



Comments made by the Lee Manor Society on the proposed ASLC document covering the Lee Green crossroads area – January 2026

1. Page 1 opening paragraph states that *'It should be used to inform planning applications within the ASLC'*. We consider that this sentence should be extended and refer also to 'and any planning applications that directly affect the setting of buildings and open areas of the proposed ASLC'.
2. Page 1 Description of area – after the text *'the south east corner lost its historic buildings to post war development and so is not included'* we believe reference could be made here to the recent approval by Lewisham's Planning Committee (on 18th November 2025) of the London Square 'Leegate Development' as the proposed new 17-storey mixed-use building to be constructed on the corner of Burnt Ash Road and Eltham Road will dramatically affect the setting of the proposed ASLC.
3. Page 1 Boundary Map – a good number of consultees found it very difficult to understand this map. Our preference would be for:
 - (a) The Map to make reference to at least three of the four roads that make up the crossroads as shown in our amended version of the map overleaf;
 - (b) For reference to be made to certain buildings or spaces within the ASLC again as shown on the amended map overleaf;
 - (c) That a purple dot be added to the position of the Old Tigers Head as it is locally listed but does not have a dot. That the purple dot shown immediately over the 'Duke of Edinburgh' public house in the Lee Manor Conservation area (394 Lee High Road) be removed as it is not a locally listed building. That the purple dot indicated on the north side of Lee High Road (where the River Quaggy crosses underneath) is shown to clearly cover both sides of the bridge abutments as the local listing refers to them both as a pair, not just the one adjacent to the current dot;
 - (d) That the purple dot at the highest point of the Map be removed as it does not appear to refer to any locally listed building that we are aware of;
 - (e) That a superscript 1 and 2 (▲¹ and ▲²) be added to the orange triangles to make it clear to readers which building is the former Police Station and which is the current listed Fire Station and that these superscripts are included within the general text of the document.
 - (f) That the purple dot indicating the bridge over the River Quaggy on Lee Road should actually be two dots as there is also a separately locally listed 'milestone' immediately alongside the bridge at its northern end.
(As an aside we note that the Lewisham Council document 'Additions to Lewisham Local List March 2020', which can be found here: <https://lewisham.gov.uk/myservices/planning/conservation/locally-listed-buildings> wrongly identifies this bridge as being on 'Lee High Road (north of Brightfield Road)' and wrongly identifies the bridge noted in item 3(c) above as being on 'Lee Road' – it appears that these two bridges have been accidentally swopped in their locations within this document and that the descriptions given only refer to the bridge 'balustrades' on Lee Road – those on Lee High Road are not of yellow/red London stock bricks but are blue painted and possibly of cast iron).

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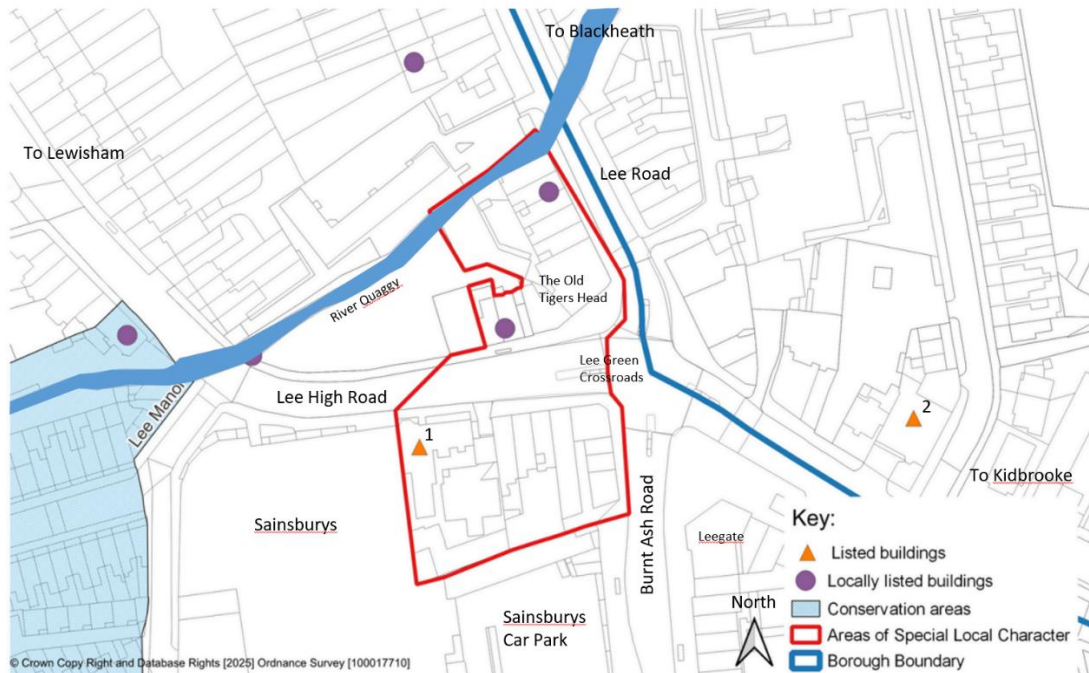
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(g) That the River Quaggy could be more clearly shown if its path were toned in colour as it is otherwise difficult to make out on the Map when compared to the roads. See Map below where we have tried to do this.

(h) We have added 'North' to the north arrow.



4. We note that throughout the document there are no photographs of numbers 422-428 Lee High Road, 430-432 Lee High Road and 2-8 Burnt Ash Road despite them all being referred to within the document.
5. Page 3 image 'John Rocque Map of London, 1746' – a minor point but we are reliably informed by one of our members that the title of this map is not quite right. If the map was indeed of 1746 then additional items would be shown on it. Our view is that it should be described as 1741-46 which would then correctly describe it.
6. 'Historical, social, cultural, archaeological interest' on page 4 final paragraph - this section refers to the coming of the railways and this leading to further development of the area but omits to mention the coming of the tram line to Lee Green that ran to and from Lewisham. A photograph overleaf (left) shows what we believe to be one of the final journeys made by a tram between Lewisham and Lee Green (and onwards to Woolwich) in 1952, whereas the image overleaf (right) shows electric tram line laying works in 1907 at the Lee Green crossroads looking up towards Eltham Road. We think something along the following lines could be added into the final paragraph of item 2 'Historical, social, cultural, archaeological interest' on page 4:

'A further boost to the popularity of Lee was the coming of electric trams in the early 1900s with a new line being laid from Lewisham to Lee Green in 1907 which meant more people could afford to live in Lee and travel to work. Trams were eventually replaced by motor buses in 1952 and nothing remains of this history'.

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Ex East Ham car No 85 on service 46. Woolwich (Beresford Square) - City (Southwark) via Eltham, Lee, Lewisham and New Cross. Seen at Lewisham Clock Tower, about to turn into Lee High Road on its way to Woolwich. The Policeman seems to be directing the very light traffic. July 1952.



The electric trams from Lewisham to Lee Green began operating in May 1907. As this photograph shows, laying the tracks had caused considerable disruption to the area of the old Lee 'green'. The trams terminated here at Lee Green until 1920 when they were extended to Eltham Hill. Fares on trams were cheaper than on trains, which meant that more people could afford to live in Lee and travel to work.'

7. We note under item 4 'Landscape' (page 4) that reference is made to '*A stand of trees on the southeast corner and mature street trees on Eltham Road and Burnt Ash Road, outside the ASLC boundary, are of great importance to its setting*', but that no reference is made to the threat these trees are under from the approved Leegate Centre mixed-use development. As part of the Galliard planning approval of November 2024 (and as recently modified by the Committee approved (Nov 2025) current London Square Section 73 Planning application) issued by Lewisham Council, a number of the mature trees on the corner of Burnt Ash Road and Eltham Road, referred to in the quote above, are to be felled and removed, whilst ALL of the very large mature trees on the corner of Eltham Road and Leyland Road, along with all of the trees on the Leegate side of Leyland Road are equally to be felled and wholly removed to make way for the proposed Leegate development. (Demolition of the Leegate Centre has already started and these trees could be lost at any moment now). Whilst the ASLC document calls these landscape elements '*of great importance*' to the setting of the proposed ASLC, Lewisham Council itself has placed absolutely no importance on them whatsoever and have agreed to a significant proportion of removal of these trees. This combined with the proposed over-development of the Leegate site will have a drastically negative effect on the ASLC and that this is not covered at all by the proposed ASLC document. The statement made under the page 5 item 'Issues, threats and opportunities' says that '*sites in the immediate setting of the ASLC (ASLC?) including the Leegate Centre, Sainsbury's and Stephen James car yard) should seek to enhance it by responding sensitively to the scale and grain of the historic context*'. Sadly, this is exactly what the currently approved Leegate Centre proposals have failed to do and it is a great shame that this document does not pick up on this fact and criticise Lewisham Council itself for its clear and obvious failing in this regard to the obvious detriment of this ASLC.
8. Equally under item 4 'Landscape' the final bullet point refers to '*Retaining trees and vegetation*' whereas in reality there is only a single tree (outside of the Old Tigers Head) within the ASLC and a poor version of a tree it is. The Lee Manor Society welcomes the retention of existing landscaping but in reality it is quite poor – we would certainly encourage additional soft landscaping elements to be added to the area of the ASLC if at all possible and would welcome, encourage and possibly help with the planting of new trees (as we continue to do within the Lee Manor Conservation area itself).

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Additionally, this document could also refer to the importance of the trees bordering the River Quaggy to the north-west of the Stephen James BMW car yard site as those trees will also come under severe risk of being felled when a proposal is made to redevelop the car yard site at some point in the future, as is envisaged by the now adopted Lewisham Local Plan.

9. Under the 'Features of interest' item on page 4 we believe reference should be made to the River Quaggy bridges on both Lee Road and Lee High Road as both bridge 'balustrades' are locally listed (on either side of Lee High Road and of Lee Road).
10. Page 5 'Summary of significance' – refers in the last paragraph but one to '*the north west quadrant in the Royal Borough of Greenwich*'. However, we believe this should refer to the 'north east quadrant in the London Borough of Greenwich' (being the area of the New Tigers Head and Post Office).

Michael Haste
On behalf of the Lee Manor Society
January 2026