

The Lenox Project

PATRONS Dan Snow | Rt Hon Dame Joan Ruddock MP

Response by The Lenox Project CIC to the Greater London Authority Statement of Position dated 17 February 2014 in relation to the Convoys Wharf Planning Application: DC/13/83358 and the meeting held on 7 February 2014 to review progress on accommodating key heritage-led community projects within the proposed redevelopment site.

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Your Ref: D&P/0051c/GC
Date: 26 February 2014

Dear Mr Wilson

I write in response to your letter to Mark Gibney dated 17 February 2014 to set out the position of The Lenox Project CIC with a view to accommodating The Lenox Project CIC within the Convoys Wharf redevelopment site, which is currently under consideration for outline planning approval by the Greater London Authority.

I also refer to the Lewisham Council Strategic Planning Committee (SPC) Report dated 16 January 2014 with respect to outline planning application no. DC/13/83358 dated 29.04.13 which outlines those outstanding matters that the Council considers the Mayor of London should take into account when determining the above application. It is noted that the GLA has invited the Council to participate in discussions with the applicant, prior to the GLA determining the application (SPC 1.2.6). There is a presumption that the views expressed by the Council in its report will be taken into account, in particular where they relate to heritage issues pertaining to the Lenox project. Furthermore, the Mayor must involve the Council in drafting any Section 106 agreement and must take account of local plan policies in addition to those of the London Plan. The Mayor has also indicated that he will leave enforcement of any agreement to the Borough. In addition, the Mayor may direct the Council to determine reserved matters applications (SPC 1.2.7).

I have therefore referred to the relevant sections in the Strategic Planning Committee Report which support the aims and proposals put forward by The Lenox Project CIC on the basis that the Mayor has an obligation to give our proposals serious consideration where they are supported by the views expressed by the Council in its report.

The position of The Lenox Project CIC is set out under the following headings:

[1.00 The Lenox Project Vision](#)

1.01. The GLA has already been presented with a copy of the The Lenox Project Vision dated May 2013. An updated version is being prepared to encompass the latest proposals under discussion with the GLA. These include the options for accommodating the Lenox project within the Convoys Wharf redevelopment site that were discussed at the meeting held on 7th February 2014.

1.02. These can only be considered by The Lenox Project CIC as viable options if they meet the broad aims and objectives set out in the vision document, which can be summarised as follows:

- To build a replica of the Lenox and repair and build other historic vessels in future.
- To revitalise Deptford's unique marine and maritime heritage.
- To create education, training and employment opportunities in both traditional crafts and modern transferable skills.
- To support the creation of a maritime enterprise zone on Deptford's waterfront.
- To improve the waterfront environment.
- To take vessels to sea, where feasible, to generate training, employment and trading opportunities.
- To support the restoration of Sayes Court Gardens.
- To work in association with other organisations to address issues of social and economic deprivation in Deptford and encourage social cohesion.

1.03. The central ethos of the Lenox project is not only about shipbuilding, but also putting Deptford's heritage back at the heart of the site and linking it to the surrounding area in a way that engages and benefits the local community. These objectives must be an essential element in any proposals put forward for accommodating the Lenox project within the redevelopment site. They are also supported by the recommendations contained in the Strategic Planning Committee Report (SPC 12.2) and should be taken into account by the GLA when determining the application.



The Lenox at Deptford 1678 by Richard Endors

[2.00 Heritage](#)

2.01. The unique status of the redevelopment as a site of national significance is outlined in The Lenox Project Vision and acknowledged in the CW014 Heritage Statement submitted by the applicant. The historical importance of the site is recognised by heritage bodies such as English Heritage, the Council for British Archaeology, the Naval Dockyard Society and organisations such as The Museum of London, all of which support the aims of the Lenox project. The former Royal Dockyard has also recently been placed on the 'at risk' register by the World Monuments Fund.

2.02. However, having acknowledged its heritage status and recorded the site archaeology, the masterplan submitted by the applicant does nothing to reflect these heritage assets (SPC 5.4.4), other than to retain the Grade 2 listed Olympia building, which the applicant is obliged to do. This represents a missed opportunity, not only for the proposed development, but also for Deptford and London. The proposal contained in the CW03 Design and Access Statement submitted by the applicant to express the buried archaeology in the surfacing materials is at best irrelevant to any meaningful recognition of the historic dockyard. The Great Basin, Double Dry Dock and the setting for the Olympia building in particular deserve greater recognition than is afforded them in the masterplan.

2.03. Therefore, any option being considered for accommodating the Lenox project within the redevelopment site ought to be assessed on the basis of whether it can revitalise the legacy of the historic dockyard in a manner that the masterplan fails to do.

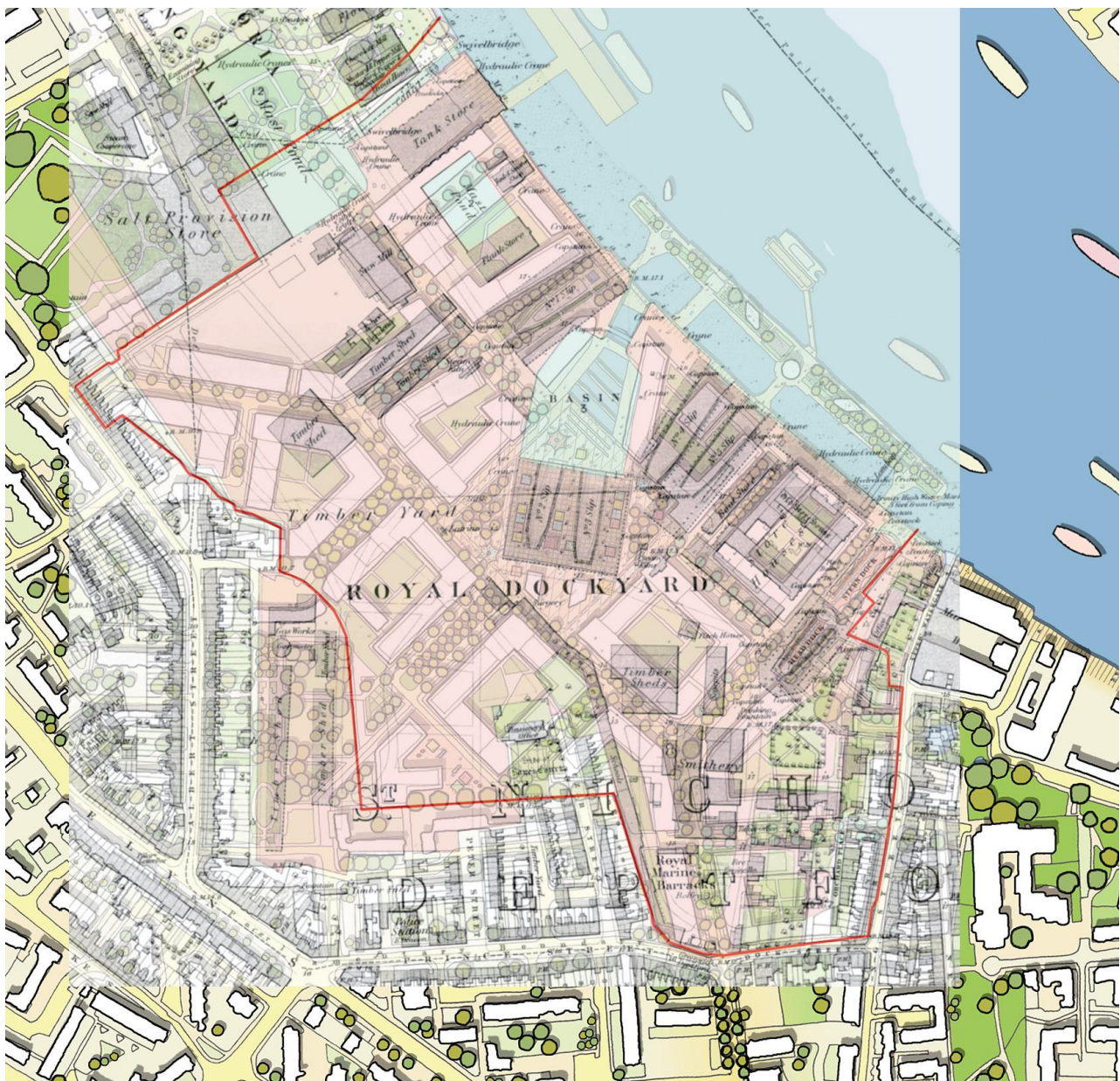


Fig 1. Masterplan and Historic Map Overlay - Plans reproduced from Convoys Wharf Heritage Statement and Design & Access Statement

3.00 Masterplan

3.01. The masterplan contained in the applicant's CW03 Design and Access Statement, in particular in relation to *The Waterfront* (Section 3.6.2) and *Olympia Square* (Section 3.6.3) character areas, has been assessed in relation to locating the Lenox project within the redevelopment site (see below). The masterplan proposals have been considered in depth by the Council and their views are expressed in the Lewisham Council Strategic Planning Committee Report (see above). Therefore, observations made by The Lenox Project CIC relate only to aspects of the masterplan that affect the location of the Lenox project.

3.02. These observations are made in the context of the applicant having submitted an outline application and there being scope for improvement in any detailed application that might follow an outline approval being granted by the GLA.



Fig 2. Historic Dockyard and Site Development Plan Overlay – Site Plan reproduced from Convoys Wharf Design and Access Statement

3.03. The Council has highlighted concerns that the masterplan does not go far enough to reflect the heritage assets, in particular that the relationship between the river and Olympia building is *unacceptably restrained* (SPC 5.4.4 Heritage). The proposals for the Double Dry Dock are also described as *unimaginative and disappointing* and a reduction in density is advocated to better protect the archaeology on site.

3.04. English Heritage is particularly critical of the proposals with regard to a failure to realise a *distinctive sense of place which responds to the outstanding historic legacy* (SPC 5.5.10) and the proximity and scale of the blocks proposed around the Olympia building. The need to make the most of links to the river is highlighted and English Heritage also criticises the narrow glimpsed view of the Olympia building. The view from the river frontage is particularly restricted, and a failure to realise the potential of such an important heritage asset is noted.

3.05. The Council for British Archaeology has also criticised the failure of the proposals to make more of the Great Basin, described as a central feature of the Royal Dockyard, which was better achieved in an earlier redevelopment scheme in which the basin was reinstated (SPC 5.6.23). The CBA also argues that the landscaping of spaces, docks and the pier should all be revised to give a better appreciation of the heritage assets and allow an overall appreciation of the former Royal Dockyard and its historic importance and create a better relationship with the river.

3.06. The Council reinforces these views in its report under Section 7.0 Planning Considerations and in particular with regard to the Olympia building and its setting in Sections 7.8.8 to 7.8.9. The views of the Olympia building from the river (and its relationship back to the river) are cited as being particularly important. Plots P02 and P03 are criticised in particular with regard to *obscuring rather than framing this important view and giving prominence to the Olympia building* (SPC 7.8.9). The report continues by recommending that the positioning of Plots P02 and P03 is amended so that a fuller view and appreciation of the Olympia building from the riverside is achieved.

3.07. The site of the Great Basin and views of the Olympia building are clearly of primary concern, as outlined in the Council recommendations and advice received from English Heritage and The Council for British Archaeology. There is a clear misalignment between the masterplan layout and the historic footprint of the Royal Dockyard which is best illustrated by overlaying the historic dockyard map on the masterplan (Figure 1.).

3.08. This is particularly evident around the Great Basin and Slipways Nos. 4 & 5 where Plots P03 and P02 straddle the basin walls and build over the slipways (Figure 2). These plots are shown as being built to their maximum parameters, but whether piling to accommodate these plots would be detrimental to the archaeology of the basin has not been established.

3.09. The plot configuration is also a departure from the design principles inherent in the remaining masterplan layout and an opportunity has been missed to create a generous public space with open views towards the river at the heart of the development. The impression created is one of maximising commercial values at the expense of the public realm.

[4.00 Options](#)

4.01. The GLA statement of position lists two options for accommodating the Lenox project; a location on the protected wharf and another within the Olympia building. In doing so it rules out a third option of building the Lenox on its original launch site within a reconstructed Double Dry Dock. The following appraisal considers the merits of all three options.

[4.02. Option 1: The Protected Wharf](#)

4.03. This is the option preferred by the applicant on the basis that it is land that cannot be developed. The applicant sets out his position in a paper entitled *Consideration of the Lenox Project Vision - working draft May 2013* dated 15 July 2013. In this paper, proposals to use the double dry dock to build and launch the Lenox and to restore the Great Basin to provide a permanent berth for the Lenox were ruled out as being incompatible with the masterplan submitted in the outline planning application.

4.04. However, no evidence was presented by the applicant to indicate the extent to which the viability of adopting these proposals had been investigated. The short term use of the protected wharf to build the Lenox and the requirement to move to an unspecified location elsewhere was all that was on offer, a situation which has not changed, despite discussions with the GLA and English Heritage having moved on in the interim.

4.05. The Lenox Project CIC responded to the paper in a letter to the applicant dated 13 September 2013, copied to the GLA, English Heritage, Lewisham Council and other interested parties. The conclusion was, and still remains that the option of using the protected wharf has no advantages for the Lenox project or relevance to the historic dockyard. There are nevertheless significant disadvantages to using the protected wharf, which have not been addressed by the applicant.

4.06. These disadvantages can be summarised as follows:

- 4.07. The Lenox Project is essentially a long term venture with aspirations to revitalise the lost maritime heritage of the historic dockyard and deliver a raft of community benefits, a position which is completely at odds with the applicant's offer of a 5-7 year period during which the ship could be constructed on the site of the working wharf. This option would effectively negate all of the benefits outlined in The Lenox Project Vision (see above), including building the ship, given that the period of occupation on offer is unrealistic compared to the 7-10 year period that The Lenox Project Vision identifies as necessary for the ship's construction.
- 4.08. The legal conditions that the applicant has attached to his ownership of the wharf area would not generate a climate of success and would be potentially disastrous for the Lenox project. These conditions state that after five years the applicant has a right to claw back a large proportion of the land for further development, in the event of designated uses on the wharf site not materialising or ceasing to operate.
- 4.09. The Strategic Planning Committee refers to the protected wharf area in its report under Other Consultees - Port of London Authority (PLA). There are reservations expressed in the report concerning the compatibility of uses proposed by the applicant for the wharf area (SPC 5.6.6 - 5.6.18). The applicant has not provided evidence to establish whether accommodating the Lenox would be compatible with the statutory restrictions placed on the use of the protected wharf. The GLA has also advised that accommodating the Lenox project is '*generally welcomed provided it does not impact on the continued safeguarding of the protected wharf*'. The applicant offers no evidence of any analysis of whether the operation of the protected wharf would be compromised by its accommodation of the Lenox project.
- 4.10. The applicant intends using the protected wharf for shipping materials and waste in and out of the site. The Lenox project would not be able to operate successfully alongside such a use.
- 4.11. The Lenox project is intended to be financially self-supporting at the earliest opportunity, which is dependent on visitor access. This would be entirely at odds with the applicant's proposals for the use of the protected wharf during the construction phases of the development for storage and trans-shipment of demolition and construction materials. The proposal to transport materials by river would involve a large construction site around the proposed jetty, which would not be conducive to access by the general public.
- 4.12. The PLA has consistently advocated the primary 'protected use' for the wharf area as being the handling of bulk materials and commercial boatyard operations which, in line with London Plan guidance would be a more appropriate use. These uses are supported by The Lenox Project CIC, but they would also conflict with the Lenox project were it to operate on the same site.
- 4.13. The potential benefits of providing a vibrant cultural hub at the heart of the development would be lost were the Lenox to be marginalised at the northern extremity of the site.
- 4.14. The applicant has offered to build a new dry dock on the protected dock, but there is no evidence that the potential impact of this on the archaeology of the Mast Pond, which lies beneath this part of the site, has been assessed.

- 4.15. A lack of any long term commitment for a presence at the site would make it very difficult for the Lenox Project CIC to attract investment or funding, especially for the education and training programmes that would be one of the main benefits to the local community.

4.16. The GLA's statement of position record of the views of The Lenox Project CIC on the applicant's proposal to locate the Lenox in the protected wharf area is not entirely accurate. Those representatives of The Lenox Project CIC who were present at the meeting did not specifically indicate they would be willing to consider an associated offer for infrastructure delivery (comprising a dry dock) to support wharf based shipbuilding, contrary to what is stated in paragraph 4 on page 4 of the GLA document. The remainder of the paragraph is correct, in that we identified a number of concerns associated with the wharf construction site, including the need for legible and direct connections to Maritime Greenwich, the time-limited and temporary nature of the site offer and weaker links with the traditional sites for ship building at the former dockyard.

4.17. The use of the protected wharf site in Option 1 is not supported as a suitable location for building the Lenox in the Strategic Planning Committee Report.

4.18. Option 2: The Double Dry Dock

4.19. This is the option initially proposed in The Lenox Project Vision (Working Draft) document dated May 2013, before discussions with the GLA and English Heritage directed attention towards the Olympia building as a possible location for the Lenox.

4.20. The principal advantages of using a renovated Double Dry Dock are:

- 4.21. It is located on the original launch site of the Lenox with direct access to the river.
- 4.22. The geographical relationship between historic shipbuilding and The Master Shipwright's House, which is situated just outside the site's southern boundary, would be recreated.
- 4.23. The Double Dry Dock is one of two preferred locations for building the Lenox referred to in the Strategic Planning Committee Report (SPC 12.0.2).
- 4.24. Its proximity to Greenwich and accessibility from the Thames Path would improve the project's ability to attract visitors and hence its long term chances of success.
- 4.25. Its location would minimise the interaction between the ship building operation and the redevelopment of the site.
- 4.26. The use of the Double Dry Dock for its intended purpose would meet English Heritage criteria for reuse of heritage assets and would allow a more legible and relevant interpretation of the site's history.

4.27. The option of reinstating the Double Dry Dock would nevertheless be dependent on determining whether the archaeology could be suitably preserved in the renovation. This would require more extensive investigation than has so far been carried out to determine its viability. There would also need to be a modification to one end of the existing concrete jetty.

4.28. The potential disadvantages are:

- 4.29. A temporary building would be required to facilitate shipbuilding under cover, which would need to become a more permanent fixture were a continuation of shipbuilding and repair after the launch of the Lenox to be maintained as a permanent legacy of the historic dockyard.
- 4.30. There is limited space available around the Double Dry Dock for workshops and a permanent museum.

- 4.31. There would be a reduction in the area of landscaped open space in the masterplan.
- 4.32. There would not be a strong link to Sayes Court Gardens, which has been given greater emphasis in more recent discussions with the GLA and English Heritage.

4.33. Option 3: The Olympia Building and Great Basin

4.34. This is the preferred option of The Lenox Project CIC following the recent discussions with the GLA and English Heritage. The Olympia building is also one of two preferred locations for building the Lenox referred to in the Strategic Planning Committee Report (SPC 12.0.2).



Fig 3. The Olympia Building Exterior View as proposed by The Lenox Project.

4.35. Olympia Building

4.36. The principal advantages of using the Olympia building are:

- 4.37. The proposal would create a vibrant hub of creative activity at the heart of the development that would interact with the public spaces and surrounding uses proposed in the masterplan.
- 4.38. The return of shipbuilding to the Olympia building would be a far more appropriate use for the Grade 2 Listed building than the exclusively retail use proposed by the applicant.
- 4.39. The use of the Olympia building for its intended purpose would meet The London Plan and English Heritage criteria for reuse of heritage assets.
- 4.40. The proposal is supported by English Heritage in principal, subject to a feasibility study being undertaken into the impact of the proposals on the heritage assets represented by the Olympia building and the buried archaeology.
- 4.41. The proposal would redress the absence of information in the planning application on how a sustainable use of the Olympia building would be achieved, as highlighted by the Council in its report (SPC 5.4.4 Heritage).
- 4.42. The Olympia building provides a ready-made covered space for the construction of the Lenox.



Fig 4. The Olympia Building Interior View as proposed by The Lenox Project showing the Lenox under construction and a Museum of Historic Shipbuilding.

- 4.43. The reinstatement of slipways within the Olympia building has been welcomed by English Heritage, including a recommendation that further evaluation of Slip 2 be carried out.
- 4.44. The applicant has stated a preference for a multi-use proposal for the Olympia building. The Lenox project would provide the necessary constituent parts of a multi-use function, comprising a working museum of shipbuilding incorporating workshops for education, training and employment opportunities, in addition to cafés and associated retail outlets.
- 4.45. The form of the building particularly lends itself to incorporating these diverse activities. The 'gulls wing' shape of the roof results in two clearly defined spaces which ideally suit the creation of a working slipway for the construction of the Lenox on one side and on the other, a museum comprising a building within a building which is independent of the structure of the listed warehouse. The side aisles similarly provide an ideal opportunity to incorporate workshops and retail outlets at the edge with a dual aspect onto the working museum on one side and a public square on the other. This arrangement has all the potential to create a vibrant hub in the centre of the development, and will provide opportunities for involvement of the local arts community in the same way as the Hermione replica ship project has done in France.

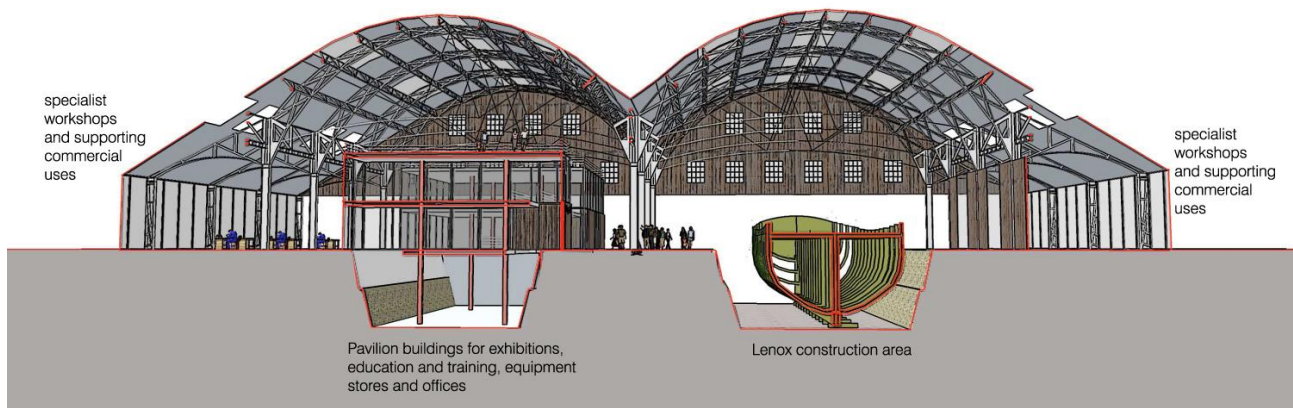


Fig 5. The Olympia Building Section as proposed by The Lenox Project showing the Lenox under construction and a Museum of Historic Shipbuilding with space for associated workshops and supporting commercial uses.

- 4.46. The building form also provides an opportunity for phased restoration of the original structure and therefore early implementation of the Lenox project. The separate spaces could either be upgraded separately or in parallel. The proposals would ensure that the integrity of the original building is maintained, with minimal intervention, providing for flexibility in its future use and management.
- 4.47. The applicant has also stated that promoting vibrancy and encouraging return trips is an essential ingredient of the activities contained in the Olympia building. The Lenox project proposal would provide both vibrancy and encourage return trips by visitors to see the progress of the shipbuilding, which would be a significant tourist attraction for London and give Deptford its own maritime identity to compliment that of neighbouring Greenwich.
- 4.48. The location of the Lenox project within the Olympia building would connect directly with Sayes Court Gardens via a prominent public boulevard in the masterplan named Evelyn Gardens in recognition of John Evelyn who created the original 17th century gardens. The close proximity of the Lenox project and Sayes Court Gardens was particularly encouraged by the Sayes Court Garden CIC at the meeting held on 7 February 2014 and supported by The National Trust.

4.49. However, despite these compelling arguments, the applicant has offered no evidence to support his claim that there is no demand for an extensive accommodation of the site's heritage and the return of shipbuilding to the Olympia building.

4.50 The Great Basin

4.51. The masterplan could be significantly improved by reinstating the Great Basin, either in its original form or as a smaller version within the proposed plot layout. English Heritage has agreed that in principle it would be possible to construct a smaller basin within the existing archaeology. The decision on which option to adopt would largely be dependent on additional investigations to establish that the archaeology would not be damaged. The bottom of the basin is not similarly constrained, being puddle clay and capable of being extended in depth. There is an option for the original basin walls to be preserved and made accessible outside of the perimeter of a smaller basin. The basin entrance could also be reinstated in any proposal to recreate the Great Basin.

4.52. However, creating a basin with a larger footprint than the water feature shown in the masterplan would go a long way to addressing the concerns expressed by Lewisham Council, English Heritage and The Council for British Archaeology regarding opening up views from the Olympia building and surrounding public spaces towards the river and vice versa.

4.53. The reinstatement of the Great Basin would not only address concerns regarding the recognition of the historic legacy of the Royal Dockyard in the masterplan, but would be an essential element in a viable and sustainable use for the Olympia building as a working museum for shipbuilding.

4.54. The creation of waterside activity within the heart of the development would also benefit property values and could be self-financing. There are numerous precedents where the opportunity to increase waterside activity is exploited; not reinstating the Great Basin, which has the added advantage of addressing the concerns raised over the setting of the Olympia building, would be a significant missed opportunity.

4.55. The Lenox Project CIC proposes that the Great Basin become a permanent home for the Lenox when it is not at sea, along with other historic ships, some of which may be constructed within the Olympia building after the Lenox has been launched.

4.56. The reinstatement of the Great Basin would require a modification to the existing jetty, which would involve introducing a lifting pedestrian bridge over the access to the basin. The existing condition of the jetty structure is likely to require major reconstruction in order to create a public park and incorporating a bridge would be achievable, similar to the arrangement in other London docks.

4.57. The Strategic Planning Committee Report recommends that Options 2 & 3 need to be explored further, as does the future use of the Olympia building and an agreement reached on deliverability of one of these options for construction of the Lenox.

5.00 Preferred Option

5.01. The preferred option of The Lenox Project CIC is to create a museum of shipbuilding within the Olympia building and to reinstate the Great Basin, either in its original form or as a smaller version within the plot layout contained in the masterplan (Option 3).

5.02. The Lenox Project CIC proposals for the Olympia building were presented at the meeting held on 7 February 2014 (Figures 3 to 5). The design as illustrated shows the Olympia building with its straightforward industrial character retained, including its timber façade restored and the roof covering replaced with corrugated corten steel. The historic and distinctive sculptural form of the building is deliberately emphasised. The lower levels have been shown contemporary glazed, echoing the original open sided design of the building and allowing views in from the surrounding public space to the exhibition areas and craft activity within. There are roof lights incorporated within the roofscape, using an opening strategy that echoes that seen on historic illustrations.

5.03. The layout of the interior of the building has been kept simple. New pavilion structures have been placed within the area of the number two slip. These would provide a range of spaces for training and education, museum interpretation and viewing gallery, supporting offices, workshops and stores.

5.04. The new pavilions would be free-standing and could be removed at a later date without damage to the listed structure. The aisled design of the existing building allows these areas to be subdivided to create specialist workshops and supporting commercial activities. This would give the building a strong active edge appropriate to its location within the proposed public square.

6.00 Actions

6.01. The GLA has suggested that the applicant explore how the Lenox project could be accommodated on the wharf site. This option is not supported by The Lenox Project CIC for the reasons stated and it does not meet any of the criteria set out by Lewisham Council, English Heritage, The Council for British Archaeology and The London Plan (see below) with respect to reflecting the heritage assets and realising a distinctive sense of place which responds to the outstanding historic legacy.

6.02. There is a clear contradiction in the GLA's stated position. On one hand the GLA fully supports the further exploration of both the Olympia building and protected wharf options, while also stating that the feasibility work sought by English Heritage would rule out consideration of the Olympia building due to it not being possible to complete it in the time available to determine the outline application. The Lenox Project CIC is therefore urged by the GLA to accept the offer of a wharf based location for building the Lenox, despite it being an entirely impractical option for a long term community based project.

6.03. Furthermore, the GLA has not asked the applicant to conduct a similar study into the feasibility of the wharf based option, in particular with regard to it not being consistent with the statutory uses designated for the protected wharf, which do not include a permanent home for the Lenox or a museum and associated community activities.

6.04. There is a clear need to conduct a detailed feasibility study and present a robust business plan for the viability of adopting the preferred option of constructing the Lenox within the Olympia building and reinstating the Great Basin, which cannot be achieved within the timescale set by the GLA for determination of the outline planning application.

6.05. The lack of clarity over the condition and extent of the archaeology, in particular that of the Olympia building, highlights the need for a more thorough assessment and underlines the fact that there is as yet inadequate knowledge of crucial parts of the site. It would be premature to dismiss potential options for the Lenox based on speculation about the state of the archaeology.

6.06. The GLA position appears to support the applicant disproportionately and in doing so does not take into account the views and recommendations of the statutory consultees outlined in the Lewisham Council Strategic Planning Committee Report, which could be prejudicial to the aims and aspirations of The Lenox Project CIC.

[7.00 The London Plan](#)

7.01. The planning conditions (see below) ought to reflect Policy 7.9 in the London Plan: Heritage-led Regeneration as follows:

A. Regeneration schemes should identify and make use of heritage assets and reinforce the quality that makes them significant so they can help stimulate environmental, economic and community regeneration. This includes buildings, landscape features, views and public realm.

B. The significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as a catalyst for regeneration.

Wherever possible, heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.

7.02. There could be no better argument for accommodating the Lenox project within the development and locating it in the Olympia building, than the principles contained in policy 7.9 of The London Plan.

[8.00 Planning Conditions and Section 106 Agreement](#)

8.01. In order to incorporate the Lenox project within the redevelopment site it is essential that suitably robust planning conditions and Section 106 Agreements are implemented. These should ideally include a condition that an independent feasibility study be commissioned and submitted in a detailed planning application.

8.02. There would be a considerable advantage to completing a feasibility study in advance of the detailed planning application, in order that the detailed designs contained in the application were based on a reliable assessment of the options for accommodating the Lenox project within the development.

8.03. The conditions should address the concerns raised regarding the setting of the Olympia building by requiring that the Great Basin be reinstated in part or in its entirety, subject to the additional archaeological investigation recommended by English Heritage, in order to establish a more recognisable link between the proposed development and the historic dockyard and provide the Lenox with a means of launching and a permanent berth.

9.00 Conclusion

9.01. The views expressed by Lewisham Council (SPC 12.0.2) regarding the preferred location for the Lenox project should be given due consideration by the Mayor in the absence of convincing arguments to the contrary. The views of the applicant should not be given undue weight where these are not supported by hard evidence of an impartial investigation of the viability of the various options having been carried out. The commissioning of an independent assessment of the viability of adopting the preferred option of using the Olympia building for a working museum of shipbuilding and related community activities ought to be a necessary condition of any approval.

9.02. The GLA is urged to review its position and provide an opportunity for The Lenox Project CIC to develop its proposals to create a museum of shipbuilding and to build the Lenox within the Olympia building by incorporating suitable conditions within the outline planning approval and Section 106 Agreement.

9.03. The Lenox Project CIC provides a unique opportunity for the GLA to be instrumental in creating a world class centre of excellence for historic shipbuilding and restoration by supporting the Olympia building option and giving it preferred status when determining the application.

The Lenox Project CIC would welcome the opportunity to work with the applicant to realise these objectives.

Yours sincerely



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