1. **Masterplan Delivery Strategy**

**Introduction**

1.1 The Surrey Canal Site (the ‘Site’) is identified in the London Borough of Lewisham (LBL) Submitted Local Development Framework Core Strategy (2010) as one of six Strategic Site Allocations. The Site is key to the delivery of the Core Strategy objectives for the regeneration of Deptford and New Cross Area.

1.2 The regeneration of the Site is much needed, ambitious, exciting and challenging; its delivery will lead to a significant step change to the socio-economic and physical characteristics of this part of North Lewisham, and bring significant benefits to the adjoining areas of Lewisham and Southwark. These benefits include:

- Up to 2000 new jobs for local people;
- Safe, attractive and direct pedestrian and cycle routes;
- A new public park in the form of comprehensive re-landscaping of Bridgehouse Meadows;
- Up to 2500 high quality new homes;
- New world-class sports facilities able to be used by local people to improve health and wellbeing;
- New educational and job training facilities;
- A new Station on the East London Line (ELL) Phase 2 at Surrey Canal Road;
- A new setting for the Millwall FC Stadium which is to be retained at the heart of the regeneration scheme;
- New on-site facilities for The Lions Centre.

1.3 Renewal is the majority landowner of the Site. LBL also owns a significant amount of land on the Site which is leased to Millwall FC and The Lions Centre.

1.4 This document comprises a Masterplan Delivery Strategy. It has been prepared pursuant to Part 3 of Policy Strategic Site Allocation (SSA) 1 in LBL’s Submitted Core Strategy. This requires planning applications for Strategic Sites to be accompanied by a Masterplan. It goes on to state that this will need to comprise:
A. “A Baseline analysis to show how existing data and research, community opinions, and the Core Strategy vision have informed the Masterplan and support delivery.

B. The Masterplan itself to take forward the baseline analysis and develop the Core Strategy Site Allocation Policy through to development concept stage; the Masterplan will set out the form and function of the development and establish the approach towards delivering the Core Strategy and its policies; it will be informed by the views of the local community and interested parties and will show among other things:

- Historical context
- Site analysis
- Land uses, distribution and quantum of development
- Layout
- Access and circulation space
- Scale, massing and height of buildings
- Open space and landscaping including publicly accessible space
- Architecture and materials
- Public realm
- Local distinctiveness of the development, in the context of surrounding uses, buildings and spaces.

C. Delivery strategy to identify how the development will be implemented and managed once occupied (including housing stock and publicly accessible space), any matters to be resolved such as land assembly and preparation, infrastructure requirements and delivery, development phasing and likely need for planning obligations (including financial contributions) and/or conditions. It will also identify the likely need for public sector intervention, by which agency and when”.

1.5 Renewal has now submitted a planning application for the regeneration and redevelopment of the Surrey Canal Site and this Masterplan Delivery Strategy is submitted with the planning application.
2. **Role of Masterplan**

2.1 The role of the Masterplan is to develop the Core Strategy allocation into a development concept and vision, and a strategy for delivery. The flow chart below sets out the context of the Masterplan within the Core Strategy Allocation and the planning application.

![Flow Chart](image)

2.2 The 2010 Submitted Core Strategy Policy SSA1 states that CABE’s ‘Creating Successful Masterplans’ (A Guide for Clients 2004) is a sound basis for the preparation of a Masterplan. This document defines a Masterplan as something that:

- Shows how the streets, squares and spaces of a neighbourhood are to be connected;
- Defines the heights, massing and bulk of buildings;
- Sets out suggested relationships between buildings and public spaces;
- Determines the distribution of activities/uses that will be allowed;
- Identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles;
- Sets out the basis for provision of other infrastructure elements such as utilities;
- Relates physical form to the socio-economic and cultural context and stakeholder interests; and
- Allows an understanding of how well a new urban neighbourhood is integrated with the surrounding urban context and natural environment.
2.3 This Masterplan Delivery Strategy is based on an analysis of the Site and its context and sets out the aforementioned items.
3. Baseline Position

Physical Characteristics

3.1 The Site is situated in the LBL close to the boundary with the London Borough of Southwark (LBS). It comprises 10.05 ha and is bounded by railway lines and embankments on the north, west and east side of the Site and by Rollins Street (in part) and Surrey Canal Road (in part) to the south.

3.2 The Site is of significant size but is comparatively under-utilised. It currently accommodates circa 40,000 sqm of floorspace within a series of existing buildings, which are highlighted on the plan on the following page, and comprise:

- Land to the south east of Surrey Canal Road – Excelsior Works;
- Land to the south west of Surrey Canal Road – including Rollins Street Jewsons;
- Land to the north of Surrey Canal Road – The Orion Industrial Estate;
- Land to the south of Stockholm Road;
- Land to the north and west of Bolina Road – including Enterprise Industrial Estate;
- The Lions Centre; and
- Millwall Football Stadium and surrounding land to the south east and south west.

3.3 Due to the low lying nature of the land and the fact that the existing buildings are generally low rise, the existing railway lines which run along the north eastern boundaries currently dominate the Site. The tunnels under the existing railway embankments, which are off-site, but adjoining, are also unattractive and do not engender a sense of safety.

3.4 There are a number of waste transfer sites currently situated amongst and beyond these aforementioned railway embankments. Vehicular access from these waste transfer sites is currently taken through the Site via Bolina Road. However, as part of the Thameslink 2000 works, vehicular access to the Site from the north east is shortly to be extinguished, together with the future of the waste transfer sites. This leads to significant opportunities for the Surrey Canal Site.

3.5 To the north, beyond the railway embankment is Silwood, a residential area which has recently been the subject of significant investment and regeneration over 7-10 years.

3.6 To the north east of the Site lies the South East London Combined Heat and Power Consortium (SELCHP). Further beyond to the north east of SELCHP lies the Silwood Triangle, an area of open land which is safeguarded in the short term for construction.
buildings/operations in connection with the proposed ELL Extension, and then in the long term for future waste uses.

3.7 Bridgehouse Meadows, a significant area of open space, (originally the home of the New Cross Stadium with its varied sporting activities until the mid 1970’s), lies to the south east of the Site, beyond Rollins Street. Southwark Park is also located close to the Site, however links to these two areas of open space are currently underused and unattractive.

3.8 For the most part, the condition of the existing buildings on the Site is relatively poor. The exceptions to this are Millwall FC Stadium, which was constructed in the 1990’s; Rollins House, a relatively newly constructed building accommodating live-work units within the Excelsior Works site; and Guild House, a warehouse style building, again within Excelsior Works.

Accessibility

3.9 The Site is easily accessible by overground train, as South Bermondsey Station lies immediately to the north west of the Site, providing links to the Central London terminals of London Bridge and London Victoria. Access between the Site and the Station is, however, currently fairly protracted and not direct. Surrey Quays Station with links to the Jubilee Line is also only a short walk from the Site, to the north. In addition, Phase 2 of the ELL, due to open in 2012, is to run through the Site, between the Millwall FC Stadium and the Orion Business Centre, and a new station is proposed at Surrey Canal Road.

3.10 Bus services run along Ilderton Road to the west and also along the A2208 Rotherhithe New Road, to the north of South Bermondsey Station. Bus stops are located within a 5 minute walk from the Site.

3.11 Current pedestrian access into and out of the Site is limited by a number of constraints including railway lines running to the east and west of the Site, poor pedestrian crossing facilities and no direct access to South Bermondsey Station.

3.12 Zampa Road and Stockholm Road are currently the main vehicular and pedestrian access points to the Site on the north side of Surrey Canal Road. Bolina Road also currently provides vehicular and pedestrian access from the north east, however, this is due to be closed to vehicular traffic as part of the Thameslink 2000 works. Pedestrian access to the site will remain.

3.13 As already stated in this document, pedestrian access to South Bermondsey Station to the north west of the Site is currently fairly protracted and opportunities should be taken to improve this.
3.14 It is also desirable to provide improved linkages to Surrey Quays Station via Bolina Road and to improve pedestrian access into the Site from Surrey Canal Road in the south. Improvements to the pedestrian crossing facilities particularly at the junction of Ildeton Road and Rotherhithe New Road will also assist access into the Site.

3.15 Currently a number of cycle routes run close to the Site. There are two London Cycle Network (LCN) routes, the 190 along Rotherhithe New Road and 145 along Surrey Canal Road. A pedestrian/cycle shared route also exists running from Surrey Canal Road north to Silwood Street adjacent to the proposed ELL.

3.16 In terms of on-street cycling, Transport for London (TfL) see Bolina Road and Silwood Street as quieter routes suitable for cycling. Verney Road, Oldfield Grove and parts of Ilderton Road are highlighted by TfL as busier cycle friendly routes.

3.17 Facilities for cyclists will also need to be improved as currently there are limited cycle parking facilities within the Site and notably no facilities at South Bermondsey Station.

**Socio Economic Characteristics of the Area**

**Age**

3.18 According to 2001 Census data, New Cross ward has a higher proportion of younger working age people, aged 16-44, (55.1%) than Lewisham (49.9%), Southwark (52.5%) and London (47.4%), reflecting a higher overall proportion of residents of working age (aged 16-64). The population of New Cross ward also generally has a younger profile than Lewisham and London, with 23.0% aged under the age of 16 compared to 21.1% for LB Lewisham and 20.3% for LB Southwark and 20.2% in London. It also has a lower proportion of people of retirement age (65+), at 6.9% compared to 11.0% in Lewisham, 10.4% in Southwark and 12.4% in London.

**Ethnicity**

3.19 The New Cross ward shows a high level of ethnic diversity, with Black, Asian and Minority Ethnic (BAME) groups accounting for 52.6% of residents, compared to 34.1% in Lewisham, 36.9% in Southwark and 28.8% in London. This BAME population at the local scale is predominantly made up of a large proportion of Black African and Black Caribbean residents, accounting for 64% of all BAME residents and 34% of all residents. Mixed-race people account for a similar proportion of residents in New Cross (4.6%) as Lewisham (4.2%), Southwark (3.7%) and London (3.2%), while the local and borough-levels have a lower
proportion of Asian residents compared to London (3.5% and 3.8%, 4.0% respectively, compared to 12.1%).

Qualifications

3.20 The working-age population of New Cross ward has a higher proportion of residents with no qualifications (24.5%) compared to Lewisham (24.2%), Southwark (24.4%) and London (23.7%). In terms of higher-level qualifications, New Cross ward has a low proportion of working-age residents with Level 4/5 qualifications – equivalent to degree-level or higher – (28.5%) compared to Lewisham (29.4%), Southwark (34.8%) and London (31.0%).

Deprivation and Crime

3.21 The Government’s 2007 Indices of Multiple Deprivation highlights that the Site is within an area ranked in the 20% most deprived lower-level super output areas (LSOAs) in the UK, and several areas within 1km are within the 10% most deprived LSOAs. Deprivation is particularly acute here in terms of the individual domains of crime, employment, health, housing, income and living environment.

3.22 The North Lewisham area also has a relatively high prevalence of crime, with crime rates of 11.9 (incidences per 1,000 people) in New Cross Ward in September 2010 compared to the Lewisham average of 8.9 and London average of 9.6 in the same period. The majority of crime committed in New Cross were anti-social behaviour offences (1 to 8 of total 180 recorded offences; crime rate of 8.5), followed by violence against the person (35 recorded offences; crime rate of 2.3). These are also the most common type of offences in Lewisham and London (Met Police Crime Mapping, 2010).

Open Space

3.23 Lewisham’s Leisure and Open Space Study indicates that there are three ‘amenity green spaces’, three ‘parks and gardens’ and two ‘green corridors’ within 1km of the Site in the New Cross and Evelyn wards. These spaces are listed below:

- Silwood Triangle (Amenity green space) – 0.83 ha
- West of SELCHP (Green corridor) – 0.12 ha
- Surrey Canal (Green corridor) – 0.61 ha
- Bridgehouse Meadows (Parks and gardens) – 3.18 ha
- Rainsborough Avenue Embankments, River R (Amenity green space) – 1.30 ha
- Deptford Park (Parks and gardens) – 7.29 ha
- Folkestone Gardens (Parks and gardens) – 2.50 ha
• Eckington Gardens (Parks and gardens) – 0.89 ha
• New Cross / New Cross Gate (Green corridor) – [Part of] 9.05 ha
• Sanford Street (Amenity green space) – 0.39 ha
• Blackhorse Road (Allotments) – 0.28ha
• Senegal Railway Banks (Amenity green space) – 6.42 ha

3.24 Bridgehouse Meadows lies immediately adjoining the Site. Formerly the Deptford Greyhound Stadium, it is a significant local open space, but despite its size, it currently has no playground or other facilities. It is also under used primarily due to fear of crime.

3.25 In terms of children’s playspace, the closest formal facilities are a children’s play area and basketball court based around Bramcote Grove and Verney Road.

3.26 The Site is within 1.2km of areas providing formal outdoor sport provision, with Deptford Park and Southwark Park providing outdoor sports pitches.

3.27 In terms of the quality of open space provision, Deptford Park is rated as ‘Good’ by the Lewisham Leisure and Open Space Study, and Folkestone Gardens is rated ‘Average’, although Bridgehouse Meadows was seen to be ‘Below average’.

3.28 New Cross ward currently has a standard of 0.61 ha of parks and gardens per 1,000 population, which is currently below the standard of 1.41ha per 1,000 population outlined in the Lewisham Leisure and Open Space Study, and as such is considered an area of deficiency. The Open Space Strategy identifies the areas of Local and Small Local Parks and Gardens deficiency in two areas north and north east on the borough boundary in Evelyn ward and this follows through to a small area north east in New Cross ward.

3.29 In addition, Southwark Park (in Southwark) is a substantial accessible open space around 500m to the north of the Site, covering 25 ha and includes a range of sporting facilities, a café, a children’s play room and an art gallery.

3.30 Also, the New Cross Ward provides 0.68 ha per 1,000 population in terms of green corridors, 0.43 ha per 1,000 population in terms of amenity green space, 0.26 ha per 1,000 population in terms of children’s play space, and 0.03 ha per 1,000 population in terms of allotments.

3.31 Lewisham’s draft Infrastructure Delivery Plan (2010) indicates that the projected increase in the population of the borough is expected to lead to a substantial increase in demand for public open space. It is noted that qualitative improvements rather than quantitative provision is the preferred approach in providing greater recreational opportunities.

Sports and Recreation Facilities

3.32 There are a number of existing sports facilities within 1km of the Site, including:
Masterplan Delivery Strategy

- Southwark Park Sports Centre
- Deptford Park
- Southwark Park
- Seven Islands Leisure Centre
- City of London Academy

3.33 Lewisham’s Leisure and Open Space Study provides a summary of the Outdoor Playing Pitch Assessment carried out for LBL, indicating that provision of sites used exclusively for playing pitch sports covers 120.1 ha (92 pitches) or a provision of 0.45 ha per 1,000 people across the borough, and summarising that LBL has no current deficiency areas for outdoor sport.

3.34 The current provision of Bowling Greens is assessed as being 0.02 Greens per 1,000 population, although there are none in the New Cross or Evelyn wards.

3.35 The New Cross ward includes one playing pitch, a senior football pitch at Fordham Park, and the Evelyn ward includes one senior football pitch at Pepys Park and two at Deptford Park. All of these pitches are rated ‘average’ in terms of quality.

3.36 In terms of indoor sports, there is currently 3,388.4m² of water space for public use in LBL, although Forest Hill Pools is undergoing refurbishment and will not reopen until 2012. Further to this, Loampit Vale Swimming Pool, a new pool, is due to be completed in 2012. When it is completed Ladywell Leisure Centre pools will be closed. As such, provision of water space will be 3,359.60m² in 2013.

3.37 The closest swimming pool to the Site is at Seven Islands Leisure Centre in Southwark, within 1km for the Site, providing 420m² of water space. Sport England’s Sports Facility Calculator model indicates a current a demand for 2,922.60m² of water space within LBL.

3.38 In November 2009, Neil Allen Associates were commissioned by LBL, Renewal and Sport England to examine the needs and demands for sport at the Site. The aim of the needs and evidence work was to identify sports facilities projects which could be a landmark development in the Surrey Canal area. What emerged from the work was a clear need to increase levels of satisfaction with sports facility provision in order to provide a positive experience of sport. The work identified a clear issue in terms of the perception of quality and satisfaction with the current sport and leisure infrastructure in the area, which in turn impacted upon participation and health issues. The development of high quality needs led facilities was therefore seen as a critical strategic priority for the area. The Lewisham Sports Plan sets out a vision for increasing opportunities to participate in sport but recognises the lack of sports hall provision as a limiting factor to participation for all ages. Priority sports for LBL are football, cricket, swimming, basket ball, gymnastics and netball.
Community Facilities

3.39 There are six community centres and one library.

3.40 The closest community centre is the Millwall FC Community Scheme within the Site, which is a local venue for sport and health-related activities and community activities, and has a meeting room, multi-purpose room and sports facilities on-site. In addition, Scotney Hall on the Winslade Estate lies immediately to the south of the Surrey Canal Site and Silwood Community Centre is around 150m to the north.

3.41 It is estimated that there are also 70 religious groups operating out of unsuitable premises within a quarter of a mile radius of the Site.
4. Identified Needs

Industrial and Business Space

4.1 In December 2010, Renewal prepared an Industrial Availability Study of premises within the Site and its adjoining post codes. This concluded that there was approximately 36,000 sqm of B1(c) Light Industrial space, B2 General Industrial space and B8 Storage and Distribution space which was vacant.

4.2 This was consistent with official figures from the Department for Communities and Local Government ‘Industrial and Commercial Floorspace Statistics’ (2006), which found that there is a perennial high level of vacancy in commercial and industrial space in LBL, accounting for 13% of stock in 2004/2005 (higher than the London average of 11%), which has remained around this level since 1998.

4.3 There is now strong recognition of the importance of creative industries to the economy of LBL. LBL’s LDF Core Strategy identifies that jobs in LBL are forecast to grow by around 17,000 between the years 2000 and 2026, with the bulk of employment being accounted for by the retail and office sectors, with industrial and warehousing employment change insignificant by comparison. Office jobs are forecast to grow by 52% compared to a regional average of 41% while industrial jobs are forecast to fall by 5%, which is below the London average of 8% (Lewisham Employment Land Study 2008).

4.4 The Core Strategy outlines a number of drivers of change, expected to impact on the borough up to 2026. The Core Strategy specifically refers to the need for the Council to facilitate the strong growth in the number of small businesses and to support creative industries.

4.5 The ‘South London Business Property Implications’ of the City Growth Strategy Report (2006), prepared by Grant Thornton refers to 3 economic sectors where there is believed to be growth potential in business in this area. These are food, creative industries and business services.

4.6 These findings support empirical evidence that creative industry organisations such as the Cockpit Arts Deptford, and business centre/incubation units, such as those run by Workspace Plc (including the Faircharm Business Centre in SE8 and the Biscuit Factory in SE16) maintain a very limited availability with ongoing demand even in the current economic climate.

Sports Facilities

4.7 In the previous section to this Strategy, a shortfall in various community sports facilities was identified. The previous chapter also considers work undertaken by Neil Allen Associates in 2009, commissioned by LBL, Renewal and Sport England to examine the needs and demands for sports facilities in the local area.
This revealed an aggregated and unmet demand across LBL for between 7 and 15 badminton courts. The unmet demand for sports halls is highest in the north and west of the borough, with the unmet demand in the area of the Site being 15 badminton courts. To the west of the Site and extending into Southwark, unmet demand for sports halls is higher at around 17 badminton courts. There are also specific requirements and needs for netball and basketball provision.

The aforementioned study also identified the need for a dedicated venue for cricket development, with a facility for a 4-6 lane indoor venue. Kent County Cricket Club (KCCC) were regarded as keen to establish a base in this area of London and to establish a programme of cricket development for KCCC and local south east London clubs.

Using the above as a sound basis, it has also been identified that a proposed health centre/spa would cross-subsidise the proposed sports hall and cricket centre provision, so that the projected cash flow for all the sports facilities can be positive from the outset.

Furthermore, there is an identified demand from a number of local hospitals and medical organisations, to complement new sports facilities in this area with more holistic sports and health facilities.
5. The Vision

5.1 Renewal has extraordinary ambitions and aspirations for the regeneration of Surrey Canal, a clear vision to create a new and exciting piece of London. In this run down and somewhat forgotten part of North Lewisham, there is the opportunity to create a thriving new neighbourhood – a 21st century village within a world-class city based around a new regional centre of sporting excellence.

5.2 The Site lies in the north west corner of LBL and borders LBS which lies immediately to its north and west. The area forms part of the westernmost edge of the Thames Gateway Corridor. Physically and visually isolated by its enclosing railway embankments, Surrey Canal has become a largely forgotten part of London, a void in the urban fabric.

5.3 The inspiration for the regeneration of this 10.05 hectare site has come from a number of sources:

- In the 1980s and 90s the comprehensive redevelopment programme for the Docklands had completely transformed this disused, rundown, decaying part of the old London Docks, clearly illustrating the impact that bold design, high quality materials, a clear vision and an unshakeable sense of purpose could achieve. The effect that the DLR and the Jubilee Line subsequently has had on the regeneration of this area and beyond is confirmation of the huge impact that infrastructural improvements can have on the renewal and revival of an area.

- The announcement of the ELL Phase 1 and subsequently the ELL Phase 2 extension with a new station at Surrey Canal Road, led Renewal to visualise the regenerative effect this new infrastructure could have on the Surrey Canal area, which comprised a number of similarly run down and decaying industrial estates.

- LBL’s plans for the regeneration of the north of the borough, including the six strategic sites, have been outlined in the emerging LDF Core Strategy Submission Version (2010).

- In the 1960s to 70s the Barbican had created a new piece of London, a neighbourhood and destination in its own right. With two schools and the Barbican Centre (concert hall, theatre, cinemas and galleries) at its heart, the project demonstrated the importance of an anchor and attractor to the success of a large scale scheme. What the arts were to the 20th century pioneer, sport as a cultural identity will be to Surrey Canal.

Our aims and commitments are:
• To regenerate an old and decaying industrial area.

• To create a new and sustainable community, a truly new piece of London that is a destination in its own right.

• To create up to 2000 new and sustainable jobs.

• To develop a unique identity, a distinct driver and attractor, building on the existing strengths of this area which include: its multi cultural community, young population, creative enthusiasm, location in relation to the Docklands and the City, and its sporting heritage established through football (Millwall FC) and a history of speedway.

• To create vibrant new open spaces including the comprehensive regeneration of an existing park (Bridgehouse Meadows).

• To address issues of severance, and to create new and safer cycle and pedestrian links.

• To deliver modern, high quality and much needed housing.

**Sport as the ‘Driver’**

5.4 LBL’s emerging LDF identifies five Strategic Sites in the north of the Borough. Four of these are designated as ‘Mixed Use Employment Locations’ with an emphasis on offices, workshops and other industrial and commercial uses.

5.5 The sites are considered as ‘Strategic Sites’ because their redevelopment will collectively help to transform the physical and economic environment in one of LBL’s most deprived areas, creating a significant number of new homes, a wide range of economic benefits including employment, training opportunities and improvements to the public infrastructure.

5.6 Renewal is aware that the key to creating a successful, viable and self sustainable mixed use development lies in creating a unique identity with a distinct offer. This has been developed out of the Site’s location as well as local needs.

5.7 In considering Millwall FC’s long history in the area, it is logical to continue exploring the extension and expansion of the sporting offer. The idea of ‘Sport City’ was born many years ago when the Club first looked at the possibility of redeveloping the Stadium and surrounding area.

5.8 The publication of the Neil Allen Associates Report in 2009 as previously mentioned, clearly highlighted the following:

• There is a low provision of sporting facilities in the north of the borough.
• Participation levels are therefore being severely restricted by the lack of facilities.

• Sports participation in North Lewisham is 18%, and therefore below the national average of 22%.

• Sports facility satisfaction levels in the area are at 56% versus a national average of 68%.

• There is a high level of demand for indoor sports facilities.

• The sports facilities required in this area coincide with those required by LBL and LBS’s ‘Focus Sports’.

5.9 Following publication of the Report, and encouraged by it, Renewal has continued to work in partnership with LBL and Sport England, subsequently conducting a series of meetings with a large number of the National Governing Bodies of Sport. The aim of the meetings was to jointly deliver a major new regional indoor sports centre to serve not only the local community, but local schools, local clubs, the Governing Bodies and the wider areas of South East London and beyond.

5.10 Renewal is also committed to working in partnership with Millwall FC, in order to create a better setting for the Club, with improved access, new transport links and better facilities for fans and visitors.

Multifaith Centre

5.11 As a result of Renewal’s comprehensive community consultation over the course of the last year, and through first-hand experience as landlords in South East London, Renewal has become increasingly aware of the huge growth in demand for religious facilities in the area. Further research has shown that within a quarter of a mile radius of the Site, there are seventy religious groups occupying mostly unsuitable premises.

5.12 The process was organic and the idea consolidated step by step. The initial concept of providing for one religious organisation of significant size developed into the idea of offering space for a greater number of organisations. This would on one hand relieve pressure in the area and on the other hand play a small, but significant part, in demonstrating and encouraging tolerance of our differing cultures and faiths.

5.13 Consultation with faith leaders and religious groups showed that medium sized faith organisations (with around 1500 members) were particularly very interested in the sharing of facilities and in taking advantage of the proposed sporting amenities for their youth groups.

5.14 The provision of such a facility will require a very clear strategy of managing conflict through inclusion, continuous interaction, and mediation. To ensure the delivery of an exciting Multi-
Faith vision for the future, Renewal is committed to working closely with, and drawing on the experience of the LBL and its Faith Officer, Comedia's intercultural approach to 'making the most of diversity', The University of Manchester who are undertaking studies of Multi-Faith spaces, and Strasbourg's Intercultural Cities Programme, directed by the Council of Europe and the European Commission.

5.15 The most recent 2001 Census identifies the following statistics regarding LBL's ethnic mix:

- White persons at 65.92% and Black or Black British persons at 23.4%. The Black or Black British population is almost double the London percentage of 10.92%.
- Lewisham has a higher percentage of people of mixed parentage (4.18% versus 3.15%) and this is significantly higher than the national average of 1.27%.
- Christianity is the dominant religion at 61.25%, Muslims at 4.62% and Hindus at 1.09%.

5.16 However, it is important to recognise that since the 2001 Census, there has been significant arrivals of people from Central and Eastern Europe, South East Asia and Africa who have added to the multi-cultural identity of this area.

5.17 The area appears to have a generally stable community across a low socio-economic range. The lack of investment, coupled with the low socio-economic status of existing communities make this area ripe for regeneration.

**Sustainable Community**

5.18 The Site is a complex organism. Here, sustainability is not only about the reduction of energy, CO₂, water consumption and waste, Sustainability is also about beauty, safety, security and happiness. Sustainability is a socially, economically and environmentally conscious balance from a short to medium, to a long term perspective.

5.19 The new proposals for the Site will need to deliver:

- Sustainable employment opportunities.
- A balance of social, economic and environmental needs.
- The creation of an open, beautiful, robust, healthy and just environment.
- The creation of a clear and distinct cultural identity for the new neighbourhood, embedded within its larger context.
- The development of buildings and places which are inherently flexible to meet the continuously changing needs and requirements of its population.
• The consideration of long term management and maintenance of all places and buildings.

• The evaluation of opportunities for the refurbishment of existing buildings.

• The development of site responsive passive design for buildings considering the orientation to the sun, the relation of building height to depth and overshadowing, the relation of buildings to open space, etc.

• A Thermal and Energy Masterplan, promoting self-sufficiency and aimed at minimising carbon emissions and the waste of heat and energy.

• A Landscape Plan which pays respect to the Site, Green Corridors and the natural habitat.

• The improvement of permeability, links, connectivity and provision of public transport.

**Employment**

5.20 From the very start, Renewal’s vision has been to create a new piece of London, a truly energetic, mixed use development whereby jobs are real and self-sustainable. Renewal seek to create 2,000 jobs across the Site which are deliverable and secure, and meeting identified needs as discussed in the previous section of this Report.

5.21 Renewal is very conscious that many schemes seek merely to ‘fill the space’. Instead, the Renewal approach has been that the creation of the space is secondary to the creation of a sustainable community across each of the phases of development. Renewal recognises the crucial need for each development phase to have its own identity with a primary use and other complementary activities.

**Healthy Living**

5.22 The Government White Paper ‘Healthy Lives, Healthy People’, published in November 2010 emphasises the need to:

• Tackle lifestyle driven health problems, e.g. obesity.

• Put local communities at the heart of improving health and well-being for their populations.

• Make active ageing the norm rather than the exception by: building Lifetime Homes, protecting and enhancing green spaces and increasing participation in physical activity, especially sports.

5.23 The idea of London’s Sporting Village began with Millwall FC Stadium.
5.24 With a widely extended sporting offer for all – from children, parents and grandparents through to the professional and amateur sportsmen and women – the new community will be marked by an active lifestyle accessible to all, complemented by new pedestrian dominated routes and new cycle lanes that fit into the ever-expanding London network.

5.25 The provision of active open spaces and leisure facilities will seek to protect vitality and wellbeing to residents and a borough wide audience alike. A sporting element will be augmented by a health offering, to include medical and dental surgeries but also sports medicine and care in the community, providing a holistic approach. It is hoped that Surrey Canal can become an exemplar of the Government’s hope of transforming the population into a fitter and more active nation.

**Transport and Links**

5.26 The Site suffers from issues of severance; both east-west and north-south links are poor. The area is crisscrossed by major rail links from Central London creating a feeling of isolation. The important aspects of the redevelopment are:

- To secure the delivery of the new Station at Surrey Canal Road on the ELL2. Renewal has been working closely with LBL, TfL and the Department for Transport to clarify the case for the station and secure funding.
- To expand and improve the connectivity of the area through new and additional bus provision.
- To improve links east to the Thames and the other strategic redevelopment sites within LBL.
- To improve and enhance cycle and pedestrian routes tying into the North Lewisham Links Strategy.
- To enhance safety by improving arches through better lighting.
- To transform Surrey Canal Road into an active and attractive urban boulevard.

**Parks and Amenity**

5.27 LBL’s ambition for the Site and its immediate neighbourhood is to see the delivery of a radical improvement to the physical quality of the urban environment and to provide a sense of place, through new buildings and a comprehensive landscaping strategy.

5.28 Renewal's ambition is to deliver a high quality residential environment with up to 2500 homes with a variety of commercial uses and public infrastructure creating a diverse and vibrant
community; a place where modern architecture combined with beautiful landscaping create an attractive place to live and work.

5.29 The Site, surrounded by railway embankments, presents an opportunity to use its different levels, from street level, to podia, to roof gardens, to offer various types of open amenity space from public to private, on three distinct levels:

- A public street level that is accessible to all.
- A communal residential area of open space at podium level.
- Roof level green and brown roofs.

5.30 It is vital that all spaces are interlinked and provide a variety of animated to tranquil environments. Most important is the transformation of Surrey Canal Road from a busy vehicular street into an urban and majestic boulevard, containing a hint of the canal that used to flow along its length.

5.31 Currently Bridgehouse Meadows is an open space that contains no quality amenities for local residents. It is difficult to access, especially for wheelchair users, lacks overlooking and natural surveillance, and is poorly lit. As a result the area is little used and feels unsafe.

5.32 Renewal is committed to enhancing Bridgehouse Meadows, creating a new park environment for the public that will address the above issues and create a new and meaningful resource for the public to enjoy. Routes through the park will be enhanced together with the creation of better links from north to south and east to west.

**Energy**

5.33 Renewal’s vision for a truly green and sustainable energy strategy includes reaching agreement with the neighbouring South East London Combined Heat and Power plant to not only provide all the electricity for the development from waste incineration, but to also supply all the heat required via a district heating system. Renewal has a vision for a Waste Strategy involving the ENVAC system, widely used on the continent but new to this country. The system involves colour coded waste receptacles for 3 waste streams: organic, combustible and recyclable. All waste is transferred by underground suction and moved to a central collection point without the need for large bins or big waste vehicles crossing the site.

5.34 Other developments where ENVAC has been used have seen recycling rates climb from around 10% to 40% (for example development surrounding the National Stadium, Wembley).
6. Community Opinions

Summary of Community Opinions

6.1 A Consultation Programme for the Site was developed to ensure that as many people were consulted as possible and that the local community were able to stay informed about the Masterplan as it developed. An immense effort has been made to meet with a wide range of local groups and relevant stakeholders throughout the pre-application consultation process. Overall the scheme has been promoted to 76,074 community members and Renewal has directly spoken to 4,825 people.

6.2 Renewal met and responded to community members through the following methods:

- Meetings and presentations to individuals and groups.
- A staffed travelling exhibition which went to Lewisham People’s Day (July 2010), the Lewington Centre on the Silwood Estate (July 2010) and Scotney Hall on the Winslade Estate (October 2010).
- Project website: www.surreycanal.com
- Engaging with Millwall FC fans, staff and management through fans forums and an interview on the Lions Live radio show on 18 November 2010.
- Engaging with Faith Leaders and Groups through surveys and one-to-one meetings.
- Working with young people through workshops in Deptford Green School, and presentations to the LBL’s Young Mayor and Cabinet and the Ministry of Youth group.
- Sponsoring the 2010 Deptford X Visual Arts festival.
- A dedicated community workshop on the design for Bridgehouse Meadows held in October 2010.
- Regular mailings to the Surrey Canal local community and stakeholder database, containing over 600 contacts including residents, businesses and community groups within and surrounding the regeneration area.
- Analysis and wide circulation of all comments received together with personalised responses to every question asked.
- Press briefing throughout with very supportive media coverage for the plans across a wide range of publications.

6.3 In total Renewal has spoken to:

- 20 key decision makers, elected Members and representatives from local organisations in our pre-consultation phase.
- 400 LBL residents at Lewisham People’s Day.
- 135 local community members at two exhibitions held at the Lewington Centre, Sillwood Estate and Scotney Hall, Winslade Estate.
- 3001 unique visitors to www.surreycanal.com
- Meetings were held with a wide range of community and stakeholder groups bringing several hundred other people into direct contact with Renewal and the Surrey Canal: London’s Sporting Village scheme.

6.4 As a result of the consultation activities, comments were submitted via the following means:

- 16 Emails via info@surreycanal.com
- 98 Messageboard Cards
- 1 Comments Card
- 1 letter

6.5 Responses ranged from one sentence to lengthy lists of thoughts and ideas, making a number of different points. This section analyses all 115 submissions which contained 164 separate viewpoints and queries which are set out below.

<table>
<thead>
<tr>
<th>Issues</th>
<th>Number of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Sport</td>
<td>38</td>
</tr>
<tr>
<td>2. Transport</td>
<td>27</td>
</tr>
<tr>
<td>3. Public realm/Bridgehouse Meadows</td>
<td>22</td>
</tr>
<tr>
<td>4. Scheme-wide comments</td>
<td>18</td>
</tr>
<tr>
<td>5. Housing</td>
<td>17</td>
</tr>
</tbody>
</table>
Sport, by far, generated the most interest. Residents also felt strongly in regard to transport, public realm/Bridgehouse Meadows and opportunities for recreation.

<table>
<thead>
<tr>
<th>Comment</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supports Surrey Canal Road Station/asked for update</td>
<td>11</td>
</tr>
<tr>
<td>Better public transport and pedestrian/cycle linkages</td>
<td>10</td>
</tr>
<tr>
<td>Bridgehouse Meadows should retain green/open aspect</td>
<td>9</td>
</tr>
<tr>
<td>Priority should be for large family housing</td>
<td>7</td>
</tr>
<tr>
<td>Facilities for teenagers</td>
<td>7</td>
</tr>
<tr>
<td>Like the plans/consultation/will benefit the area</td>
<td>6</td>
</tr>
<tr>
<td>Jobs/volunteering should be created for local people</td>
<td>6</td>
</tr>
<tr>
<td>Large park and opens spaces are important</td>
<td>6</td>
</tr>
<tr>
<td>Concerned over height/density</td>
<td>5</td>
</tr>
<tr>
<td>Interested in plans for Millwall FC Stadium</td>
<td>4</td>
</tr>
<tr>
<td>Sports facilities should be affordable</td>
<td>4</td>
</tr>
<tr>
<td>Local residents should be able to access new homes</td>
<td>4</td>
</tr>
<tr>
<td>More pubs and places for adults to meet</td>
<td>4</td>
</tr>
<tr>
<td>More cafes and restaurants</td>
<td>4</td>
</tr>
<tr>
<td>Wants 24-hr indoor football pitches</td>
<td>3</td>
</tr>
<tr>
<td>Would like a swimming pool</td>
<td>3</td>
</tr>
<tr>
<td>No more industrial uses/garages</td>
<td>3</td>
</tr>
<tr>
<td>Should bring apprenticeships/employment for young people</td>
<td>3</td>
</tr>
<tr>
<td>Police station/concerned about safety</td>
<td>3</td>
</tr>
</tbody>
</table>
6.6 Following the consultation, Renewal has continued to receive very strong support for the plans for the redevelopment of the Site. If anything, there has been some scepticism that the scheme seems ‘too good to be true’.
7. Development Concept

Background

7.1 The urban history of the site begins in the early 1800s through the construction of the Grand Surrey Canal from Rotherhithe to Camberwell. With the building of the canal came trade which eventually lead to the development of the formerly arable land with canalside wharves and industries. In 1836 the first elevated railway built specifically for passenger service opened; further lines from London Bridge to the South and South East followed, dissecting much of the area surrounding the Site. The railway lines were followed by rows of Victorian terraces forming the new neighbourhoods of the fast expanding capital.

7.2 Surrey Canal, lies within a diamond-shaped area that is sandwiched between crisscrossing railway viaducts. The Grand Surrey Canal cut the area from east to west into two separate triangles. At the turn of the 19th century the area had become a predominantly residential neighbourhood with Victorian terraces; the length of the waterway was occupied by canalside industries. The existing road network dates back to this period.

7.3 When the timber trade ceased in the early 1970s and the Docks closed, the canal was drained. Between Folkestone Gardens and Ilderton Road, Surrey Canal Road was placed in the canal bed leaving much of the historic topography with towpath visible. The Site was cleared of all homes giving way for playing fields and games courts with changing facilities.

7.4 The majority of the existing industrial units on the Site were established during the 1970s and 1980s. Millwall FC opened the ‘New Den’ Stadium in 1992, replacing the original ‘Den’ east of Bridgehouse Meadows.

7.5 Today, the Site is physically and visually isolated and enclosed by railway embankments and viaducts and can only be accessed via a handful of narrow, and at times, intimidating railway arches. The Site is primarily industrial in character and use. It represents a degraded and poor quality environment that is underperforming, both in terms of its use and overall potential. There is a desperate need for an overarching vision and a clear place making strategy.

Land Uses, Distribution and Quantum of Development

7.6 The Site is identified in the LBL LDF Core Strategy for a significant mixed use development, aiming to bring about growth and regeneration in one of the borough’s most deprived areas.

7.7 To deliver the aspirations of the Core Strategy, the proposed Masterplan focuses on a series of vital components that collectively will shape a high-quality, high density, mixed-use neighbourhood on the site, delivering: 2,500 new homes, 2,000 new jobs, new and enhanced
public realm, better connections and improved public transport links to include the ELL2, a borough wide destination focusing on sports and healthy living, the intended delivery of a Multi-faith Centre and many other improved community facilities.

**Local Distinctiveness of the Development**

7.8 Renewal has a clear vision to create a new and exciting pocket of London, regenerating an area which has become largely forgotten and an almost void in the urban fabric. In this somewhat run down and seemingly forgotten part of North Lewisham, Renewal has found the inspiration for the regeneration of this 10.05 hectare site to create a thriving new neighbourhood.

7.9 Renewal’s aspiration for the Site is to create a new and sustainable community, a truly new pocket of London, which local residents and others alike will visualise as a destination in its own right. The Proposed Development will create vibrant new open spaces including the regeneration of the existing park at Bridgehouse Meadows, whilst addressing the issues of severance and creating new and safer cycle and pedestrian links. It will also deliver modern, high quality housing and create up to 2,000 full-time equivalent new and much needed jobs.

7.10 As part of the vision and aspiration for the Site, the Proposed Development seeks to develop a unique identity, a distinct driver and attractor to the area, through positive and careful regeneration. However, at the heart of the vision, it is essential not to ignore or forget the existing strengths of the area which must be built upon and strengthened, including its multi cultural community, its young population and creative enthusiasm, its location in relation to the Docklands and the City, and of particular uniqueness, is its sporting heritage established through football (Millwall Football Club) and a history of speedway.

7.11 It is therefore central to the Proposed Development that creating a successful, viable and sustainable mixed use development, with a unique identity and distinct offer, is the key to the successful regeneration of the Site. Developed out of its specific location, sporting heritage and local needs, sport will be the cultural identity to this distinct pocket of London, creating opportunities for all, and a development that will mean many things to many people, both present and future generations. A 21st century village within a world-class city based around a new regional sporting excellence will therefore be developed, building on the existing, whilst improving health and well being for all.

**Access and Circulation**

7.12 The real success of Surrey Canal is dependent upon unlocking high accessibility and permeability as well as forging connections with other new and existing neighbourhoods. The area is well served by public transport; however, it feels cut off from nearby stations.
The Masterplan builds on the existing site street pattern and takes every opportunity to unlock barriers to movement, such as enclosing embankments and congested regional road networks. Existing routes to and across the site will be upgraded and where possible extended, and a series of new links introduced to increase site permeability. New and safe pedestrian and cycle routes are proposed that will connect the Site with the existing South Bermondsey Station, the future Surrey Canal Road Station on the ELL and Bridgehouse Meadows beyond, Southwark Park, Surrey Quays Station, the new development at Canada Water, the Docklands, the Thames waterfront, as well as other leisure and shopping destinations.

**Layout, Scale, Massing and Height**

With sustainability at the forefront of all new building concerns, the current debate on cities has a strong focus on density. Land is a precious asset to be protected, and hence new development should be carefully and efficiently planned. High-density neighbourhoods optimise land use, lessen pressure on undeveloped land by consolidating urban areas and preventing sprawl, reduce the need to travel, make public transport more profitable, and achieve the critical mass required to create a significant centre of activity.

Specific site characteristics have informed the design and determined the building location and layout of the public spaces. Buildings are generally located in close proximity to the surrounding embankments and the former towing path of Surrey Canal Road. A tripartite approach to the vertical organisation of the buildings has been adopted. The lower level utilise the level differences to provide an opportunity for semi-sunken car parking accessed and ventilated towards the railway embankments whilst allowing for active frontages towards the public realm. The middle level and public facing ground level consists predominantly of non-residential uses, including sports, employment and community spaces. At the upper level, above ground floor or podium, are the domestic spaces which allow spectacular views past the viaducts, across London and the River Thames.

‘Surrey Canal: London’s Sporting Village’ needs to deliver a highly contrasting sense of scale and form. Small footprint and medium rise buildings, dramatic and non-uniform public spaces and a variety of private and semi-private spaces that will step up the buildings to provide a range of opportunities, using every inch of available space such as terraces, roofs, balconies as well as vertical surfaces.

The Proposed Development adheres to a clear site hierarchy in respect of height and massing, with a series of tall buildings acting as landmarks. Their role is to define important routes and access points, to aid wayfinding and announce the area to its surroundings, to imprint Surrey Canal on the London skyline and to place this previously obscure part of Lewisham firmly on people’s mental maps.
7.18 Millwall FC Stadium is clearly the most important structure on the Site and a very important local landmark. A crucial move has been to ensure that numerous distant views, particularly from the east, still have the Stadium as their focus. Buildings stand taller along the embankments and gradually decrease in height towards the centre of the Site to match that of the Stadium, thus creating a ‘bowl like’ skyline to celebrate the presence of the Stadium within the scheme. Neighbouring buildings step back to create a generous but well defined public realm around the Stadium that allows for peaks and troughs of pedestrian activity during match days and non-match days. Stadium Avenue defines the dominant elevation of the Stadium and the void corners which break the sense of enclosure and have the potential to be filled in with public facilities relating to the venue.

7.19 A Local Landmark building cluster at Bolina Road is intended to demarcate the northernmost entry point to the Site for visitors arriving via South Bermondsey Station. Building heights are intended to range between 13 and 26 storeys. The group will be a careful juxtaposition of gently curved buildings, which create a dynamic composition on the skyline.

7.20 Two circa 21 storey high Stadium Avenue marker buildings are intended to define the extent of the main axis through the site, and mark the key approach to the Stadium at Zampa Road and the new Surrey Canal Road Station Square arrival point. The pair are intended to be identical in built form and massing, and distinctly set apart from other buildings through their unique rotunda shape.

7.21 The Stadium Avenue gateway buildings are intended to be an identical pair in footprint and mirror images of each other. The circa 20 storey buildings will frame the primary entrance to the Site and the Stadium from Surrey Canal Road.

7.22 Two Local gateway buildings are intended to mark the arrival at Surrey Canal to its east and west. An Orion landmark tower would announce the Surrey Canal neighbourhood to passengers travelling on the future ELL; the Timber Wharf tower would demarcate the entry point to Lewisham from Southwark via Surrey Canal Road.

**Public Spaces**

7.23 Acting as a primary link of ‘Surrey Canal: London’s Sporting Village’ is the ‘Green Armature’, a linear public realm made up of a series of interlocking, high quality character spaces: Bolina Gardens, Stadium Avenue, Station Square, Surrey Canal Boulevard, Excelsior Square and Orion Square. The Green Armature with its pedestrian and cycle-first premise would create a continuous north west to south east axis, linking South Bermondsey Station to Surrey Canal Road Station and Bridgehouse Meadows beyond.

7.24 It is visualised that the active open spaces including a new park at Bridgehouse Meadows, communal raised courtyards, sports halls, swimming pools and spa facilities, will all project
opportunities, vitality and well-being into the local community, and further afield. The sporting element will be augmented by a health offering not only to include medical and dental surgeries, but also sports medicine and care in the community. The detailed design will be subject to Reserved Matters Applications; however, Surrey Canal could become an exemplar of the Government’s vision of transforming the population into a fitter and more active nation. Future generations would have the opportunity to watch their professional idols train, whilst having the opportunity and facilities to one day become a professional idol themselves.

7.25 The public realm follows the concept of creating a ‘serial vision’, in which environments are experienced as a dynamic, emerging, unfolding temporal sequence. Each character area or place has its own unique quality and focus of activity, be it sports, health, faith, creativity or hotel/conference.

7.26 Surrounded by exemplar housing with health related community facilities and commercial units, Bolina Gardens will have a strong residential focus with the public gardens at its centre. The vision for the redevelopment of the Site is based upon a foundation of sport and health, seeking to build a new community with sport at its heart, working to create an urban fabric that supports fit, happy and healthy people. The Stadium Avenue will be a main north south thoroughfare, envisaged as the vibrant hub of Surrey Canal, with a hotel and conference centre providing lively bar, café and restaurant facilities well into the evening. Stadium Square would mark the main entrance into the Site and the gathering point in front of the Stadium.

7.27 Orion Square would act as a gathering space and platform for the intended Multi-faith Community Centre. It is through this important consideration of, and consultation with the local community, that Renewal intends to deliver a religious Multi-Faith Centre whereby different organisations can have their own worship space, whilst being able to share communal facilities which they may not otherwise have had access to. The Centre can also be used for other uses by other groups within the community. It is the aspiration that the Multi-Faith Centre will fall within the first phase of the Surrey Canal redevelopment seeking to ensure the immediate animation of the new neighbourhood.

7.28 Surrey Canal Road would remain as an urban tree lined boulevard, with an added water feature alluding to its past. This would be framed and defined by the proposed sport facilities and the faith centre. Station Square, principally a space for orientation, would sit adjacent to the future Surrey Canal Road Station and provide a public platform and spill out space for the station and the creative community at Excelsior. Excelsior Court would be intended to be an intimate courtyard space that provides the setting for Surrey Canal’s creative quarter. Bridgehouse Meadows is intended to be regenerated as part of the overall proposals and offer a local park for play and relaxation with sweeping views across London.
Architecture and Materials

7.29 As an overarching principle, the Masterplan seeks to avoid object buildings in favour of an integrated and multilayered street scene. It has been important to avoid monolithic blocks of a continuous datum which would have created a canyon effect around the Stadium. Instead the proposal focuses on aggregating various heights and forms into a more articulate townscape that is responsive to the public space the buildings frame and the ‘way-marking’ role the buildings play. The team has been mindful of the significant opportunities that the stepped roof approach can bring in the provision of quality private amenity space for the residents.

7.30 The identity of the Masterplan is neither defined by point blocks nor by perimeter blocks. Instead a hybrid approach is used which suits this tight site and the aspiration to create a diverse London townscape.

7.31 Covering a large area of over 10 hectares the Surrey Canal Masterplan encourages architectural diversity. However, three basic facade principles were developed that will ensure the design quality at detailed stage.

7.32 The lower levels define the edge of the public realm. The non-residential uses on ground, including retail, food outlets, cafes, newsagents, dry cleaners, florists, supermarkets etc, along with the pedestrian residential entry and exist points, should be orientated to the main public streets, be transparent and inviting, activate the street scene, provide natural surveillance and a sense of ownership of the public realm.

7.33 The large leisure or sport boxes should help to define Surrey Canal as a sporting village and therefore should express their use externally.

7.34 Albeit through the tripartite approach, the residential buildings should visually connect to the ground floor and provide a vertical rhythm more akin to traditional London streets. These buildings have the potential for more flexible forms that respond to distant views and sun orientation. The residential buildings should have textured facades that break down the uniformity of the building through the use of windows, balconies, colour and material choices, whilst maintaining a consistent approach that retains the identity of each building.
8. Delivery

Land Ownership

8.1 There are three principal freehold land owners of the Site:

1) Renewal – Renewal has been acquiring both freehold and leasehold interests in the Surrey Canal Site since 2004 and is now the majority land owner. The extent of Renewal’s ownerships is shown in the plan below coloured blue.

2) LBL – Subject to a long lease granted to Millwall FC and is shown in white on the plan below.

3) LBL – Subject to a lease granted to The Lions Community Scheme and shown in pink on the plan below.

8.2 There are approximately 22 smaller interests on the Site that remain outside the key land owner interests which in summary are as follows:

4) The Black Ant Co Ltd – subject to a number of occupational short term leases, as well as 2 smaller interests in Excelsior West, and is shown in mauve on the plan below.

5) The remaining 19 smaller interests comprise individual industrial units that range in size from 600 sq ft to approximately 4500 sq ft and are indicated by the small white rectangles on the plan below and are located on the following estates:

- Orion Industrial Estate 4 Long Leasehold Interests
- Excelsior East 6 Freehold Interests
- Bolina 2 2 Long Leasehold Interests
- Bolina 1 8 Freehold Interests
8.3 The development of the Site is embedded in planning policy and its delivery is of critical importance to the delivery of regeneration to the benefit of the local area, as well as meeting the strategic aims of LBL.

8.4 There is ongoing dialogue between the land owners with interests in the Site towards the successful delivery of the regeneration. Notwithstanding, because of the importance of the development proposals, LBL has acknowledged that it may be necessary to use compulsory powers of acquisition in relation to certain interests if necessary to deliver the project.

**Lions Community Scheme**

8.5 Renewal has within the Proposed Development, made provision for the possible relocation of the Lions Community Scheme to a new facility that forms an integral part of the overall sport offering at London’s Sporting Village. Any relocation of the Lions Community Scheme will be subject to a detailed proposal being made to both LBL as the freeholder and the Lions Community Scheme, who have a 19 year unexpired term on their lease.

8.6 The proposed phasing of development needs to ensure that the Lions Community Scheme has a fully operational facility at all times.
8.7 The Lions Community Scheme is also seeking independent representation in order that negotiations for any relocation package will ensure best value for the Trust.

Phasing

8.8 The aspiration is for development works to commence on site in late 2012. The ELL2 works will have been completed by this time. The redevelopment of the Site is envisaged to take approximately 15 years.

8.9 The phasing of the works is anticipated to generally be from south to north. The indicative phasing sequence is as follows:

Table 8.1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Buildings</th>
<th>Anticipated Commencement Date</th>
<th>Anticipated Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1A</td>
<td>Excelsior 1-4</td>
<td>Late 2012</td>
<td>Mid 2015</td>
</tr>
<tr>
<td>Phase 1B</td>
<td>Orion</td>
<td>Late 2012</td>
<td>Early 2015</td>
</tr>
<tr>
<td>Phase 2</td>
<td>Timber Wharf 1 &amp; 2</td>
<td>Mid 2015</td>
<td>Early 2018</td>
</tr>
<tr>
<td>Phase 3</td>
<td>Stockholm 1 &amp; 2</td>
<td>Early 2018</td>
<td>Mid 2020</td>
</tr>
<tr>
<td>Phase 4</td>
<td>Senegal 1 &amp; 2 plus Stadium</td>
<td>Mid 2020</td>
<td>Late 2021</td>
</tr>
<tr>
<td>Phase 5</td>
<td>Bolina North 1 &amp; 2 and Bolina West</td>
<td>Late 2020</td>
<td>Late 2024</td>
</tr>
<tr>
<td>Phase 5A</td>
<td></td>
<td>Late 2024</td>
<td>Early 2026</td>
</tr>
</tbody>
</table>

Wider Masterplan Infrastructure and Delivery

There are a number of off-site infrastructure projects where their delivery will enable an improved comprehensive wider Masterplan. These are set out below and are in the locations at Figure 8.2.
8.10 The Connect 2 scheme is a lottery funded project operating throughout the United Kingdom aimed at improving cycle connectivity. LBS has funds of £600,000. Southwark is intending to re-open a bridge to the west of Surrey Canal for cycle access and their objective is then to improve cycle connections from this bridge further east. This includes improving the permeability through the Site from west to east. The Connect 2 project is sought to be realised by March 2013.

8.11 In connection with this project, Renewal has met with Network Rail and Sustrans to discuss the cycle links through the Site from west to east and also to discuss the potential for enabling direct cycle access into the Site from South Bermondsey Station.
8.12 A route under an existing railway arch in the northwest corner of the Site exists. Renewal has re-opened the arch to show the potential. The Renewal team is also currently preparing draft designs for the connection under the arch so that these can be considered by Sustrans and so that Forms A and B applications can be made to Network Rail for their approval.

View from Surrey Canal to S. Bermondsey Station

8.13 Planning applications will then need to be made to LBL and LBS. It is anticipated that this will be undertaken in 2011.

8.14 As Renewal’s intention is to phase the Surrey Canal development from south to north, it is expected that all the necessary approvals will be in place and that the link will have been constructed well in advance of the development of the land in this location of the Site. Notwithstanding, there is the potential to create a temporary cycle connection to the rear of the existing industrial units on the Site.

8.15 Sustrans has confirmed that part of their funding could be used to help facilitate the construction of this link.

8.16 In addition to being a cycle connection, this connection is also envisaged to be a pedestrian connection.

**Bermondsey Dive Under**

8.17 The Thameslink 2000 project seeks to achieve grade separation of the railway lines serving the Thameslink Brighton route from Charing Cross bound Kent routes to deliver a faster service. As part of these works, engineering proposals known as a ‘Dive Under’ are proposed to the railway lines to the east of the Site over Bolina Road. This will mean that the vehicular link between the Surrey Canal Site and Silwood Street via Bolina Road will be extinguished. Bolina Road will then be reduced to a pedestrian/cycle route only.

8.18 The works are anticipated to take place in 2011, with completion due in late 2014/early 2015.
8.19 As part of these works, the uses of the site between the Surrey Canal Site and Silwood Street are either to be extinguished or alternative access routes are to be required. Network Rail is unable to confirm the post-works access routes or the potential use of the sites at this time.

8.20 Renewal has met with Network Rail and will continue these discussions over time.

8.21 It is proposed that Bolina Road is improved once the vehicular route is extinguished upon the construction of the Dive Under, so that the route can be an attractive and safe pedestrian and cycle route.

8.22 Renewal is able to make funds available for these improvement works.

8.23 The northern area of the Site is not expected to be delivered until the later phases, many years after the Dive Under is expected to have been in place.
8.24 Renewal proposes that an Envac Waste Management system is incorporated throughout the Site. The Envac system is an underground pneumatic waste collection system which avoids the need for standard refuse collection and is a highly efficient sustainable means of waste management. The system also increases recycling, and for example, the Envac system at Wembley has increased recycling from 10% from 40%.

8.25 It is proposed that a central transfer station is located within the Surrey Canal Masterplan Site, and it is currently anticipated that it will be located within the development Plot Orion. This is within the first phase of development, so that the Envac system is in place from the outset of the development.

8.26 In order to ensure that the system can serve the whole of the Site, links are needed beneath the proposed ELL to the railway line to the immediate west of Orion and underneath Surrey Canal Road.

8.27 LBL, Renewal and TfL have produced detailed revised ELL 2 designs to incorporate underpasses to facilitate installation. LBL is progressing discussions with TfL to deliver this link.

8.28 These works are to be funded by Renewal and/or LBL.

8.29 The ELL works are anticipated to be completed in advance of the first phases of development on the Surrey Canal Site.
**Bridgehouse Meadows**

8.30 During the ELL2 works, Bridgehouse Meadows is to be used as a depot for TfL. After completion of the works, by 2013, TfL is required to restore Bridgehouse Meadows.

8.31 The existing Rollins Street access to Bridgehouse Meadows is to be retained through the provision of a pedestrian and cycle underpass beneath the ELL 2. Other access points are also to be retained.

8.32 At the same time, LBL seeks increased access points created into Bridgehouse Meadows, especially to the east of the Meadows where there are currently none. In addition, Renewal is committed to improvements to Bridgehouse Meadows including the incorporation of formal new play facilities.
8.33 Renewal, LBL and TfL have met to agree the specification of the works to Bridgehouse Meadows. These discussions are ongoing. This work also involves establishing the legal ownerships for the acquisition of land required to facilitate the various access points and the rights of way to the adopted highway. Consultation has already commenced with regard to these proposals in 2010 in the form of a Space Shaper consultation. Further consultation is expected to be held in 2011.

8.34 The funding of these works is expected to be shared between Network Rail, LBL and Renewal.

8.35 The works to Bridgehouse Meadows are expected to be undertaken following the completion of the ELL 2 works in 2013. The works are therefore likely to be completed at the same time as the first occupations of the first phase of works on the Surrey Canal Site.

**SELCHP District Wide Heating Network**

8.36 The Greater London Authority (GLA), the London Development Agency (LDA), LBS and LBL wish to work with Veolia, the operators of SELCHP, to provide a District Heating Network in this area. This is to deliver a two way hot water system that is fired by SELCHP’s energy recovery process.

8.37 It is proposed that service corridors are provided through the arch to the northwest of SELCHP to service the District Heating through to Southwark and through to the Site. These service corridors will then allow connecting pipes to be installed.

8.38 SELCHP has confirmed the design and costing for the provision of the service corridors beneath the ELL 2. It is anticipated that these works can be undertaken at the same time as ELL 2 which is due to be completed in 2013.
8.39  Pipes can then be installed in order to seek to service the first phases of the Surrey Canal construction. Notwithstanding, back-up facilities will need to be provided on the Surrey Canal Site itself, to provide against any delays in this timescale.

8.40  These works are expected to be funded jointly by Veolia (and CNIM), Renewal, the GLA and the LDA.

**Railway Arches**

8.41  There are a number of railway arches surrounding the Site which are owned by Network Rail. A number have been referred to earlier in this section of this Report.

8.42  It is hoped that the general appearance of these railway arches can be improved to create a safe and welcoming environment and therefore to improve the attractiveness of walking and cycle links through and beyond the Site.

8.43  It is hoped that many of the arches can be cleared of vegetation, cleaned, and for new landscaping to be incorporated, together with new paths and cycle routes. Appropriate lighting will need to be incorporated, together with potential new art installations.
8.44 Renewal has met with Network Rail who have agreed to consider the proposed archway improvement works subject to the submission of standard Forms A and B. Only LBL or LBS can take the licence for the works from Network Rail and Renewal is thus also liaising with the various authorities in this regard.

8.45 The works are to be funded by Renewal or via any external funding programmes that may be appropriate and available.

8.46 The works are likely to be phased throughout the course of the Surrey Canal project.

**Embankments**

8.47 There are a number of railway embankments surrounding the Site. These are owned by Network Rail. It is hoped that the appearance of these railway embankments can be enhanced through planting of suitable vegetation. The designation of some of these embankments as Sites of Nature Conservation Interest also needs to be respected as part of these works. Also, throughout, security of the railway lines is paramount.

8.48 Renewal has met with Network Rail and has reached agreement in principle that Network Rail will consider the following:

- Straightening of boundaries to track edges with partial landscaping of non-trackside embankments as long as there is no structural risk to the embankment.

- The incorporation of green living railside fence treatments that ensure track security but visually enhance the barrier.

8.49 The Renewal team is currently preparing drawings for the suggested alignment of the landscape boundaries, for the fencing and for the treatment/landscaping of the non-trackside embankments. Forms A and B will then need to be submitted to Network Rail for approval and planning applications will need to be submitted, as required.
These works are anticipated to be funded by Renewal and will be undertaken in consultation with Network Rail as the proposed development at Surrey Canal is built out.

**East London Line and Surrey Canal Station Works**

8.51 The ELL2 works are committed and are due to be completed by 2013. As part of the design and development of the ELL2, passive provision is to be made for a station at Surrey Canal Road, with integrated underpass from Rollins Street, through the existing access to Bridgehouse Meadows. A new footpath is also proposed from Surrey Canal Road to Bridgehouse Meadows. This will then connect into the new path and cycleways through the reinstated Bridgehouse Meadows to improve the north, south, east and west connectivity through the area.

8.52 The provision of a new Station at Surrey Canal Road will substantially increase public transport accessibility in this area, providing connection to Highbury and Islington to the north, Clapham Junction to the west and to the ELL Phase 1 route to West Croydon through Surrey Quays. The Station will also assist sustainable transport for Millwall FC.

8.53 The ELL works are due to commence in early 2011 and the initial Works Act Notices have now been served. Completion is expected by late 2012. The works will therefore be in place prior to the completion of the first phases of the Surrey Canal scheme.

8.54 There is a significant political lobby ongoing for the delivery of the Surrey Canal Road Station.

8.55 Funding sources for the Station itself continue to be explored between with LBL, TfL, the Department for Transport, LBS and Renewal, however Renewal has confirmed they will fund the net additional cost of the Station to ensure its delivery.

8.56 It is still hoped that the Station can be in place before the first phases of work on the Site.
8.57 An access road on the north side of Surrey Canal Road running north to south to the ELL on its west side has been acquired by TfL to facilitate the ELL2 works. Following the completion of the ELL works in this vicinity, access points from it are to be provided into the development plots Senegal Way 1 and 2 and Stockholm 2. It is anticipated that this access road would fall back into the control of LBL following the ELL2 works. Discussions are ongoing with LBL and TfL in relation to this matter.