecourt and listed carriage ramp and viaduct. Lewisham Council has selected Cathedral as the private development partners to deliver this part of the Station redevelopment. The Deptford Station Steering Group, led by Joan Ruddock MP has been the driving force behind the Station improvements and redevelopment (see http://www.thedeptfordproject.com).

The Deptford Project Café is the first step in a project to completely regenerate the area around Deptford Train Station and the old Victorian carriage ramp. A disused rail carriage has been converted into a café as part of a Deptford regeneration project. Designers Studio Myerscough and property developer Cathedral Group have teamed up to convert a 1960s South East Trains commuter carriage into a café as part of arts and regeneration scheme. Kitted out with hand-painted images and bespoke furniture, the 35 tonne café, which has just opened on Deptford High Street, has been lovingly renovated by local craftsman and features some rather unique design ideas. A garden shed next to the carriage is now the ominously named Elvis Loo, doubling up as a toilet and shrine to the King. Customers can send photos of themselves as Elvis in the toilet’s mirror to the project’s website. The café will act as a hub for artists, designers and musicians who use the disused railway yard next to it to exhibit and perform works, with a market open at weekends. See image
Some Novel Approaches to Regeneration

Liquid Culture

Liquid Culture aims to work with local communities, NGOs and researchers, providing advice on communicative ecologies and technical and legal infrastructure in support of cultural projects and processes for social change. The group’s values are rooted in the promotion of sustainable freedom, equality and diversity. Their methods combine critical and radical thinking, drawing on a diverse set of resources and expertise from our passionate fellows. Deptford TV is the first tried and true of the Deptford projects. [http://liquidculture.eu/projects](http://liquidculture.eu/projects).

Deptford.TV

Initiated by Adnan Hadzi within his practice-based doctoral research, in collaboration with the Deckspace Media Lab [http://dek.spc.org](http://dek.spc.org), the Bitnik Collective [http://www.bitnik.org/en](http://www.bitnik.org/en), the Boundless Project [http://boundless.coop/drupal](http://boundless.coop/drupal) and Goldsmiths College, [http://www.deptford.tv](http://www.deptford.tv) is an open, collaborative platform that allows artists, filmmakers and people living and working around Deptford to store, share, re-edit and redistribute the documentation of the process of urban regeneration of this area of London. In the summer of 2006 there were 54 people involved with Deptford.TV, most of which were locals (living not only in Deptford but also other neighbouring Southeast London areas such as New Cross, Greenwich, Peckham and Brockley). Although fairly diverse, these people shared three main interests: 1. film-making; 2. practices of file-sharing, open source software, alternative copyright litigation (copylefting) and remix culture; and 3. their local area of Deptford and the regeneration process currently taking place there. 

right click here to see community activist Pete Pope on regeneration in Deptford

Alternatives Project

Through the Alternatives project they bring together makers and thinkers in different fields to work on sustainable cultural alternatives; through conferences, workshops and publications we challenge the one-dimensional status quo of imbalance between producers and consumers, promote critical thinking and radical use of cellular and distributed technologies - both in grassroots and in corporate settings.

Deptford Pirate Bay

This is a virtual, cellular organization within Liquid Culture, to create a strong ‘free culture’ brand in Deptford. We take an area which is becoming trendier, subtract the mainstream, one-dimensional meaning of "trendy", add free culture to the mix, shake well, and let new local participants make arts and culture thrive.
**Other Activity of Interest**

Creekside is a unique and complex area comprised of over 57 separate freeholds, coupled with diverse natural and cultural resources. Although a number of good design frameworks have been produced, there is no existing mechanism whereby an integrated design response can be developed, tested, consulted on and jointly agreed. Therefore site owners develop plans in isolation and often find the planning process frustrating and negative. On the ground, the great potential of the area remains unreleased. As one of the last central largely undeveloped corridors in the Thames Gateway, there is great pressure for development.

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<th>Deptford Creekside Charrette</th>
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<td>In the summer of 2008 Creekside was alive with design, as architects, planners, urban designers, transport planners and environmental specialists gather to take part in a new and exciting collaborative design Charrette. The aim of the Charrette is to bring together landowners, developers, planners, residents and businesses over the course of a week, to participate in a collaborative planning process. Led by a professional design team, participants will work together to produce a number of buildable plans for an area. One of the key aims is to end up with solutions that are practical and take into account everyone’s interests. The driving force behind the Charrette is Creative Process. There are at least 57 separate landowners along Deptford Creek and businesses, residents and industry sit side by side. The Creek also forms the boundary between the London boroughs of Lewisham and Greenwich, requiring landowners to apply for planning permission through two authorities as well as the Greater London Authority. There are three public meetings planned, as well as several smaller meetings and one to one sessions over the course of the week (9th – 13th June 2008).</td>
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<th>Arts in Regeneration: Deptford Stories</th>
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<td>In late 2006 a local arts and heritage project – Deptford Stories – was awarded an Archives Landmark Award by the City of London through London Metropolitan Archives. The award celebrates the creative and imaginative use of archives in relation to projects run through community activities, schools, colleges and youth work. Deptford Stories explored the history of the area through street theatre and performance by over 100 local people and involved the collection of oral history and the development of new archive material. At the heart of the project was the story of the old Albany, which began as a refuge for the Gut Girls who worked in the slaughterhouse of the foreign cattle market in the nineteenth century. Deptford Stories was developed through collaboration between the local community, Art of Regeneration and The Albany. Deptford Stories has been developed by and the Albany. The (new) Albany, opened in 1982, receives core funding from Arts Council England. Deptford Stories was funded by the National Lottery through the Heritage Lottery Fund and Lewisham Council.</td>
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Appendices

Strategic Employment Locations in Deptford

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<th>Surrey Canal SEL</th>
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<td>The Surrey Canal area is in the north of the Borough between Evelyn Street and New Cross Road. The site includes waste processing and transfer facilities including the Council’s Civic Amenity Site, a combined heat and power station, and other waste transfer and recycling activities. There is the potential for more of these uses to be concentrated at the Surrey Canal location. The so called ‘Silwood Triangle’ site is currently vacant. The main access to this site is currently via the waste processing sites on Landmann Way off Surrey Canal Road. The central core of the area (Surrey Canal Road) is serviced via Ilderton Road from the Old Kent Road (A2), which passes through the extensive industrialised areas of the SEL within the adjoining London Borough of Southwark. Access is also possible from Evelyn Street (A200) via Grinstead Road. The area is poorly served by public transport, but this will improve with the building of Phase 2 of the East London Railway and the construction of a new station at Surrey Canal Road. However access to this area is also rendered difficult due to the number of railway lines on viaducts that cross the borough, and meet at this location, causing a good deal of severance. This severance will increase in the future as Bolina Road will be closed to road traffic as part of the Thameslink 2000 project. The location of those sites that will be included in the Surrey Canal SEL, located behind railway viaducts and shielded from residential areas, provides a good location for those industries and processes that do not require good public transport and a high quality environment. This location has the potential of twenty four hour working to supply goods and services to London. This may include general manufacturing process, bakeries, printing etc. The industrial/warehousing premises on Blackhorse Road are also located within the SEL. These premises have direct access to the A200 at Evelyn Street, represent good quality opportunities for businesses to locate and are located so as to not cause disturbance to nearby residential development.</td>
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Site 1. Waste Transfer Sites around Landmann Way including South East London Combined Heat and Power Station, Hinkcroft Skips, Civic Amenity Site, British Wharf and Gemini Industrial Estates, Silwood Triangle

Site 2 Elizabeth Industrial Estate, Juno Way Industrial Estate, Lewisham Vehicle Pound and railway lands at Juno Way and Coldblow Lane

Site 3 Bolina Road (Enterprise Industrial Estate)

Site 4 Apollo Business Centre and other industrial premises on Trundleys Road

Site 5 Deptford Trading Estate and other industrial/office premises on Blackhorse Road, Ocean Wharf, Grinstead Road and Evelyn Street.

The preferred option for Sites 1, 2, 4 and 5 (not Ocean Wharf and Grinstead Road) is Option 1 retention within the Strategic Employment Location. These sites were considered to perform the core function of the Strategic Employment Location, due to their appropriate physical location many of which are located behind railway embankments and viaducts, the nature of the uses on these sites, and their potential to locate waste functions.

The preferred option for Site 3 Bolina Road (Enterprise Industrial Estate) and Site 5 (part) Grinstead Road/Ocean Wharf Site is Option 2 to propose alternative uses (see Mixed Use Employment Areas). Site 3 Bolina Road is a small purpose built industrial estate adjacent to Millwall Football Stadium. Car repair uses and small storage/warehousing facilities predominate. The Council considers that the stadium and adjacent areas have the potential to act as a catalyst for the transformation of this area of
North Lewisham which is poor in environmental quality. This site which is also close to public transport at South Bermondsey Station is considered to be important in achieving regeneration aims for North Lewisham. Site 5 is partly vacant and presents a poor quality environment on an important site adjacent to Deptford Park. It is understood that the site is also badly contaminated. It was considered that designation as a Mixed Use Employment Area would increase the employment contribution from the site, remedy the obvious disadvantages to the environment, and make a positive contribution to the street scene.

Appendix 2: Local Employment Locations

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<th>Plough Way Local Employment Location</th>
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<td>This site comprises modern industrial and office buildings which are suitable for continued use. There have been some complaints from residents in relation to the night operation and deliveries to the manufacturing facility on the site. This is currently under review. The existing businesses are considered to make an important contribution to the local economy and job provision.</td>
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<thead>
<tr>
<th>Evelyn Street Local Employment Location</th>
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<tbody>
<tr>
<td>Evelyn Street is a small well defined area of fully occupied modern commercial and warehouse buildings with good access directly on to the A200 Evelyn Street. The preferred option is retention in employment use. This site is well used with modern buildings and good road access and servicing directly on to the A200 Evelyn Street well served by bus routes. Surrey Quays Underground station is about 500 metres away. The site is well configured in order to minimise disturbance to neighbouring residential development. It is considered that some intensification of business use could therefore take place.</td>
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</table>

Appendix 3: Mixed Use Employment Areas

All of the following sites have illustrative Master-plans.

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<tr>
<th>Childers Street and Arklow Road MEL</th>
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<tr>
<td>The industrial buildings on Childers Street consist of older buildings over four floors that were formerly railway carriage maintenance sheds sandwiched between a railway viaduct and a residential area. An access road to commercial uses in arches under a railway viaduct directly abuts the buildings to the rear. Deliveries to the Childers Street buildings are via a residential road which has caused complaints to one of the major occupiers and therefore operational constraints. The Arklow Road Estate is a small self contained industrial estate located between two railway viaducts. The buildings in this estate are suitable for industrial/commercial warehousing use, access within the site for heavy goods vehicles is adequate. The buildings on site are a mix of ages and condition. Some would benefit with renovation or replacement. Access to the site by road is relatively poor and is embedded in a residential area some distance from the major road network. Other uses close by include a large multi occupied office building in excellent condition (Astra House) and a new live/work development,</td>
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which are compatible with the location. One bus route passes close to the site and the area is within approximately 10 minutes walk of New Cross railway station. The site represents an opportunity to improve connectivity through the area, renew business uses on the site, and also provide an element of residential development. There could be opportunities to renegotiate or redesign the delivery access to the buildings on Childers Street via the access road to the railway arches. The older industrial buildings on Childers Street represent a positive and charming element to the built environment and its loss would cause a change in the local historic character and street scene. The Council will require a comprehensive redevelopment of this site based on a Masterplan. Development should take measures to reduce the severance caused by the railway lines traversing the site, by the use of imaginative design solutions, and provide through routes to enable the linking of the site to the wider area. This will require negotiation with Network Rail and Spacia (or their successors) to ensure the appropriate handling of the business/warehousing units in the railway arches, and their continued functioning in business/industrial/warehousing use. Employment uses should provide accommodation for creative uses and new small business units. Any new development should maximise the employment contribution on the site. Any proposed live/work developments on this site would need to be considered on their merits and demonstrate that appropriate design and management measures have been undertaken to ensure their continuance in business use. Existing buildings in the Arklow Road and Childers Street areas are considered to be capable of re-use and refurbishment and applications for their redevelopment will need to demonstrate that such a comprehensive approach will deliver significant benefits beyond their retention.

Plough Way MEL
This area has a mixture of sites, premises and uses as follows: Former Salter Paper Works; Transport yards and vacant sites on Yeoman Street; Insulcrete Works comprising of timber yards and assorted small commercial buildings; Small commercial buildings on Croft Street; Cannon Wharf Business Centre, a former laundry converted to small business units. Earl Pumping Station (water utility). The potential of this part of the area to remain in commercial and industrial use has been constrained by new residential development on the boundaries of the area particularly along Croft Street and Plough Way. The Council will be seeking a comprehensive redevelopment of this site to ensure that valuable existing occupiers can be re-accommodated in appropriate locations within the Mixed Use Employment Area, and to ensure that the opportunities presented by the development to link development of the course of the former Surrey Canal as a landscape/water feature at Oxestalls Road are taken. London Plan policy 4C.30 New canals and canal restoration supports the restoration of the former Surrey Canal running through the site. The review concluded that on balance redevelopment that would increase the intensity of uses, provide a greater mix of business uses, and replace some of the existing buildings with modern facilities, together with residential development would meet the Council’s objectives for the site.

Surrey Canal Road MEL
This includes the following sites and premises: the Enterprise Industrial Estate Bolina Road which is a small purpose-built estate with good servicing, with railway embankments to the east and north and the Millwall Stadium to the east. Car repair uses predominate; the Stockholm Road area which forms the southern boundary to the Millwall Stadium area and comprises a strip of land largely taken up by a large warehouse/factory building; the Excelsior Estate in the Rollins Street area to the south of Surrey Canal Road which comprises a mix of industrial/warehousing buildings. Some older style multi storey warehouse buildings have received planning permission for live work units, introducing a residential element into this location. The western portion of the Rollins Street area is taken up by a timber merchant (Jewsons) and the area is bounded to the south by a housing estate; the Orion business Centre which is a self contained purpose built business centre with good servicing off Surrey Canal Road. It is surrounded by railway viaducts to the east and west and to the south by Surrey Canal Road and beyond is a housing estate. The functioning of the Orion Business Centre will be affected by the arrival of Phase 2 of the East London Railway and the proposed new station at this location; Millwall Football stadium and other buildings in leisure use. Millwall Football Stadium has the potential to form the core of a new location in North Lewisham in an area largely devoid of identifiable features such as local centres, and community and leisure facilities. The stadium is difficult to access from the rest of the borough and the opportunity should be taken in case of development of the surrounding sites as listed above to increase its profile and linkages. Many of the uses in the industrial buildings at this location are low in intensity, and some of the buildings are poor quality. There are some attractive older warehouse/industrial buildings that could be enhanced and contribute to the overall urban quality of the site. Opportunities would need to be taken to create a pedestrian friendly environment, raise the profile of Surrey Canal Road as a bus and cycle route and create a recognisable identity for the area. The site is close to South Bermondsey Railway Station and therefore connections in to the centre of London are good, although the southern and eastern parts of the area are less well served. The proposed East London Railway and station on Surrey Canal Road will provide improved public transport accessibility to this part of the site and the development of the Surrey Canal Road area should contribute to delivering improvements to public transport infrastructure and services. This is has the potential to be a sustainable location to provide high quality dense development. The Orion business centre functions well, but it is considered that the opportunity represented by the new public transport facilities should be taken to increase the density and intensity of the uses offered by the site in order to complement and increase the centre of gravity that would be offered by the development at Millwall. The site is physically isolated by railway viaducts and the physical environment is poor quality, and requires intensive investment. The image of the area is poor and uninviting. Development will need to act to counter these physical constraints. Public Transport along Surrey Canal Road is non existent. The Preferred Option is to amalgamate these sites into one site designation to enable development of the area to be considered on a comprehensive and integrated basis.
Grinstead Road has direct access to the A200 via residential properties and is opposite Deptford Park. The western boundary is provided by a railway viaduct with railway arches. This site comprises a relatively modern vacant two storey office block (Parkside House) although it is in poor condition and has been vacant for some years. The car park for the office block is now used as a scaffolding yard, which limits the potential re-use of the building. Other buildings include various storage and warehousing buildings and the Neptune Chemical Works on Canal Approach. It is understood that the site is contaminated. Following a review of sites as part of the Employment Land Review, it is considered that this site (part of which has been vacant for a number of years) should be released for mixed use development in accordance with regeneration objectives as it is directly adjacent to housing, and presents a poor visual appearance in this location adjacent to Deptford Park. This site is in a prominent position in that it acts as a gateway to the industrial uses on Surrey Canal Road and is adjacent to residential uses on Grinstead Road and to Deptford Park to the north. The road here is an important crossing point under the mainline viaduct adjacent to Folkestone Gardens. The site is considered to be poorly used and damaging to the environment at this sensitive location. A relatively modern small office building has been vacant for some years. The buildings are generally of low quality and poor physical condition, requiring considerable investment to make them acceptable directly adjacent to the sensitive residential and park uses, and the site is known to be contaminated. There is easy access to the main road network to Evelyn Street and to the Old Kent Road via Surrey Canal Road and Ilderton Road.

The Physical Regeneration Process

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<th>Pre-Development</th>
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<td>Site preparation</td>
<td>Master-plan</td>
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<td>Marketing of development sites</td>
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<tr>
<td>Site preparation</td>
<td>Selection of Designers and/or Architects</td>
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<td>Site Preparation – Compulsory Purchase Orders</td>
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<tr>
<td>Scheme Design</td>
<td>Site Preparation – demolition</td>
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<td>Site preparation – remediation</td>
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<tr>
<td>Negotiation</td>
<td>Design of building</td>
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<td>Development</td>
<td>Design of space</td>
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<tr>
<td>Property occupancy</td>
<td>Building construction</td>
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<td>Property Management</td>
<td>Infrastructure provision</td>
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<td>Property ownership (market)</td>
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<td>Property occupancy (choice-based letting)</td>
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<td>Building user groups</td>
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<td>Building occupant organisations</td>
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<td>Maintenance and repair of buildings and space</td>
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<td>Security for buildings and space</td>
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