# LEWISHAM LOCAL PLAN

## An Open Lewisham as part of an Open London

Proposed submission document – Regulation 19 stage

January 2023

Lewisham

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# Consultation information

### Consultation overview

The Lewisham Local Plan: Proposed Submission document is being consulted upon under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended.

The new Local Plan will establish a future vision for Lewisham, along with the planning and investment framework to deliver this vision over a 20-year period (2020 to 2040). The Local Plan, together with the London Plan and Neighbourhood Plans, forms the statutory Development Plan for Lewisham, and they are used to assess all planning applications across the borough.

This document is the Lewisham Local Plan, as proposed to be submitted to the Secretary of State for independent examination.

### Next Steps

The Council is inviting comments on the soundness of the Lewisham Local Plan: Proposed Submission version from all those with an interest in the borough. Plans are 'sound' if they are positively prepared, justified, effective and consistent with national policy.

The Council is also inviting comments on a number of supporting documents which have been prepared to support the Local Plan.

All personal information will be processed in accordance with the General Data Protection Regulations 2018.

Consultation documents, supporting documents and information such as further details about the Regulation 19 consultation and an explanation of the test of soundness can be accessed and viewed online, by visiting:

- https://consultation.lewisham.gov.uk/planning/reg19consultation

or

- https://lewisham.gov.uk/myservices/planning/policy/planning/current-and-future-consultations

Copies of the Lewisham Local Plan: Proposed Submission version can also be inspected in the following places:

- Laurence House, Catford
- Catford Library
- Lewisham Library
- Deptford Lounge Library
- Forest Hill Community Library
- Downham Library
- Grove Park Community Library

### When and how to respond

The public consultation on the Lewisham Local Plan: Proposed Submission document will run from Wednesday 1st March 2023 to Tuesday 25th April 2023.

Comments must be received no later than 12 midnight on Tuesday 25th April 2023.

You can take part in the consultation by sending us your comments via written representations or by completing the on-line questionnaire.

To make a written representation please do so by submitting to:

**Email**
localplan@lewisham.gov.uk

**Post**
Local Plan
Lewisham Planning Policy Team
London Borough of Lewisham
Laurence House
1 Catford Rd, Catford,
London, SE6 4RU

Refurbished railway arches at Deptford Rise, part of a council project which includes the restoration of an historic Victorian carriage ramp and creation of a new public square with a mix of commercial spaces.

# Preface

Lewisham will continue to be a welcoming place where the culture and diversity of our people, and the unique qualities of local neighbourhoods, is recognised and protected. We will always celebrate what makes us different and have a strong sense of community. We will give people the security and certainty they need so that everyone can live their best lives.

Lewisham will be a place where all generations not only live but also thrive. A place that people want to visit and live in, and where they choose to stay and enjoy a good quality of life. A place where you can get on, regardless of your background and where you are always treated fairly and are supported to achieve your full potential.

Lewisham will continue to be a dynamic place, reflecting the strength of its communities, and partnership working with our community remains at our core. We are proud of the vibrancy of our high streets, local businesses, arts and cultural establishments, our evening and night-time economy and our world renowned institutions. We will not only protect them but grow them. We will contribute to and share in more of London's future prosperity, becoming a greener, healthier and more resilient place by leading the way in responding to the global climate emergency.

Most of all, we want you to love living in Lewisham.

# PART

# PLANNING FOR AN OPEN LEWISHAM


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# ONE

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1 View of All Saints, Blackheath looking south-east from Blackheath

2 Looking west, housing along Handen Road, Lee

3 Catford mural

4 Catford Foodmarket

5 Hazelhurst Court (Levitt Bernstein)

# An Open Lewisham as part of an Open London

1.1 **Lewisham's Local Plan sets out a shared vision for the future of the Borough along with the planning and investment framework to deliver this vision through to 2040.**

1.2 This Local Plan has been prepared to ensure there is a clear framework in place to manage growth and deliver sustainable development in a way that respects the distinctive character and diversity of the Borough and its people. It will help to ensure that planning and investment decisions help to meet local needs, respond to the aspirations of our communities and contribute to inclusive, safe, healthy and liveable neighbourhoods.

1.3 The concept of 'Good Growth' underpins the London Plan (2021). Good Growth is growth that is socially and economically inclusive and environmentally sustainable[1]. Sitting alongside this is the Mayor of London's ambition for the Capital to be 'A City for all Londoners'. The main objective of this Local Plan for 'An Open Lewisham as part of an Open London' responds to these aspirations recognising that Lewisham is an integral part of London.

1.4 The successful delivery of the Local Plan will require strong and effective partnership working. The Council will continue to take a leadership role in planning positively for the Borough and ensuring equality of opportunity. Through our unique ways of working, known as the 'Lewisham Way', we will work with and alongside public and private sector stakeholders, local communities and community groups as well as local residents to realise the Local Plan objectives, so that everyone in Lewisham can enjoy a good quality of life.

[1] The London Plan (2021), paragraph 0.0.18

# The planning framework

1.5 Lewisham's Local Plan is prepared within the context of a wider planning framework. This sets the main parameters for the plan making process, as well as the contents of local plans and how they should operate. The Planning and Compulsory Purchase Act 2004 is primary legislation that provides the main basis for the plan-led system in England. It is supported by secondary legislation, including the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), which provide further details on the process for the Council to prepare and adopt the local plan and other supporting documents.

**National planning policy and the London Plan**

1.6 The Local Plan is required to be consistent with national policy, including the National Planning Policy Framework (NPPF) (2021) and planning Circulars. The NPPF sets out the Government's planning policies for England and how they should be applied. It includes parameters for the preparation of local plans and is also a material consideration in planning decisions. The NPPF is supported by National Planning Practice Guidance (NPPG).

1.7 The Local Plan must also be in general conformity with the regional planning policies contained in the London Plan, which is produced by the Mayor of London. The London Plan is the Spatial Development Strategy for Greater London. It helps to ensure a coordinated approach to planning across all boroughs. The London Plan forms part of Lewisham's development plan, meaning it must be taken into account in planning decisions. The London Mayor also prepares Supplementary Planning Guidance (SPG) documents that support implementation of the London Plan.

**Lewisham's development plan**

1.8 Lewisham's statutory development plan consists of the Local Plan along with the London Plan and adopted neighbourhood plans. Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise[2]. The diagram below illustrates how the Local Plan and its supporting documents sit within the wider planning framework.

1.9 Once adopted Lewisham's new Local Plan 2020-2040 will replace the Core Strategy (2011), Site Allocations Local Plan (2013), Development Management Local Plan (2014) and Lewisham Town Centre Local Plan (2014).

[2] Planning and Compulsory Purchase Act 2004, Section 28 (6).

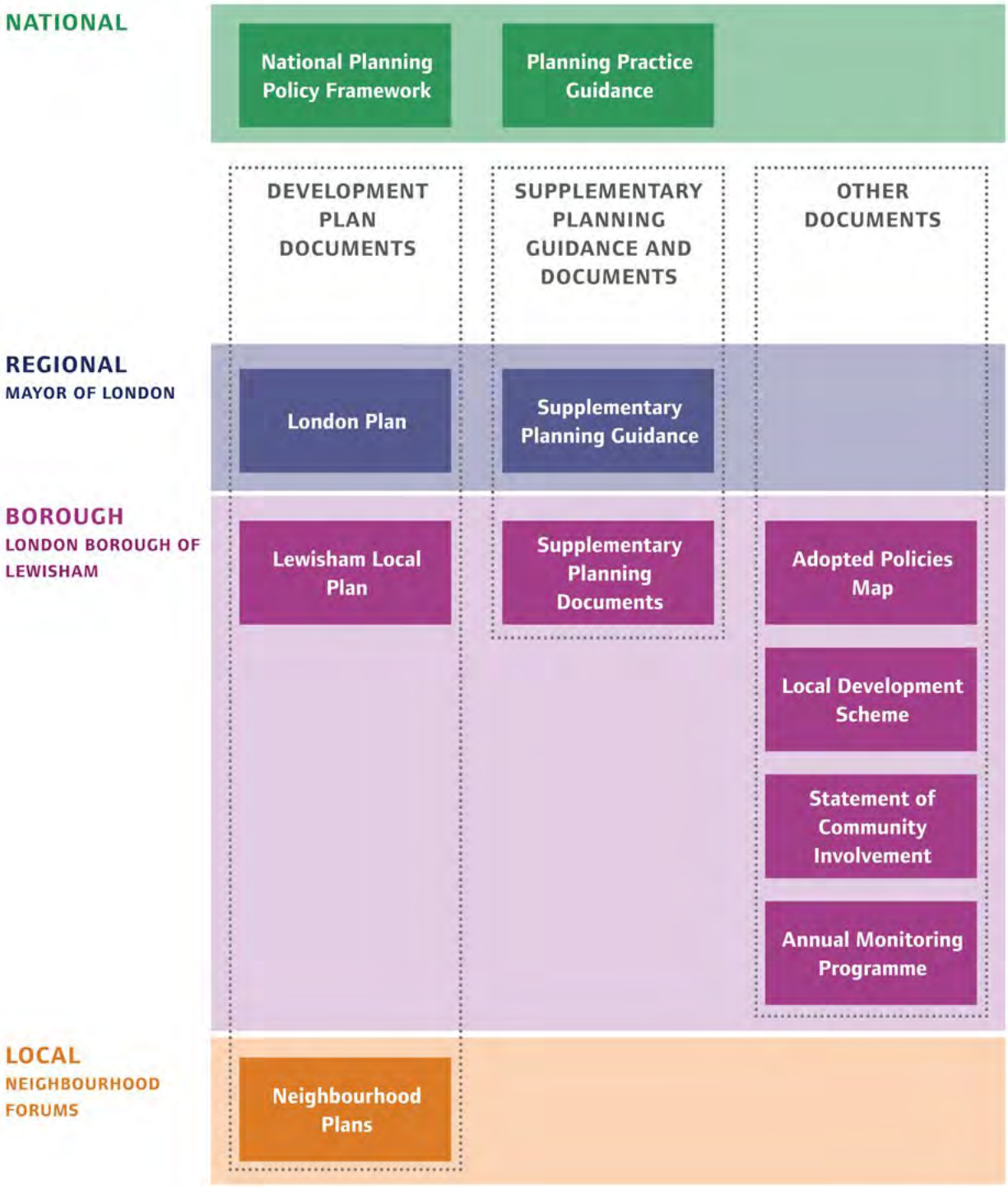


**Figure 1.1:** The planning policy hierarchy

# How the plan has been prepared

## Key stages

1.10 There are a number of stages involved in the preparation of a local plan along with procedures that the Council is required to comply with throughout. These stages and requirements are prescribed by national policy and legislation. This includes the undertaking of multiple rounds of public consultation before a draft local plan can be submitted to the Secretary of State for independent public examination.

1.11 **Figure 1.2** sets out the key stages of the plan making process, highlighting the current stage of production[3].

October – November 2015
Consultation on Main Issues.
(Regulation 18)

Up to October 2020
Pre-production (with community and stakeholder engagement).

January - April 2021
Consultation on the Main Issues and Preferred Approaches.
(Regulation 18)

Autumn 2022
**Publication of the Local Plan / consultation on the 'proposed submission document' (Regulation 19)**

Winter 2022/2023
Submission to the Secretary of State and Examination in Public
(Regulations 22-25)

Summer - Autumn 2023
Adoption by Council.
(Regulation 26)

**Figure 1.2:** Key stages of the plan making process

[3] These reflect the key stages of the plan-making process as set out in The Town and Country (Local Planning) (England) Regulations 2012, as amended.

### Evidence base

1.12 The evidence base is made up of studies and supporting documents that inform the preparation of the new Local Plan. These have been prepared both by the Council and other organisations, including government bodies. The evidence base helps to ensure that the approaches and policies in the Local Plan are appropriate and justified, taking into account the latest available information.

1.13 Our evidence base comprises technical studies, research reports, site and area masterplans and other information covering a variety of policy topic areas. We have consulted local communities and other stakeholders on the preparation of some evidence base documents. This includes the Lewisham Characterisation Study (2019), the New Cross Area Framework (2019), Catford Town Centre Framework (2021) and A21 Development Framework (2022). The evidence base documents are available on the Council's website.

### Integrated Impact Assessment

1.14 An Integrated Impact Assessment (IIA) helps to inform the preparation of the Local Plan. It is a detailed analysis of the potential environmental, social and economic effects of the plan. The IIA brings different types of assessment together into a single process, including:

- Strategic Environmental Assessment (SEA)
- Sustainability Appraisal (SA)
- Equalities Impact Assessment (EqIA)
- Health Impact Assessment (HIA)

1.15 The IIA is undertaken as an iterative process during the plan's preparation. It includes assessments of preferred policy approaches and reasonable alternatives. Reports are published and consulted on at key stages in the plan process, often alongside draft Local Plan documents. The IIA helps to identify potential issues at an early stage so that measures to avoid or mitigate harm, and improve expected outcomes, can be incorporated into the plan.

1.16 A separate Habitats Regulations Assessment (HRA) is also carried out to assess whether protected habitats and species may be adversely impacted by the plan's implementation[4].

[4] Designated under European Union council Directive on the conservation of wild birds (79/409/ EEC) 1992, European Union council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) 1992 and Ramsar Convention on wetlands of international importance.

### Tests of soundness

1.17 The Local Plan sets out an ambitious programme to help facilitate investment in our neighbourhoods and sustainably manage growth over the long-term. To realise the plan's vision and to secure the new homes, jobs and infrastructure required for Lewisham, the plan must be demonstrated to be deliverable. The NPPF sets out 'tests of soundness' that help to ensure deliverability. The soundness of the plan is assessed at the examination stage.

### Duty to Cooperate

1.18 The Localism Act (2011), subsequent regulations and the NPPF place a statutory duty on local planning authorities to cooperate with each other, and other bodies, when preparing, or supporting the preparation of policies which address strategic matters. This includes those policies contained in local plans. The Council has and will continue to work positively with its neighbouring authorities and other relevant public bodies to identify and address issues of strategic importance during the preparation and implementation of Lewisham's new Local Plan.

**Table 1.1:** Tests of soundness for local plans (NPPF, paragraph 35)

| TESTS OF SOUNDNESS FOR LOCAL PLANS (NPPF, paragraph 35). | |
|---|---|
| Positively prepared | Providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development. |
| Justified | An appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence. |
| Effective | Deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground. |
| Consistent with national policy | Enabling the delivery of sustainable development in accordance with the policies in this Framework. |

# How to use the plan

1.19 **The Local Plan sets out a vision, strategic objectives and planning policies that together provide the overarching framework for the delivery of sustainable development in the Borough. It covers the twenty-year period from 2020 to 2040. The plan will help to support implementation of the London Plan and its Good Growth policies.**

1.20 For legibility the Local Plan is set out in five main parts and sub-sections that cover a range of thematic policy areas however it must be read as a whole. The order of topics and policies is not a reflection of their weight or importance[5].

1.21 The Local Plan is organised into five main parts:

**Part One: Planning for an Open Lewisham**

Provides background information about the Local Plan. It then sets out the Vision for Lewisham and the plan's strategic objectives, along with the spatial strategy' for the Borough, the land-use priorities and overall pattern of development that the plan seeks to deliver.

**Part Two: Managing development**

Sets out the 'development management' policies – these are the requirements that planning applications will need to comply with to support the delivery of Good Growth in Lewisham. These are organised by thematic policy topic areas.

**Part Three: Lewisham's neighbourhoods & places**

Establishes five character areas based around Lewisham's distinctive neighbourhoods and places. A vision, key spatial objectives and planning policies are set out for each of these areas, including site allocation policies for specific development sites.

**Part Four: Delivery and monitoring**

Sets out the implementation framework for the Local Plan along with the arrangements for monitoring delivery outcomes over the plan period.

**Part Five: Schedules and appendices**

Includes additional technical information and guidance to support implementation of the plan.

5 This also applies to the Key Spatial Objectives and policies for each of the character areas set out in Part 3 of the Local Plan.

# Strategic and non-strategic policies

1.22 The Council is legally required to identify the strategic priorities for the development and use of land in the Borough, and to set out policies to address these in the local plan[6]. The NPPF also makes clear that local plans should identify and clearly distinguish strategic policies from other non-strategic policies[7]. A schedule of the Local Plan non-strategic policies is included in Part 5 of the Local Plan. Those policies not included in the schedule are strategic policies.

**Community engagement and neighbourhood planning**

1.23 We will continue to work with local communities and community groups, including residents' groups and amenity societies, to improve transparency and openness in decision-making, and to foster greater public understanding of and involvement in the planning process. Further information on the Council's procedures for public consultation on planning decisions is set out in the Statement of Community Involvement (SCI), which is available on our planning webpage.

1.24 The Council has a statutory duty to support designated neighbourhood forums in the preparation of neighbourhood plans. We will work positively with forums to ensure their plans appropriately support the Council's strategic planning priorities, so that they have the best chance of succeeding at the examination stage and can be formally adopted. This Local Plan is presented in a new format that responds to the strong interest in neighbourhood planning in Lewisham. For example, Part Three sets key objectives and priorities for the Borough's character areas. It provides a useful reference point from which neighbourhood forums, and other community groups, can work to support the Local Plan's implementation.

1.25 Neighbourhood plans are required to be consistent with the strategic policies in Lewisham's development plan and should only include non-strategic policies, as set out in the NPPF.

6 Planning and Compulsory Purchase Act 2004, Section 39(2).

7 NPPF (2019), paragraph 21.

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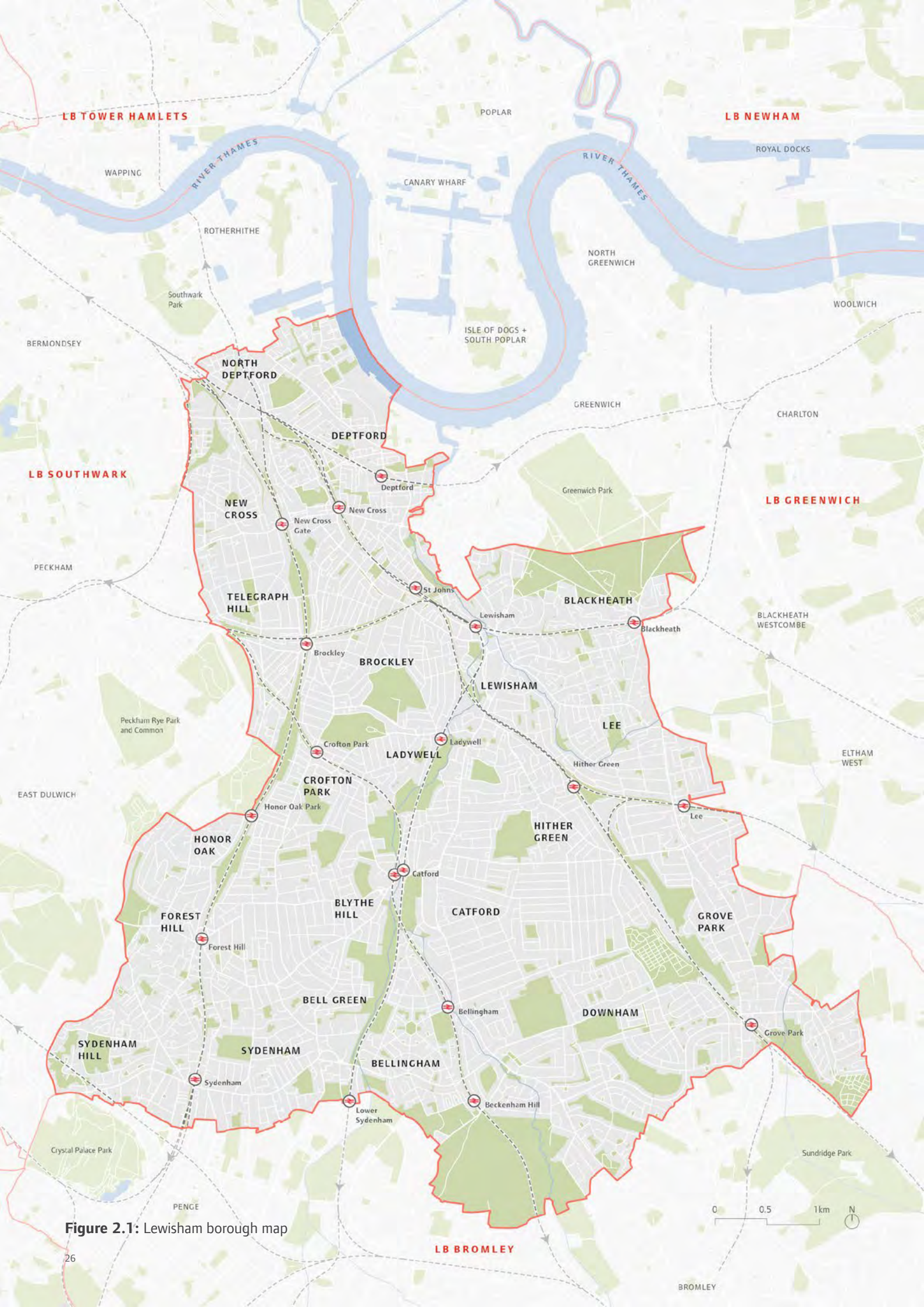



**Figure 2.1:** Lewisham borough map

# Introduction

2.1 This section provides an overview of Lewisham in the context of London. It draws on the latest available information to provide a snapshot of the Borough and its people looking at the current situation and considering future trends. This information highlights some of the main challenges and opportunities for the Local Plan to address.

# Lewisham in context

### Location

2.2 Lewisham is an inner-London borough located to the south of the River Thames. As shown in **Figure 2.2** it has good transport links to the rest London, including the Central Activities Zone, along with connections to the wider South East of England. Lewisham is bordered to the north by the Thames and the London boroughs of Southwark to the west, Greenwich to the east and Bromley to the south.

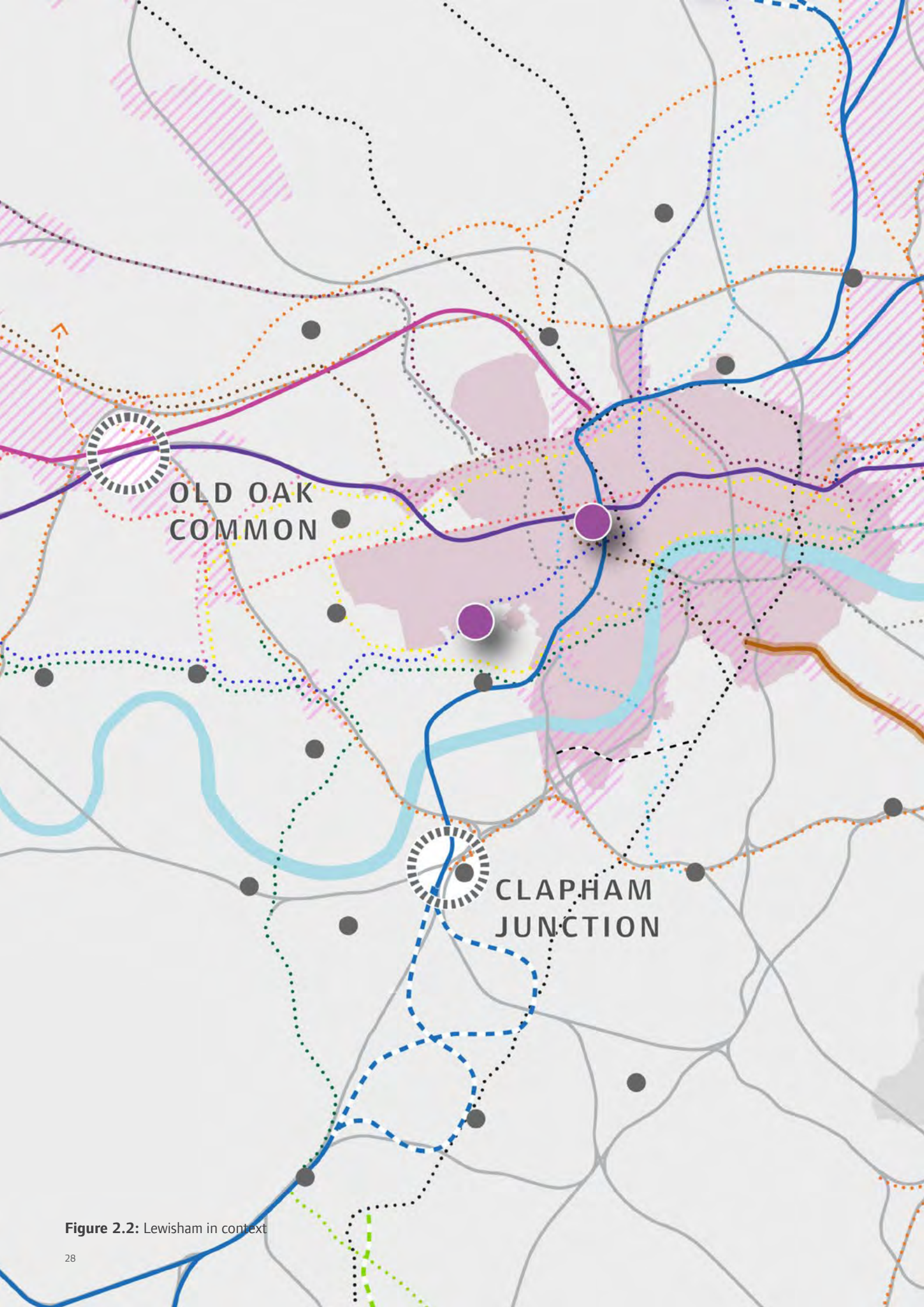
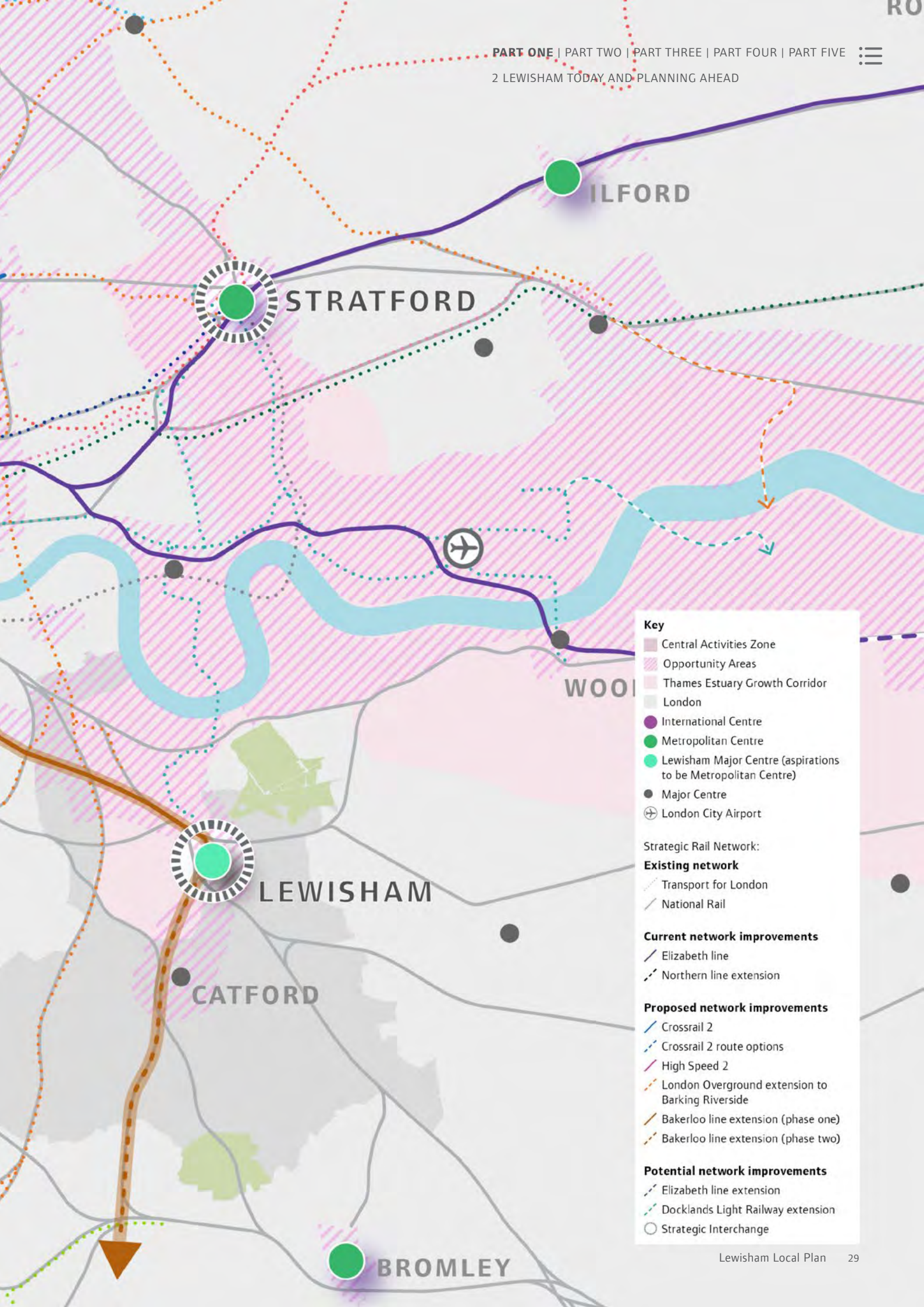



**Figure 2.2:** Lewisham in context


ILFORD
STRATFORD
WOOL
LEWISHAM
CATFORD
BROMLEY
Key
Central Activities Zone
Opportunity Areas
Thames Estuary Growth Corridor
London
International Centre
Metropolitan Centre
Lewisham Major Centre (aspirations to be Metropolitan Centre)
Major Centre
London City Airport
Strategic Rail Network:
Existing network
Transport for London
National Rail
Current network improvements
Elizabeth line
Northern line extension
Proposed network improvements
Crossrail 2
Crossrail 2 route options
High Speed 2
London Overground extension to Barking Riverside
Bakerloo line extension (phase one)
Bakerloo line extension (phase two)
Potential network improvements
Elizabeth line extension
Docklands Light Railway extension
Strategic Interchange

Deptford Market

# Population

2.3 Like London, Lewisham has experienced a sustained period of population growth. The Borough's population grew from 248,900 in 2001[8]to an estimated 306,950 people in 2020[9], an increase of roughly 23 per cent over the last 20 years. Whilst Brexit and the Covid-19 pandemic have had short-term impacts on migration patterns research suggests that London will continue growing over the long-term[10]. Lewisham's population is forecast to rise by some 42,400 people or 14 per cent by 2040[11].

2.4 Lewisham has a relatively young population. One-quarter of residents were less than 20 years old at the time of the 2011 Census. However older people are the fastest growing demographic group in London. The number and proportion of people aged 65 or more is expected to rise sharply over the next decades, including in Lewisham[12].

2.5 Lewisham is one of the most ethnically diverse places in the country. Some 46 per cent of residents identify themselves as having Black, Asian and Minority Ethnic (BAME) heritage[13]. This rises to 76 percent for the school population[14] with more than 170 languages spoken by students in the Borough[15]. The electoral roll shows that Lewisham is home to residents of 75 nationalities.

8 Office for National Statistics. Census 2001.

9 Greater London Authority. 2019-based BPO Population Projections.

10 Greater London Authority. 2020-based Population Projection Results: A summary of the GLA 2020-based trend and housing-led demographic projections (2021).

11 Greater London Authority. 2019-based BPO Population Projections.

12 Centre for London. London: A place for older people to call home. Joe Wills and Erica Belcher. (2020) and Lewisham SHMA (2022).

13 Office for National Statistics. Census 2011.

14 Lewisham Corporate Strategy 2018-2022.

15 School Language Census (2018).

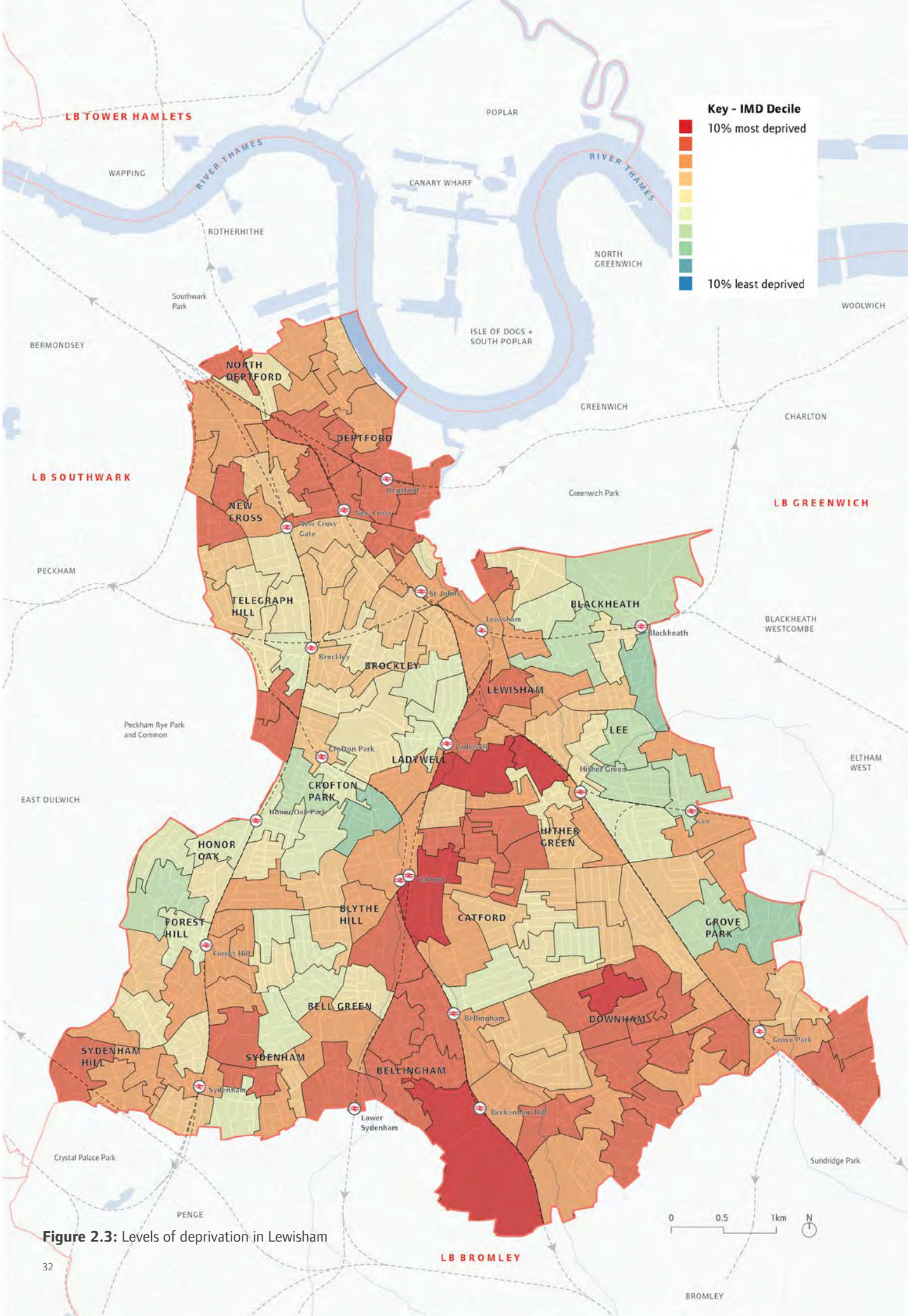



**Figure 2.3:** Levels of deprivation in Lewisham

# Deprivation and inequality

2.6 Lewisham is a place of stark contrasts in so much as it contains areas of wealth as well as deprivation, as shown in **Figure 2.3**. Whilst overall levels of deprivation in Lewisham have declined over the past decade it continues to rank amongst the 20 per cent most deprived local authority areas in the country and is the 7th most deprived in London[16]. Child poverty is a significant issue with some of the highest levels in the country[17].

2.7 Life expectancy at birth for Lewisham male residents remains below the national average, although for females this now exceeds the national average[18]. There are significant differences in life expectancy between the most and least deprived wards. Further, research points to the disparities in impacts of Covid-19 on health and wellbeing, with proportionally higher risks for BAME groups[19] . This data reflects the situation of health inequalities across the Borough given its population profile.

2.8 Physical activity is a key determinant of health and wellbeing as obesity is linked to many serious risks. More than half of Lewisham's adult population is overweight or obese. Whilst the proportion of physically active adults is in line with the national average, roughly 16 per cent of adults are physically inactive. Childhood obesity is also a concern. Some 22 per cent of school children in Reception are overweight or obese, rising to 38 per cent in Year 6. Children living in the Borough's most deprived areas are twice as likely to be obese or overweight as other children[20].

16 Ministry of Housing, Communities and Local Government. English Indices of Deprivation 2019.

17 Lewisham Poverty Commission. Working Together to Tackle Poverty in Lewisham (2017).

18 Lewisham Joint Strategic Needs Assessment. Picture of Lewisham (2021).

19 Public Health England. Beyond the data: Understanding the impact of Covid-19 on BAME groups (2020).

20 Lewisham Joint Strategic Needs Assessment. Picture of Lewisham (2021).

W
E

## Heritage and character

2.9 The historical growth of Lewisham has led to a range of distinctive neighbourhoods served by a number of commercial centres, each with its own unique character and community. There are contrasts between the preindustrial cores of Blackheath, Deptford and Lewisham in the north of the Borough, the mixed residential neighbourhoods surrounding them and the interwar growth that characterises much of the south of the Borough. Other notable phases of development include the building of post-war estates along with modern commercial blocks and towers.

2.10 Lewisham has a rich and varied historic environment. This includes landscapes, river corridors, parks and open spaces, buildings and structures, urban spaces and the features within them, along with archaeological remains both buried and above ground. The historic environment encapsulates the social and cultural history of Lewisham, its communities and people. The Borough contains over 600 statutory listed buildings, 29 Conservation Areas and the buffer zone of the Maritime Greenwich World Heritage Site.

## Housing

2.11 Housing affordability is a critical issue for people in Lewisham. Median house prices have risen from £99,995 in 2000 to £430,000 in 2020, an increase of 330% over 20 years. This exceeds the rate of price growth for London during that time. When workplace earnings are factored to account for relative affordability of housing, Lewisham ranks as one of the least affordable boroughs in London. The cost of private renting remains lower than the London average but prices are rising rapidly. Over the period 2010 to 2020 median rents rose by 45 per cent, significantly higher than the rate for London and England[21].

2.12 There has been a marked change in housing tenure. The private rented sector in Lewisham is growing, mirroring trends across London. The proportion of households with private rents increased from 14 per cent in 2001 to around 23 per cent in 2018. There are also notable variations between wards in terms of housing tenure mix.

[21] Lewisham Strategic Housing Market Assessment (2022).

Opposite: View towards central London from Horniman Gardens

# Economy

2.13 Lewisham's economy is small and inward looking. There are just 40 jobs for every 100 working age residents, the second lowest proportion of all London boroughs. Local jobs are concentrated in public sector activities, such as health care and education, along with consumer services. Some 90 per cent of businesses are small business. Prior to the peak of Covid-19 the number of new businesses being formed in the Borough was rising but much of this was due to structural changes in the nature of work with higher levels of self-employment and contract work along with expansion of the gig economy. The creative and digital industries sector is one of the fastest growing in London, and Lewisham is now home to one of the Capital's first Creative Enterprise Zones[22].

2.14 Commercial activity is largely focussed within the Borough's industrial locations and network of town centres. A significant amount of industrial capacity has been lost in Lewisham in recent years, and at a faster rate than the rest of London[23]. There is strong demand for workspace in employment areas and vacancy rates are low. However the limited supply and rising cost of workspace poses a challenge for business development[24]. Town centre vacancy rates have increased across the UK during Covid-19, rising to an average of 14 per cent. Lewisham's larger town centres have been affected by the pandemic as vacancy rates are now slightly above the national average[25]. Covid-19 has also accelerated the growth of online shopping and this is likely to have implications for town centres, particularly the future of traditional bricks and mortar retailing.

Catford Mews

22 Lewisham Local Economic Assessment (2018).

23 Lewisham Employment Land Study (2019).

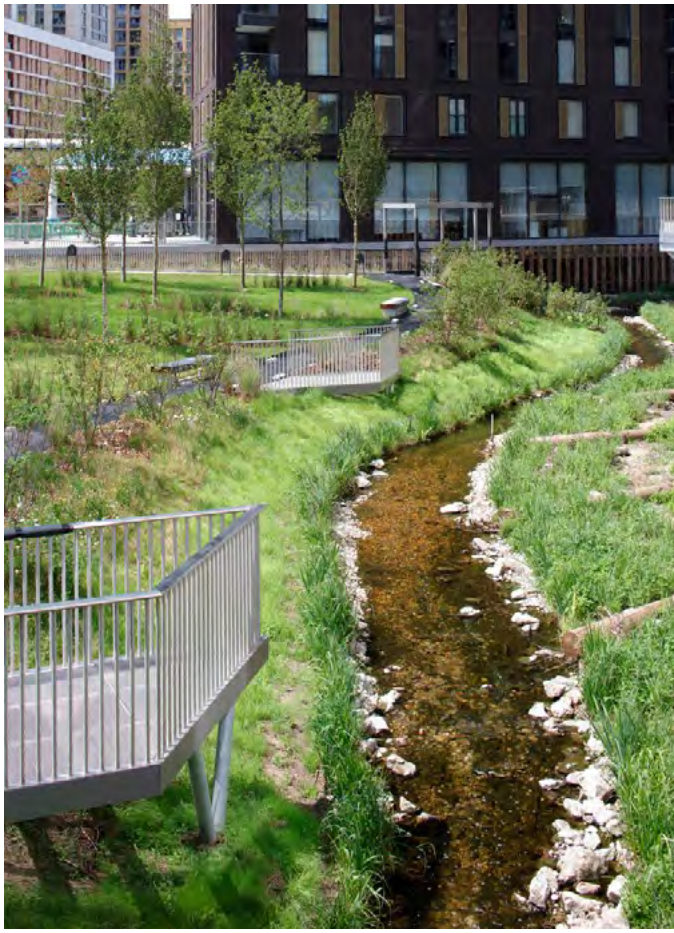
24 Lewisham Local Economic Assessment (2018).

25 Lewisham Retail Impact Assessment and Town Centre Trends Report (2021)

# Green infrastructure

2.15 Lewisham is well-served by parks, open spaces (including waterways) and nature sites, with green spaces covering roughly one-fifth of the Borough. It ranked first amongst all London boroughs in the recent Good Parks for London report[26]. However there are areas within the Borough that are deficient in public access to open space and nature. There are opportunities to improve the quality of open spaces and nature sites along with the connections between them. Whilst 65 per cent of open spaces have been assessed as being of 'good' quality, 34 per cent are of 'fair' quality and 1 per cent 'poor'[27].

2.16 Natural capital accounting assesses the environmental, social and economic value of green infrastructure. Research indicates that Lewisham accrues benefits of up to £2.1 billion from its network of green infrastructure[28].



Confluence Park

[26] Lewisham Open Space Assessment (2019).

[27] Lewisham Open Space Assessment (2019).

[28] Good Parks for London 2021: Parks and Climate Change (2021).

# Environment

2.17 There is substantial evidence that climate change as a result of human activity is linked to increasing frequency and intensity of extreme weather events. It is broadly accepted as one of the key challenges now facing the world. Carbon emissions are a key contributory factor. In Lewisham they have fallen 38 per cent since 2005[29]. However action is required to further reduce emissions and achieve net carbon neutrality. Half of the Borough's carbon emissions come from energy used within homes with the remaining half split between transport and business[30].

2.18 Lewisham's neighbourhoods and communities must be made more resilient to the effects of climate change, such as heat and flood risk. The Borough's position alongside the River Thames and within the Ravensbourne catchment puts people and properties at risk of flooding. As well, large parts of the Borough are prone to surface water flooding owing to their heavily urbanised nature.

2.19 Air quality is a significant public health issue across London. There are 6 Air Quality Management Areas in Lewisham, including two major areas, which have been declared for several pollutants. The highest concentrations of nitrogen/nitric oxides (NOx), $NO^2$ and Particulate Matter (PM) which currently breach the legal limits are found on the busiest main roads[31]. London's Ultra Low Emission Zone (ULEZ) was recently extended to cover parts of Lewisham, up to the South Circular (A205 road).

[29] Department for Business, Industrial and Energy Strategy. UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 (2019).

[30] Lewisham Climate Emergency Action Plan 2020-2030 (2020).

[31] Draft Lewisham Air Quality Management Plan (2021).

# Transport and connectivity

2.20 Despite Lewisham's inner-London location not all of its areas are well-connected or benefit from good access to public transport. The northern and central neighbourhoods are generally better connected to the rest of London with access to the Overground, Docklands Light Rail (DLR) and mainline trains. Public transport access is comparatively poorer in parts of Deptford and neighbourhoods in the south east. This contributes to a relatively high proportion of daily trips being made by car and motorcycle. There is no direct access to the Underground in Lewisham. However the London Plan commits to the delivery of the Bakerloo line extension, which will take it along Old Kent Road to New Cross Gate and beyond.

2.21 Cycling in Lewisham, and London on whole, has shown continued growth over the past decade. The number of daily trips made by cycle in the Borough is rising. However research indicates that only 7 per cent of 'potentially cyclable' trips in Lewisham are being made by cycle. Road safety is also an area of concern[32].

[32] Lewisham Cycle Strategy (2017).

# 3 VISION, STRATEGIC OBJECTIVES AND THE SPATIAL STRATEGY

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OL1 Delivering an Open Lewisham (spatial strategy) ..... 49

# Vision for Lewisham

3.1 The Local Plan is focussed on realising the 'Vision for Lewisham':

**Lewisham will continue to be a welcoming place where the culture and diversity of our people, and the unique qualities of local neighbourhoods, is recognised and protected. We will always celebrate what makes us different and have a strong sense of community. We will give people the security and certainty they need so that everyone can live their best lives.**

**Lewisham will be a place where all generations not only live but also thrive. A place that people want to visit and live in, and where they choose to stay and enjoy a good quality of life. A place where you can get on, regardless of your background and where you are always treated fairly and are supported to achieve your full potential.**

**Lewisham will continue to be a dynamic place, reflecting the strength of its communities, and partnership working with our community remains at our core. We are proud of the vibrancy of our high streets, local businesses, arts and cultural establishments, our evening and night-time economy and our world renowned institutions. We will not only protect them but grow them. We will contribute to and share in more of London's future prosperity, becoming a greener, healthier and more resilient place by leading the way in responding to the global climate emergency.**

**Most of all, we want you to love living in Lewisham.**

Convoys Wharf

Giffin Square, Deptford

# Strategic objectives

3.3 The strategic objectives form a link between the Vision for Lewisham and the spatial strategy. They address the key challenges facing the Borough now and over the long-term, and represent the main delivery outcomes sought through the implementation of the Local Plan.

3.4 The strategic objectives have been informed by and reflect many of the key documents prepared by the Council, including the Corporate Strategy 2018-2022, along with those published by our partners and other key stakeholders.

3.5 An overarching objective for "An Open Lewisham as part of an Open London" helps to frame the strategic objectives, which are presented across nine themed topic areas. The objectives have been set out this way for organisational purposes and are not listed in order of priority. Many of the individual objectives are crosscutting in that they address more than one of the topic areas.

Deptford High Street

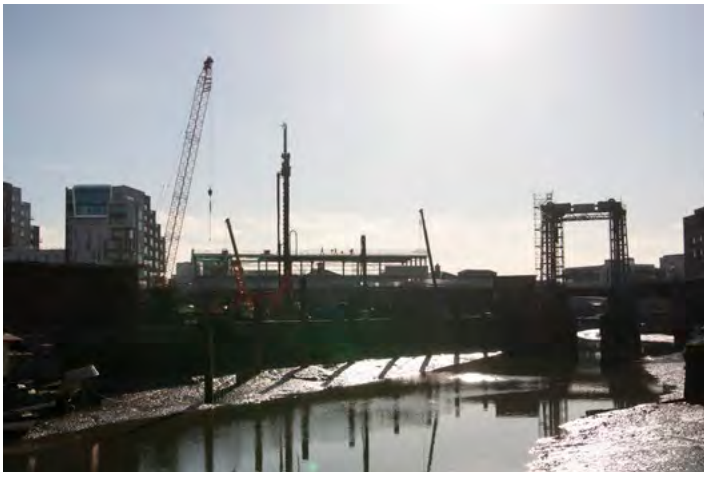
Construction site in Deptford

**Table 3.2:** Lewisham Local Plan – Strategic objectives;

| | |
|---|---|
| **A** | **AN OPEN LEWISHAM AS PART OF AN OPEN LONDON** |
| 1 | Sustain and create inclusive neighbourhoods and communities that both reflect and reinforce the diversity and cultural heritage of Lewisham's people and places. Coordinate investment in such a way as to promote equality of opportunity and for everyone to enjoy a good quality of life in Lewisham. |
| **B** | **HOUSING TAILORED TO THE COMMUNITY WITH GENUINELY AFFORDABLE HOMES** |
| 2 | Proactively respond to population growth and help to meet London's and Lewisham's housing needs by positively managing the delivery of new homes across the Borough. |
| 3 | Ensure Lewisham's existing and future residents benefit from good access to a wide range and mix of high quality housing, including genuinely affordable housing, which is tailored to meeting the varied needs of the community. This includes the needs of those from all age groups and at different stages of life, families and those with specialist housing requirements. |
| 4 | Foster and help to reinforce community cohesion through the provision of housing that enables people to both settle in the local area and remain rooted to it. |
| **C** | **A THRIVING LOCAL ECONOMY THAT TACKLES INEQUALITIES** |
| 5 | Strengthen Lewisham's role in the wider London economy by expanding the local business base. Steer investment to town centres and other employment hubs and support the growth of sectors in which the Borough maintains or is poised to perform a key role, including the cultural, creative and digital industries. Enable the development of green industry and promote the greening of existing industries to reduce their environmental impacts and support the transition to a low carbon, circular economy. |
| 6 | Increase the number and variety of local jobs and business opportunities by making the best use of employment land and providing suitable space to support businesses of all sizes, along with securing affordable workspace and workplace training opportunities. |
| 7 | Ensure town and local centres remain the focus for community activity and harness their unique attributes to support growth, including in retail and other commercial, leisure and cultural activities whilst promoting a thriving evening and night-time economy. Coordinate investment to secure Lewisham Major Centre's future role as a regionally important Metropolitan Centre, enable the regeneration in Catford Major Centre into London's greenest, and to support the vitality and viability of town centres elsewhere. |
| **D** | **A GREENER BOROUGH** |
| 8 | Build on London's National Park City status and ensure all people in Lewisham, including local residents, benefit from access to high quality green spaces by protecting, enhancing and connecting the Borough's network of parks, open and water spaces. This includes the delivery of a Green Grid which improves linkages to and between these spaces. |
| 9 | Promote and protect the ecological, biodiversity and amenity value of the Borough's natural assets - including trees, green spaces and water spaces - and seek to enhance existing assets or make new provision through new development wherever opportunities arise. Address the decline in the number and distribution of species and deliver Biodiversity Net Gain across the Borough. |
| 10 | Manage waste responsibly by prioritising implementation of the most sustainable options in the waste hierarchy and safeguarding appropriate sites for the Borough to meet its strategic waste apportionment requirement. |
| **E** | **RESPONDING TO THE CLIMATE EMERGENCY** |
| 11 | Realise long-term reductions in energy use and carbon emissions in helping London to become a zero carbon city by 2050. ncrease the use of sustainable transport modes(including walking and cycling) and ensure that new development is designed to reduce car use, maximise energy efficiency, and integrate greening measures to limit the urban heat island effect. |
| 12 | Manage flood risk by ensuring that new development is appropriately located, implementing Sustainable Drainage Systems, retaining and enhancing flood defences including through river restoration works. Improve the ecological and water quality of the rivers Thames, Ravensbourne, Quaggy and Pool and their corridors. |

| F | CELEBRATING OUR LOCAL IDENTITY |
|---|---|
| 13 | Retain, reinforce and help shape the distinctive character and identity of Lewisham's neighbourhoods and communities, including townscapes, by ensuring that all new development responds positively to the special attributes of its local context – including the cultural, historic, built and natural environment. Ensure new development is designed, constructed and maintained to a high quality standard. |
| 14 | Make the optimal use of land and, where appropriate, facilitate the regeneration and renewal of localities within the London Plan Opportunity Areas at Deptford Creek / Greenwich Riverside and New Cross / Lewisham / Catford, and at key growth locations elsewhere, and through this process manage change to reinforce and build upon local character, whilst delivering transformational improvements to the environment including in the wider Thames-side area. |
| 15 | Set a positive framework for conserving and enhancing the historic environment, and promoting understanding and appreciation of it. Work with local communities and community groups, neighbouring authorities and other stakeholders to sustain the value of local heritage assets and their setting, along with the Outstanding Universal Value of the Maritime Greenwich World Heritage Site. |
| **G** | **HEALTHY AND SAFE COMMUNITIES** |
| 16 | Address the wider determinants of physical and mental health and deprivation in an integrated and systematic way to improve the wellbeing of the population, to reduce health and other inequalities particularly where these are geographically concentrated, and to give children and young people the best start in life. |
| 17 | Create an environment that encourages and enables people to pursue active and healthy lifestyles irrespective of their age, ability or income, including by applying the Healthy Streets Approach, making provision for accessible leisure and recreation opportunities and protecting the amenity of residents and visitors, particularly from pollution. |
| 18 | Promote cohesive and mixed communities along with walkable and liveable neighbourhoods by ensuring development is carefully integrated and designed to secure high quality, legible and permeable spaces that are inclusive and easy to access by everyone. |
| 19 | Create safer neighbourhoods and improve perceptions of safety by ensuring the built environment comprises of welcoming spaces and places and that new development both designs out crime and improves resilience to emergencies. |
| **H** | **SECURING THE TIMELY DELIVERY OF INFRASTRUCTURE** |
| 20 | Provide the essential physical, community and green infrastructure needed to support growth and sustainable places, by coordinating investment and securing the timely delivery of new infrastructure, including through the use of Community Infrastructure Levy funding and planning contributions. |
| 21 | Work in partnership with central government, the Greater London Authority, Transport for London, Network Rail and other stakeholders to reduce car use and increase public transport capacity and accessibility across the Borough, as well as to unlock the development potential of specific localities and strategic sites, including through delivery of the Bakerloo Line Extension. |
| **I** | **ENSURING HIGH QUALITY EDUCATION, HEALTH AND SOCIAL CARE** |
| 22 | Ensure that all Lewisham residents benefit from access to high quality education, health and social care by protecting and planning for facilities to meet local needs and working with stakeholders, including the NHS, to support innovative approaches to delivering services. |

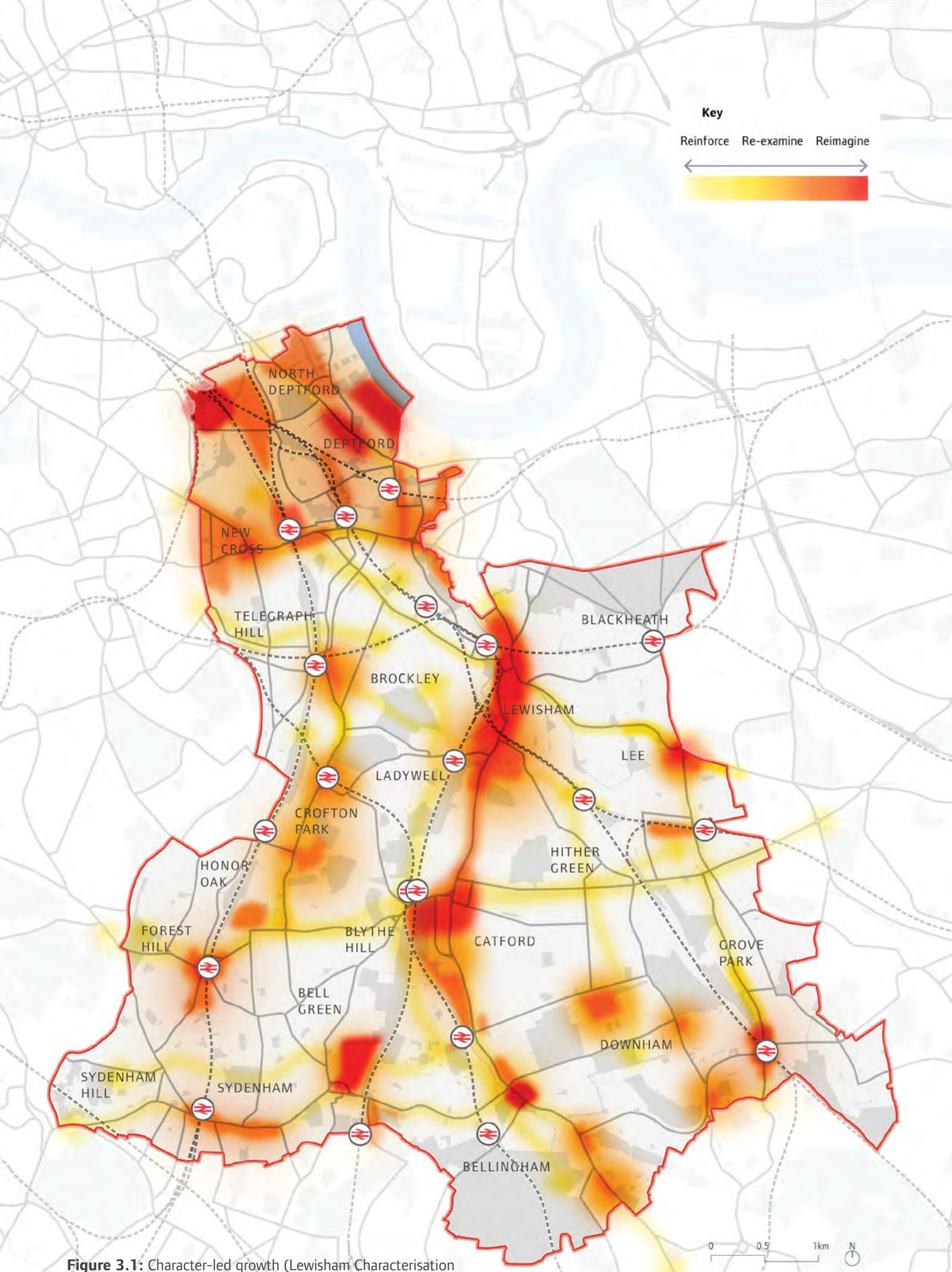


**Figure 3.1:** Character-led growth (Lewisham Characterisation Study, 2020)

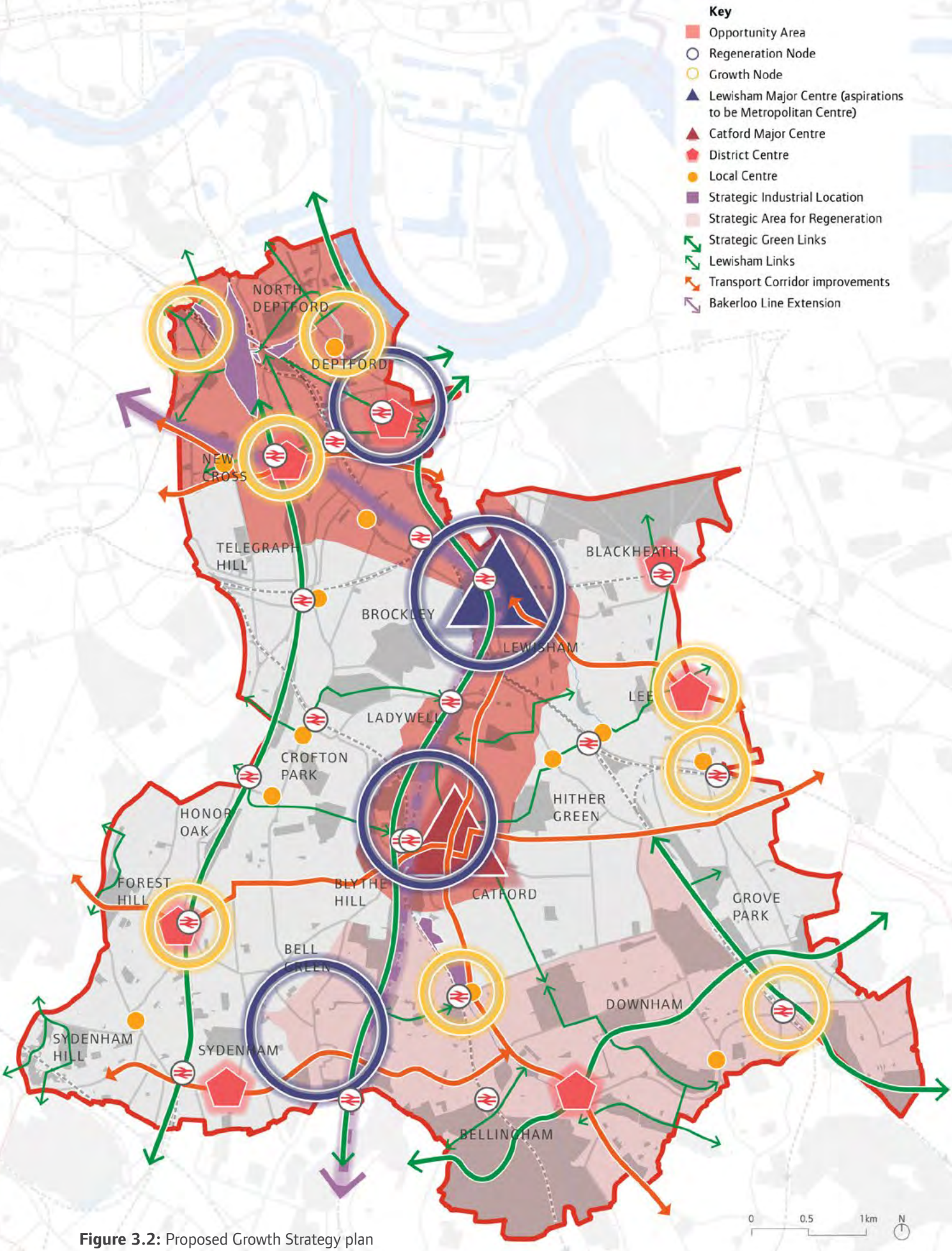


**Figure 3.2:** Proposed Growth Strategy plan

**Figure 3.3:** Borough-wide Spatial Strategy plan

# OL1 Delivering an Open Lewisham (spatial strategy)

A The Council will work positively and alongside local communities, community groups, and other public and private sector stakeholders to realise the Vision for Lewisham and to address the strategic objective for 'An Open Lewisham as part of an Open London'. Good Growth will be delivered in the Borough by:

a. Directing new development to Growth Nodes, Regeneration Nodes and well-connected sites, including in Lewisham's Opportunity Areas of New Cross/Lewisham/Catford and Deptford Creek/Greenwich Riverside, and carefully managing growth in these locations in response to local character;

b. Directing new development and investment to the Borough's strategic Area for Regeneration, and other local areas for regeneration, and coordinating the delivery of this investment to help tackle the environmental, social and economic barriers that affect the lives of people in these areas, and ensure equality of opportunity;

c. Directing new residential, commercial, community, leisure and cultural development to Lewisham's town and local centres in order to support their vibrancy, vitality, viability and long-term resilience, and through this process:

   i. Enable Lewisham Major Centre to cement its position as a centre of sub-regional significance and be designated as a Metropolitan Centre in a future review of the London Plan;

   ii. Facilitate the comprehensive regeneration of Catford Major Centre to reinforce its role as the principal civic and cultural hub within the Borough; and

   iii. Ensure the District Centres at Blackheath, Deptford, Downham, Forest Hill, Lee Green, New Cross and Sydenham retain their distinctive -character whilst evolving in their function as key hubs of community, cultural and commercial activity;

d. Directing new development along the A21 Corridor and other strategic Growth Corridors to support growth, along with using the Healthy Streets Approach to enhance the quality of places and improve connections within and between neighbourhoods;

e. Securing the delivery of new and improved infrastructure as a catalyst for investment and to unlock the development potential of sites across the Borough. The delivery of the Bakerloo line extension will both support and enable growth in Opportunity Areas and Lewisham's southern areas, including Bell Green and Lower Sydenham;

f. Making the best use of land and space by prioritising the redevelopment of brownfield land of low or negligible ecological value and enabling the sensitive intensification of established residential neighbourhoods and commercial areas, including through the development of small sites;

g. Ensuring all new development proposals follow the design-led approach to make the optimal use of land, respond positively to local distinctiveness (including the historic, cultural, natural and built environment), and helps to secure inclusive, safe, liveable, walkable and healthy neighbourhoods;
h. Protecting, enhancing and connecting Lewisham's network of green infrastructure (including trees, parks and open spaces, water spaces and biodiversity), as well as improving the population's access to it by walking and cycling;
i. Ensuring that a strategic and coordinated approach is taken by the Council and its partners to respond to the climate emergency and requiring new development to integrate measures for climate change adaptation and mitigation.

# Explanation

3.6 This is the overarching policy for the Local Plan and is the starting point for achieving the Vision for Lewisham and responding to the plan's strategic objectives. It sets out the spatial strategy for the Borough. This is the land use and planning framework for the Council and its partners to manage growth and development, as well as to guide new investment up to 2040. The policy provides a key link between the Local Plan and the London Plan. It will help to ensure that Good Growth is delivered in a way that responds to Lewisham's distinctiveness.

### Opportunity Areas

3.7 The London Plan identifies two Opportunity Areas within Lewisham. These are the New Cross/Lewisham/Catford corridor and the area at Deptford Creek/Greenwich Riverside. Opportunity Areas are "significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity"[33]. The London Plan requires the Local Plan to set a strategy for facilitating growth and regeneration within these areas and maximising their development potential.

3.8 In recent years there has been a significant amount of new development and investment within Lewisham's Opportunity Areas. A number of large brownfield sites have now been redeveloped or are expected to come forward soon, with planning consent granted and/or construction started. These new developments have already delivered, or are committed to provide, many more new homes including affordable housing, modern workspace and community facilities, along with new and improved transport infrastructure, open space and other public realm enhancements.

[33] London Plan (2021), paragraph 2.2.1.

New development at Hayward Mews, adjacent to the railway line at Crofton Park

Lewisham DLR Station

3.9 There remain significant opportunities for growth and regeneration within the New Cross/Lewisham/Catford Opportunity Area. New development will be facilitated through the consolidation and intensification of underused and vacant industrial sites, the revitalisation and renewal of larger town centres, particularly Lewisham and Catford Major Centres, and the intensification of land along key movement corridors such as the A21 and A2 Growth Corridors. Growth and regeneration will be aided by the delivery of new and improved transport infrastructure, which will help to unlock the development potential of sites. This includes the arrival of the Bakerloo line extension at New Cross Gate linking to Lewisham town centre with a modernised station interchange. The re-routing of the South Circular (A205) at Catford will enable the regeneration and transformation of the Major Centre. The Council has prepared guidance documents for the Opportunity Area which have both informed the Local Plan and will support its implementation. These include the New Cross Area Framework, A21 Development Framework, Catford Town Centre Framework and the Surrey Canal Triangle SPD.

3.10 The Deptford Creek/Greenwich Riverside Opportunity Area will also be a focus for growth and regeneration, building on the area's distinctive character and strong relationship with the waterway network. New development will be facilitated mainly through the consolidation and intensification of employment sites. This will enable the delivery of new employment-led, mixed use development and transformational public realm enhancements. The scale of growth and design of development will be carefully managed in order to ensure the area's maritime and industrial heritage is preserved, enhanced and better revealed. The wider area benefits from the presence of world renowned educational and cultural institutions, which will provide a focus for community activity with linkages to the Deptford Creekside and New Cross Cultural Quarters as well as the historic High Streets of Deptford and New Cross.

The Green Man community building

### Tackling deprivation and ensuring equality of opportunity

3.11 It is vitally important that everyone is able to enjoy a good quality of life irrespective of their background, age or ability. Whilst there are many prosperous neighbourhoods in Lewisham there are some localities where environmental, social and economic barriers adversely affect peoples' lives. Some of these localities are within the 20 per cent most deprived in the country. The Local Plan seeks to tackle deprivation by coordinating new investment within these areas. It also highlights for our stakeholders and delivery

partners the need for targeted interventions to address the specific causes of deprivation and inequality. This includes investment in the built and natural environment as well as programmes for education, training, health and social care. Deprivation is most prevalent in Opportunity Areas, the Strategic Area for Regeneration and Regeneration Nodes.

### Thriving and resilient town centres

3.12 The Local Plan seeks to ensure that Lewisham features a well-connected network of thriving and resilient town centres. The spatial strategy directs new development to town centres and their surrounds. It supports the '15-minute neighbourhood' concept, where centres provide people with most of their needs within a short walk or cycle journey from their home. This pattern of development is advocated to facilitate and better balance growth as well as to redress the distribution of investment locally, ultimately, to make neighbourhoods more sustainable and ensure equality of opportunity across Lewisham.

3.13 The Borough's town centres tend to have higher Public Transport Access Levels along with a concentration of services and community facilities, making them well-placed to accommodate more people and activities. New development can support town centre vitality particularly where larger schemes deliver public realm and townscape improvements. There are also opportunities to secure the long-term viability of town centres through the introduction of a wider range of uses including housing, workspace, cultural uses and community facilities.

3.14 It is imperative that town centres complement and support but do not compete with one another. Therefore, the Local Plan seeks to build on the unique attributes, character and function of each of the Borough's town and local centres. As these centres will be key focal points for growth and new development they are expected to evolve over time, responding to the challenges facing our high streets and becoming even more liveable, vibrant and resilient places. Further details about the character and role of Lewisham's town and local centres, along with parameters for development within and around town them, are set out in Part 2 and Part 3 of the Local Plan.

Catford town centre

Catford Green, Catford

Cornmill Gardens, Lewisham

Forest Hill Library and Pools, Forest Hill

### Growth Corridors

3.15 The delivery of Good Growth will require that people are enabled to live car-free lifestyles and travel mainly by walking, cycling and public transport. To make this happen Lewisham will need to be supported by an excellent public transport system along with a network of high quality walking routes and cycleways. Good connections to and between town centres, parks and green spaces and residential areas are integral to liveable neighbourhoods. Also, the long-term viability of Lewisham's town centres and other employment locations will rely heavily on their capability to be accessed safely and easily by all.

3.16 The Opportunity Areas define a central growth corridor in Lewisham. This covers Deptford and extends south taking in the town centres at New Cross, Lewisham and Catford. The A21 road (Lewisham High Street, Rushey Green and Bromley Road) is the principal north-south route within this corridor. Elsewhere there are several major roads including the A20 (an historic east-west route from central London to Kent and the south east); the A205 South Circular (an orbital route from Woolwich to Chiswick, traversing Lee, Catford and Forest Hill); and the A212 (which links the South Circular to Croydon). It is acknowledged that some Growth Corridors include Conservation Areas and other heritage assets, or fall within their setting, and therefore growth will need to be carefully managed in a way that responds positively to local historic character.

3.17 These main roads currently prioritise vehicular movement. They are car-dominated, often suffer from congestion and adversely impact on local amenity, for example, by contributing to noise and air pollution. The major roads and their surrounds can be transformed into safer, healthier and more attractive places by using the Healthy Streets Approach. To achieve this it will be necessary to rebalance the 'link' function of the roads, giving priority to movement by foot, cycle and public transport, and also enhancing their 'place' qualities. Investment within the growth corridors will be necessary deliver Healthy Streets. The Local Plan therefore directs new development along the main roads and supports the intensification of sites along them. Part 3 of the Local Plan includes site allocations where new development will be required to deliver public realm and other area enhancements. The A21 Development Framework and New Cross Area Framework will support the implementation of this policy.

### Securing infrastructure to support our neighbourhoods and communities

3.18 It is imperative that everyone in Lewisham is able to share in the opportunities and benefits that growth and regeneration bring. The Council will continue to work with its key stakeholders and development industry partners to deliver the infrastructure Lewisham's neighbourhoods and communities need. We have prepared an Infrastructure Delivery Plan (IDP) which will be used to inform planning and investment decisions. This will help us to secure infrastructure where and when it is needed. Further details are set out in Part 4 of the Local Plan..

3.19 Despite being an inner-London borough some parts of Lewisham are poorly served by public transport. This is a key factor influencing the deprivation experienced by people in the Borough. We have prepared "A Vision for Rail"[34] which sets out our priorities to address gaps in transport provision, and to ensure Lewisham is able to appropriately support London's growth.

3.20 The London Plan commits to extend the Bakerloo line on the Underground (tube) from Elephant and Castle to Lewisham via Old Kent Road and New Cross Gate. This would enable a potential further southward extension beyond Lewisham, although the route selection for the second phase of the BLE remains at an early stage and is subject to further development and public consultation by Transport for London. On 1st March 2021 the Secretary of State for Transport issued safeguarding Directions for the Bakerloo line extension (BLE)[35].

3.21 The BLE is essential to supporting London's growth, and will help to facilitate the delivery of many more new homes and jobs in the New Cross/Lewisham/Catford Opportunity Area. The potential further extension of the Bakerloo line will also support transformational investment and growth in the Bell Green and Lower Sydenham area and ensure the capacity of sites is optimised. The Council envisages a future London Plan Opportunity Area here, linked to the BLE, and we will continue to work with the Mayor of London on planning for this part of the Borough. The Local Plan sets a framework to secure the delivery of the BLE and to maximise its potential in supporting Good Growth and generating new inward investment. However, as full funding for the project has not yet been secured a pragmatic approach is necessary. The spatial strategy is therefore not dependent on the BLE and can be achieved in its absence. At the same time, the Local Plan policies provide flexibility to respond to the phased delivery of the BLE over the medium to long-term.

**Making the best the use of land and space**

3.22 Lewisham will continue to play a role in accommodating London's future growth. Whilst growth will bring many opportunities and new investment it will also lead to increasing and competing pressure on the use of land. In response to this the Local Plan sets a framework to help ensure that the best use is made of the Borough's limited supply of land. The spatial strategy directs higher density and mixed-use development to well-connected locations and other areas where new investment will support regeneration. It is complemented by the Part 2 policies which set requirements to ensure that new development is designed to a high quality standard and makes the optimal use of land. For example, by making provision for the co-location of uses or designing buildings and spaces which are adaptable to the needs of different activities and users.

[34] Lewisham Council - A Vision for Rail (2017)

[35] The Direction relates to the extension proposed to be constructed to the Bakerloo line to Lewisham via Old Kent Road and New Cross Gate. It should be referred for further information on the extent of Areas of 'Surface Interest' and 'Areas of Subsurface Interest'.

3.23 The spatial strategy prioritises the redevelopment of brownfield land, or previously developed land of low or negligible ecological value. This will ensure that Lewisham's green and open spaces are protected and opportunities are taken to enhance the ecological value of brownfield sites. Part 3 of the Local Plan includes site allocation policies to ensure that the best use of land and optimal capacity of sites is realised. These are mainly located within the Opportunity Areas, Growth Nodes, Regeneration Nodes, town centres and along strategic corridors. Elsewhere, the sensitive intensification of established residential neighbourhoods and commercial areas will be supported. This will be enabled by mainly by the redevelopment of small sites.

### Celebrating Lewisham's diversity and enhancing its distinctiveness

3.24 The Local Plan requires all new development to be delivered through a design-led approach. This means that new development must be based on an understanding of the site context and respond positively to the Borough's local distinctiveness. The use of the design-led approach will help to ensure that the unique and valued features of our neighbourhoods remain at the heart of the spatial strategy, and are fully considered in planning decisions.

3.25 Lewisham has been shaped by its historical development. It will continue to evolve in the context of London's growth and new technological advances. Respecting local character and accommodating growth should not be seen as mutually exclusive. New development must help to reinforce the special characteristics of the Borough. At the same time, it should assist in repairing and re-shaping those elements of the built environment that could make a more positive contribution to the visual quality and liveability of our neighbourhoods.

### A greener, more resilient borough

3.26 The Council is committed to promoting and securing sustainable development. We have declared a climate emergency and prepared a Climate Emergency Action Plan which will work in tandem with the Local Plan[36]. Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs[37]. Environmental stewardship is an integral part of this. London's natural assets are an irreplaceable resource and need to be conserved and protected. However, they are coming under increasing pressure from human activity, including that which is contributing to global climate change.

3.27 The Local Plan sets a framework for managing Good Growth with environmental considerations fully integrated into the planning and development process. It sets out our approach to protecting and enhancing the local network of green infrastructure, parks and open spaces and the water environment. As well, it provides the local land-use strategy for mitigating the Borough's impact on global climate change, whilst ensuring neighbourhoods are made more resilient and well placed to adapt to the consequences of it. Part 2 and Part 3 of the Local Plan set out further detailed requirements for new developments.

[36] Lewisham's Climate Emergency Action Plan (March, 2020).

[37] The Bruntland Report - Resolution 42/187 of the General Assembly of the United Nations

# PART

# MANAGING DEVELOPMENT


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# TWO

# 4 MANAGING DEVELOPMENT

ANTHOLOGY DEPTFORD FOUNDRY

4.1 Part Two of the Local Plan forms a key part of our approach to managing new development across the Borough. It includes policies that will help to facilitate the delivery of Good Growth whilst ensuring Lewisham's distinctiveness is recognised, celebrated and enhanced. The following section sets out planning policies across a range of topic areas that all new development proposals will be required to comply with.

4.2 It is important that the following Part Two policies below are not considered in isolation of other elements of the Local Plan, which must be read as whole. All development proposals should address how they will contribute to the achievement of the Local Plan's strategic objectives and the spatial strategy for the Borough, as set out in Part One, and further support the priorities for Lewisham's neighbourhoods and places included in Part Three.

Opposite: Anthology Deptford Foundry

# 5 HIGH QUALITY DESIGN

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PARKSIDE
SQUARE

# QD1 Delivering high quality design in Lewisham

### Using the design-led approach

A Development proposals must follow a design-led approach to contribute to delivering high quality, inclusive, safe, healthy, liveable and sustainable neighbourhoods in Lewisham. This requires the consideration of design options at the early stage of the development process informed by an understanding of the site and its local context, including through effective engagement with the local community. These design options should then be used to determine the most appropriate form of development that responds positively to the local context, along with the optimal use of land to support the delivery of the spatial strategy for the Borough.

### Distinctive and valued places

B Development proposals must demonstrate an understanding of the site context and respond positively to Lewisham's local distinctiveness by providing for buildings, spaces and places that reinforce and enhance local character. This includes the special and distinctive visual, historical, environmental, social and functional qualities of places that contribute to local character, identity, sense of community and belonging.

C To successfully respond to local distinctiveness development proposals must be designed to address:

a. Natural features including trees, landscape, topography, open spaces and waterways;

b. The prevailing or emerging form of development (including urban grain, building typology, morphology and the hierarchy of streets, routes and other spaces);

c. The proportion of development (including height, scale, mass and bulk) within the site, its immediate vicinity and the surrounding area;

d. Building lines along with the orientation of and spacing between buildings;

e. Strategic and local views, vistas and landmarks;

f. Townscape features;

g. The significance of heritage assets and their setting;

h. Architectural styles, detailing and materials that contribute to local character; and

i. Cultural assets.

### Places for people

D Development proposals must put people at the centre of the design-led approach, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to people of all backgrounds, ages and abilities. Development should be designed and built to a human scale by responding to the ways in which people move through, engage with and experience their surroundings.

Opposite: Heathside and Leathbridge
(Photo credit: BPTW)

E Development proposals must be designed to facilitate good physical and mental health, support the wellbeing of the population and foster community cohesion by providing:

a. Buildings and spaces that are inclusive, intuitive to use, comfortable, safe and secure;
b. A high quality public realm that maintains and wherever possible enhances access to green and open spaces;
c. Positive and active frontages that generate visual interest and which have a positive relationship with the public realm, particularly at the street-level;
d. Well-integrated, dedicated space and equipment for relaxation, social interaction and physical activity, including where appropriate space for play and informal recreation; and
e. A high standard of amenity.

**Well-functioning and resilient places**

F Development proposals must be well-integrated within their neighbourhood. They must provide a positive and coherent relationship with all land uses and spaces within the site and its surroundings having r4egard to:

a. The compatibility of land-uses and activities within and surrounding the development;
b. The need to ensure that neighbourhoods are well-connected both by encouraging and enabling movement by walking, cycling and the use of public transport; and
c. The efficient servicing and effective management of buildings and the public realm, including for delivery and servicing vehicles.

G Development must be appropriately supported by infrastructure. Development proposals will be expected to consider, and be linked to, the provision of future planned levels of infrastructure along with the timing of the delivery of this infrastructure. Where there is insufficient capacity of existing infrastructure to support a development proposal, applicants will be required to work with infrastructure providers to ensure sufficient capacity will exist at the appropriate time, including through the phasing of development.

H Development proposals must be designed to mitigate climate change and integrate adaptation measures to make neighbourhoods and properties more resilient to its impacts, including by maximising opportunities for urban greening, with reference to other Local Plan policies.

**Delivering high quality development**

I Development proposals must include a Design and Access Statement to demonstrate how the design-led approach has been applied to deliver high quality development.

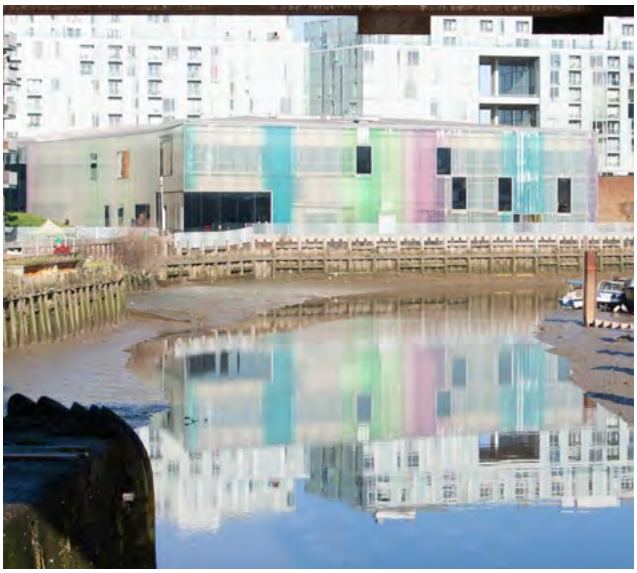
J Development proposals will be expected to have regard to and address:

a. Supplementary Planning Documents and Guidance published by the Council and the Mayor of London respectively, along with other good practice guidance; and
b. Feedback from the Council including through its Pre-application Advice Service and where appropriate, Lewisham's independent Design Review Panel.

K Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site, as well as to consider design options that respond positively to this context. Development proposals that can demonstrate early, proactive, inclusive and effective engagement with the local community and other key stakeholders will be considered more favourably than those that cannot.

Faircharm Creative Quarter, Deptford Creekside

Catford Broadway



Laban Dance Centre

# Explanation

5.1 To realise the Vision for Lewisham and address the Local Plan's strategic objectives it is imperative that all new development is designed, built and managed to a high quality standard, using the design-led approach.

5.2 The design-led approach requires that, from the very start of the planning and design process, careful consideration is given to the distinctive features of Lewisham's neighbourhoods, buildings and other spaces that shape local character and contribute positively to people's sense of place and belonging. It also requires new development to respond to the ways in which people use and experience buildings and spaces, along with the impacts the built environment has on the health and wellbeing of the population. Finally, the design-led approach requires development to function effectively both on its own and in relation to the buildings and spaces around it.

5.3 The design-led approach must begin with an understanding of the development site's local context. This includes the distinctive character of the site and its wider setting. The Lewisham Characterisation Study (2019) has informed the preparation of the Local Plan and will support its implementation. It should be referred to as a useful starting point for development proposals as it provides insight into the key features of the Borough's historical, built and natural environment. This is only one point of reference, however, and proposals will be expected to demonstrate a comprehensive understanding of the site context and clearly articulate how the development has been designed to respond positively to this. This includes consideration of the evolving character of an area and opportunities to carefully manage change in a way that supports Good Growth. Development proposals should therefore address their relationship to the spatial strategy, site allocations and where relevant, development which has been consented but not yet unimplemented.

5.4 The successful delivery of the spatial strategy will require that new developments optimise the capacity of sites. There is a need to accommodate a significant amount of growth within the Borough over the plan period, which must be carefully managed. The design-led approach is integral to ensuring that the optimal capacity of development sites is realised. Further details are set out in Policy QD6 (Optimising site capacity).

**Delivering high quality development**

5.5 We will publish a package of planning guidance to support implementation of the Local Plan, and to ensure clarity in our expectations for new development. Key guidance documents are signposted throughout the Local Plan. They should be read in conjunction with the suite of London Plan Supplementary Planning Guidance and other sources of good practice guidance, where appropriate, including the Government's National Design Guide and that published by Historic England.

5.6 Pre-application meetings are a useful way to establish the land use principles for development sites, and to identify and discuss any key matters that need to be addressed within a particular scheme. This includes the consideration of routes to resolving planning issues or other potential conflicts prior to the formal submission of a planning application. Pre-application meetings are also useful information sharing exercises, and provide the Council with opportunities to support development industry partners in linking up with other corporate services and service areas. For instance, we can flag resources available to help with sourcing local labour for construction projects, including apprenticeships, as well as funding opportunities to boost the delivery of genuinely affordable housing.

5.7 We are proud to support an independent Design Review Panel (DRP) in Lewisham as part of our positive approach to working with delivery partners. The DRP is formed of professional design experts who meet regularly to review schemes and provide feedback to applicants. While the panel does not have decision-making powers, it serves as an advisory body helping to achieve positive outcomes for the built environment and Lewisham's communities. Comments from the panel are fed into the assessment of pre-application schemes, planning applications and appeals. Proposals for major developments and other developments likely to have significant local impacts should be brought to the panel at the early stage in the planning process. Further information about the DRP is available on the Council's planning webpage.

5.8 Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site and its setting, as well as to consider design options that respond positively to this context. Community consensus and agreement on proposals is not in itself a reason for granting planning consent, as all proposals will need to demonstrate compliance with the Local Plan policies. However applicants working with the community through the design-led approach are more likely to arrive at development proposals that respond to the distinctive qualities of neighbourhoods and places, based on a more thorough understanding of the local context, and therefore support the delivery of the spatial strategy. Development proposals that can demonstrate early, proactive, inclusive and effective engagement with the local community and other key stakeholders will be considered more favourably than those that cannot.

Consultation undertaken for the Lewisham Characterisation Study

# QD2 **Inclusive and safe design**

A It is imperative that people of all backgrounds, ages and abilities are able to move with ease throughout Borough, and within buildings and spaces, as well as to feel safe in their surroundings wherever they are. Development proposals must include an Inclusive Design Statement to demonstrate how they will contribute to delivering inclusive, accessible, safe and secure environments in Lewisham.

B Development proposals must respond positively to the diversity and varied needs of Lewisham's population and promote social cohesion by:

a. Ensuring buildings and spaces are designed to be entered, used and exited safely, easily and with dignity for all;
b. Ensuring buildings and spaces are designed to be inclusive to all with no disabling barriers that inhibit, restrict or prevent convenient access and use, including by occupants of different tenure types;
c. Incorporating measures that allow for easy adaptation of buildings and spaces to help meet the different and changing needs of users over the lifetime of the development;
d. Delivering a high quality public realm, in line with Policy QD3 (Public realm and connecting places); and
e. Applying 'Secured by Design' principles.

C Where development proposals incorporate perimeter or external gates, the use of these must be justified for reasons of public health and safety. Where gates are considered by the Council to be acceptable in principle, these must be of a high quality design and sensitively integrated into the development. Planning contributions and/or legal agreements may be used to secure the appropriate management of gates, and to help ensure they do not unnecessarily restrict public access to buildings and spaces, including the public realm.

### Accessible and inclusive housing

D To help ensure that housing is designed to meet the varied requirements of Lewisham's resident population development proposals incorporating new residential units must ensure that:

a. At least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings'; and
b. All other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

E Development proposals for housing must be designed to maximise tenure integration and be 'tenure neutral', having regard to the National Design Guide or latest equivalent.

F Where development proposals for housing include provision of communal private amenity space or facilities this should be designed and appropriately managed in a way that allows for access by all residents occupying the development, regardless of tenure.

### Adapting historic buildings and other heritage assets

G Where adaptations to an historic building or other heritage asset is proposed to make the building or space more inclusive and safe, development proposals will be supported where they preserve or enhance the significance of the asset and its setting.

Opposite: Cannon Wharf, North Deptford

# Explanation

5.9 The built environment influences the quality of life of everyone in Lewisham. The layout and design of buildings and spaces can significantly impact on people's ability to move with ease around the Borough and to live independent and dignified lives. Development proposals must therefore apply inclusive and safe design principles using the design-led approach. This will need to be demonstrated through an Inclusive Design Statement, submitted as part of the Design and Access Statement.

5.10 Whilst inclusive design includes consideration of wheelchair users it is important to emphasise that it extends beyond this particular group. Inclusive design must consider the needs of the wider population and the different groups of people that are likely to access and use buildings and spaces, including the public realm.

5.11 Development proposals should take into account and respond positively to the diverse needs of Lewisham's population, including families and those in groups with protected characteristics[38]. Wherever possible buildings and spaces should be designed to be adaptable to the different and changing needs of users over the lifetime of development. This will help to avoid or offset costly alterations that may be required later on. Applicants are encouraged to refer the latest standing guidance on inclusive design, including British Standards documents BS8300-1:2018 (Design of an accessible and inclusive built environment. External environment. Code of Practice. January 2018) and BS8300-2:2028 (Design of an accessible and inclusive built environment. Buildings. Code of Practice. January 2018).

Margaret McMillan Park

5.12 Development proposals should use the latest standing guidance on 'Secured by Design'[39], or equivalent guidance, to help reduce crime and improve perceptions of safety. This includes measures to encourage passive surveillance, including through the integration of active frontages and layouts which allow for 'eyes on the street'.. Developments should make provision for easily accessible, legible and appropriately illuminated access and entrance points, including the public realm. By applying

[38] Groups with protected characteristics are set out in the Equalities Act 2010.

[39] Secured by Design is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places.

Secure by Design principles development proposals can help to create safer public spaces, particularly children and young people[40] and other groups, such as women and girls[41], for whom the design of the built environment can have significant impacts on personal security and perceptions of safety.

### Accessible and inclusive housing

5.13 In line with the London Plan, development proposals must contribute to the strategic target for provision of wheelchair user dwellings and ensuring accessible and adaptable dwellings, in accordance with Building Regulations M4(3) and M4(2) respectively, or equivalent standards which may supersede these. For the avoidance of doubt, this policy applies to dwellings that are created via works to which Part M volume 1 of the Building Regulations applies. To comply with the Building Regulation requirements appropriate step-free access into the dwelling will need to be provided. This policy helps to support our approach to meeting housing needs for older people through adaptable housing

5.14 All housing development should meet the London Plan target for M4(2) dwellings. Major developments should also meet the M4(3) target on-site, whilst minor developments of less than 10 units will be required to provide sufficient justification if the target for 'wheelchair user' dwellings cannot be met. In considering the suitability of a site for wheelchair accessible and adaptable or user dwellings we will have regard to individual site circumstances. This is because flexibility may need to be applied to meet policy objectives (e.g. to enable the requirement to apply to 10 per cent of habitable rooms where a better outcome is provided in terms of provision of larger units). Discretion may also be needed in exceptional circumstances when provision of a lift to dwelling entrances is not technically feasible, such as with some constrained infill sites or flats above shops. Planning conditions may be used to secure an appropriate amount of provision M4(2) and M4(3) standard dwellings.

5.15 All development should be designed to promote social integration, community cohesion and equality of access. This includes inclusive, safe and welcoming access to buildings, particularly front entrances and amenity spaces. Proposals should avoid the use of separate main entrances and external or perimeter gates.

5.16 Development proposals for new housing must be designed to maximise tenure integration and be 'tenure neutral'. The National Design Guide (2021) defines tenure neutral as: "Housing where no group of residents is disadvantaged as a result of the tenure of their homes. There is no segregation or difference in quality between tenures by siting, accessibility, environmental conditions, external facade or materials. Homes of all tenures are represented in equally attractive and beneficial locations, and there is no differentiation in the positions of entrances.

40 The Local Plan supports priorities of the Lewisham Children and Young People's Plan 2019-2022.

41 There is a growing body of evidence linking urban design to women's safety and perceptions of safety. For example, research prepared and collated by the UN Women National Committee UK.

Shared open or play spaces are accessible to all residents around them, regardless of tenure". Development proposals will be assessed having regard to the National Design Guide, or latest equivalent. Applications should clearly set out details of their approach to tenure neutral housing in the Inclusive Design Statement.

5.17 Where private communal amenity space is provided in new housing development this must be designed and appropriately managed in a way that allows for access to all residents occupying the building. Details of access, management and building maintenance should be included with planning applications, normally in the form of Management Plans. These should clearly set out why any proposed measures to manage access are considered necessary in the interests of public health and safety. They should also address site specific issues, for example, where larger developments and sites contain many blocks or uses that are owned and/or managed by different parties, and where individual security and management requirements are needed. We will refuse proposals that unnecessarily restrict, inhibit or prevent access to buildings or communal amenity space, including for reasons of housing tenure.

**Adapting historic buildings and other heritage assets**

5.18 Non-standard approaches may be required when adapting historic buildings and other heritage assets, and current design standards should be considered flexibly alongside the particular heritage significance of a building or asset. We will work with applicants to help ensure that any alterations or changes proposed to make heritage assets safer and more inclusive do not harm their significance, in line with the NPPF and Local Plan policies in Section 6 (Heritage). Where historic buildings, spaces or other features are likely to be affected by development, careful consideration will need to be given to ensure that new design responds sensitively to its context, and does not adversely impact on those elements that contribute to the significance of the asset. Applicants are advised to consult relevant guidance on this matter for support, including the latest standing guidance published by Historic England.

UNDERGOING
REFURBISHMENT

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# QD3 **Public realm and connecting places**

A Development proposals must use the design-led approach to secure a high quality public realm. They must respond positively to the role of the public realm in contributing to local distinctiveness and supporting inclusive, safe, accessible, attractive and well-connected places and spaces.

B Development proposals must respond positively to the movement and connective function of the public realm. They should be designed to enable and encourage movement by walking, cycling and the use of public transport, and also seek to reduce vehicular dominance and speeds. Proposals must ensure that the public realm provide for coherent relationships with surrounding buildings and land-uses, and good connections within and between neighbourhoods.

C Development proposals must address legibility and permeability of the public realm, both within a site as well as its immediate and wider surroundings, taking account of the movement patterns and desire lines of people within an area. Consideration should be given to the location of street crossings and other measures to promote safe access for all, such as way-finding markers and signage, external lighting, ramps, lifts, dedicated cycle lanes, bridges, underpasses and, where appropriate, railway arches.

D Development proposals must investigate and maximise opportunities to enhance the public realm. They should seek to:

a. Improve connections to existing or planned transport and community infrastructure, including open space;
b. Make provision for cycle parking infrastructure and bus stops;
c. Enhance and where appropriate help to reinstate connections that make a positive contribution to the locality, including those that are of local importance and historic significance;
d. Integrate wider pavements, or widen pavements where these already exist;
e. Avoid or remove barriers that unnecessarily impede or restrict movement and accessibility, and adversely impact on public safety; and
f. Integrate trees and other urban greening measures.

E Development proposals should be designed to establish or reinforce a clearly defined public realm that helps to support the function of different uses within an area and protects local amenity.

Opposite: View from Deptford Station of Deptford Market Yard, Carriage Way, Deptford

F Development proposals should deliver a vibrant public realm that promotes opportunities for relaxation, social interaction and physical activity for people of all ages and abilities. They should seek to create welcoming environments that attract people into public spaces and encourage their enjoyment within them during different times of the day and night, and throughout the year. This includes consideration of how the local microclimatic impacts on people's health and comfort. Development proposals must make provision for public realm that is appropriate to the uses(s) involved along with the location, nature and scale of development, including consideration for:

a. Public conveniences, including toilets and changing facilities, particularly for families with children and those with specialist needs;
b. Free drinking water fountains;
c. Sensitively integrated lighting;
d. Shading and shelter to protect and provide comfort from direct sunlight, rain and wind;
e. Public art;
f. Benches and other types of seating;
g. Formal and informal play space, addressing the needs of people of different ages and abilities; and
h. Adaptable space to support events and activities (such as markets, civic and cultural events) and infrastructure to support these, such as connections to power and water.

G Public realm should be sustainability designed and constructed, including by maximising opportunities for urban greening and mitigating the impacts of climate change, with reference to other Local Plan policies. Priority should be given to the use of high quality and durable materials, with permeable or semi-permeable surfaces integrated wherever possible.

**Public art**

H Development proposals, particularly for major development, should investigate opportunities to integrate public art to enhance the legibility of the public realm, enhance the distinctiveness of buildings and spaces, and to help to foster a sense of place. The use of local artists for public art commissions is strongly encouraged.

I Public art, including installations, proposed to be integrated as part of a development, or within the public realm, should be appropriately located in a prominent position and be sensitively sited and/or fixed to a building in a manner that:

a. Responds positively to the site context and local character, including historic character and the significance of heritage assets;
b. Enhances the legibility of the public realm; and
c. Does not adversely impact on amenity.

J Where public art is proposed to be provided, the location, siting and general design of the art, along with long-term management and maintenance arrangements, must be agreed by the Council prior to its installation.

**Effectively managing the public realm**

K Development proposals must ensure that appropriate management and maintenance arrangements are in place for the public realm. Where provision is made for privately owned public space this should be managed in the same manner as public space, ensuring the space is inclusive and access is not unreasonably restricted. Management Plans will be required for Major development and other proposals with significant elements of public realm. Planning contributions and/or legal agreements may be used to secure the appropriate management of the public realm.

## Explanation

5.19 Public realm consists of all the publicly accessible space between buildings, whether public or privately owned. This includes elements of the transport network (such as pavements, streets and cycleways), amenity spaces (such as station forecourts, squares, play areas and open spaces) and internal spaces in buildings open to and frequented by the public (such as station concourses, shopping malls, markets and cultural facilities).

5.20 Public realm performs a key role in shaping the character of Lewisham's neighbourhoods and influencing the function of the buildings and spaces within them. It also factors significantly in the population's physical and mental health and wellbeing, and quality of life. This is because the public realm affects how people experience the Borough through their movements and daily activities. It also impacts on the opportunities available to people of all ages and abilities to lead healthy and active lifestyles.

5.21 It is important that the different elements of the public realm are not considered in isolation of each other or the people and places they support. Rather the public realm should be seen in a holistic way, as a series of connected routes and spaces that together help to form the urban and social fabric of the Borough. The public realm links Lewisham's places and neighbourhoods with one another, enabling people to access homes, jobs, community facilities, services and leisure and recreational opportunities, whether within the Borough or elsewhere.

5.22 The design of development should be informed by an understanding of how people currently use, or will be expected to use, the public realm. Placing people at the heart of the design process will help to secure inclusive and well-functioning spaces and places. Development should be designed and built to the human scale, for example, by integrating generous public realm treatments, building set-backs and articulations, active ground floor frontages and greening measures.

5.23 In addressing the public realm, development proposals should prioritise the movement of people by walking, cycling and the use of public transport, in line with the Healthy Streets Approach. This policy should therefore be read in conjunction with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Development proposals are also encouraged to refer to the Government's Manual for Streets guidance[42].

5.24 Public realm should be designed to reflect, reinforce and enhance the distinctive features of Lewisham's neighbourhoods that contribute to shaping local character and identity. Development should help to create welcoming, attractive, vibrant and healthy places where people have ample opportunity to relax, socialise and enjoy leisure pursuits at different times of the day, evening and night time and throughout the year. This is especially important within and around Lewisham's town centres, which are key focal points for civic and public life.

[42] The Department for Transport is updating its 'Manual for Streets' guidance and this will supersede the Manual for Streets (2007) and Manual for Streets 2 (2010).

5.25 Where appropriate, opportunities should be taken to make provision for adaptable space to support different types of activities, such as markets, and cultural and civic events. This is particularly for major development proposals or other developments incorporating or located adjacent to larger public open spaces, such as squares and station forecourts. Development should include, or be designed to enable connections to infrastructure to support these activities, such as electrical outlets and water.

5.26 All public realm should be designed to achieve high sustainability standards, with reference to other Local Plan policies. There are significant opportunities to incorporate urban greening and sustainable drainage measures within the public realm, which development proposals will be required to investigate and maximise.

5.27 Without proper management the public realm can deteriorate over time, compromising its function and amenity value. Development should be designed to prevent against the need for excessive site management requirements. For example, the use of durable materials, drought tolerant, perennial species for tree planting and other greening measures can provide a cost-efficient way to maintain public realm over the long-term.

5.28 It is imperative that the public realm supports inclusive neighbourhoods and communities. We will refuse development proposals that seek to place inappropriate controls on the public realm, such as for public access and use. It is recognised there may be a need for reasonable measures to address liability, public health and safety which will be considered on a case-by-case basis.

# QD4 **Building heights**

A Tall buildings are substantially taller than their surroundings and cause a significant change to the skyline. Within Lewisham Tall Buildings are defined as buildings which are 10 storeys or 32.8 meters measured from the ground level to the top of the building (including any rooftop equipment), or greater. Development proposals for tall buildings will be assessed against and must comply with London Plan policy D9 (Tall buildings) and the following:

B Tall buildings should only be developed in locations identified as appropriate for tall buildings on the Policies Map (i.e. Tall Building Suitability Zones). Development proposals for tall buildings outside of these zones will be resisted.

C Within those locations identified as appropriate for tall buildings, the maximum height of buildings shall not normally be more than:

a. 80.8 meters (25 storeys) to 151.2 meters (48 storeys) in Deptford / North Deptford
b. 52.0 meters (16 storeys) to 112.8 meters (35 storeys) in Lewisham Town Centre
c. 39.2 meters (12 storeys) to 64.8 meters (20 storeys) in Catford
d. 64.8 meters (20 storeys) to 96.8m (30 storeys) in Deptford Creekside
e. 32.8 meters (10 storeys) to 48.8 meters (15 storeys) in New Cross and New Cross Gate
f. 32.8 meters(10 storeys) to 39.2 meters (12 storeys) in Bellingham and Lee Green
g. 39.2 meters (12 storeys) to 52.0 meters (16 storeys) in Lower Sydenham / Bell Green proposed opportunity area.

Refer to figures 5.3 to 5.10 for further details.

D Development proposals for tall buildings will only be permitted where they are in a Tall Building Suitability Zone, align with the appropriate height ranges set out above and it is demonstrated that the development:

a. Will contribute to delivery of, and is not at odds with, the spatial strategy for the Borough;
b. Is of an exceptionally good design and architectural quality;
c. Is sensitive to the site's immediate and wider context with reference to Figure 5.2 (Tall Building Sensitivity Plan), including the distinctiveness of Thames Policy Area in line with Policy LNA4 (Thames Policy Area and Deptford Creekside);
d. Will not result in any unacceptable adverse visual, functional, environmental and cumulative impacts, with reference to the requirements of London Plan policy D9 (Tall Buildings);
e. Will make a positive contribution to the townscape and skyline;
f. Will not adversely impact on strategic and local views, vistas and landmarks, including strategic background views, with reference to Policy QD5 (View management);
g. Will preserve or enhance the significance of heritage assets and their setting; and
h. Provides a high quality public realm in line with Policy QD3 (Public realm and

Opposite: Lewisham Renaissance

connecting places). Where appropriate, development will be required to make provision for free to enter, publicly-accessible areas that are incorporated into the building.

E Development proposals for tall buildings should incorporate sensitively designed measures to ensure public safety at height such as barriers, rails and anti-climb equipment. These must be considered as part of the overall design-led approach and contribute positively to the skyline.

F Tall buildings must be delivered through a masterplan process in order to ensure that they are appropriately located, designed to a high quality standard and effectively managed over the lifetime of the development. The requirements for masterplans are set out in Policy DM4 (Masterplans and comprehensive development).

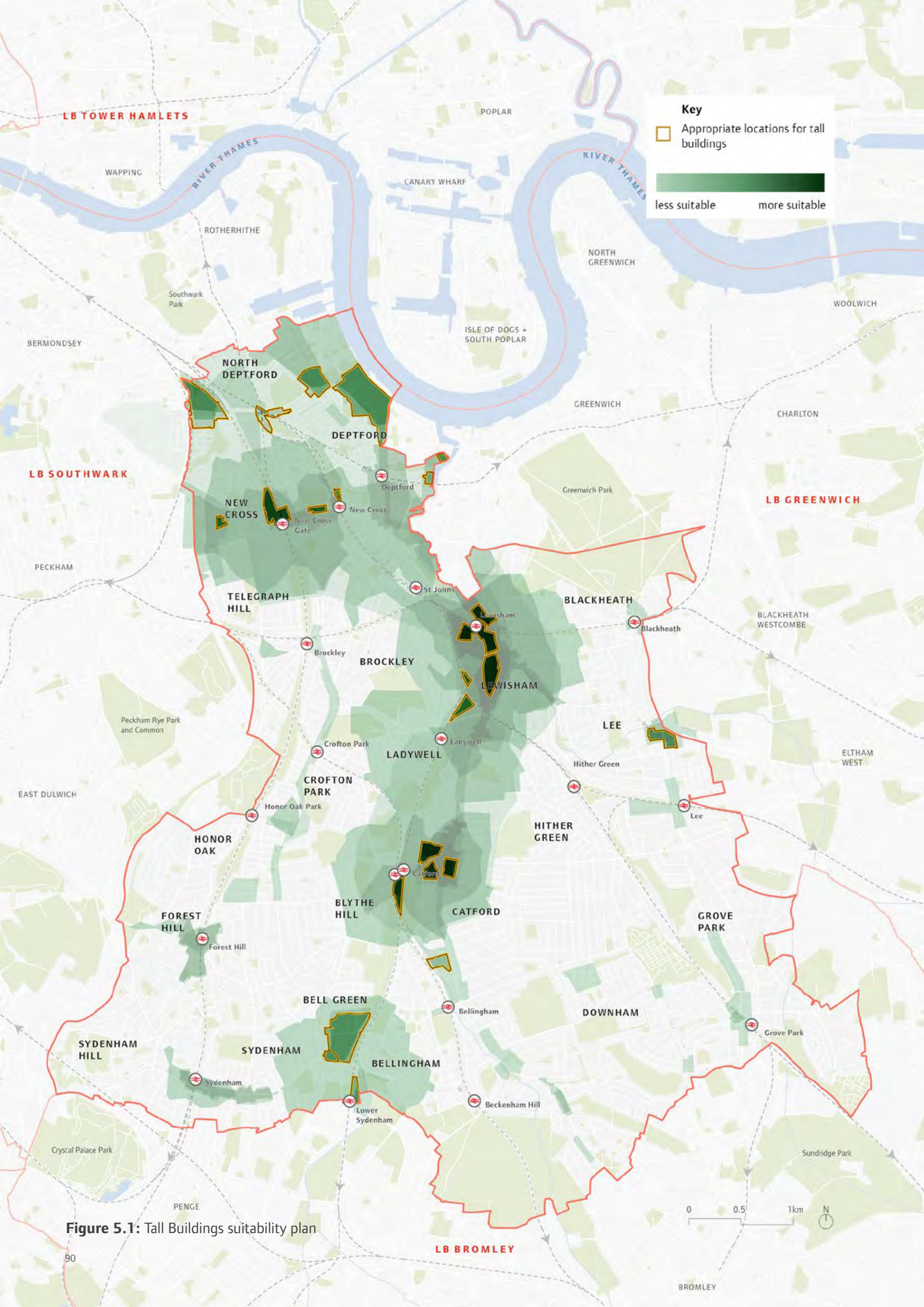


**Figure 5.1:** Tall Buildings suitability plan

## Explanation

5.29 In order to deliver the spatial strategy and meet local needs, such as for new housing, workspace and community facilities, it is imperative that development proposals optimise the capacity of sites. Well-designed and sensitively integrated, higher density development that responds positively to its local context can support Good Growth. Higher density development can be achieved through a wide range of site layouts and building forms and does not necessarily require tall or taller buildings.

5.30 Tall and taller buildings are prominent features that can have significant impacts on the London skyline, the character of townscapes and local neighbourhoods as well as the amenity of the population and natural environment. Buildings that are appropriately located and well-designed can help people to navigate through the Borough by providing reference points for wayfinding and emphasising the hierarchy of places. However where tall and taller buildings are inappropriately located and poorly designed they can have detrimental impacts. These impacts may include disruption to established views and vistas or landmarks, harm to heritage assets and their setting, disturbance to the character and visual amenity of streetscapes and townscapes, and the introduction of microclimate conditions such as wind tunnels. Poorly designed buildings can also adversely impact on community safety as well as the mental and physical health and wellbeing of the population.

5.31 Development proposals for taller buildings must demonstrate a clear understanding of, and respond positively to, the site context including heritage assets, their setting and the historical pattern of development. The reference point for the prevailing height of buildings will vary on a case-by-case basis, even within a neighbourhood. Not all existing tall or taller buildings will be appropriate references for new development. For example, some tower blocks built in the 1960s and 1970s detract from the historic character and townscape features within a neighbourhood and are therefore not suitable reference points. The cumulative impact of tall or taller buildings within a site or locality will also be an important consideration. Applicants are encouraged to refer the Lewisham Characterisation Study (2019) and where relevant Conservation Area Appraisals, Supplementary Planning Documents and Area Frameworks to develop an understanding of the site context. Design and Access Statements should clearly set out what features of the built and natural environment have been used as reference points to inform the development design and building heights.

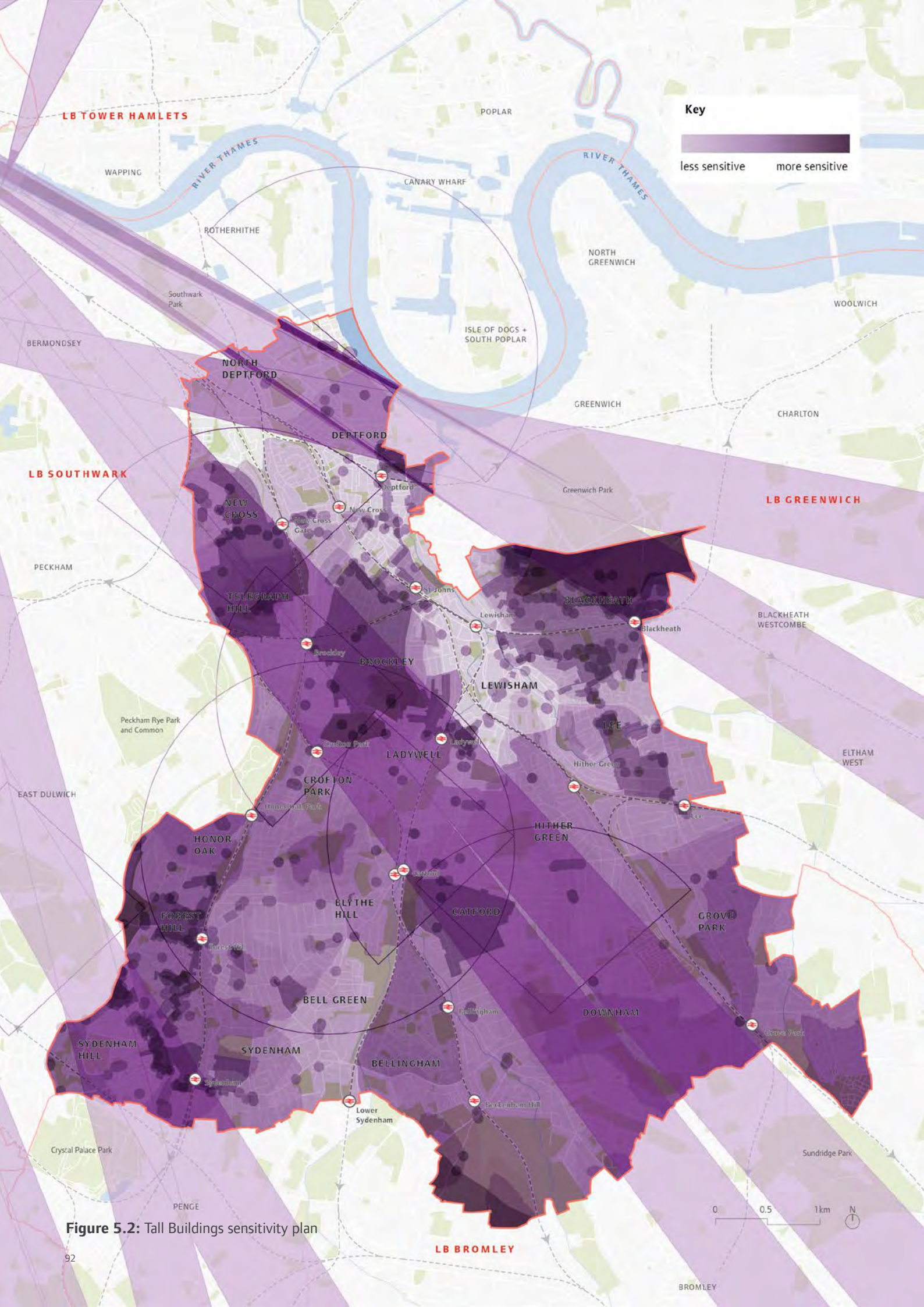


**Figure 5.2:** Tall Buildings sensitivity plan

5.32 There may be locations where the prevailing heights of buildings are expected to evolve over time. For instance, there are areas within Lewisham where the spatial strategy provides in-principle support for the sensitive intensification of neighbourhoods, including through the comprehensive redevelopment of sites. This includes Growth Corridors, Opportunity Areas, Growth Nodes and Regeneration Nodes. Furthermore, there may be consented developments that establish new land use and design principles and which will influence the existing character of a site or area once implemented.

5.33 The London Plan provides that tall buildings will play a role in supporting Good Growth across London. It directs the Local Plan to identify locations where tall buildings may be an appropriate form of development and to set a local definition for tall buildings[43]. This policy helps give effect to the London Plan. The Policies Map designates Suitability Zones for tall buildings (also shown in **Figure 5.1**, **Figure 5.3 to Figure 5.10** and **Table 21.12**). This must be read together with part C of the policy above which provides the recommended maximum building heights. The zones and heights have been informed by the Lewisham Characterisation Study (2019), Lewisham Tall Buildings Study (2020) and Tall Buildings Study Addendum (2022). Whilst Suitability Zones have been identified this does not mean that tall buildings are automatically acceptable within them or that the maximum building heights are appropriate in every instance. Although maximum heights are provided for each for the Tall Building Suitability Zones, proposals will still be expected to include robust design justifications for the heights proposed, including testing in key views.

[43] London Plan (2021) policy D9 (Tall buildings) provides that tall buildings should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey.

5.34 Development proposals will be considered on a case-by-case basis taking into account their impacts on an individual site level and cumulatively in combination with other existing, consented and planned tall and taller buildings. Impacts include those in the building's immediate vicinity, surrounding area and elsewhere in London. Development proposals should refer the Tall Building Sensitivity Plan (**Figure 5.2**) early in the design-led approach to understand site-specific sensitivities and development constraints. The Council will normally employ the use of graphic 3D modelling to assess development proposals, such as enabled by VU.CITY software, and applicants will be required to submit technical information to support this analysis.

5.35 Development proposals for tall buildings will also be assessed in accordance with London Plan policy D9 (Tall buildings). Proposals must include a sufficient level of information to demonstrate that potential impacts have been suitably identified and adequately addressed. Development proposals will be refused where they will result in an unacceptable visual, functional, environmental and/or cumulative impact. Development proposals for building heights that depart from the parameters set by the Local Plan will be considered having regard to relevant material considerations. In such circumstances a wider public benefit must be demonstrated to justify the design of the development.

5.36 The Maritime Greenwich World Heritage Site, Thames Policy Area and London View Management Framework views are important considerations for tall and taller buildings. There are riverside locations within the Borough that have been identified as being potentially sensitive to tall buildings[44]. The Maritime Greenwich World Heritage Site Buffer Zone is considered inappropriate for tall buildings. Tall buildings can also adversely impact on biodiversity and developments should therefore be appropriately sited and designed to avoid shading or casting light spill on Sites of Importance for Nature Conservation.

44 Important Views and Tall Buildings: Maritime Greenwich, A World Heritage Site. Greenwich World Heritage Site Coordinator. 2006.

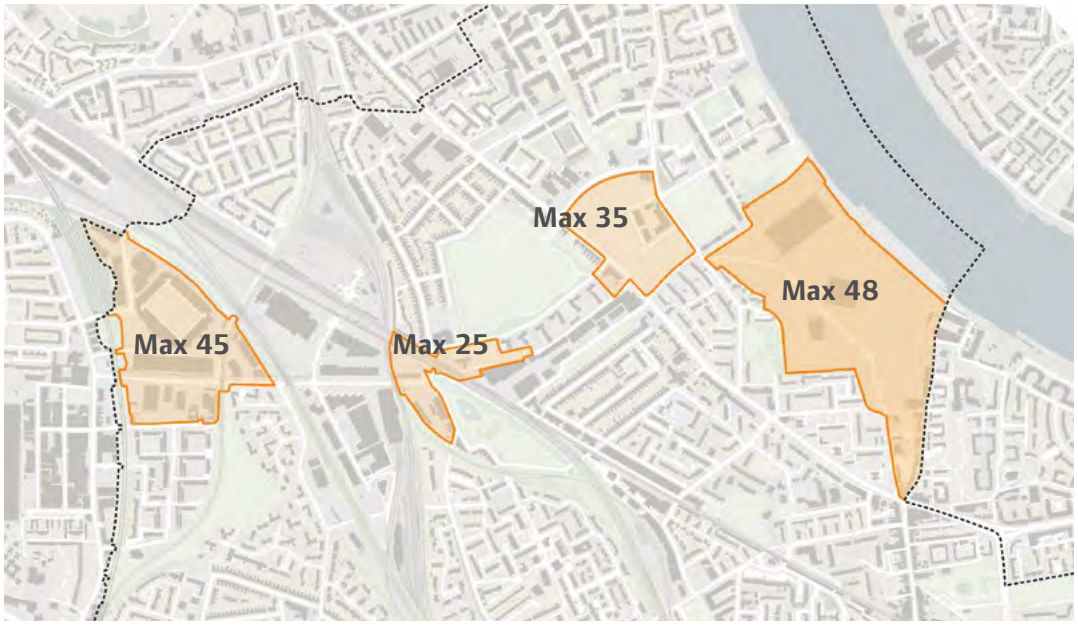


**Figure 5.3:** North Deptford tall building suitability zones

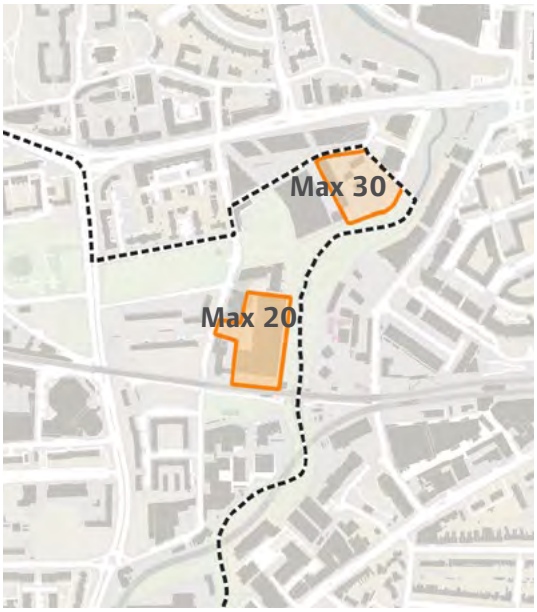


**Figure 5.4:** Deptford Creekside tall building suitability zones

**Figure 5.5:** Lewisham tall building suitability zones

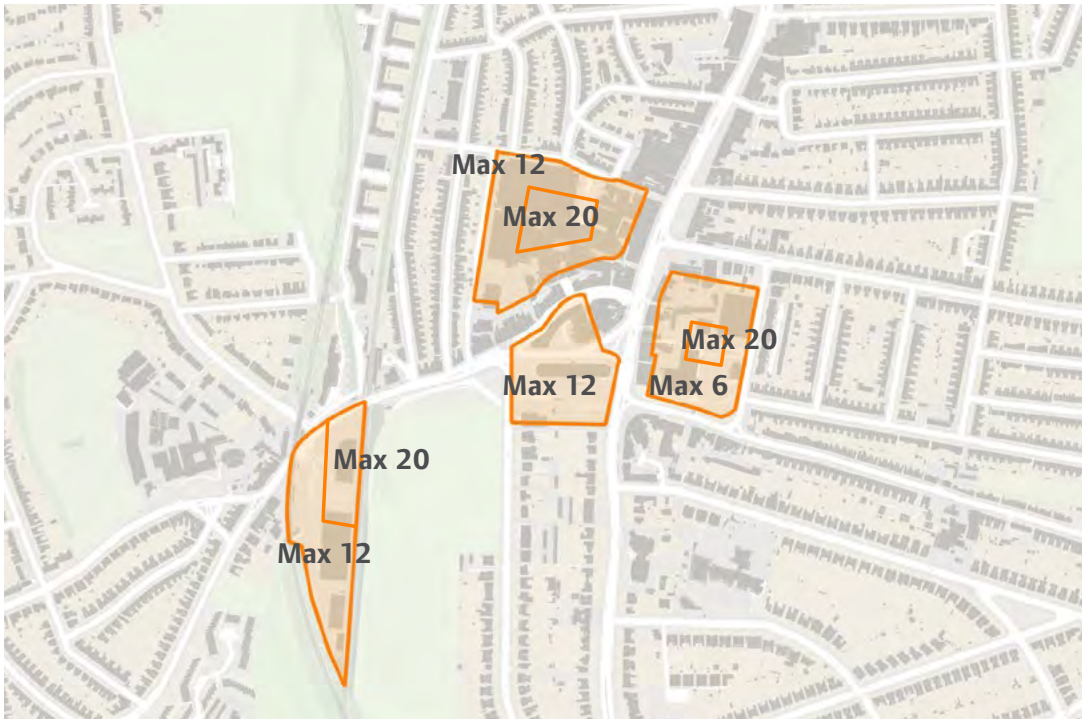


**Figure 5.6:** Catford tall building suitability zone

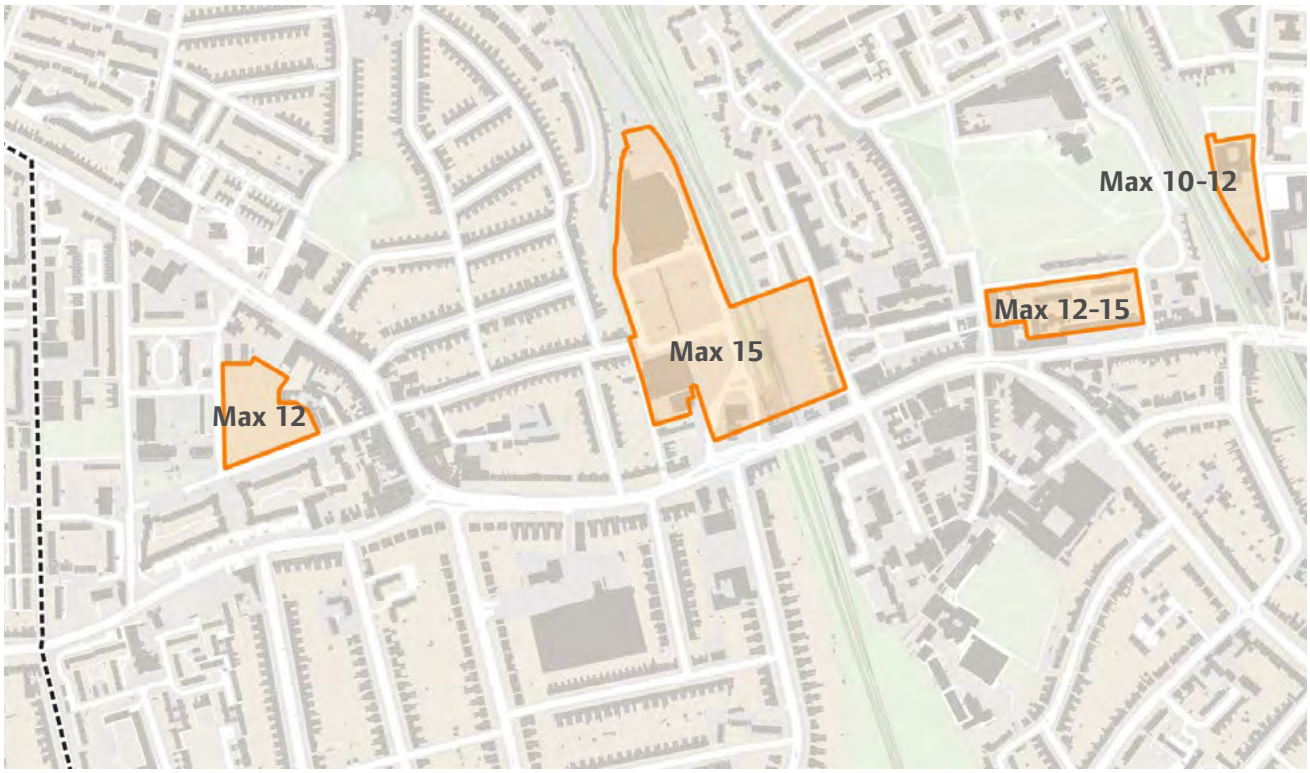


**Figure 5.7:** New Cross and New Cross Gate tall building suitability zones

**Figure 5.8:** Bellingham tall building suitability zone

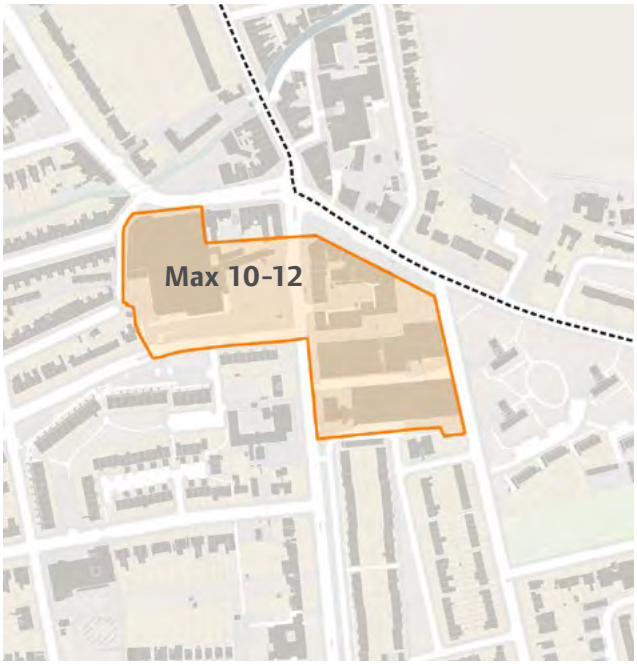


**Figure 5.9:** Lee tall building suitability zones

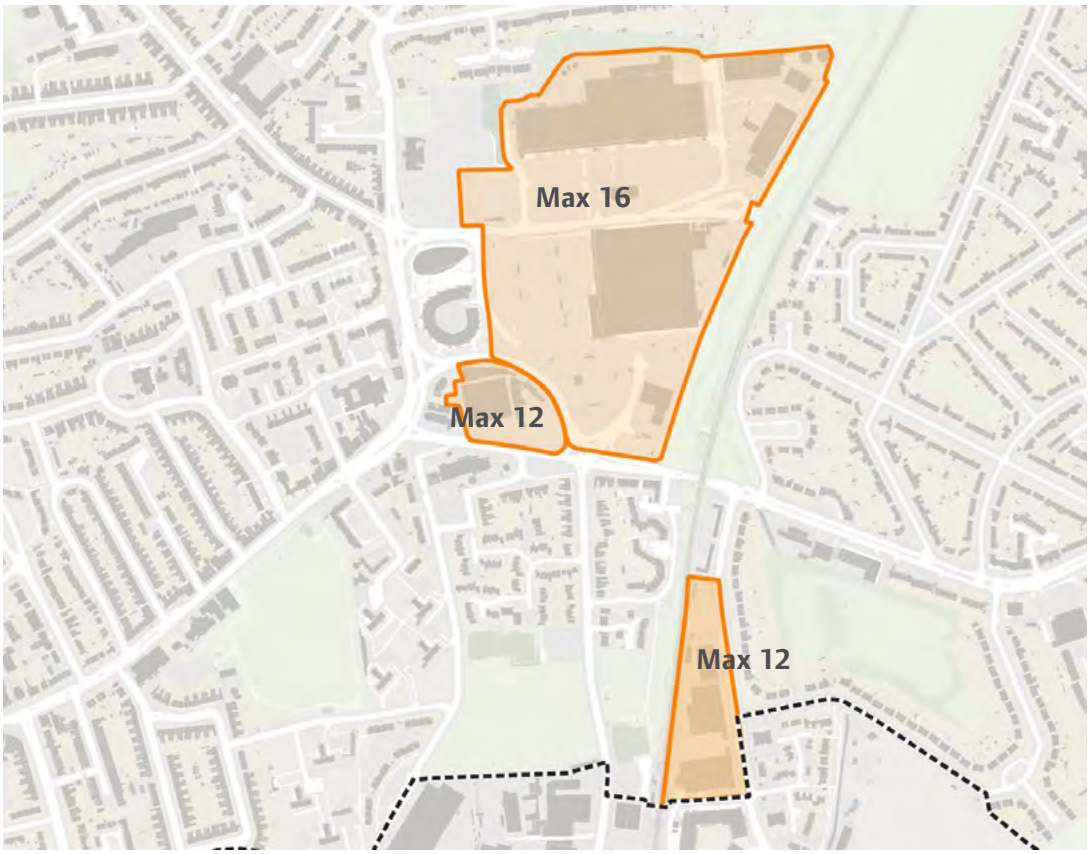


**Figure 5.10:** Bell Green / Lower Sydenham tall building suitability zone

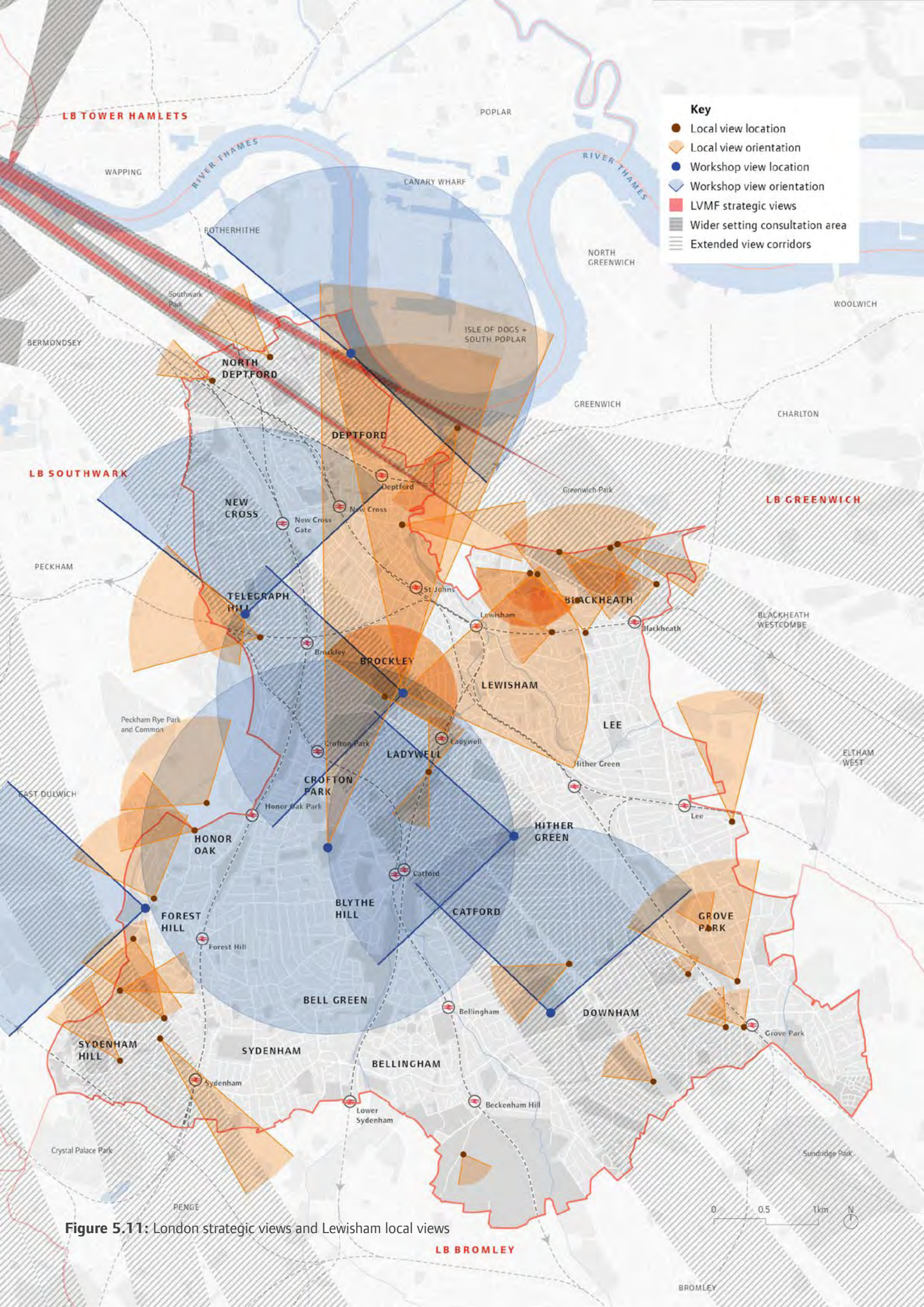


**Figure 5.11:** London strategic views and Lewisham local views

# QD5 **View management**

A Strategic views include significant buildings, urban landscapes and riverscapes. There are a number of strategic views including London Strategic Views and Lewisham Local Views which help to define the character of London and contribute to the Borough's local distinctiveness. These strategic views, including their Protected Vistas, will be managed positively in line with the London Plan and its associated London View Management Framework.

B Local Landmarks within the Borough are strategically important to Lewisham's distinctiveness. Designated Local Landmarks, along with the vistas towards these, will be managed positively.

C Development proposals must not harm and, wherever possible, seek to make a positive contribution to the characteristics and composition of London Strategic Views and Lewisham Local Views, including their protected vistas and landmark elements. Development proposals should also seek to preserve or where possible enhance a viewers' ability to recognise and appreciate the landmark elements within these views.

D Development proposals affecting London Strategic Views, Lewisham Local Views and Local Landmarks will be assessed having regard to their contribution to preserving and enhancing local distinctiveness and:

a. The need to ensure there is no detrimental impact on the foreground, middle ground and background of the designated view; and
b. Compliance with the principles and policies for managing views set out in London Plan Policies HC3 (Strategic and Local Views) and HC4 (London View Management Framework).

E Development proposals should use the design-led approach to explore opportunities to enhance public access to viewing locations within the Borough and to create new local views and vistas, particularly where the comprehensive redevelopment of sites is proposed.

# Explanation

5.37 There are a number of views that make an important strategic contribution to the distinctiveness and character of Lewisham and London. These views help to define the form of the city. They also help to shape people's sense of place, particularly as the views provide corridors that lead to or reveal important landmarks, townscape and landscape features. A positive approach to managing these views and landmarks over the long term is important, particularly given the increasing pressure to accommodate growth and new development within the Borough.

5.38 The London Plan identifies and includes policies to protect London Strategic Views which include significant buildings, urban landscapes and riverscapes that help to define London at a strategic level. There are two such strategic views traversing Lewisham. These are the 'London Panoramas' from Greenwich Park (General Wolfe's Statue) to Central London and Blackheath Point to Central London (the dome of St Paul's Cathedral). The London Plan sets policies f for managing these strategic views, with further guidance included in the Mayor's London View Management Framework (LVMF) SPG, which development proposals should refer as appropriate. It is imperative that these panoramic views of London, and the key landmarks within them, are not compromised by new development and that people can continue to experience and enjoy them.

5.39 There are also a number of important Lewisham Local Views that warrant protection and positive management. In addition, a number of Local Landmarks have been designated because they add to the distinctive character and quality of the the Borough and provide points of visual interest.

Protected view from Blythe Hill Fields

These Local Views and Landmarks are listed in **Figure 5.11** and Part 5 of the Local Plan.

5.40 Development proposals that are likely to affect London Strategic Views, Lewisham Local Views and Local Landmarks will be considered against the principles and policies for managing views in the London Plan. This includes consideration of impacts on the foreground, middle ground and background of the designated view and landmark features. In addition, proposals will be considered against relevant Local Plan policies that seek to protect and enhance Lewisham's distinctive local character. Applicants are encouraged to refer the London View Management Framework SPG and the Council's Local Plan evidence base, including Conservation Area Appraisals and the Lewisham Characterisation Study (2019).

5.41 Development proposals should seek to enhance public access to viewing locations through public realm improvements. Opportunities should also be taken to create new local views and vistas. Proposals for major development, including where multiple sites are to be brought forward comprehensively, present particular opportunities to enhance views. Consideration should be given to the layout, orientation and height of buildings and spaces to enhance existing viewing corridors, or introduce new ones, to help reveal townscapes and landmarks. Development proposals should also maximise the visual amenity provided by watercourses in the Borough.

5.42 The Council is required to consult the London Mayor where buildings are proposed in an area which may affect a Protected Vista, and where they are beyond the areas currently designated as Wider Consultation Area in the London View Management Framework SPG. Development poroposals sited in the background of a Protected Vista must have regard to the impact of the development on the view so that it does not harm the setting of the Protected Vistas, whether the proposal falls inside the wider setting consultation area of a protected vista or not. The Mayor of London has produced a map for indicative purposes showing the extensions to the background of the Protected Vistas.

Protected view from Hilly Fields

# QD6 **Optimising site capacity**

A Development proposals must use the design-led approach to make the best use of land and optimise the capacity of a site, with reference to Policy QD1 (Delivering high quality design in Lewisham).

B To establish the optimum capacity of a site consideration must be given to the appropriate development density having regard to:

a. The type and nature of uses proposed;
b. The site context, with reference to the site's immediate and surrounding area, taking into account:
   i. Location setting;
   ii. Local distinctiveness and character, including heritage assets, with consideration given to the prevailing and/or emerging form and proportion of development in the area;
c. Public Transport Access Levels, taking into account current levels and future levels expected to be achieved by the delivery of planned public transport infrastructure; and
d. Capacity of infrastructure to support the land uses and density proposed, having regard to the individual and cumulative impacts of development.

C Development parameters for specific sites are set out in this Local Plan (Part 3 - site allocations). Where development proposals do not accord with the indicative capacity set out in a site allocation policy, they will only be supported where it is clearly demonstrated the optimal capacity will be achieved, having regard to (A) and (B) above.

Opposite: Hazelhurst Court (Levitt Bernstein)

## Explanation

5.43 The delivery of Good Growth will necessitate that new developments use the Borough's limited supply of land effectively and efficiently, whilst improving the quality of places and spaces that people inhabit and use, along with the natural environment.

5.44 Development proposals must demonstrate how they will deliver the optimum capacity of a site. The optimum capacity is one that is derived through careful consideration of density taking into account the site's local character, the types of uses proposed, access to public transport and the infrastructure available to support the development. The optimum capacity is not the maximum capacity or density. Development proposals should provide evidence of an options appraisal, undertaken at the early stage of the design process, which demonstrates the approach to achieving the optimum capacity. This requirement may be applied flexibly taking into account the location, nature and scale of development. For instance, for householder and other smaller developments a planning statement may be sufficient.

5.45 Development proposals must demonstrate an understanding of a site's contribution to local character. This includes the historical pattern of development along with the existing and emerging character of the locality. The Lewisham Characterisation Study should be referred at the early stage in the design-led approach. It is a useful starting point for considering densities and provides an indication of those areas where new development should focus on reinforcing the established urban form and fabric, as well as those that may be more receptive to gradually managed change or transformation.

5.46 The spatial strategy requires that new and higher density development is focussed within and around well-connected locations. Proposals must demonstrate how they have responded to accessibility, referring the latest Public Transport Access Level (PTAL) maps (published by TfL), and also assessing opportunities walking and cycling, including those that could be delivered by the development itself.

5.47 Development proposals should address both existing and future PTALs taking account of planned improvements to the network of transport infrastructure. The phasing of development will need to be carefully managed, especially where infrastructure is planned but not yet implemented. This will be a particularly important consideration in Lewisham's Central and South areas, where the delivery of the Bakerloo line extension will drastically improve PTALs over the long-term (see Part 3 of the Local Plan). Policies TR1 and TR2 set out further details in this regard.

5.48 The introduction of new, higher-density development within an area may put pressure on existing facilities and infrastructure or create additional demands. Development proposals should therefore assess and plan positively for infrastructure needed to support the densities sought. This includes but is not limited to transport, community, green and other environmental infrastructure. Planning contributions and/or legal agreements may be used to secure infrastructure.

5.49 The optimum capacity of a site should informed by the nature and mix of uses proposed. Residential-led schemes will generally be supported where density levels are appropriate to the local context and they deliver high quality and genuinely affordable housing. Commercial and industrial developments should seek opportunities to intensify uses on employment sites to deliver more jobs and new workspace. Mixed-use schemes will require careful consideration of amenity for all users and activities.

5.50 To support the delivery of Good Growth, and ensure densities are appropriate to their location, we will prepare planning guidance for specific areas. This includes the Catford Town Centre Framework and the A21 Development Framework. The Small Sites SPD provides guidance to support the sensitive intensification of residential and other areas.

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# QD7 **Amenity and agent of change**

A Development proposals must clearly demonstrate how noise and other nuisances will be mitigated and managed.

B Development proposals must comply with the Agent of Change principle in accordance with the London Plan.

C Development proposals must use the design-led approach to protect and wherever possible enhance amenity whilst ensuring no unacceptable adverse impact on amenity, both for users of the development and those properties likely to be affected by the development, by ensuring:

a. Appropriate provision of privacy is made, ensuring development does not result in unreasonable levels of overlooking;
b. Adequate provision for outlook, and demonstrate how this has been optimised;
c. Adequate levels of ventilation, daylight, sunlight and open aspects including provision of private amenity space where appropriate;
d. New noise sensitive development is sited away from existing noise generating uses and activities, or where this is not possible, providing adequate separation and acoustic design measures;
e. Green and open spaces are maintained as tranquil and quiet areas; and
f. Development does not prejudice the use of playing fields.

D A Noise Impact Assessment and/or Vibration Impact Assessment must be submitted with applications for developments likely to involve a significant noise or vibration generating use.

**Artificial lighting**

E Development proposals must be designed to mitigate and manage light pollution by ensuring that lighting is:

a. Appropriate for its purpose in its setting; and
b. Designed and operated to minimise and control the level of illumination, glare, angle and spillage of light, particularly to protect sensitive receptors such as residential properties and natural habitats, including water habitats.

**Energy efficient.**

F Development proposals adjacent to the River Thames must ensure that artificial lighting will not have an adverse impact on river navigation.

G Development proposals should seek opportunities to enhance the function, safety and appearance of the public realm through sensitively integrated external lighting, where appropriate, having regard to (E) above.

**Considerate construction**

H All new developments must make reasonable efforts to mitigate and manage traffic generation along with noise and other nuisances during the construction phase. Applicants and/or developers are encouraged to register with the Considerate Constructors Scheme or equivalent. Major development proposals must submit a Construction Method and Management Plan.

Opposite: Timberyard Deptford

## Explanation

5.51 It is important that new development contributes to the delivery of high quality and healthy living environments that people can enjoy without disturbance.

5.52 The London Plan establishes the Agent of Change principle. This places the responsibility for mitigating the impact of noise on new development. This means that where new developments are proposed close to existing noise generating uses, they must be designed to protect the new occupiers from noise impacts. As well, where new noise generating uses are proposed close to noise sensitive uses the responsibility will be on the new use to ensure the building or activity is designed to protect the existing residents or uses from noise. Whilst the Agent of Change principle deals predominantly with noise it also addresses other nuisances including vibration, odour, fumes, dust, artificial light and site waste. When considering the impact of new development, we will apply the Agent of Change principle in accordance with the London Plan.

5.53 Development must protect and wherever possible enhance local amenity using the design-led approach. Careful consideration should be given to site selection along with the layout, design, construction and operation of buildings and spaces, including the public realm, at the early stage. Applications must provide a sufficient level of information to demonstrate that potential impacts have been identified, assessed and avoided or appropriately mitigated. Where there will be ongoing and future management of mitigation measures, these may be secured by planning obligations or legal agreements. Proposals that are likely to cause unreasonable harm to the amenity of users of the development or occupants and uses in neighbouring properties will be refused.

5.54 For new housing or other development near residential properties, proposals must ensure provision of adequate daylight, sunlight, outlook and privacy. Development should not cause significant or unreasonable harm in terms of overshadowing or overlooking. Proposals will be expected to take account of existing and proposed future uses, for example, by considering land use principles established by unimplemented planning consents, masterplans or site allocation policies.

5.55 Proposals will be expected to submit a Noise Impact Assessment and/or Vibration Impact Assessment where sites are located in high-noise areas or where a new development is likely to generate significant noise or vibration. This will enable the consideration of how the existing noise environment affects any proposed noise sensitive development and the potential impact that new noise generating development will have on the local area.

5.56 The Council's Good Practice Guide: Control of Pollution and Noise from Demolition and Construction Sites has been prepared to assist developers and their contractors in ensuring that they carry out their works in the most considerate manner. Transport for London also provides standing guidance on the Construction Logistic Plan required for major developments and the assessment of traffic movements, which applicants are encouraged to refer.

5.57 Noise generating cultural and community venues (such as theatres, concert halls, pubs and live music venues) should be protected for the benefit of the wider community and the local economy. Development proposals in the vicinity of these types of facilities must be designed to ensure such uses remain viable, can operate without the threat of closure due to noise complaints and can continue to operate as they are without licensing restrictions. This is particularly important in Lewisham's town centres, Cultural Quarters and the Creative Enterprise Zone.

5.58 We will seek to protect open spaces as tranquil havens with positive soundscapes where people can interact with the natural acoustic environment, including natural sounds, animal vocalisation, weather, water and river flows. Development proposals should recognise and respond positively to the value of tranquil and quiet areas. Opportunities should be taken to protect and enhance these environments for the benefit of the local community and biodiversity.

**Artificial lighting**

5.59 Artificial lighting can make a positive contribution to the quality of places. For example, it can help to ensure a safe and legible environment for walking and cycling; extend opportunities for leisure, sport and recreation by enabling evening and night-time use of facilities; and enhance the appearance of buildings and townscapes. If not appropriately managed however, artificial lighting has the potential to become light pollution which can present physiological, ecological and other environmental issues.

5.60 Details of lighting schemes should be in line with the latest industry guidance published by the Institute of Lighting Professionals. Proposals should take into account that Lewisham, on the whole, falls within Zone 3 Medium District Brightness Areas. However this will need to be established on a case-by-case basis as there are variations in localities, for example, in Lewisham Town Centre where Zone 4 may apply. Residential development proposals should seek to achieve the 2-LUX standard.

5.61 Development should provide sensitively integrated lighting within the public realm to contribute to safe and attractive environments. Proposals will need to address the potential adverse effect of lighting on amenity and biodiversity, including water habitats. Lighting from new buildings must be designed and positioned in a way that minimises floodlighting. Where public areas need to be lit close to green and water spaces, careful positioning of light sources will be required, with the beam directed away from sensitive areas such as trees and rivers. The use of time or movement sensitive lighting is encouraged to support benefits to biodiversity and energy conservation.

5.62 This policy is separate from statutory artificial lighting nuisance controls relevant to the Clean Neighbourhoods and Environment Act 2005 and Environmental Protection Act 1990.

# QD8 **High quality housing design**

A High quality design is integral to ensuring housing that meets the diverse and changing needs of Lewisham residents over their lifetimes. All development proposals for housing must ensure provision for adequately-sized rooms and living spaces, comfortable and functional layouts and well-integrated amenities. This includes development proposals for new-build housing, changes of use, alterations and extensions.

B Development proposals for housing must meet, and wherever possible seek to exceed, the housing standards set out in the London Plan, including the minimum standards for:

a. Private internal space, having regard to:
   i. Internal floor area and built-in storage area;
   ii. Bedroom size;
   iii. Ceiling height
b. Private outside space, having regard to:
   i. Outside space adequate for the intended number of occupants;
   ii. Minimum depth and width of balconies or other private outdoor spaces;
c. Communal amenity space; and
d. Children's play space, having regard to Policy CI 3 (Play and informal recreation).

C Development proposals for housing must address the qualitative design aspects set out in the London Plan Policy D6 (Housing quality and standards) and corresponding Table 3.2 within the London Plan, covering the detailed considerations for:

a. Layout, orientation and form;
b. Outside amenity space; and
c. Usability and ongoing maintenance.

D Development proposals for housing must be designed to be inclusive, accessible and safe to all, with reference to Policy QD2 (Inclusive and safe design).

E Development proposals for housing must be designed to protect and enhance amenity of building occupants, as well as that of adjoining site users and uses, in line with Policy QD7 (Amenity and agent of change). They must ensure adequate provision of natural light with reference to the latest Building Research Establishment (BRE) good practice guidance, currently BR209: Site layout planning for daylight and sunlight, or suitable equivalent.

F Development proposals for housing must be designed to be 'tenure blind' and 'tenure neutral' to ensure that houses across all tenures are indistinguishable from one another in terms of quality of design and materials, space standards, access and amenity provision. Further details on 'tenure neutral design are set out in Policy QD2 (Inclusive and safe design).

G Development proposals for housing must maximise the provision of dual aspect dwellings. Proposals for single aspect dwellings, particularly north facing dwellings will be resisted and only be permitted where it can be suitably demonstrated that the development will provide a more appropriate design solution than a dual aspect dwelling, having particular regard to:

a. Site or building size, layout and orientation;
b. Outlook for occupiers;
c. Microclimate management including for heating, cooling and ventilation; and
d. Amenity including adequate privacy and protection against exposure to odour, noise, light and air pollution.

Opposite: Heathside and Leathbridge Amenity Space (BPTW)

## Explanation

5.63 Everyone should have access to a decent and secure home that is adaptable to one's changing needs over their lifetime. All new housing development, irrespective of tenure, must be designed to a high quality standard in order to meet the diverse needs of Lewisham's resident population, taking into account those who choose to live independently, families (including with children) and others sharing accommodation, and those requiring managed support or care. This includes new build housing, the alteration or extension of existing housing units, and the conversion of other buildings into housing.

5.64 The quality and standard of housing is a key issue in Lewisham. One in four residents now live in the private rented sector, which is double that of 15 years ago. We estimate that a quarter of private rented properties are non-decent. As further evidence, between January 2015 and October 2018 the Council received over 2,000 complaints about the condition of private rented properties. We inspected all these properties and found around half of them had poor energy efficiency (rating of D or below). Whilst the proportion of social housing units meeting the Decent Homes standard increased from 41% to 94% in the ten years from 2007, the Council's own research suggests private sector housing is not achieving the same level of standards[45].

5.65 We will apply the London Plan space standards when considering housing proposals (including for internal and outside space, communal amenity space and children's play space). We will also have regard to the qualitative design aspects set out in London Plan Policy D6, along with other Local Plan policies. Applicants are advised to refer the London Plan for further details. Development proposals must meet and should seek to exceed the minimum standards.

5.66 Development proposals must support mixed and inclusive neighbourhoods and communities by ensuring that housing of all tenure types are designed to a high quality standard and well-integrated, both within the site and neighbourhood. Housing must be designed to be 'tenure blind' so that affordable housing buildings and units are similar to market housing in design quality, including external appearance, with entrances and access routes that promote social inclusion. Communal amenity spaces must be accessible to all residents of the development, regardless of tenure.

[45] Lewisham Housing Strategy 2020-2026. Lewisham Council

5.67 Dual aspect dwellings with opening windows on at least two sides have many benefits for the amenity of building occupiers, including for daylight, outlook and natural ventilation. Single aspect dwellings do not offer the same benefits, particularly for natural ventilation, which is problematic in terms of climate change adaptation. Single aspect dwellings should be avoided where they are north facing, contain three or more bedrooms, or exposed to noise and air pollution levels above which significant adverse effects on health and quality of life occur. The design of single aspect dwellings must demonstrate that all habitable rooms and the kitchen are provided with adequate passive ventilation, privacy, daylight and outlook, and that the unit's microclimate will be appropriately managed.

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# QD9 **Building alterations, extensions and basement development**

A Development proposals for building alterations, extensions and basements must be designed to a high quality standard and have regard to the Council's Alterations and Extensions SPD.

B Development proposals for building alterations and extensions will only be supported where they:

a. Respect and complement the form, proportion, setting, period, architectural characteristics and detailing of the original building and the site;
b. Use high quality, durable and matching or complementary materials;
c. Maintain and wherever possible enhance, and do not adversely impact on, the architectural integrity of a group of buildings as a whole, or cause an incongruous element in terms of the important features of an area's character; and
d. Do not adversely impact on, or result in the loss of, the amenity of neighbouring properties, including back gardens.

C Innovative and contemporary designs will only be supported where they are of an exceptional design quality and comply with (B) above.

D Roof extensions on the street frontage of a building, particularly within predominantly residential street, should be avoided in favour of extensions to the rear of the building. Development proposals for roof extensions on the street frontage will only be supported where it is demonstrated that there is a clear design rationale, a design options appraisal has been undertaken that demonstrates an extension to the rear of building is not feasible or appropriate, and other policies are satisfied.

E Residential extensions should retain an accessible and functional private garden area which is appropriate in size in relation to building and the intended number of occupants of the dwelling. Development proposals should seek to retain 50 per cent of the original garden area.

F New units or rooms created by a residential alteration or extension must ensure adequate living and amenity space for all intended occupiers.

**Basement development**

G Proposals for basement development must include a Basement Impact Assessment.

H Basement development will only be permitted where it can be suitably demonstrated that the development:

a. Is sensitively integrated into the site, proportionate to host building (including the original building in the case of a basement extension) and avoids harm to local and historical character;
b. Will not adversely impact on the structural stability of the host building, neighbouring properties, infrastructure and the public realm, taking into account local geology;

Opposite: Mews restoration - David Chatfield and Green Tea Architects

c. Will not result an increase to flood risk whilst ensuring users of the development will be safe from all sources of flooding.
d. Will not adversely impact on the natural environment; and
e. Will not adversely impact on the amenity of neighbouring properties on occupation and use, and minimise impacts on amenity during construction.

I Proposals for residential basement development extending beneath the garden area must demonstrate that:

a. There will be no loss of or harm to trees of value, including amenity and townscape value,; and
b. The development will maintain adequate soil depth satisfactory for landscaping, taking into account impacts on and requirements of neighbouring properties.

J Development proposals for basements including habitable rooms for housing, or other sensitive uses, must ensure safe access and egress for all likely users of the development.

K Development proposals for basements including toilets, bathrooms or other waste outlets must install an appropriate pumped device to protect occupiers and the property from sewer flooding.

**Light wells**

L Development proposals for light wells must respect the architectural and historical character of the host building and its wider setting, and not adversely impact on the amenity of neighbouring properties. Light wells should be sensitively integrated and designed to avoid the loss of amenity space, including garden land. Proposals that will result in an excessive or harmful loss of amenity space will be resisted.

# Explanation

5.68 All new building extensions, alterations and basement developments must be designed to a high quality standard. Where this type of development is poorly designed and built it can have an adverse impact on local character, particularly on buildings of historic interest or within established residential areas, including Conservation Areas and Areas of Special Character. The Council's Alterations and Extensions SPD (2019) should be referred as appropriate. This guidance document sets out clear principles and guidelines to help householders and others to deliver high quality developments.

5.69 Extensions to residential buildings should normally be subordinate in scale to the original building. This is in order to ensure that new development does not dominate existing and well-established features of the building or setting, or result in disproportionate additions that detract from local character. Alterations and extensions must also respect the architectural qualities and coherence of the urban grain, for example, by taking into account the distinctive qualities of blocks or terraces of buildings and responding to their established uniformity.

5.70 Innovative, high quality and creative contemporary designs should carefully consider the architectural language and integrity of the original building and its setting, and avoid awkward jarring building forms that detract from local character.

**Basement development**

5.71 Basement developments are becoming an increasingly popular way for householders to adapt their homes to changing lifestyles and needs, for example, to create more amenity or living space. Not all new basements will require planning consent owing to permitted development rights. Where planning permission is required, proposals will be assessed against the Local Plan policies. Consideration must be given to impacts on structural stability of the host building and adjoining properties, as well as to any environmental impacts that are likely to arise from the development. These matters must be addressed through a Basement Impact Assessment (BIA) to be submitted at the application stage. The BIA must be carried out by a suitably qualified and recognised independent assessor and paid for by the applicant. Proposals will be refused where it cannot be demonstrated that harmful impacts will be avoided or appropriately mitigated. Impacts on amenity should be minimised as much as reasonably practical during construction. Depending on the nature and scale of development a Construction Management Plan may be required, and this will be secured by condition or legal agreement.

**Light wells**

5.72 Light wells can enhance the amenity of a building's users and occupiers. Careful consideration is required to ensure new light wells do not have an adverse impact on amenity, including nuisance caused by light pollution. Light wells should not result in an excessive or harmful impact on amenity space, including garden land. We will resist proposals that will result in a significant loss of amenity space, taking into account the amount and quality of amenity space on site.

# QD10 **Infill and backland sites, garden land and amenity areas**

A Development proposals on infill and backland sites, garden land (including back gardens) and amenity areas will only be acceptable where:

a. The use is appropriate to the site and will not result in an unreasonable adverse impact on the amenity of neighbouring land uses and properties, including their rear gardens;
b. The requirements for Neighbourhood Open Space are adequately addressed, where relevant, with reference to Policy GR3 (Open Space); and
c. The development has a clear urban design rationale, having regard to the Council's Small Sites SPD.

B Where the requirements of (A) above are satisfied, development proposals must:

a. Be of a high quality design and respond positively to the site context and local character, including historical character;
b. Be sensitively integrated into the site, including by responding to the sizes and proportions of adjoining and neighbouring buildings, as well as the spaces between buildings;
c. Retain trees and integrate high quality landscaping, in line with Policy GR5 (Urban Greening and Trees);
d. Ensure safe and convenient access for all users of the development; and
e. Make adequate arrangements for servicing the building and site.

**Infill sites**

C Development proposals within street frontages and on street corners will only be supported where they:

a. Make a positive contribution to local character, including historical character; particularly by responding to the distinctive character of the street and street frontage;
b. Maximise opportunities to repair harmful breaks, or the appearance of buildings, which detract from the character of the street frontage;
c. Are sensitively integrated into the street frontage, including by respecting the proportions and spaces of and between existing buildings; and
d. Retain appropriate garden space for adjacent residential properties.

**Backland sites**

D Development proposals on backland sites will only be supported where they:

E do not introduce gates or other design features that unnecessarily restrict or prevent public access to or through the site.

**Garden land (including back gardens)**

F Garden land makes an important contribution to the character and amenity of Lewisham's neighbourhoods, and often has biodiversity value. The use of garden land for new development should therefore be avoided.

Opposite: Infill development in Forest Hill

G Development proposals that will result in the loss of garden land, including private back gardens, will be strongly resisted. This includes the development of back gardens for separate dwellings in perimeter forms of housing. The loss of garden land will only be considered acceptable in exceptional circumstances where:

a. The proposal is for comprehensive redevelopment of a number of whole land plots; and
b. The requirements of (A) and (B) above are satisfied.

**Amenity areas**

H Development proposals on amenity areas of landscaped open space adjoining existing residential buildings will only be supported where they:

a. Repair, reinstate or re-provide active street frontages;
b. Retain existing private garden space; and
c. Apply inclusive and safe design principles, and seek opportunities to enhance natural surveillance.

# Explanation

5.73 There are opportunities throughout the Borough to make a more beneficial use of land and improve the quality of local areas through the redevelopment of small sites. New and sensitively integrated development on small sites can help to enhance local character, such as by repairing harmful breaks in street frontages through infill development or activating vacant backland sites. Small sites can also accommodate new housing, business space and other uses to meet local needs.

5.74 This policy addresses the types of small sites set out below.

- Infill sites: sites within street frontages (such as former builders' yards, small workshops and garages, gaps in terraces and gardens to the side of houses).
- Backland sites: 'landlocked' sites to the rear of street frontages and not historically in garden use (such as builders' yards, small workshops and warehouses, and garages), often in close proximity to existing housing.
- Garden land (including back gardens): private amenity areas that were the entire back garden to the rear of a dwelling or dwellings as originally designed. Garden land is not defined as Previously Developed Land, as set out in the NPPF.
- Amenity areas: communal amenity areas attached to or associated with residential development. Examples of these are: private communal gardens for small blocks of flats landscaped spaces around taller blocks of flats and around low and medium rise 'slab blocks', where typically the distinction between the public and private realms is ambiguous and which provide a generally less secure environment as a result.

5.75 These small site typologies cover the majority of sites that will require consideration under this policy (extensions and alterations are dealt with separately in this Local Plan). However, there may be some instances where a site will not fall definitively within any one of these categories. In such cases, the principles that will be applied for planning decisions will be taken from the appropriate parts of this policy. The Council will make a determination of the relevant policies, informed by the planning statement submitted by the applicant.

5.76 Not all infill sites will be considered appropriate for new development or for certain types of land uses. Backland, garden land and amenity area sites will only be acceptable for new development where proposals comply with the above policies. Development proposals must clearly demonstrate that the site is appropriate for the proposed use(s), there is a clear urban design rationale for bringing forward development at the location and there will be no adverse impact on amenity. This should be set out in the Design and Access Statement, and informed by the Council's Small Sites SPD and associated Small Sites Development Strategy document. Some amenity areas may be Neighbourhood Open Spaces and proposals must therefore ensure compliance with Policy GR3 (Open space).

### Infill and backland development

5.77 Development proposals for infill and backland development must follow the design-led approach. Careful consideration will need to be given to the distinctive character and features of the site and its wider setting. This includes the streetscape and architectural detailing, along with the proportions and orientation of buildings, including the spaces between them. Development on mid-terrace sites will require particular attention to ensure they complement the character of the street and provide a positive frontage. Infill development provides opportunities to repair harmful breaks in the street frontage.

5.78 Access and servicing requirements of backland sites poses unique design challenges. Development proposals must ensure adequate arrangements for all vehicles likely to require access the site, including for emergency services, refuse and recycling collection and deliveries. Proposals must also ensure safe and convenient access to the site and buildings by walking and cycling.

5.79 Development proposals should seek to retain and enhance existing walking routes and cycleways. Where this is not feasible or preferential in design terms adequate replacement provision must be provided. The design must ensure permeability within the site and the rest of the neighbourhood. Gated developments will be strongly resisted.

5.80 Where development proposals include new housing  this must be designed with reference to other Local Plan policies. Provision of accessible, secure, private and functional outdoor amenity space, including children's play space, will be required where appropriate. Outdoor amenity space, including garden land, must not be delivered in a piecemeal fashion. Rather this must be designed in an integrated way to ensure it is functional space suitable for the intended occupants.

### Garden land (including back gardens)

5.81 Garden land, including back gardens, make an important contribution to local character and amenity and often have ecological value. Development on garden land should therefore be avoided in favour of development opportunities elsewhere in the Borough, particularly on brownfield sites and previously developed land, consistent with the spatial strategy for the Borough. The NPPF is clear that garden land is not considered Previously Developed Land.

5.82 There is a growing body of evidence indicating that people who live in greener neighbourhoods tend to have better cardiovascular health and lower levels of stress[46]. The greater the biodiversity in those green spaces, the larger the benefit to psychological well-being. Participating in activities such as gardening can have physical and mental health benefits. This policy works together with other Local Plan policies on green infrastructure.

[46] For example, the Create Streets Foundation has published research covering this topic.

5.83 Back gardens in perimeter block urban typologies, which have more or less enclosed rear gardens, are considered to be an integral part of the original design of these types of residential areas, provide valuable amenity space and an ecological resource. We will therefore seek to resist proposals for development on garden land in these locations. Other typologies also often have dwellings with private back gardens that do not form such a strong design feature of the development. These are typically associated with more modern development, featuring small gardens that are rarely longer than 10 metres or are quite narrow, and are therefore not considered suitable for development.

5.84 Development proposals that will result in the loss of garden land, including private back gardens, will be strongly resisted. This includes the development of back gardens for separate dwellings in perimeter forms of housing. The loss of garden land will only be considered acceptable in exceptional circumstances, where sites can be assembled to bring forward comprehensive redevelopment, and appropriate re-provision of garden land is provided to mitigate losses as much as possible.

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# QD11 **Shopfronts**

A Shopfronts (including their signs, canopies and security installations) must be designed to a high quality standard. Development proposals for shopfronts will only be supported where they do not adversely impact on local character, amenity and public safety.

B Development proposals for new shopfronts or alterations to existing shopfronts must:

a. Retain, refurbish or reinstate shopfronts, or associated elements of architectural interest where these contribute to the distinctive visual or historic character of a building, townscape or area;
b. Be of a proportion, scale and quality that responds to the character of the host building and, where relevant, adjoining properties;
c. Use high quality materials and colours that are sensitive to local character; and
d. Retain or provide glazed shop windows.

C Within Conservation Areas and residential areas, internally illuminated box fascia signs and projecting signs will not be permitted unless they successfully relate to the design and detailing of buildings and contribute positively to the distinctive character of a group of buildings or street.

D Development proposals for open shopfronts without a stall riser and glazed screen will be resisted.

E Development proposals for shopfront canopies that are fixed in the 'down' position will be resisted. Retractable canopies may be acceptable where they are designed to provide sufficient clearance.

F Shopfront security features, including roller grilles and shutters, must not be visually intrusive, create blank frontages or detract from the character of the host building and townscape. Where such installations are considered necessary development proposals should seek to use internally located, open mesh security shutters and boxes.

G Where proposals require a new shopfront as part of a mixed-use scheme, including re-provision of an existing unit, development will be expected to make provision for shopfront fit out.

H Development proposals for shopfronts must apply inclusive and safe design principles. They should retain and wherever possible enhance street level access and entrances, including access to upper floor residential, commercial and community uses.

Opposite: Cobbs Corner

## Explanation

5.85 Lewisham's high streets and shopping areas, including their shopfronts, are an important and highly valued part of our local neighbourhoods and often reflect the unique character and historical development of the Borough.

5.86 Development proposals should ensure that shopfronts of good architectural quality or those with historic value are retained, refurbished or reinstated wherever possible. Where retention is not possible, replacements should be designed to a high quality standard using materials which are appropriate to the period and character of the building. Consideration should be given to shopfront framework features including pilasters, brackets, fascias and projecting signs. This is especially important where development of a shopfront would impact on the significance of a heritage asset or its setting, for example, within a Conservation Area or part of a Listed Building. Applicants are advised to refer the Council's Conservation Area Appraisals and Shopfront Design Guide SPD for further information.

5.87 All shopfronts should be designed to a high quality standard, using materials and treatments that are sensitive to the character of the host building and neighbourhood. The standardisation in much of current shop design can gradually devalue the character and individual qualities of buildings in shopping areas. It is important that the design and materials of new and replaced shopfronts relate well to the scale of the building and its surrounds, as well as the original features of the building where these contribute positively to local character.

5.88 The design and quality of shopfronts can be maintained by referring to the architecture of the host building and high quality shopfronts in comparable neighbouring units, and by reflecting the general scale and pattern of shopfronts in the area. New shopfronts should contribute towards a cohesive streetscape, retain a consistent building line and contribute to the character of the centre or parade it is located in. The detailing, quality of materials, execution and finishes are very important in shopfront design, particularly as they are viewed close-up.

5.89 Contemporary shopfront designs will be supported in appropriate locations. All new and altered shopfronts should apply inclusive and safe design principles. If a shopfront is replaced or altered, the design should respect the characteristics of the host building and, where appropriate, shopfront windows and framework features should be retained or restored.

5.90 Shopfronts with bulky and crudely attached, fully internal illuminated box fascias and intrusive signage add to visual clutter and detract from the quality and character of the townscape. Whilst internally illuminated box fascia signs may be acceptable in some locations, their use should be avoided in residential areas where amenity can be adversely impacted, as well as locations that would result in harm to the street scene or significance of a heritage asset or its setting.

5.91 Shopfront security features should not have a detrimental impact on the townscape and local character. The use of solid external security shutters and grilles can create an unpleasant atmosphere when premises are closed, creating or perpetuating fears to personal safety. The use of open mesh security shutters and boxes is encouraged where such measures are considered necessary. Security features should be designed so that they can be hidden behind the fascia in order to reduce visual clutter from the frontage and townscape.

5.92 Development proposals for mixed-use schemes involving the creation of a new shopfront must provide a reasonable shopfront fit out, having regard to viability. This will encourage the occupation of business units and reduce the likelihood of vacancy, which can adversely impact on town centre vitality. Proposals should therefore provide appropriate level of shopfront design detail.

Shopfronts

A.L.HAMILTON
JEWELLERS
A.L. HAMILTON
WATCHMAKERS & JEWELLERS
WATCHES & JEWELLERY REPAIRS
Kelly
FOR YOUR EYES ONLY
VIDEO CLUB
SALES
LETTINGS
MANAGEMENT
SURE2
RENT

# QD12 **Outdoor advertisements, digital displays and hoardings**

A Outdoor advertisements, digital displays and hoardings should contribute to attractive and safe environments. Development proposals for these types of installations will be supported where they are designed to a high quality standard, appropriately sited, and adequately maintained throughout their operation to ensure:

a. There is no adverse impact on local character, appearance or visual amenity on the site or surrounding area;
b. Heritage assets and their setting and preserved or enhanced;
c. They do not result in the unsightly proliferation or dominance of signage and displays in the vicinity of the site;
d. There is no harm to public amenity, including by way of excessive illumination and visual intrusion of light pollution into adjoining or neighbouring properties and public spaces;
e. There is no adverse impact on public or highway safety; and
f. There is no harmful impact on trees, especially those with Tree Protection Orders (TPOs).

Opposite: Dartmouth Road, Forest Hill

## Explanation

5.93 Outdoor advertisements, digital displays and hoardings are a means of providing information to the public and can play a complementary role in supporting the local economy. Poorly sited, designed and maintained installations can have an adverse impact on public health and safety, amenity and local character. We will seek to ensure that all such development is designed to a high quality standard and secures safe, accessible and attractive environments.

5.94 Advertisements, digital displays and hoardings are regularly located on or adjacent to the public realm. To ensure that everyone can move safely and easily within it, development must apply inclusive and safe design principles. Where installations are proposed to be located on or adjacent to the Transport for London Road Network TfL should be consulted for an opinion on the safe operation of the highway network.

5.95 In the interests of protecting amenity proposals must address the impact that installations will have on surrounding uses and properties. For example, development should not obscure the views of occupants inside buildings, obscure elevations which contribute to the appearance of the townscape, or cause visual harm to parts of windows, cornices and other significant architectural features. Proposals for hoardings should seek to add visual interest while they are in place, such as by incorporating public art.

5.96 Applications for advertisements and hoardings are required to follow the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

# 6 HERITAGE

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THE HORNIMAN FREE MUSEUM

# HE1 Lewisham's historic environment

A The Council will seek to preserve or enhance the value and significance of Lewisham's historic environment and its setting by:

a. Collaborating with stakeholders to identify, assess, monitor and review heritage assets and understand their importance to both the Borough and the nation;
b. Celebrating Lewisham's historic environment and ensuring that it is central to reinforcing sense of place and place making;
c. Ensuring the significance of the Borough's heritage assets is fully understood, positively valued and that their contribution to sustainable neighbourhoods and communities is recognised, including by preparing a Heritage Strategy;
d. Requiring that heritage meaningfully informs the design of development proposals, and only supporting development that preserves or enhances the significance of heritage assets and their setting;
e. Promoting heritage-led regeneration and urban renewal as a means to retain, reveal or reinstate significant aspects of the Borough's historic environment;
f. Requiring development proposals to demonstrate that all reasonable measures have been investigated to avoid harm to heritage assets; and
g. Using planning powers available to appropriately manage new development in sensitive places and to remedy harmful unauthorised works.

B All development proposals in the historic environment should assess whether the site, building or structure is - or could be - identified as a heritage asset. The Council will consider the significance of the asset and the impact of the proposals on its special interest. Any harm should be clearly and convincingly justified, and will be weighed against the public benefit of the proposal.

C Proposals for works that could impact on a heritage asset are required to be accompanied by a Heritage Statement. This should be compiled with reference to relevant and available sources of historic environment information, including Conservation Area Appraisals, and:

a. Explain the significance of the asset and its setting;
b. Set out how the asset has informed the design of the proposal; and
c. Assess the impact of the proposal on the asset.

D Where a development proposal conflicts with the Development Plan but will secure the preservation of a heritage asset that is otherwise not financially viable to repair, the Council will assess whether the benefits of the proposal outweigh the disbenefits of departing from those policies.

Opposite: Horniman Museum extension and museum extension, Forest Hill (Allies and Morrison / Peter Cook)

## Explanation

6.1 Lewisham has an extremely rich and varied historic environment. It encompasses landscapes, water bodies, parks and open spaces, buildings, urban spaces and the features within them, along with archaeological remains both buried and above ground. The historic environment encapsulates the social and cultural history of Lewisham, its communities and people. This is reflected in the physical fabric of places, the values that people ascribe to them and the traditions and memories associated with them. Their value may be historic, architectural or artistic, social and communal.

6.2 We are committed to ensuring that the full extent of the significance of heritage assets is understood, both by development industry stakeholders and the wider public, and to properly recognise and protect this significance. This is vital to the successful delivery of the spatial strategy for the Borough. As Lewisham's places evolve over time it is imperative that our irreplaceable heritage assets are appropriately preserved and the distinctive characteristics that make them special are retained and revealed.

6.3 The Council will continue to seek to identify new heritage assets to broaden public understanding and appreciation of the historic environment. Heritage assets may be identified through Borough-wide reviews, through nomination by members of the community or by the Council when assessing planning applications. The Council's approach to all newly identified assets is:

1. To identify the nature and extent of the asset;
2. To assess its architectural, historic and archaeological significance against adopted criteria; and
3. If it meets the adopted criteria, undertake public consultation on the proposal to designate as a Conservation Area, identify as an Area of Special Local Character, or add it to the Local List, as appropriate.

6.4 In planning policy terms the Borough's heritage assets comprise of statutorily designated assets and non-designated assets, both of which make important contributions to the communities within which they are situated. The Local Plan seeks to ensure that these assets are preserved or enhanced over the long-term. As well as recognising the value of these assets in their own right, their conservation will support the vitality and local distinctiveness of places across the Borough, and to help instil and reinforce a sense of place amongst residents and visitors.

6.5 Conservation is an active and continual process of maintenance and managing change based on a thorough understanding of what is special about a place. It requires a multi-agency approach to deliver beneficial outcomes. Our expectation is that key stakeholders including community and special interest groups and the development industry will all positively engage in the conservation process. Collaboration is necessary to deliver our growth and regeneration objectives whilst also ensuring Lewisham's historic environment can continue to be celebrated and enjoyed, both by current and future generations.

6.6 All development proposals should be based on a full understanding of the significance of heritage assets within the site and surrounding area. This should be established by reference to relevant and available sources of historic environment information. This includes the Greater London

Historic Environment Record, the Council's planning and conservation webpages and Lewisham's Local History Archives. Applicants should consult good practice guidance to assist in assessing various levels of significance, such as that produced by Historic England. We will expect all development proposals to identify and respond positively to those elements that are of high, moderate and low historic significance and those elements that detract from the significance.

6.7 All development proposals that are likely to have an impact on a heritage asset or its setting must be accompanied by a Heritage Statement. The statement should clearly explain the significance of the asset and its setting, set out how this has guided the design of the proposal, and assess how the proposal impacts upon it. Applicants will be expected to demonstrate how these findings have meaningfully informed the design of the proposal. The quality, accuracy and comprehensiveness of the heritage statement will be considered in the determination of planning applications.

6.8 Not all heritage assets are currently known, documented or fully understood. Buildings, structures or sites may be identified as non-designated heritage assets through the development process. For example, new information may be revealed by local groups through the consultation process or during preliminary site investigations undertaken by an applicant. In these circumstances we may seek amendments to proposals to ensure that the significance of an asset is appropriately preserved or enhanced.

6.9 Proposals affecting heritage assets should be of the highest architectural and urban design quality, having regard to and respecting local character and complying with other policies in this plan. Heritage should be considered as an integral component of sustainable neighbourhoods and communities and must meaningfully inform the design of development. Development proposals that appropriately preserve or help to better reveal and enhance heritage assets and their setting will be supported, subject to meeting other policy requirements.

6.10 Proposals that may cause harm to the significance of heritage assets should be clearly and convincingly justified through the information provided in the Heritage Statement. Where the loss or harm to a heritage asset is suitably justified and planning consent is granted, a programme of building recording of a level appropriate to the significance of the building and the extent of loss may be required. Such measures will help to mitigate impacts of development and will normally be sought by way of a planning condition.

6.11 Where there is evidence of deliberate neglect or damage to a heritage asset, the current condition of the asset will not be taken into account in planning decisions.

6.12 We strongly advise applicants to seek the advice of specialist historic environment consultants at an early stage of the design process. This will help to ensure that the significance of heritage assets likely to be affected is appropriately identified. Applicants will then be better placed to consider options for bespoke and sensitive,

heritage-led design solutions that respond to this significance. Specialist consultants can also advise on and provide the necessary information to support an application.

6.13 To support conservation objectives through the development management process the Council may use powers available to it. This includes the use of Article 4 Directions to remove permitted development rights, along with the use of Section 215 notices, Urgent Works or repair notices where this would help achieve conservation objectives. The use of such powers may be appropriate where there is a risk to historic fabric or the appearance of an area. There are Article 4 Directions in place for many of the Borough's Conservation Areas, and we will investigate the scope for introducing these elsewhere.

6.14 Historic England maintains a Heritage at Risk register to assist in the monitoring and management of Listed Buildings and conservation areas that are at risk of losing their special interest. The Council has statutory authority to intervene when there is evidence of serious neglect, including Urgent Works Notices to secure works to vacant listed buildings or unlisted buildings in conservation areas and has powers of inspection.

6.15 The NPPF sets out policies for 'enabling development'. This is a term specifically used for cases where the cost of repair - and conversion to optimum viable use, if appropriate - of a heritage asset exceeds its market value on completion of repair or conversion, allowing for appropriate development costs (termed a 'conservation deficit)'. In these cases development proposals which depart from the Development Plan and would normally be considered unacceptable may be permitted in order to secure the conservation of the asset.

6.16 Enabling development should not harm the heritage asset it is intended to conserve. The Council will expect that measures have been fully explored and undertaken prior to considering enabling development. This may include maintenance, repair and decay-prevention measures, grant-funding for repairs and reuse, transfer of ownership to a building preservation trust or similar charity, and other sympathetic measures. Development proposals for enabling development must submit full financial viability details and will be assessed having regard to the criteria set out in Historic England's advice note GPA4 Enabling Development and Heritage Assets (2020).

Goldsmiths Centre for Contemporary Art
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Beckenham Place Park stables (photo copyright: Thomas Ford and Partners)

St Paul's, Deptford

Astra House

| | |
|---|---|
| 1 | Deptford High Street & St Pauls Church |
| 2 | St Marys |
| 3 | Lee Manor |
| 4 | Mercia Grove |
| 5 | Sydnenham Hill |
| 6 | Cobbs Corner |
| 7 | Halifax |
| 8 | Stanstead Grove |
| 9 | Culverley Green |
| 10 | Brookmill Road |

| | |
|---|---|
| 11 | Brockley |
| 12 | Telegraph Hill |
| 13 | Jews Walk |
| 14 | Forest Hill |
| 15 | Somerset Gardens |
| 16 | St Johns |
| 17 | Hatcham |
| 18 | Deptford Town Hall |
| 19 | Ladywell |
| 20 | St Stephens |

| | |
|---|---|
| 21 | Belmont |
| 22 | Sydenham Thorpes |
| 23 | Perryfields |
| 24 | Beckenham Place |
| 25 | Sydenham Park |
| 26 | Blackheath |
| 27 | Deptford Creekside |
| 28 | Perry Vale and Christmas Estate |
| 29 | Lewisham Park |

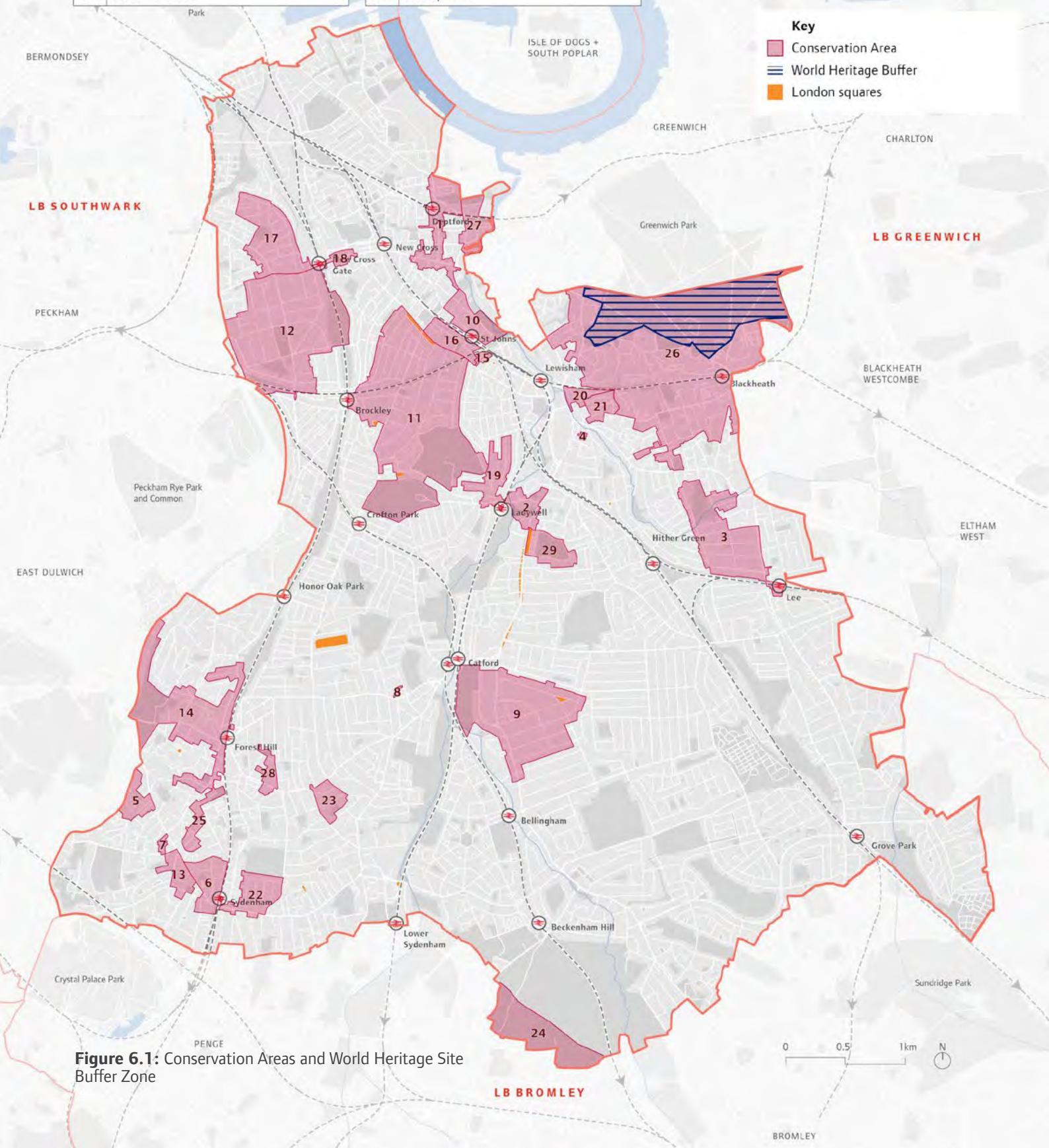


**Figure 6.1:** Conservation Areas and World Heritage Site Buffer Zone

# HE2 Designated heritage assets

**Maritime Greenwich World Heritage Site Buffer Zone**

A Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of the Site's 'Outstanding Universal Value', including its setting and the views to and from it. All proposals will be considered having regard to the Maritime Greenwich World Heritage Site Management Plan and the official UNESCO Statement of Outstanding Universal Value.

**Conservation Areas**

B Within Conservation Areas development proposals (including alterations and extensions to existing buildings) will only be supported where they:

a. Preserve or enhance the special character and appearance of the Conservation Area having particular regard to:
   i. Townscape, buildings, rooflines and the relationships between buildings;
   ii. Plot coverage and open spaces, including gardens;
   iii. Scale, form, elevational hierarchy, fenestration pattern, ornamentation and materials;
   iv. Trees, topography, boundaries and other landscape features; and
   v. Views, from the public and private realm, including streetscape views and views across rear gardens and public open spaces;

b. Do not result in an adverse impact on the special characteristics of a Conservation Area, taking into account if the development in isolation would lead to minor degree of harm but cumulatively the degree of harm would be greater and would adversely affect the character and appearance of the Conservation Area.

C Development proposals for bin sheds and bike stores should be located at the side or rear of properties where a front access to the side and rear and sufficient space exists.

D Development proposals for the retention, refurbishment and reinstatement of features that are important to the significance of a Conservation Area will be supported. The Council will require the retention of architectural and landscaping features, such as front gardens and boundary walls, important to an area's character or appearance, if necessary, by the use of Article 4 Directions.

E Proposals for the redevelopment of sites, buildings and structures that detract from the special characteristics of a Conservation Area will only be supported where they will complement and positively impact on the character and significance of the area.

F Development proposals involving the demolition of buildings or structures that make a positive contribution to the character or appearance of a Conservation Area will be resisted.

G Development proposals on sites adjacent to a Conservation Area must not have a negative impact on the setting or significance of the Conservation Area.

**Listed Buildings**

H Development proposals that would result in substantial harm to the significance of a Listed Building and its setting will be strongly resisted, in line with the NPPF.

I Development proposals involving Listed Buildings (including alterations, extensions, refurbishment and repairs) will only be supported where:

a. They relate sensitively to the building, and preserve or enhance its significance;
b. The setting of Listed Building is preserved or enhanced to better reveal the significance of the asset;
c. Important views, both of and from, the Listed Building are protected; and
d. Less than substantial harm to the Listed Building is avoided, or where this is not possible, then any harm is clearly and convincingly justified, and demonstrated to be outweighed by public benefit, in accordance with the NPPF.

J Development proposals within the curtilage of a Listed Building should be sensitively designed and provide an appropriate site-specific response to :

a. Preserve the integrity of the relationship between the Listed Building and its site and setting; and
b. Ensure there is no adverse impact on the future viability of the Listed Building.

**Scheduled Ancient Monuments**

K Proposals for development or work that is expected to affect a Scheduled Ancient Monument will be assessed in in consultation with Historic England and applications for planning permission should be submitted in parallel with applications for Scheduled Monument Consent.

L Archaeological investigation will be expected to be undertaken prior to the submission of an application. The results of this investigation should demonstrably inform the proposed development or works. Where consent is granted, conditions may be used to secure further detailed investigations and appropriate mitigation works, along with a programme of recording, interpretation and dissemination of evidence found during the investigations. Development will be expected to preserve significant archaeological remains in situ.

M Development proposals that would result in harm to the significance of a monument or its setting will be required to provide clear and convincing justification, and demonstrate that the harm is outweighed by public benefit, in accordance with the NPPF.

**Registered Parks and Gardens and London Squares**

N Development proposals will be expected to safeguard the features which form part of the special character or appearance of a Registered Park, Garden or Square. They should also ensure development does not detract from the layout, design, character, appearance and setting of the asset, or harm key views into and out of the space.

# Explanation

### Maritime Greenwich World Heritage Site Buffer Zone

6.17 World Heritage Sites are designated heritage assets of the highest order. The UNESCO declared Maritime Greenwich World Heritage Site is located adjacent to the northeast boundary of Lewisham. Its 'Buffer Zone' stretches into the Borough covering a part of Blackheath, as shown on the Policies Map.

6.18 As stated in the Maritime Greenwich World Heritage Site Management Plan (2014), a Buffer Zone is an area surrounding a World Heritage Site which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the site. This should include the immediate setting of the site, important views and other areas or attributes that are functionally important as a support to the site and its protection. This includes continuation of the Grand Axis from the World Heritage site to All Saints Blackheath Church and the openness of the heath, which the Local Plan broadly seeks to maintain and enhance. Blackheath's open character, and drama of approach, both support the Outstanding Universal Value of the Maritime Greenwich World Heritage Site and its designation as a Conservation Area. UNESCO has identified the main threats to the World Heritage Site, which include development pressures within the town that could impact adversely on its urban grain and from tall buildings, in the setting, which may have the potential to impact adversely on its visual integrity. The Buffer Zone is therefore considered inappropriate for tall buildings. The London Plan states that further planning guidance will be prepared on settings and buffer zones, which will support implementation of this policy.

### Conservation Areas

6.19 Conservation Areas play an important role in shaping local urban character and identity. The Council has a statutory duty to preserve the character of Conservation Areas under Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990. Conservation Area designation should not preclude appropriately located and sensitively designed development from coming forward. Indeed, the emphasis on Conservation Area management is to ensure that new development positively contributes to the area in which it is situated.

6.20 Lewisham's Conservation Areas are areas of high townscape value that hold particular significance in the story of the Borough's historic development and which underpin its distinctive local character. Applicants are strongly advised to refer the Council's Conservation Area Appraisals early in the planning and design stage. The appraisals should be the starting point for understanding the significance of a site, building, structure or other feature and the contribution it makes to the surrounding area. We will continue a rolling programme of producing and updating character appraisals for each of the Borough's Conservation Areas.

Blackheath

6.21 The character of a Conservation Area can depend heavily on the cohesiveness of form, consistency of materials and detailing of buildings. The alteration or loss of one individual feature to a building may appear minor in the wider context, but incrementally such small changes can erode the special interest of an area. We have made Article 4 Directions to a number of Conservation Areas to help prevent the loss of important and distinctive features, and will continue to do this where it is considered necessary.

6.22 We strongly encourage the reinstatement of original or other features that make a positive contribution to a Conservation Area. Such works can help to enhance or better reveal the area's significance. This includes the reinstatement or repair of features such as front boundary walls and fences, front garden soft landscaping and missing architectural detailing.

6.23 Not all elements of a Conservation Area contribute to its significance. Some buildings or features can have a negative or neutral impact. The adaptive re-use of redundant buildings and new infill development on disused land or under-utilised sites can represent an opportunity for enhancement. We will therefore support in principle such redevelopment where this will positively impact on and improve local character.

**Listed Buildings**

6.24 The Council has a duty to preserve the character of Listed Buildings under Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990. We will seek to ensure that the significance of a Listed Building is not harmed through inappropriate development to it, to structures or features in its curtilage, or by new development in its setting. Proposals will need to be informed by an understanding of the significance of a Listed Building and its wider setting, irrespective of whether works are proposed to the Listed Building itself. Planning permission and/or listed building consent will only be granted where the relevant requirements are satisfied.

6.25 The best way of securing the upkeep of historic buildings and areas is to keep them in active use. It is recognised that buildings and structures will often necessitate some degree of adaptation. The range and acceptability of proposed uses must therefore be a major consideration, particularly where Listed Buildings are concerned. The conversion of Listed Buildings to new or different uses can result in harmful impacts to the building's significance. This is due to works to the historic fabric (for instance related to the insertion of new service routes, vents and ducts) or plan form (for instance subdividing floor spaces to create additional units).

6.26 We will seek to ensure that extensions and other works or alterations to Listed Buildings are restricted to the less significant parts of the building. Proposals will be required to provide full details of the development or associated works. This is in order that the impacts can be appropriately assessed. This must include details of any ancillary works of servicing, extraction, fire separation, access, and sound and thermal insulation. In many cases non-standard approaches and materials will be necessary to respond sensitively to the historic building fabric and form. The cumulative impact of works that, in isolation, may cause only minor harm will also be considered.

6.27 Where development in the curtilage of a Listed Building is justified by the applicant as necessary to ensure its future viability or repair, and/or is classed as enabling development, full financial viability details will be required to be submitted.

### Scheduled Ancient Monuments

6.28 The effect of a proposal on the archaeological value or special interest of a scheduled ancient monument is a material consideration in determining a planning application.

6.29 The best way to avoid loss of significance of buried archaeological remains is to preserve them in situ. Where this cannot be done, provision for excavation and recording will be required to be undertaken prior to development, or required by condition during development.

6.30 Lewisham has one Scheduled Ancient Monument, the Tudor Naval Storehouse in the former Royal Naval Shipyard, Deptford, now known as Convoys Wharf. Following investigations in the 20th century, the archaeological interest of the Dockyard and adjacent Sayes Court Manor site as a whole was recognised by the Secretary of State to be of equivalent significance to a scheduled monument, and therefore the whole site should be considered subject to the policies for designated heritage assets, as required by NPPF footnote 63.

### Registered Parks and Gardens and London Squares

6.31 The inclusion of a site on the Register of Parks and Gardens or listed as a London Square is a material consideration in determining a planning application. The significance of the site includes the contribution made by boundary walls, buildings and features within it, as well as historic landscaping schemes and planting. Social, cultural and artistic values are likely to be important alongside historic and architectural values. London Squares will be included on the Policies Map.

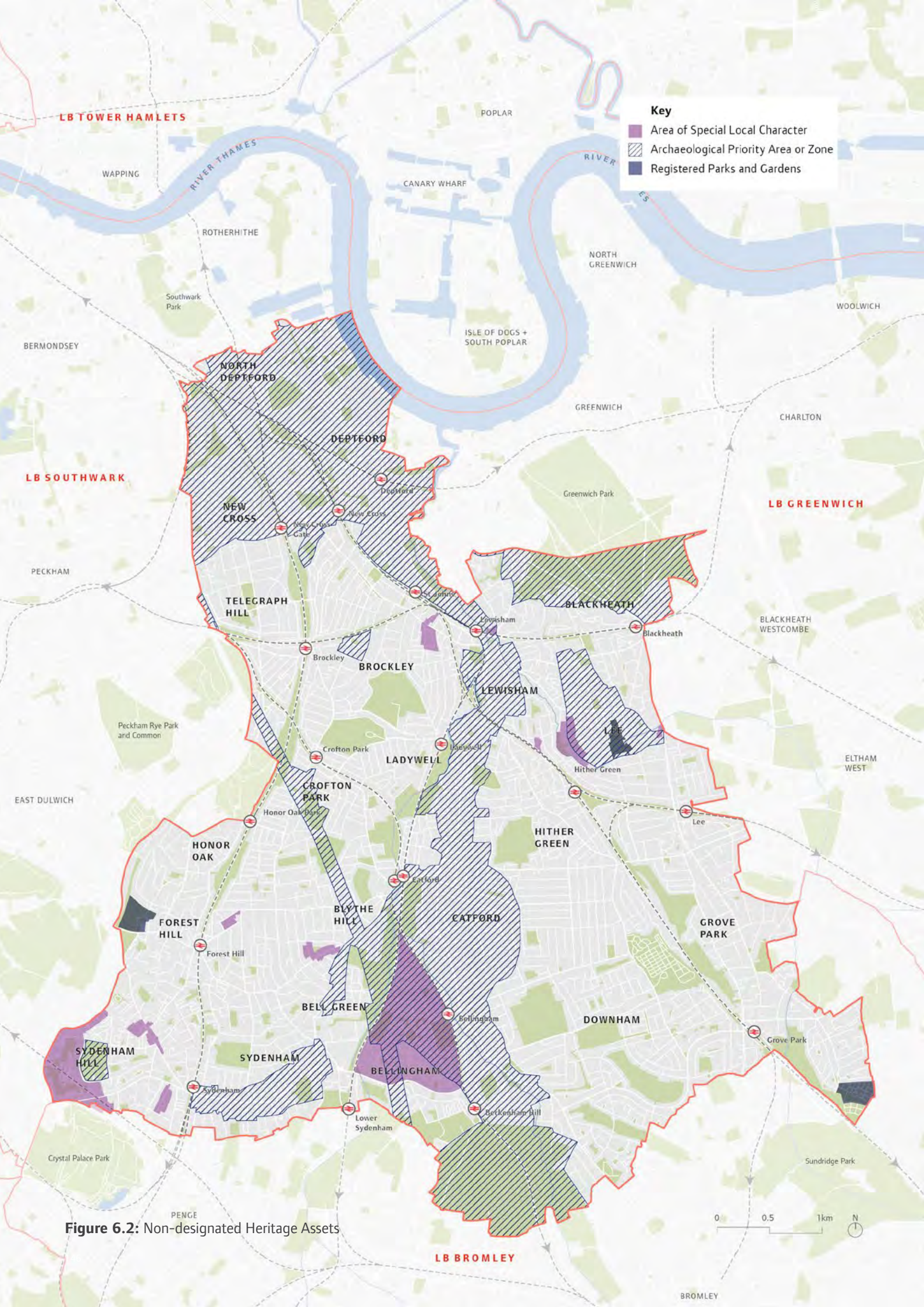


**Figure 6.2:** Non-designated Heritage Assets

# HE3 Non-designated heritage assets

**Locally listed buildings and other non-designated assets**

A Development proposals will only be supported where they preserve or enhance the significance of a locally listed building or other non-designated heritage asset, and the asset's setting. In particular, proposals for the sensitive retention, refurbishment and appropriate re-use of non-designated assets will be considered favourably.

B Proposals that unjustifiably harm the significance of a non-designated heritage asset and its setting will be refused.

C Non-designated heritage assets may be identified during the development management process, in line with Policy HE1 (Lewisham's historic environment).

**Areas of Special Local Character**

D Within Areas of Special Local Character development proposals must:

a. Preserve the characteristics that contribute to the area's significance, which may include the spatial, architectural, townscape, landscape or archaeological distinctiveness;
b. Secure the retention of unlisted buildings where these contribute positively to the local distinctiveness of the area; and
c. Ensure development in its setting preserves the area's special local character.

**Archaeology**

E Development proposals affecting archaeological interests will be assessed having regard to the impact on the significance of the archaeological asset and its setting. Development proposals should refer to the Greater London Historic Environment Record (GLHER) to assess the likelihood of archaeological deposits being present on a site. Known areas with high likelihood of archaeological deposits are identified as Archaeological Priority Areas (APAs).

F In order to ensure assets are appropriately identified and managed the Council will:

a. Require the necessary level of assessment, investigation and recording, in consultation with the Greater London Archaeological Advisory Service (GLAAS) for development proposals that affect, or have the potential to affect Lewisham's archaeological heritage; and
b. Expect applicants to have sought pre-application advice from GLAAS before designing a programme of archaeological investigation. .

G Development proposals that have the potential to affect archaeological interests must be accompanied by an Archaeological Statement, which should be submitted as part of the Heritage Statement and refer to any relevant information in the GLHER. With the advice of GLAAS, the Council may require a further site specific survey and/or intervention. This should be set out in a Written Scheme of Investigation which ensures adequate arrangements for:

a. Investigation, recording, and archiving of assets of archaeological importance, whether of national or local importance;
b. Seeking opportunities to integrate archaeological evidence into the development, including through design and interpretation material; and
c. Public engagement, including dissemination of the findings to further understanding of the historic environment.

H Priority should be given to the preservation and management of an archaeological asset and its setting in situ, commensurate with the significance of the asset. If this is not possible, sites should be excavated, deposits removed, a report produced, significant finds archived and the results disseminated, as required by condition.

I As remains may on occasion come to light unexpectedly, the Council may use conditions to require notification, recording or preservation in the event of remains being found.

# Explanation

6.32 Non-designated heritage assets include Locally Listed buildings and structures, Areas of Special Local Character, Archaeological deposits, including known areas of high archaeological interest known as Archaeological Priority Areas (APAs), buildings structures and features within conservation areas that are identified to make a positive contribution, unlisted historic street furniture, local parks and gardens of historic interest (which are not Registered), historic townscapes and buildings of townscape merit.

6.33 Lewisham contains many buildings and structures that are not statutorily listed but are nonetheless of special historic, architectural, townscape, social or cultural interest in their local area, and greatly contribute to the Borough's distinctiveness and sense of place. The Council has a rolling programme of evaluating and recognising their importance and value, through periodic reviews and updates of the Local List.

6.34 Areas of Special Local Character are places where there is a coherent local character, often based on townscape, architecture and spatial qualities. Their significance will normally rest on the combined qualities of groups of elements rather than the value of the elements taken individually. Twelve Areas of Special Local Character are currently recognised, as set out in Schedule 3. These areas will be assessed against Historic England's guidance for conservation area designation and, if they are of sufficient historic or architectural interest, will be consulted upon and adopted as Conservation Areas. If they do not meet the level of interest expected for Conservation Area designation but still demonstrate other aspects of local interest (for instance artistic, landscape, social and cultural) they will continue to be considered of special interest to the Borough and will be formalised as Areas of Special Local Character. Selection criteria for assessing potential new Areas of Special Local Character will be adopted by the Council in due course, and any proposed new areas will then be assessed against them.

6.35 The Council maintains a 'live' list of non-designated heritage assets that have been identified but have not yet been assessed and these are reviewed and updated from time to time.

### Archaeology

6.36 Lewisham is particularly rich in known areas of archaeological interest, dating to the prehistoric, Roman and medieval periods. The areas of greatest known archaeological interest or where there is above average potential for new discoveries are identified by Archaeological Priority Areas (APAs). Lewisham's APA boundaries date from the 1970s-1980s and do not predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future, as required by NPPF. They will be reviewed and updated in due course by Historic England and a London-wide standardised approach, as defined within London Plan paragraph 7.1.10 will be used which assigns all land in the borough to one of four tiers denoting different levels of sensitivity to development, using an 'archaeological risk' model. Therefore developers should consider the potential for archaeological discoveries both within and outside the existing APA boundaries.

6.37 Development should avoid harm to or loss of archaeological deposits of significance and any harm will require justification. Developments that have the potential to affect archaeological interests include subterranean development and some alterations to historic buildings. Archaeological remains of local importance should be preserved in situ unless the public benefits of the development outweigh the loss of the remains. Where it is suitably demonstrated that archaeological remains cannot be preserved in situ the Council will require that the remains are appropriately excavated, recorded, archived, published, interpreted and displayed through a detailed planned programme of works. There may also be a requirement for a programme of public engagement in order that the results of significant archaeological discoveries are disseminated. The scale of public engagement will be based upon on the significance and interest of what is found, and may involve site visits for the public or other means of on-site and off-site viewing.

# 7 HOUSING

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# HO1 Meeting Lewisham's housing needs

**Lewisham's housing target**

A The Council will work positively and proactively with stakeholders, including development industry partners, to facilitate a significant increase in the delivery of new homes to help meet Lewisham's housing needs. Development proposals must make the best use of land and optimise the capacity of housing sites in order to ensure:

a. The London Plan ten-year target is exceeded through the delivery of at least 16,670 net housing completions during 2019/2020 to 2028/2029 (equivalent to 1,667 p.a.); and
b. The NPPF 15-year target is exceeded through the delivery of at least 27,730 net housing completions from the anticipated start date of the local plan, 2023/24 to 2037/38 (equivalent to 1,667 net completions p.a. plus additional completions during the first five years to cater for the current backlog (461 p.a.) and the application of a 5% buffer (83 p.a.)).

B The Council will keep under review the Local Plan's strategic housing target and performance against the delivery of this. Where changes to the London Plan borough-level housing targets are made the local plan review process will be used to ensure Lewisham's Local Plan remains in general conformity with the London Plan.

**Increasing housing supply**

C A carefully managed uplift in the delivery of new housing development across the Borough, with priority given to genuinely affordable housing, will be achieved by:

a. Directing new housing development to Opportunity Areas, Growth Nodes, Regeneration Nodes, Growth Corridors, town centres and other well-connected and sustainable locations, consistent with the spatial strategy for the Borough set out in Policy OL1 (Delivering an Open Lewisham);
b. Allocating strategic sites for new housing, including mixed-use development, and supporting development proposals where they comply with the site allocation requirements and resisting proposals that are at odds with these;
c. Facilitating the sensitive intensification of established residential areas and supporting the development of small sites for housing, in line with Policy HO2 (Optimising the use of small sites);
d. Undertaking a programme of housing estate maintenance, renewal and regeneration that ensures high quality housing provision, results in no net loss of affordable housing and delivers net gains in affordable housing wherever possible;
e. Ensuring that all development proposals make the best use of land and optimise the capacity of housing sites, in line with Policy QD6 (Optimising site capacity);
f. Making the best use of the existing housing stock, including by using available tools to bring vacant units back into use and to regulate the use of homes for short-stay visitor accommodation;
g. Refusing development proposals that will result in the net loss of housing unless:
h. It is suitably replaced at existing or higher densities with at least the equivalent amount of new residential floorspace; or

Opposite: Marine Wharf

i. The proposal is for strategic infrastructure that demonstrably meets an identified need and is necessary to support delivery of the spatial strategy for the Borough; and
ii. Ensuring the phasing of development corresponds with the delivery of infrastructure required to support growth and to speed up the rate of delivery of new homes where planning consent has been granted.

**Inclusive and mixed neighbourhoods and communities**

D Development proposals for housing must demonstrate how they will contribute to and support inclusive and mixed neighbourhoods and communities across Lewisham. Details should be set out in the Inclusive Design Statement which must be submitted in accordance with Policy QD2 (Inclusive and Safe Design).

E Development proposals must deliver an appropriate mix of housing within the site and local area. The appropriate mix should be established on a case-by-case basis having regard to the site's location and character, the nature and scale of development proposed, along with:

a. The strategic target for 50 per cent of all new homes delivered in the Borough to be for genuinely affordable housing;
b. The required mix of tenure types for affordable housing, with reference to Policy HO 3 (Genuinely affordable housing);
c. The need to secure provision of a mix of unit sizes to meet local need, with reference to the target unit size mix for affordable housing set out **Table 7.1**;
d. The need for provision of family housing units (3+ bedrooms), with a reasonable proportion of family units to be delivered on major developments of 10 or more dwellings; and
e. The delivery of liveable and sustainable neighbourhoods that are appropriately supported by community facilities and other infrastructure.

F Development proposals comprising solely of studios and/or 1 bedroom, 1 person units, or those that will result in an overconcentration of 1 or 2 bedroom units on an individual site , will be refused unless it can be suitably demonstrated that the housing provision:

a. Is located in an area with higher Public Transport Access Levels (i.e. PTAL 3-6); and
b. Forms part of a larger development, or is located within an area for which a masterplan has been adopted or endorsed by the Council, that includes provision for a mix of unit sizes, including a reasonable amount of family-sized units (3+ bedrooms); or
c. Is sited in a local area that consists predominantly of family housing units, and would therefore provide for a balance in the mix of unit sizes in the area; or
d. Is the only housing format deliverable owing to site size, site configuration or other development constraints, and where a studio unit is proposed, it is of an exceptional design quality.

**Housing choice**

G To help ensure that local residents and other people have access to a wide range of suitable

housing provision, the Council will:

a. Seek that development delivers a wide range of genuinely affordable and other housing products, including market housing, to meet the needs of households of different sizes and income levels;
b. Support development proposals that meet the needs of specific groups including: families with children, older people, people with disabilities, students and vulnerable people;
c. Promote and support innovative housing designs, such as modular housing, particularly where these address acute or specialist local housing needs;
d. Support appropriate proposals for self-build or custom build housing, and seek to identify land to help facilitate such development where a need is clearly established; and
e. Encourage developers and agents to market new housing units for sale or rent to existing local residents and people with a local connection before advertising them more widely to others.

H Development proposals for Build to Rent housing will be assessed in accordance with London Plan policy H11 (Build to Rent). They must demonstrate that all such provision qualifies as Build to Rent by meeting the criteria set out in London Plan. Where the criteria are not met proposals will not be considered as Build to Rent and will be assessed against other relevant Local Plan policies.

**Table 7.1:** Target unit size mix for affordable housing

| TENURE TYPE | 1 BED | 2 BED | 3 BED | 4 OR MORE BEDS |
|---|---|---|---|---|
| Social / London Affordable Rent | 19% | 36% | 32% | 13% |
| Intermediate | 10% | 40% | 35% | 15% |

# Explanation

**Lewisham's strategic housing target**

7.1 The London Plan sets out the challenge facing all London boroughs to deliver a significant increase in housing to meet current and future needs across the Capital. The London-wide Strategic Housing Market Assessment (SHMA), which informed the preparation of the London Plan, identifies a need for some 66,000 additional homes per year to be delivered across London. To accommodate this need for housing the London Mayor advocates for fundamentally new approaches to housing delivery. The London Plan policies seek to achieve a significant uplift in housing across the region. They are set in the context of the limited availability of developable land in a highly urbanised, world city and the competing pressures for different land uses. The policies also respond to the need for major investment in strategic infrastructure, particularly public transport, to support housing growth on this scale and to unlock the full development potential of areas and sites.

7.2 In order to address the identified housing needs for the region, the London Plan sets out 10-year housing targets. It then directs local authorities to include the relevant borough-level targets within their local plans. Boroughs are also required to set a positive planning framework to meet and wherever possible exceed the London Plan housing targets. For Lewisham, the 10-year strategic housing target for the period 2019/2020 to 2028/2029 is 16,670 net housing completions (equivalent to 1,667 net completions p.a.). The London Plan does not set housing targets past this period however it provides a direction for borough local plans where targets are needed beyond 2029[48] . In light of this direction and local evidence on land availability, it is considered appropriate for the Local Plan to 'roll-forward' the borough's London Plan annual housing target. This will also ensure that the NPPF requirement to identify land for homes is satisfied[49] . Accordingly, the 5-year target from the anticipated start date of the plan in 2023/24 – is 11,060 and the 15-year target is 27,730 net housing completions. This is equivalent to 1,667 net completions p.a. plus additional completions during the first five years to cater for the current backlog (462 p.a.) and to provide a 5% buffer (83 p.a.).

7.3 To help inform the preparation of the Local Plan the Council has undertaken an assessment to identify sources of land that may be suitable and available for housing development, including:

- A comprehensive review of land and sites available for development in the Borough, including by participating in the London-wide SHLAA;
- Undertaking of several 'call for sites' exercises inviting the public, including landowners, developers and agents, to help identify sites that might be suitable for different types of development;
- A Metropolitan Open Land Review to understand how the Borough's MOL is performing and whether there is scope to release any parts of this land to other uses, including for housing;

[47] London Plan (2021), paragraph 4.1.11 states that "If a target is needed beyond the 10 year period (2019/20 to 2028/29), boroughs should draw on the 2017 SHLAA findings (which cover the plan period to 2041) and any local evidence of identified capacity, in consultation with the GLA, and should take into account any additional capacity that could be delivered as a result of any committed transport infrastructure improvements, and roll forward the housing capacity assumptions applied in the London Plan for small sites.

[48] NPPF (2021), paragraph 68 provides that the Local Plan should identify specific, deliverable sites for year 1-5 and specific developable sites for years 6-10 and where possible years 11-15.

- Scrutiny of potential development sites to establish whether they are deliverable and developable[49], including through engagement with land owners during the plan's preparation;
- Detailed assessments of the development capacity of potential development sites, taking into account the uplift in density and overall site capacity that could be achieved through the delivery of planned strategic transport infrastructure, particularly the Bakerloo line upgrade and extension to Hayes.

7.4 The Local Plan identifies specific site allocations which have the potential capacity to deliver 24,413 net new homes over the lifetime of the Plan. When combined with other large consented sites and the trend-based windfall delivery rates in the Borough, there will be sufficient capacity to exceed the 10 year London Plan target and the NPPF housing target over a five and 15-year period. However, the phasing of development will be an important consideration. There is a critical need for strategic transport infrastructure, particularly the Bakerloo line extension, to unlock the development potential of areas and to optimise the capacity of sites. A Housing Trajectory is included in an Appendix to the Local Plan which sets out details on the expected phasing of housing delivery over the plan period.

7.5 For the purpose of monitoring housing completions, net changes on conventional and non-conventional forms of housing will be calculated in line with the London Plan. For the avoidance of doubt, non-self-contained accommodation for students will be counted on a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home. Non-self-contained accommodation for older people (C2 use class) will be counted on a 1:1 ratio, with each bedroom being counted as a single home. All other net non-self-contained communal accommodation will count towards meeting housing targets on the basis of a 1.8:1 ratio, with one point eight bedrooms/units being counted as a single home.

7.6 The Local Plan seeks to facilitate a carefully managed uplift in the delivery of new housing development across the Borough to meet local needs, with priority given to genuinely affordable housing. There are a number of different routes to increasing housing supply which reflect the varying scale of opportunities available. These range from enforcement action to bring vacant housing units back into use, the sensitive intensification of small sites, and more strategically, the comprehensive redevelopment of larger brownfield sites including those for which site allocations have been prepared. All such routes to housing delivery relate to the spatial strategy for the Borough, which aims to direct development in support of Good Growth. We will work with development industry partners and other stakeholders to identify opportunities to optimise the capacity of sites that are suitable for new housing, ensuring that development will be appropriately supported by infrastructure.

[49] Deliverable and developable as defined by NPPF (2021), paragraph 67.

[50] In line with NPPF (2021) paragraph 74 a 5% buffer has been applied to ensure choice and competition in the market for land.

### Inclusive and mixed neighbourhoods and communities

7.7 Lewisham is a diverse Borough comprising of many vibrant and distinctive neighbourhoods and communities, which makes it an exciting place to visit and live. However, it also ranks amongst the most deprived local authority areas in England with pockets of social and economic deprivation scattered across the Borough. The Council is committed to achieving inclusive and mixed communities by addressing the environmental, social and economic barriers adversely affect peoples' lives. The Local Plan seeks to facilitate a significant uplift in housing and our expectation is that new development should respond to existing imbalances in provision, so to better meet local needs and contribute to sustainable neighbourhoods and communities. This policy sets the strategic approach for securing an appropriate mix of housing when new development comes forward.

7.8 There is a significant and acute need for more genuinely affordable housing in the Borough, as set out in the London Strategic Housing Market Assessment (2017) and Lewisham Strategic Housing Market Assessment Update (2022). Consistent with the London Plan, development proposals must contribute towards the Borough's strategic target of 50 per cent of new homes to be genuinely affordable. Residential development proposals must maximise the amount of affordable housing on-site, subject to viability, having regard to the requirements in Policy HO 3 (Genuinely affordable housing). The strategic target is for delivery across the Borough recognising a number of sites are likely to make provision in excess of the target, such as those delivered by the Council through its housebuilding programme and by registered providers. We will work proactively with partners and industry stakeholders, including private developers, to secure the delivery of more high quality and genuinely affordable housing.

7.9 Development proposals must respond to local need by securing a mix of dwelling sizes (in terms of occupancy measured by bed spaces), particularly family sized units (i.e. 3+ bedrooms). Development proposals for major residential development must make provision for a reasonable proportion of family housing units, the amount of which will be considered on a case-by-case basis taking into account financial viability. Minor development proposals of less than 10 units incorporating family sized units will be considered favourably. Development proposals should not normally result in the loss of family sized units (including through demolition and redevelopment); further details on the conversion of family housing is set out in Policy HO2 (Optimising the use of small housing sites). Where development proposals include an element of affordable housing, the unit size mix should be established with reference **Table 7.1**. All development proposals will be expected to demonstrate how the dwelling size mix is appropriate to the site in contributing to inclusive and mixed neighbourhoods and communities.

7.10 To help secure inclusive and mixed neighbourhoods and communities, we will resist development proposals that comprise solely of studios and 1 bedroom, 1 person units or those that will result in an overconcentration of 1 or 2 bedroom units on a site or local area. London Plan policy H10 (Housing size mix) makes clear

that developments with a higher proportion of 1 and 2 bedroom units are generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity. This policy is considered to provide sufficient flexibility to respond to individual site circumstances. For example, in situations where there are site development constraints or where proposals for such provision would demonstrably enhance the mix and balance of housing unit types within a larger development site or local area. Studio units intended for single person occupation are not considered to provide a long-term, sustainable solution to meeting local housing need. Development proposals for studio units may be permitted where they are of an exceptional design quality, minimum space standards are satisfied and the development is appropriately located in a well-connected and highly accessible location that benefits from good provision of local amenities.

### Housing choice

7.11 The availability of a wide range of housing choices, with provision for a mix and balance of housing types, sizes and tenures is essential to the achievement of inclusive neighbourhoods and communities. We will generally support proposals that enhance housing choice and access to genuinely affordable housing in Lewisham. The Local Plan sets out additional policies that address the needs of different groups including those who require specialised forms of housing. Further details are set out later in this section.

7.12 Lewisham is gaining a reputation as a location for innovative housing design with both public and private sector led developments winning or being recognised for design awards in recent years[51]. We are broadly supportive of development proposals applying innovative and contemporary designs where they comply with other Local Plan policies. Development proposals for housing as a meanwhile use will be considered with reference to Policy DM5 (Meanwhile uses).

7.13 Those with a connection to Lewisham, including people currently living or working locally or with family connections in the Borough should have a good opportunity to access new housing as it is made available on the private market. We will therefore encourage developers and agents to advertise new units locally, ideally for a period of 3 months, before marketing them more widely. Whilst the Council exercises no planning control in this respect, it will broadly support developers and agents in making a reasonable proportion of new residential units available to local residents, UK citizens and others with a strong connection to the Borough, particularly for owner occupation.

[51] The Council's Authority Monitoring Reports include information on design awards. Information is also available from professional bodies such as the Royal Institute of British Architects (RIBA).

13
AB

# HO2 Optimising the use of small housing sites

A The development of small sites will play an important role in increasing housing supply in Lewisham and supporting provision for a wide range of high quality and affordable homes. Opportunities should be taken to optimise the capacity of small sites for new housing development across the Borough, including through:

a. Redevelopment of vacant and underused brownfield sites, and ancillary buildings such as garages;
b. Housing conversions;
c. Housing alterations and extensions; and
d. Infill and backland development.

B To help facilitate the appropriate development of small sites for housing the Council has prepared the Small Sites SPD and the Alterations and Extensions SPD. Development proposals should have regard to this guidance, where relevant, and demonstrate how it has been used through the design-led approach.

C Development proposals for housing on small sites will only be supported where they help to facilitate the delivery of the spatial strategy for the Borough and:

a. Are appropriately located for residential use;
b. Are of a high quality design with accommodation that meets the relevant standards for living and amenity space, with reference to Policy QD8 (High quality housing design);
c. Respond positively to local character, including historical character and heritage assets;
d. Protect and enhance biodiversity and green infrastructure, and further maximise opportunities for urban greening;
e. Make provision for affordable housing, in line with Policy HO3 (Genuinely affordable housing);
f. Protect and do not result in unreasonable adverse impacts on local amenity;
g. Do not result in the loss of community infrastructure, with reference to Policy CI1 (Safeguarding and securing community infrastructure); and
h. Do not prejudice the delivery of site allocations in the Local Plan.

D Neighbourhood forums are strongly encouraged to identify locations and allocate sites appropriate for housing development, including small sites, within neighbourhood plans.

**Housing conversions**

E In order to maintain a supply of housing suitable for families, development proposals for the conversion of a single family dwelling, or self-contained unit with 3+ bedrooms, into smaller self-contained residential units (including flats) will only be supported where:

a. The gross internal floor space of the original dwelling is 130 sq. metres or greater;
b. A family sized unit (3+ bedrooms) is re-provided, unless it is demonstrated that the property is not suitable for family accommodation due to environmental or other site constraints;

Opposite: Infill by Selencky Parsons and Richard Chivers

c. All housing units benefit from a layout and configuration that is practical for residential occupation, with reference to other policies on high quality design;
d. In the situation garden land or other dedicated private outdoor amenity space is available, the extent of and access to this private amenity space is maintained for the existing family unit, and wherever possible, made accessible to residents in other units; and
e. The development will not result in an adverse impact on local character.

F Development proposals for the conversion of properties into Houses in Multiple Occupation will be considered against Policy HO8 (Housing with Shared Facilities - Houses in Multiple Occupation).

**Figure 7.1:** Small Sites Housing Opportunities

## Explanation

7.14 The London Plan sets out a 'small sites' housing target for every borough. Small sites are defined as those that are less than 0.25 hectares. The small sites target is a component of, and not additional to, the overall housing target. For Lewisham, the small sites target for the ten-year period from 2019/20 is 3,790 net housing units, or 379 units per year. This is broadly in line with our monitoring of 'windfall' development on small sites in the Borough. The small sites target makes up roughly one-quarter of the borough's London Plan housing target.

7.15 Through the Local Plan we are seeking to boost the delivery of small housing development beyond the historic delivery levels. Our aim is not only to meet the London Plan small sites target but to exceed it, recognising a variety of measures are needed to achieve the overall housing target and meet the range of housing needs of different groups in the Borough. This includes need for genuinely affordable housing. Through the development and sensitive intensification of small sites, there will be more opportunities to secure planning contributions that can be invested in the delivery of new affordable housing units. Furthermore, small sites can play an important role in addressing local deprivation. For instance, the designated Area for Regeneration in the south of the Borough, discussed in Part 3, has a distinctive character and urban grain based on its historic estate development. There is a lack of large site opportunities to generate investment in this area. Small site development provides a mechanism for more incremental investment and area improvement that can help to address the underlying causes of deprivation. In short, our positive approach to small site development is informed by the Local Plan's strategic objectives, and is not simply a matter of housing numbers.

7.16 There are a variety of opportunities and types of small sites that can support new housing development. Vacant and underused brownfield sites along with redundant ancillary facilities, such as garages or residential storage units, present relatively straightforward options for redevelopment. However these types of sites are limited in availability and are often constrained, such as by irregular plot forms, site access issues or land-use designations (including those that protect land for commercial uses). It is therefore expected that the majority of small sites development will occur in established residential areas, where new homes can be sensitively integrated with other compatible uses. Housing development on small sites can take a number of forms including: new build, infill and backland development, conversion (subdivision of houses into flats), demolition and redevelopment

Infill by 31/44-architects and Anna Stathaki

or extension of existing buildings (including upward, rear and side extension, and basement development).

7.17 Our approach to housing development on small sites is expected to facilitate the incremental intensification of established residential areas, particularly where sites have a good Public Transport Access Level (PTAL 3-6) and/or they are within 800 metres of a station or Major/District town centre. It is imperative that future growth and development occurs in a way that respects and enhances local character, with the distinctive features of Lewisham's communities at the heart of the design-led approach. The Lewisham Characterisation Study (2019) identifies areas that are positioned to facilitate an uplift in small housing development, recognising that the physical character of some areas may need to evolve gradually over time, for example, to accommodate new housing and investment in infrastructure. The Characterisation Study defines areas on a spectrum of sensitivity to change, based on local character, taking into account factors such as existing urban grain, historic evolution, building typologies, and spatial strategic growth and regeneration priorities across the Borough. All proposals for small housing development will be expected to refer this document, as a starting point, to understand the scope for intensification in a given area and to gain an appreciation of the key features of local character. The Council has also prepared a Small Sites SPD to support the delivery of high quality housing. All development proposals for small sites must demonstrate how the SPD has been used to inform the design-led approach.

7.18 Where small site housing development is proposed it should not have an unacceptable adverse impact on biodiversity and green infrastructure. Applications will be expected to identify potential impacts in this regard, and clearly set out measures to minimise and mitigate these. Measures may include the return of hard standing to green space, installation of green roofs and walls, and sustainable landscaping. In exceptional circumstances, where site constraints demonstrably preclude the implementation of on-site measures, then off-site provision (for example, tree planting) may be acceptable in order to ensure policy compliance. Off-site provision will be secured on a case-by-case basis through the use legal agreements and/or planning contributions.

7.19 This policy presents a new strategic approach to meeting housing need locally. An allowance for small site development has been made in the Local Plan housing trajectory. This sets out the expected rate of housing delivery over the plan period, based on past trends. We will monitor progress towards the small site housing target through the Authority Monitoring Report and consider this policy's effectiveness through the Local Plan review process. Monitoring will also provide us with information to understand the spatial distribution of new small housing development and consider whether interventions are necessary, for example, to ensure those areas where this type of development is concentrated are appropriately supported by community facilities and other strategic infrastructure.

### Housing conversions

7.20 The Local Plan seeks to ensure provision for a wide range of housing types and tenures to meet local need, including need arising from families. The conversion of larger and single family homes into flats has in recent years provided a small source of housing supply in Lewisham. Whilst recognising that conversions support delivery towards the strategic housing target, it is important that provision for family accommodation is not compromised. The Local Plan therefore sets out requirements to ensure that family sized units (3+ bedrooms) are retained when residential conversions come forward. TheLewisham SHMA (2022 shows there is an acute need for family housing.

7.21 There is a limited supply of family sized housing units in the Borough, with the SHMA indicating that 1 and 2 bedroom units comprise the majority of existing properties ( at 61 per cent, above the averages for London and England at 56 and 41 per cent respectively). Furthermore, monitoring information demonstrates that the vast majority of recent new build residential development has been for flats or apartments, mainly 1 and 2 bedroom units, and it is anticipated that this trend will continue into the future. Development proposals must therefore ensure that existing family sized units are not unnecessarily lost through conversion. This policy is not considered to inhibit the achievement of the small sites housing target, as proposals will continue to be supported where adequate family sized units are retained or re-provided.

7.22 Some flexibility may be applied on a case-by-case basis where it can be suitably demonstrated that environmental or other site specific constraints make re-provision of a family sized unit inappropriate. This includes consideration of the site or building size (which might compromise achievement of the minimum space standards for a 3+ bedroom unit), lack of amenity space suitable for a family, or other environmental constraints that would adversely impact on occupants, particularly children and young people.

# HO3 Genuinely affordable housing

A The strategic target is for 50 per cent of all new homes delivered in Lewisham to be genuinely affordable. The Council will seek the maximum amount of genuinely affordable housing to be delivered on new housing developments. Development proposals that deliver high quality affordable housing through the Fast Track Route, as detailed in HO3.F below, to achieve a minimum 35 per cent affordable housing will be considered favourably. Development proposals involving new housing will only be supported where the site capacity has been optimised and delivery of affordable housing maximised.

B The affordable housing requirement will apply to all forms of conventional housing in the C3 Use Class, unsecured student accommodation and, where appropriate, specialist and supported accommodation. Affordable housing requirements for Purpose Built Student Accommodation are set out in Policy HO7 (Purpose Built Student Accommodation).

C The affordable housing requirements for major developments (large sites) will apply in circumstances where development has already been permitted and 10 or more dwelling units will be delivered taking into account:

a. New residential units that are proposed which would result in an uplift in the overall number of units on the site of the extant permission; and

b. Development that is proposed on an adjacent site which by virtue of its layout, design and use is functionally related to the extant permission and would result in an uplift in the overall number of units across the sites.

D Applicants will be expected to make all reasonable efforts to secure grant funding to deliver an increase in affordable housing beyond the level that would otherwise be achievable. The Council will work positively with development industry partners to help identify opportunities to secure grant funding to deliver more genuinely affordable housing in Lewisham. Development proposals will be considered favourably where they demonstrably deliver the maximum viable amount of affordable housing whilst meeting the minimum threshold level of affordable housing without public subsidy, as set out in HO3.F, and secure grant funding to deliver provision of genuinely affordable housing additional to this level.

**Large sites (major developments)**

E Development proposals for new housing, including mixed-use developments, with site capacity to accommodate 10 or more dwelling units must deliver the maximum amount of genuinely affordable housing, taking into account:

a. Their contribution to the Borough's strategic affordable housing target, based on habitable rooms, subject to viability;

b. The need for provision of a mix of secure housing tenures, with the affordable component sought to be provided on the basis of a tenure split of 70 per cent genuinely affordable (social rent or London Affordable Rent) and 30 per cent intermediate (London Living Rent or shared ownership);
c. The preferred housing size mix for affordable housing, as set out in **Table 7.1**;
d. Availability of public subsidy; and
e. Other planning benefits that may be achieved, having particular regard to the delivery of the spatial strategy for the Borough.

F A threshold approach to viability will be applied to major development proposals, in accordance with London Plan policy H5 (Threshold approach to applications), taking into account the different routes to affordable housing delivery (i.e. Fast Track Route and Viability Tested Route). In Lewisham, the threshold level of affordable housing on gross residential development is set at:

a. A minimum of 35 per cent;
b. A minimum 50 per cent on public sector land; and
c. A minimum of 50 per cent for Strategic Industrial Locations and Locally Significant Industrial Sites where development would result in a net loss of industrial capacity.

G Where the Viability Tested Route is used, and in other circumstances where a Viability Assessment is submitted to support the level of affordable housing provision made by a development proposal, this must be based on a standard residual valuation approach, with the benchmark existing use value of the land taken as the Existing Use Value (EUV) Premium or the potential for Alternative Use Value[52]. In order to ensure transparency in the planning process the Viability Assessment must be undertaken in line with the Mayor's Affordable Housing and Viability SPG or future equivalent.

H To maximise affordable housing delivery and address economic uncertainties that may arise over the lifetime of a development proposal the use of 'review mechanisms' will be required, where appropriate, and implemented in line with the Mayor's Affordable Housing and Viability SPG.

I In order to promote inclusive and mixed communities all new affordable housing provision should be delivered on-site. Off-site provision for major development proposals will only be considered in exceptional circumstances, where it can be demonstrated to the satisfaction of the Council that:

a. It is not practical or feasible to provide affordable housing on-site due to site development constraints;
b. A higher level of affordable housing can be secured through provision on an alternative site;
c. Off-site provision is necessary to better meet priority housing need, such as for affordable family housing; and

[52] This approach is line with the Government's National Planning Practice Guidance and the London Mayor's Affordable Housing and Viability SPG.

d. The provision will better support inclusive and mixed communities.

### Small sites (minor developments)

J Development proposals for new housing delivering between 2 and 9 dwelling units must make provision for affordable housing., They should seek to deliver affordable housing on-site wherever feasible Where it can be demonstrated to the satisfaction of the Council that off-site contributions are acceptable these will be secured through planning obligations, with payments in lieu calculated using **Table 7.2** (Small sites affordable housing requirements) and the formula set out in **Table 7.3** (Small sites affordable housing payments in lieu). Further details will be set out in the Planning Obligations SPD.

**Table 7.2:** Small sites affordable housing requirements[53]

| TOTAL NUMBER OF UNITS | EQUIVALENT NUMBER OF ON-SITE AFFORDABLE UNITS TO BE USED TO CALCULATE PAYMENT IN LIEU |
|---|---|
| 2 | 0.70 |
| 3 | 1.05 |
| 4 | 1.40 |
| 5 | 1.75 |
| 6 | 2.10 |
| 7 | 2.45 |
| 8 | 2.80 |
| 9 | 3.15 |

**Table 7.3:** Small sites affordable housing payments in lieu [54]

| FORMULA FOR CALCULATING PAYMENTS IN LIEU |
|---|
| **X = ((A-B) x C) – ((A x C) x D)** |
| X = the payment in lieu (£)<br>A = the market value of a square metre of floorspace in the development<br>B = the value of affordable housing per square metre of floorspace (reflecting the mix between genuinely affordable and intermediate products)<br>C = the number of square metres required to meet the affordable housing requirement<br>D = additional costs to the developer (the difference between profit applied to market housing and affordable housing, and marketing costs of private housing) |

### Inclusive and mixed neighbourhoods and communities

K In order to secure inclusive and mixed neighbourhoods and communities the Council may seek to alter the tenure and/or mix of affordable housing provision on a case-by-case basis. In establishing the most appropriate level of provision for a site, development proposals will be considered having regard to the existing levels of housing tenure and mix in the area (including extant permissions),

[53] The equivalent number of on-site affordable units is based on the 35 per cent affordable housing requirement of the Fast Track Route of the threshold approach set out in London Plan policy H5 (Threshold approach to applications), i.e. where 1 dwelling unit is equivalent to 0.35 affordable units.

[54] Developer profit is typically applied at between 17-20% of GDV on private housing and 6% on the affordable housing, so the increased profit arising from converting a unit from private to affordable housing would be 11% to 14% (i.e. 17% or 20% less 6%).

L All new affordable housing developments must be of a high quality design having regard to other Local Plan policies. They must be designed to be 'tenure neutral' in accordance with the National Design Guide, so that affordable units are indistinguishable from market units in terms of quality of design and materials, space standards, access and amenity. Where mixed tenure schemes are proposed these must ensure all residents of the development have access to amenities and communal spaces including play spaces, with reference to Policy QD2 (Inclusive and safe design).

**Vacant Building Credit**

M The application of the Vacant Building Credit (VBC) is not appropriate in Lewisham. The use of VBC will only be considered in limited circumstances, where applicants suitably demonstrate there are exceptional reasons why it is appropriate and the following criteria are met:

a. The building is not in use at the time the application is submitted;
b. The building is not covered by an extant or recently expired permission;
c. The site is not protected for an alternative land use; and
d. The building has not been made vacant for the sole purpose of redevelopment, as demonstrated by evidence showing that the building has been vacant for a minimum continuous period of five years and has been actively marketed for at least two years therein, at realistic local area prices.

# Explanation

### The need for genuinely affordable housing

7.23 Although there is a strong record of housing delivery in Lewisham not everyone is able to access housing that is affordable within their means. The Lewisham SHMA (2022) indicates that whilst median house prices in Lewisham are lower than those for London on whole they have increased by more than 330 per cent over the past twenty years. This is marked by an accelerated rate of increase from 2013 to 2020, with median house prices rising from £259,800 to £430,000 in this short period. The rate of increase is significantly higher than that experienced across London and in many neighbouring boroughs. Home ownership is now out of reach for many Lewisham residents, particularly first time buyers, with median house prices more than 10 times the average household income. The cost of private rented sector housing has also increased pointedly over recent years. Over the 10-year period 2010 to 2020 private median rents rose by more than 45 per cent, significantly higher than the rate for London and England, at 17 and 28 per cent respectively, making this housing option unaffordable to many. The above situation has contributed to acute issues of overcrowding and homelessness in the Borough, which is reflected by the extensive number of households on the Council's Housing Register. As of May 2019 there were approximately 10,000 households on the housing waiting list, which represents approximately 7.6% of households in the Borough[55]. In short, the gap between incomes and housing costs is rapidly widening, and as a consequence there is a significant local need for affordable housing.

7.24 In light of the above, the Local Plan sets a strategic target for 50 per cent of all new homes delivered in the Borough to be genuinely affordable. The strategic target is considered to be in line with the London Plan. However, recognising the distinctive characteristics of the local housing market and the relative affordability of different types of provision to the resident population, a local definition of 'genuinely affordable housing' is necessary. In Lewisham, this means housing at social rent levels or GLA's London Affordable Rent level[56]and below, aiming for target rents. All other housing products below market levels, whether for sale or rent, are defined as intermediate housing and should not be conflated with genuinely affordable housing. Furthermore, genuinely affordable housing and intermediate housing should provide for secure tenancies. For affordable homes, we will seek that residents are provided with lifetime tenancies, ideally in perpetuity.

7.25 Our expectation is that the maximum amount of genuinely affordable housing will be delivered on all new residential development sites, having regard to viability. Habitable rooms will be used as the basis for calculating affordable housing provision against the Borough's strategic target, as advocated by the London Plan. This measure provides flexibility to deliver affordable housing that is best tailored to meeting the range of local needs, and in particular to enable additional provision of affordable family sized units to come forward.

[55] Lewisham Housing Department statistics, May 2019.

[56] GLA London Affordable Rent is defined locally as London Affordable Rent, minus the 1% above Consumer Price Index uplift.

1 Heathside and Lethbridge
2 Place Ladywell
3 Excalibur Estate
4 Bampton Estate
5 Mercator Road

7.26 Affordable housing will be required from all large sites with capacity to accommodate 10 or more residential units, and this applies where development is proposed incrementally. This includes variations to a planning consent resulting in additional units on the site. This policy seeks to guard against actions to circumvent the affordable housing requirements, such as through the artificial sub-division or phased development of sites. In considering whether the affordable housing requirement should apply in these circumstances, we will have regard to: extent of single ownership of land and sites; occupied status of land/sites at the grant of permission and at commencement of development; and the amount of time elapsed between permissions, completions and any new proposals.

7.27 Contributions towards affordable housing will also be required on small sites for new developments delivering between 2 and 9 dwelling units. The Local Plan Viability Assessment (2022) demonstrates that this requirement will not adversely impact on the development viability of small sites across the Borough. Development proposals should seek to deliver affordable housing on-site wherever feasible. Off-site provision will be secured through planning obligations with any payments in lieu calculated using **Table 7.2** and **Table 7.3**.

7.28 In line with the London Plan, a threshold approach to viability will be applied in Lewisham. This means that schemes meeting or exceeding the London Plan policy H5 (Threshold approach to applications) without public subsidy can be 'fast-tracked' and are not required to submit detailed viability information. However, to ensure an applicant fully intends to build out the planning consent an early stage viability review will be triggered if an agreed level of progress on implementation of the development is not made within a specified time period. Thresholds are expected to be regularly reviewed by the London Plan, and may therefore change over the course of the plan period.

7.29 All development proposals will be expected to demonstrate that they have maximised the amount of genuinely affordable housing on-site in contributing to the delivery of the Borough's affordable housing target. Applicants are encouraged to investigate realistic options to provide a further uplift of genuinely affordable housing (i.e. beyond that which can be viability delivered through development value alone) including through the use of public subsidy. This will require engagement with industry stakeholders, including Registered Providers, early in the development process to identify and capitalise on opportunities available. Where subsidy is secured, applications will be expected to clearly state the level of affordable housing that is to be provided using this subsidy. This clarification is required in order to assess schemes against the policy requirements, and for effective and transparent implementation of the threshold approach.

7.30 Development proposals that do not provide the minimum required amount of genuinely affordable housing will be strongly resisted. Where applicants consider there are exceptional circumstances affecting the viability of a scheme and delivery of policy objectives, this must be justified through the submission of a detailed Viability Assessment.

This must be undertaken by a suitably qualified professional (such as one accredited by the Royal Institute of Chartered Surveyors) and will be made publicly available upon validation of the planning application. All such assessments will be considered having regard to higher level policies and associated guidance. This includes the NPPF and companion National Planning Practice Guidance on 'Viability and decision taking', the London Plan and Mayor's Affordable Housing and Viability SPG (2017), or future equivalent. A lower level of affordable housing will only be permissible where there are clear barriers to delivery and development is fully justified through detailed viability information. We may require that an independent appraisal of the Viability Assessment is undertaken, which will need to be paid for by the applicant.

7.31 Consistent with national planning policy, our expectation is that affordable housing will be delivered on-site. This is in order to promote inclusive and mixed communities, as well as to help ensure that there is no undue delay to the delivery of affordable housing when it is included with proposals for market housing. However, there may be exceptional circumstances where it is appropriate to deliver affordable housing off-site including through payment in lieu. Applications will be required to provide robust justification for any off-site provision. Viability alone will not be considered sufficient justification for off-site provision.

7.32 When off-site provision is acceptable in principle, we will expect all subject sites to be considered together for the purpose of calculating the level of affordable housing provision required. All off-site affordable housing must be provided within the Borough and be appropriately located, having regard to other policies that seek to provide residents with high quality living environments. Payment in lieu contributions may be acceptable on small-sites and on major developments where there are demonstrable benefits to delivering affordable housing provision along with inclusive and mixed neighbourhoods. Payments will be ring-fenced and where appropriate pooled to help maximise affordable housing delivery locally. Applicants should refer the Mayor's Affordable Housing and Viability SPG (2017), or future equivalent, along with the Council's Planning Obligations SPD for further guidance.

7.33 Viability 'review mechanisms' are reappraisal tools that can be used to ensure maximum public benefit is secured from development, including benefits associated with affordable housing delivery. Review mechanisms can be particularly important on phased schemes or schemes with longer build out periods, and are a useful way to respond to economic uncertainties that may arise over the lifetime of a development proposal. We will seek to apply viability review mechanisms as a standard practice, and implement them in line with the London Plan and its associated guidance. This will help to ensure that if there is an improvement in viability over lifetime of the development proposal, this contributes to the maximum amount of affordable housing provided. Further details on the implementation of this approach are set out in the Mayor's Affordable Housing and Viability SPG (2017).

7.34 The most pressing need in Lewisham is for new social homes with social rents. However there is also a need for affordable housing which is available to people who are unable to access social housing due to the rigorous eligibility criteria, but are also unable to afford private market housing. Therefore, where affordable housing is required on new development this should be provided on a tenure split basis of 70 per cent social rent or London Affordable Rent and 30 per cent London Living Rent or shared ownership. We support the use of London Living Rent, as by its nature, it is affordable to households earning the Lewisham median household income. Shared ownership products may also be an acceptable form of tenure, where the total monthly costs are demonstrably affordable.

7.35 In preparing the Local Plan the Council has given consideration to First Homes as a component of the affordable housing tenure mix. Provisions on First Homes were introduced through a Written Ministerial Statement on 24 May 2021 and incorporated into the NPPG[57]. First Homes are a specific type of discounted market housing which should meet the definition of affordable housing.

7.36 The Lewisham SHMAA (2022) raises issues around the affordability of First Homes in the context of local median household incomes. It also sets out how the introduction of First Homes would adversely impact on the delivery of genuinely affordable housing, for which the identified need in Lewisham is greatest. The Lewisham Local Plan Viability Assessment (2022) has also tested the introduction of First Homes as a component of the affordable housing tenure mix, using the benchmark 25 per cent proportion recommended by the NPPG. It concludes that First Homes are unlikely to be accessible to those on lower incomes and would result in a significant reduction in availability of affordable housing for purchase. In light of the above, the Local Plan does not make specific provision for First Homes. This position is supported by the Mayor of London who has also raised concerns about deliverability of First Homes in London, particularly around criteria concerning price caps on properties and income caps on applicants[58].

7.37 In line with other Local Plan policies, all new affordable housing development must be of a high quality design and incorporate durable materials, adhering to the same space and amenity standards as market housing. To promote inclusive and mixed neighbourhoods and communities it is imperative that affordable housing is designed to be 'tenure blind' and 'tenure neutral, in accordance with the Government's National Design Guide, so that it is indistinguishable from other types of housing. Affordable housing must also be sensitively integrated into the site and its surroundings to ensure that all local residents, irrespective of tenure type, are provided with high quality living environments and are able to benefit from shared access to all on-site amenities.

57 National Planning Practice Guidance. First Homes Guidance. Published 24 May 2021 with subsequent updates.

58 Greater London Authority. First Homes Practice Note (July 2021).

### Vacant Building Credit

7.38 Vacant Building Credit (VBC) was introduced by the Government, in 2014, as a way to incentivise development on brownfield sites. It is a material consideration in planning decisions. VBC applies to sites where a vacant building is brought back into lawful use, or is demolished to be replaced by a new building. Notably, VBC reduces the requirement for affordable housing contributions, taking into account the amount of vacant floorspace being brought back into use or redeveloped. This can have significant implications in the Borough where there is a demonstrated strategic need for affordable housing.

7.39 Application of the VBC is not considered appropriate in Lewisham. Monitoring indicates a strong rate of housing delivery locally, with the Borough exceeding its cumulative London Plan housing target since the adoption of the Core Strategy in 2011. Further, there is a pipeline of committed sites (with planning consent) and allocated future development sites, all of which are on brownfield land. Accordingly, brownfield sites are coming forward irrespective of the VBC and we do not consider that this additional incentive is necessary, particularly in an inner-London context where the relatively high land values help to support the viability of residential led schemes. Where proposals involve the use of VBC, evidence must be provided to demonstrate that there are exceptional circumstances in which to justify its application, having regard to the tests and requirements set out in this policy.

7.40 It should be noted that if an applicant is claiming that a scheme qualifies for VBC, it cannot also claim Community Infrastructure Levy relief through the vacancy test.

Batavia Road

# HO4 **Housing estate maintenance, renewal and regeneration**

A The maintenance, renewal and regeneration of Lewisham's housing estates will play an important role in helping to ensure that neighbourhoods and communities benefit from high quality living environments, housing is maintained at a decent standard and new genuinely affordable housing is delivered locally.

B Development proposals involving housing estate renewal and regeneration must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration, in order to ensure:

a. There is no net loss of affordable housing, and an uplift in genuinely affordable housing is delivered wherever possible;
b. A range of high quality, genuinely affordable housing options are made available in the Borough;
c. Existing and new residential units achieve the Decent Homes standard;
d. The development is of a high quality design and provides for demonstrable physical improvements to the housing estate and local area environment, consistent with other Local Plan policies; and
e. Strong and inclusive communities can be better fostered and supported, with spaces and facilities that enhance opportunities for social interaction and integration.

Opposite: McMillan Park

## Explanation

7.41 We are committed to ensuring that all Lewisham residents have access to a decent home that is secure and affordable. This will require that significantly more new genuinely affordable housing is made available in the Borough. Also, that existing residences are brought up to and maintained at an appropriate standard, particularly within Lewisham's housing estates. In addition, it is vital for the safety and security of residents and the wider community that homes are well integrated into their neighbourhoods, with plentiful opportunities for social interaction, and that high quality living environments benefit the health and well-being of local residents.

7.42 The Decent Homes programme provides one mechanism for housing improvement and has been successfully delivered across the Borough. However, funding is limited and this type of investment may not always be feasible or viable for some houses or estates. For example, the existing condition or orientation of buildings can act as a practical constraint to refurbishment works. Nonetheless the Council has a strong record in this regard, and through Lewisham Homes, the proportion of residential units meeting the Decent Homes standard increased from 41 per cent to 94 per cent in the 10-year period from 2007.

7.43 Housing estates have been developed in the Borough over many decades. Their age and condition varies and therefore so too does the programme of maintenance required for each. Some older estates constrain opportunities for site or area wide improvements. For instance, their layout or design makes it difficult to introduce safer access points and through routes, more useable amenity space or public realm enhancements. In other circumstances, there may be options to deliver more affordable housing units on estates, either through incremental infill or comprehensive redevelopment. Accordingly, strategic approaches to estate renewal and regeneration may be necessary in certain circumstances.

7.44 The nature of the programme for housing estate maintenance, renewal and regeneration will vary on a case-by-case basis. This policy will help to ensure that that all such investment is appropriately managed, irrespective of the level of works involved, and that local residents ultimately benefit from improved access to high quality, inclusive and genuinely affordable housing and living environments.

7.45 All estate renewal and regeneration schemes must be carried out in consultation with existing residents and the local community. The process will be in line with the London Mayor's Good Practice Guide to Estate Regeneration (2016), or future equivalent, and the Council's Statement of Community Involvement. All development proposals for estate renewal and regeneration must ensure that there is no net loss of affordable housing, in line with other Local Plan policies. Loss of existing affordable housing will only be permitted where it is replaced by equivalent or better quality accommodation, providing at least an equivalent level of affordable housing floorspace, on an identical or equivalent basis[59]. Floorspace is used as the measure for replacement provision as this provides flexibility for the Council and its partners to better address acute housing needs, such as for more family sized social housing, where redevelopment is undertaken. This approach is consistent with the London Plan.

[59] Affordable housing floorspace must be replaced on an identical basis where a tenant has a right to return. Where there is no right of return affordable housing must be replaced on an identical or equivalent basis, i.e. social rented floorspace may be replaced with social rented floorspace or by general needs rented accommodation with rents at levels based on that which has been lost.

# HO5 Accommodation for older people

A The housing needs of older people will be met mainly through conventional residential accommodation in the C3 Use Class that is designed in a way that allows for easy adaptation to the different needs of users over their lifetime. This includes new build development and the appropriate retrofitting of housing units. Specialist older person's accommodation and care home accommodation should supplement conventional housing to meet the needs of Lewisham's older resident population.

**Specialist older persons accommodation**

B Development proposals for specialist older persons accommodation will only be supported where they:

a. Respond positively to the objectives in Lewisham's Housing Strategy;
b. Make provision for a mix of tenure types including affordable housing with reference to Policy HO3 (Genuinely affordable housing);
c. Make provision of accessible housing, in line with Policy QD2 (Inclusive and safe design);
d. Are sited at well-connected locations that are well-served by public transport and provide for good access to community facilities and services (including health and social care) appropriate to the intended occupiers;
e. Are of a high quality design with fit for purpose accommodation and facilities suited to occupiers, staff and visitors, giving consideration to:
   i. The level of independence of occupiers and corresponding level of managed care provision or support;
   ii. Private, communal and public amenity space; and
   iii. Access, parking and servicing arrangements, including for all types of vehicles expected to access the development.

**Care home accommodation**

C Development proposals for care home accommodation in the C2 Use Class will only be supported where they are appropriately located and of a high quality design, having regard to Policy HO6.B.d-e. In addition, development proposals must ensure that 100 per cent of habitable rooms are wheelchair accessible.

**Loss of specialist older persons and care home accommodation**

D Development proposals that will result in the net loss of floorspace for specialist older persons or care home accommodation will be refused unless it can be demonstrated that:

a. There is a long-term surplus of this type of accommodation in Lewisham (i.e. there is no unmet local need); or
b. Adequate replacement provision will be provided on-site or elsewhere within the Borough; or
c. The existing accommodation is not suitable to support the intended occupants in its current condition and/or is incapable of being maintained at an acceptable modern standard.

E Where the loss of specialist older persons or care home accommodation is acceptable in line with (D) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, ensuring no net loss of affordable housing, and provide new affordable housing, where appropriate.

Opposite: Hazelhurst Court (Levitt Bernstein)

## Explanation

7.46 The number of people in the Borough aged 65 and over is forecast to rise by 71.5 per cent over the plan period, and by 2040 there will be an additional 21,074 residents in this age category[60]. We are committed to ensuring that a wide range of high quality and affordable housing options are available to older people. This includes accommodation for those seeking to remain in their homes[61], downsize from larger homes whilst remaining in the area, or people requiring more tailored, specialist accommodation with elements of support or care.

7.47 Local needs for older persons accommodation should be met principally through conventional housing. Where this is a good level of this type of provision available in the Borough there will be less reliance on specialist forms of accommodation. All new residential development in the C3 Use Class must therefore be designed to be adaptable to the varying needs of users at all stages of life, in line with Policy QD 2 (Inclusive and safe design). We will also encourage the retrofitting of existing residential buildings and units to better suit the day-to-day needs of older people, including by making them wheelchair adaptable or accessible. All proposals for retrofitting must ensure compliance with other Local Plan policies, particularly those on the historic environment. Internal or external alterations have the potential to harm the significance of heritage assets or otherwise impact on local character.

7.48 The Lewisham SHMA (2022) indicates that there are a number of housing options available for older people in the Borough, including some 3,200 units of specialist accommodation with integrated elements of support or care. This provision is helping to meet the varying types of need, but it is recognised additional capacity is required. The total additional need for specialist older person dwellings across Lewisham is projected to be 2,422 by 2040. This is broken down to 1,969 units of Class C3 units (such as sheltered or extra care housing) and 453 units of Class C2 units (such as residential care). This translates to an annual need for 98 C3 dwellings plus 23 units of C2 dwellings each year, which is comparable to the London Plan benchmark for Lewisham of 100 specialist older person dwellings 2017 to 2029.

7.49 The London Plan discusses the range of accommodation options that are available to older people. It clearly distinguishes between specialist older persons accommodation and care home accommodation. Applications must state the use for which planning permission is sought. The nature of development proposals will be established based on the definitions and attributes of specialist and care home accommodation set out in the London Plan.

60 Lewisham SHMA (2022).

61 The Lewisham SHMA cites a national database which suggests that more than three-quarters of older people want to remain in their current home with help and support when needed.

7.50 Where a development proposal does not meet the attributes of specialist older persons accommodation or care home accommodation set out in the London Plan, then the general housing policies in the London Plan and Local Plan will apply.

7.51 Specialist older persons and care home accommodation must be sensitively integrated into neighbourhoods at locations that are well-connected by public transport, and within easy reach of community facilities and services. Residents, carers and visitors should benefit from safe and convenient access to and from the site as well as the surrounding area. Developments should include accessible pathways and gradients to enable residents to move with relative ease whether by walking or with the use of aids, such as wheelchairs or mobility scooters. Accessibility is vital to ensuring the development adequately responds to the mobility needs of occupiers. It is also important to promote independence and facilitate social interaction, which in turn can help to address isolation and loneliness, which is a key public health issue.

7.52 Development proposals should be designed with reference to inclusive and safe design principles, taking into account the latest industry good practice guidance. They should promote and adequately respond to the sharing or joint use of facilities, particularly to encourage a sense of community belonging. Development should also be designed to ensure a good fit between the facilities supplied and the specialist needs of the intended occupants. This includes consideration for the level of managed care provision and support required by occupants, along with the need for high quality facilities such as amenity space storage, and space for charging of mobility scooters. Developments must also make adequate provision for access, parking and servicing for vehicles, with drop-off points for taxis, mini-buses and ambulances located near the building's principal entrance.

# HO6 **Supported and specialised accommodation**

A Development proposals for supported and specialised accommodation will only be supported where they:

a. Meet an identified need for the type of accommodation proposed;
b. Make provision for a mix of tenure types including affordable housing, where appropriate, with reference to Policy HO3 (Genuinely affordable housing);
c. Support mixed and inclusive neighbourhoods and communities without leading to a harmful overconcentration of supported or specialised accommodation. This will be assessed where the character of the area has changed or local amenity has been adversely impacted as a result of:
   i. Visual amenity;
   ii. Increased noise;
   iii. Vehicular traffic generation, along with car and cycle parking pressure;
   iv. Inadequate provision of waste management and recycling facilities;
   v. Additional pressure on community facilities; and
   vi. Anti-social behaviour and public safety.
d. Are appropriately located in areas that are well-connected to services and facilities that are likely to be required by the occupiers;
e. Are of a high quality design, giving consideration to the:
   i. Intensity of use that is appropriate to the size of the development;
   ii. Integration of accommodation and facilities for the specific use or group it is intended for;
   iii. Suitable arrangements for managed care or supervision, security and community safety; and
   iv. Protection of the amenity of adjoining and neighbouring uses.

B Development proposals that will result in the net loss of floorspace for supported or specialised accommodation will be refused unless it can be suitably demonstrated that:

a. The specific type of accommodation is no longer required for the particular use and/or group, or other relevant groups in need of supported housing; or
b. Adequate replacement provision will be provided; or
c. The existing accommodation is not suitable for the support or care of the intended occupants in its current condition and format and/or is incapable of being maintained at an acceptable standard.

C Where the loss of accommodation is acceptable in line with (B) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.

# Explanation

7.53 It is important that everyone has access to a decent and secure home. Supported and other forms of specialised accommodation offer respite and provision of care or support for individuals with distinct needs, particularly those from more vulnerable groups, whether for temporary stays or longer-term periods. The London Plan includes a detailed list of groups for whom supported and specialised accommodation is suited[62]. Supported accommodation can take a variety of forms and fall into different Use Classes, depending on the nature of use and type of care or supervision required.

7.54 In line with the Corporate Strategy, which aims for the Borough to be a welcoming place of safety for all, and also building on Lewisham's role as a 'Borough of Sanctuary'[63], the Local Plan broadly supports development proposals involving the retention, refurbishment and delivery of supported and specialised accommodation. Applications should clearly set out how the development will assist in meeting an identified need for the use proposed. It is vital that the accommodation is appropriate for the use and group(s) for which it is intended, so that the specific type of managed care or supervision required can be delivered effectively. Applicants are encouraged engage with relevant health and social care providers or stakeholders through the design-led approach. In order to secure mixed and inclusive neighbourhoods and communities, development proposals should not result in a harmful overconcentration of similar uses within an area.

7.55 Existing supported housing should be retained and maintained to a decent standard. Development proposals involving the change of use or loss of accommodation on the basis of HO6.B.a above must consider need at both the local and sub-regional level, recognising that delivery of provision for certain types of uses or groups may involve stakeholders across Lewisham and its neighbouring authorities.

[62] London Plan (2021), Policy H12 Supported and specialised accommodation.

[63] Lewisham has been recognised as a Borough of Sanctuary by the national charity 'City of Sanctuary', and as has been awarded the title of 'Council of Sanctuary' in May 2021.

# HO7 **Purpose built student accommodation**

A Development proposals for Purpose Built Student Accommodation (PBSA) will only be supported where it is demonstrated that:

a. They help to meet an identified need for this type of housing (giving priority to the local student population), will not compromise delivery against the Borough's strategic housing target and principal need for conventional housing, and will not result in a harmful overconcentration of PBSA taking into account:
   i. The amount of PBSA within the Borough and the area within which the development is proposed, having regard to past delivery and consented but undelivered PBSA; and
   ii. The proportion of PBSA provided in relation to the overall mix of housing within the development, and where relevant a masterplan or site allocation.
b. The accommodation is secured for use by students, as demonstrated by an agreement with one or more specific higher education provider(s); and
c. The maximum level of accommodation is secured as affordable student accommodation, in line with the London Plan.

B Development proposals for PBSA must be appropriately located:

a. At well-connected sites that are easy to access by walking, cycling and public transport;
b. Within or at the edge of town centres, or other locations that benefit from good provision of shops, services, leisure and community facilities appropriate to the student population; and
c. Giving priority to sites located in proximity to the education facility the development is intended to serve, or other higher education institutions in the Borough.

C Development proposals for PBSA must be of a high quality design, giving particular consideration to:

a. Adequate functional living space and layout with good-sized bedrooms and well-integrated communal areas and facilities, with a recommended benchmark of 1 square metre of internal and 1 square metre of external communal amenity space per student bed;
b. Inclusive and safe design, including provision for wheelchair accessible accommodation, spaces and facilities;
c. Amenity of occupiers and neighbouring properties including consideration for outlook, daylight and sunlight, noise and ventilation;
d. Adequate on-site cycle parking facilities; and
e. Accommodation that is suitable for year-round occupation.

Opposite: Student accommodation

D All development proposals for PBSA must be accompanied by a site management and maintenance plan, to be secured by planning condition.

E Development proposals involving the loss of PBSA will be refused unless it can be suitably demonstrated that:

a. There is no local need or demand for student accommodation to serve the existing or another higher education institution in the area; or
b. Adequate replacement accommodation will be provided in an appropriate location accessible to the higher education institution it serves.

F Where the loss of PBSA is acceptable in line with (E) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.

## Explanation

7.56 Lewisham is home to a number of further and higher education institutions. This includes Goldsmiths College at New Cross, Trinity Laban Conservatory of Music and Dance at Deptford, and Lewisham College at Deptford Bridge and Lewisham Way. Greenwich University in the Royal Borough of Greenwich is also located nearby. It is important that Lewisham's student population is able to access affordable accommodation, ideally in proximity to the places where people take up studies. PBSA can therefore play a role in meeting local housing needs. It also has the benefit of relieving pressure on the private rented market, enabling opportunities for others to access housing that might not otherwise be available. The Lewisham SHMA (2022) indicates that more than 1,000 dwellings were wholly occupied by students in 2021. In addition, PBSA can benefit Lewisham's neighbourhoods and communities, for example, by attracting a student population that supports the local economy, complements the creative and cultural industries and stimulates inward investment.

7.57 PBSA is defined as non-conventional housing, which for purposes of delivery against the Borough's strategic housing target, is counted on a 2.5:1 basis (i.e. two and a half bedrooms/units is equivalent to one unit of housing). Compared with conventional housing, where units are counted on a 1:1 basis, student accommodation may not always provide the most optimal use of land or contribute to addressing the Borough's most pressing housing needs. The Lewisham SHMA points to the significant amount of PBSA recently delivered in the Borough including the proliferation of off-campus accommodation. Some 1,686 units were delivered and consented from 2016 to 2021, or an average of 337 per year. Additional student bedspaces have been consented since then. The London Plan sets out an overall target for London of 3,500 PBSA units per annum across all boroughs. In this context, Lewisham is making a significant contribution to meeting London's needs for PBSA. A carefully managed approach to additional capacity is therefore required. Development proposals must clearly demonstrate that the provision will not lead to a harmful overconcentration of PBSA. It is also critical that they do not compromise or suppress the delivery of conventional housing, for which need in Lewisham is greatest. The London Plan makes clear that meeting the requirement for PBSA should not undermine policy to secure mixed and inclusive neighbourhoods[64].

[64] London Plan. 2021. Policy H15 (Purpose built student accommodation), paragraph 4.15.2.

7.58 New PBSA must be developed and secured for occupation by students of one or more specific higher education institutions. This is to guard against speculative development and ensure proposals genuinely help to address identified need. Applications must provide evidence of an end user affiliated with an educational provider. They must also demonstrate appropriate management arrangements are in place so that rooms will be rented solely to students over the lifetime of the development, including an identified landlord, agent or management company. The London Plan makes clear that if the accommodation is not secured for use by students and for occupation by members of one or more specified higher educational institutions, development is not considered PBSA and will be considered against policies on shared housing and communal living.

7.59 The London Plan provides that at least 35% of PBSA should be secured as affordable housing. This is in order to ensure that students with an income equivalent to that provided to full-time UK students by state funded sources of financial support for living costs can afford to stay in PBSA. We will apply the definition of affordable student accommodation as set in the London Plan and its supplementary guidance. London Plan policy H15 (Purpose built student accommodation) sets out requirements regarding the delivery of affordable student units, including circumstances in which the Fast-Track Route or Viability Tested Route may be taken, and should be referred for further information. Affordable rent levels may be subject to periodic review over the life of the Local Plan, taking into account any significant changes that may be made to the Government's student maintenance loan regime.

7.60 New PBSA should be directed to well-connected and highly accessible locations that benefit from good provision of walking routes and cycleways, and are within easy reach of services and facilities. During the site selection process applicants should give priority to locations in proximity to the institutions that the development will serve. PBSA that is intended to meet need arising from outside of the Borough should be sufficiently justified in respect of the site location.

7.61 New PBSA must be of a high quality design and construction, with functional layouts and well-integrated living and communal spaces and facilities. Developments should make provision for communal amenity space taking into account the recommended benchmark of 1 square metre internal and external communal amenity space per student bed. This is particularly important in the absence of national or regional policy requirements or standards for private external amenity space in PBSA. Development proposals should use the design-led approach to demonstrate that the amount of communal amenity space is appropriate to the site. It should meet the latest industry standards as demonstrated through the use of Accreditation Network UK or other similar scheme. Student bedrooms/units and layouts should be varied to cater to the needs of wheelchair users, mature students with families, students who want to live alone and for groups of students using shared facilities. The specific requirements of educational institutions should be considered and accounted for wherever possible.

7.62 Whilst many students require accommodation during term time only, some residents may need a permanent home throughout their studies and development therefore should make provision of units for year round occupation. To help ensure the viability of PBSA, we will provide flexibility to allow for the temporary or ancillary use of accommodation during vacation periods or term breaks. Proposals will be considered on a case-by-case basis. Planning conditions or legal agreements will be used to ensure that any temporary or ancillary uses do not result in a material change of use of the building.

7.63 Site management and maintenance plans are important to delivering successful student housing schemes. These plans will be required for all new PBSA and will normally be secured as a planning condition. Management plans will be expected to cover matters such as site management and maintenance, on-site wardens, communal facilities, safety and security for occupants and elimination of potential noise nuisance.

7.64 We will seek to prevent the loss of existing student accommodation. This is particularly to ensure that such loss does not adversely impact on existing capacity or existing residents, whose displacement could create additional pressure on the conventional housing market. However, flexibility will be applied where it can be suitably demonstrated that demand for the provision in question no longer exists. We will encourage the refurbishment of buildings to ensure student accommodation is brought up to an acceptable modern standard. Proposals will be supported where there is adequate re-provision of accommodation and other policy requirements are satisfied.

**Figure 7.2:** Article 4 Direction on HMOs

# HO8 **Housing with shared facilities (Houses in Multiple Occupation)**

A Development proposals for housing with shared facilities (i.e. Houses in Multiple Occupation) (HMOs) in the Sui Generis Use Class will only be permitted where they:

a. Do not result in the loss of existing housing suitable for family occupation, which includes but is not limited to the following considerations:
   i. Location within a residential street or area;
   ii. Size and layout, including number and size of individual rooms and bedrooms;
   iii. Amenity space, such as access to a private garden;
b. Contribute to inclusive and mixed neighbourhoods and do not result in a harmful overconcentration of HMOs. This will be assessed where the character of the area has changed or local amenity has been adversely impacted as a result of:
   i. Visual amenity, including impacts arising from poorly maintained properties;
   ii. Increased noise;
   iii. Vehicular traffic generation, along with car and cycle parking pressure;
   iv. Inadequate provision of waste management and recycling facilities;
   v. Additional pressure on community facilities; and
   vi. Anti-social behaviour and public safety.
c. Are appropriately located in areas that are well-connected to local services by walking, cycling and public transport; and
d. Are well-designed and provide high quality accommodation that satisfies the relevant standards for HMOs, including units that provide adequate functional living spaces and layouts.

B Development proposals for small HMOs in the C4 Use Class (i.e. 3 to 6 unrelated people) within any area covered by an Article 4 Direction will only be permitted where:

a. The gross original internal floorspace of the original dwelling is 130 square metres or greater; and
b. The requirements of (A)(b-d) above are satisfied.

C Development proposals that result in the loss of an HMO, or the self-containment of any part of an HMO, will be refused unless it can be suitably demonstrated that:

a. The existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; and
b. Adequate replacement provision can be secured within the Borough, having regard to the requirements of (A) above, with no net loss in HMO floorspace; or
c. Any replacement use includes housing provision that meets an acute local need, particularly genuinely affordable housing, with at least the equivalent amount of residential floorspace re-provided-

**Large-scale purpose-built shared living accommodation**

D Development proposals for large-scale purpose-built shared living accommodation in the Sui Generis Use Class will only be permitted where it is suitably demonstrated that:

a. There is an identified local market demand for the type of housing proposed and the development will not lead to a proliferation of this type of development in an area and the Borough which will compromise the delivery of conventional housing;
b. Private units within the development are demonstrably not self-contained homes in the C3 Use Class or capable of being used as self-contained homes;
c. There is well-integrated provision of communal facilities and services sufficient to meet the requirements of the intended number of occupiers;
d. The development is appropriately located and of a high quality design, having regard to the requirements of (A) above;
e. The development will be under single management, suitably managed and maintained over its lifetime, as evidenced by a management plan;
f. All units are available to rent, with minimum tenancy lengths of no less than 3 months; and
g. A cash-in-lieu contribution is made towards affordable housing in the C3 Use Class.

# Explanation

7.65 A house with shared facilities, or House in Multiple Occupation (HMO), refers to a shared house, flat or other non-self-contained dwelling that is the main residence for 3 or more occupiers forming 2 or more households. A household is generally a family (or people with relationships similar to a family), including single persons and co-habiting couples. There are two planning Use Classes for housing with shared facilities. A Use Class C4 HMO is a 'small' HMO used by 3 to 6 unrelated people. A 'large' HMO shared by more than 6 unrelated people is a Sui Generis use[65].

7.66 It is permitted to change a Use Class C4 HMO property to a Use Class C3 dwelling house without planning consent, and vice versa. Therefore, for planning policy implementation we will generally treat small HMOs in the same way as self-contained homes, with legislation controlling changes of use between these Use Classes. Exceptions apply in situations where an Article 4 Direction covers a specified area.

7.67 Planning permission is required for the use of land and buildings for large HMOs in the Sui Generis Use Class. Some forms of housing with shared facilities are not considered HMOs in planning terms (for example, Purpose Built Student Accommodation and supported housing) and these are addressed elsewhere in the Local Plan.

7.68 The London Plan acknowledges the role that HMOs play in London as a strategically important part of the Capital's housing supply, with provision that helps to meet distinct needs and reduces pressure on other elements of the housing stock. The Lewisham Strategic Housing Market Assessment (2022) indicates that HMOs have contributed to making available a wider range of housing options and can continue to play a role in meeting local housing needs. However this type of provision must be carefully managed in order to ensure high quality housing that supports mixed and inclusive neighbourhoods and communities.

7.69 To ensure that HMOs are built and maintained at an acceptable standard the Council operates mandatory and additional licencing schemes, in accordance with housing legislation. Through this regime we have published the Lewisham Standards for Licensable HMOs. All development proposals for HMOs must ensure these standards, or any future equivalent, are met as a minimum, irrespective of associated licencing requirements. The standards should be considered alongside other planning policies to ensure that new housing is fit for purpose.

[65] The above provides a summary of HMOs and the full legal definitions should be referred as appropriate, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). There are separate definitions in respect of the legal licencing of HMOs as set out in the Housing Act 2004 and related secondary legislation.

7.70 Good quality HMOs make an important contribution to local housing provision, particularly for vulnerable groups and those on lower incomes. For some people the availability of bedsits may be the only alternative to homelessness. For these reasons the loss of good quality shared living accommodation will be resisted, including where loss occurs through the self-containment of parts or all of buildings. We will seek to protect HMOs where there is good reason to believe they could be improved to a decent standard.

7.71 Consideration will be given to changes of use of existing HMOs where it is suitably demonstrated that the building does not meet local and other relevant standards, as set out in the Housing Act 2004 and the Management of HMOs (England) (Regulations) 2006), and has no realistic prospect of meeting these. The Council's Environmental Health team will be consulted on a case-by-case basis to assist in determining the condition of the accommodation and whether it can be maintained at an acceptable standard. Where change of use or re-development is acceptable in principle, development proposals must make appropriate re-provision of residential floorspace giving priority to HMO or other accommodation to meet priority needs in the Borough, including genuinely affordable housing.

7.72 New HMOs should contribute positively to their local area.. and must not result in a harmful overconcentration of HMOs. This is to ensure an appropriate distribution of different types of housing provision across the Borough, along with the protection of the character and amenity of immediate and neighbouring properties. Furthermore, as with other forms of higher density development, housing with shared facilities should be sustainably located in well-connected areas with good access to facilities and services.

7.73 The Council has  continued to monitor and review of HMO accommodation in Lewisham A 2018 review identified a substantial clustering of HMOs in the south of the Borough[66]The Council subsequently implemented an Article 4 Direction to remove the Permitted Development rights for the conversion of single dwellings into small HMOs (3-6 bedrooms) within parts of the Borough's south. The latest 2022 review concludes that there has been a significant increase in HMOs in Lewisham since 2018, with an overconcentration of HMOs evident across the Borough in wards with either a low, medium or high presence of HMOs traditionally. Furthermore, there is evidence to suggest this has resulted in adverse impacts on local amenity[67]. The Council is therefore considering extending the Article 4 Direction area. Development proposals for new small HMOs in areas covered by an Article 4 Direction will be considered against Part (B) of the policy.

### Large-scale purpose built shared living accommodation

7.74 Large-scale purpose-built shared living accommodation, including co-living schemes, are similar in built form and layout to student housing but tend to include facilities, services and communal spaces tailored to a wider range of occupants, such as young professionals.

66 Lewisham HMO Review and Evidence Paper Update (2018)

67 Lewisham HMO Review and Evidence Base Paper (May 2022).

The London Plan defines this type of provision as a shared living accommodation generally comprising of 50 units or more. In Lewisham this threshold will be established on a case-by-case basis, with the London Plan and relevant Local Plan policies applying on developments of 20 or more units as a guideline. This is owing to the significant variances in the character, urban structure and mix of uses across the Borough, and the need to ensure development of this nature and scale is appropriate to its location.

7.75 Whilst recognising that housing with shared facilities contributes to meeting housing need in London, the Lewisham SHMA (2022) indicates that there is an acute need in the Borough for conventional housing, especially genuinely affordable self-contained housing, including for families. Development proposals for large-scale purpose-built shared living will therefore only be supported where there is an identified local market demand for such provision, and they will not lead to a proliferation of this type of housing locally. This is to ensure that development does not compromise opportunities to deliver conventional self-contained, family housing and affordable housing units, and to prevent against speculative development which does not adequately respond to local need. Applicants will be required to submit robust evidence of market demand in the Borough for the type of provision proposed, along with evidence to demonstrate that the development will not result in a proliferation of purpose-built shared living in the Borough.

7.76 It is imperative that large-scale shared accommodation is of a high quality design and well-managed in order to address the requirements and number of residents it is intended for. This includes provision of high quality, adequately sized and functional living spaces, communal indoor and outdoor amenity areas, and shared facilities. Development proposals must be accompanied by a management plan covering matters such as site management and maintenance, communal facilities, safety and security for occupants, and mitigation of potential noise or other nuisance.

7.77 All large-scale shared living units must be available for rent with minimum tenancy lengths of at least 3 months, in line with the London Plan. This is necessary to ensure that the development is retained as shared accommodation over its lifetime. We will seek to ensure that development is appropriately designed and managed in order to prevent against future material changes of use, where development effectively reverts to another form of specialist accommodation, such as a large scale hostel, which is not considered appropriate in the Borough, or conventional housing for which the building is not originally designed and intended for.

7.78 Development proposals for large-scale purpose-built living accommodation must make a cash-in-lieu contribution towards affordable housing in the C3 Use Class. In line with the London Plan, the contribution is to be equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses, in accordance with Policy E7, to be provided at 50 per cent of the market rent. The nature of the payment, whether up-front cash-in-lieu or annual payments in perpetuity to the Council, will be established on a case-by-case basis.

# HO9 **Self-build and custom-build housing**

A The Council will keep a register of those seeking to acquire serviced plots in the Borough for their own self-build and custom-build house building. It will also seek to identify plots to help meet identified need for self-build and custom-build housing particularly where this will improve access to affordable housing.

B Development proposals for self-build or custom-build housing will only be supported where they:

a. Make the optimal use of land and support the delivery of the spatial strategy,;
b. Make provision for affordable housing in line with Policy HO3 (Genuinely affordable housing); and
c. Are appropriately located and of a high quality design, with reference to other Local Plan policies.

C Development proposals for self-build and custom-build housing must demonstrate how the design-led approach has been used. They should clearly identify whether there are any elements of the design that may require adaptation to secure the delivery of new housing.

## Explanation

7.79 Self-build and custom-build housing is housing that is built or commissioned by individuals, or associations of individuals, for their own occupation. This type of development can provide a more affordable route to home ownership than other options available, such as 'built for sale' market housing. Self-build generally refers to people who apply their own skills in the design and construction process, whereas custom-build involves the outsourcing of industry professionals, often for bespoke or innovate schemes. Self-build and custom-build housing units provide an additional source of supply of conventional housing and a further housing choice, and will therefore be considered as housing in the C3 Use Class for policy implementation.

7.80 The Council has a duty under the Self Build and Custom Housebuilding Act 2015 and Custom Housebuilding (Register) Regulations 2016 to keep a register of those seeking to acquire plots for self-build and custom-build housing in the Borough and to have regard to this register in its planning and housing functions. The register forms part of the Local Plan evidence base. It provides an indication of the demand for serviced plots from individuals or groups who meet specific eligibility criteria. The Lewisham SHMA (2022) has also considered demand for this type of provision. This research indicates that whilst there is some interest locally it comprises a small proportion of Lewisham's overall housing need. In addition, more than one-third of applicants on the local register have also expressed an interest in the Greater London Authority register, and it is therefore not clear whether demand is exclusively for Lewisham or elsewhere.

7.81 Identifying suitable sites for self-build and custom-build housing in Lewisham will remain a challenge with the limited (and often constrained) supply of land to meet the needs of a growing population. This is particularly given that all applicants on the Council's local register have expressed a preference for plots located in 'town centres'. These are locations where the capacity of sites will need to be optimised through higher-density development, in line with the spatial strategy for the Borough, and may not be best suited for more moderately scaled self-build or custom-build projects. Local land values may also present viability issues for those seeking to acquire plots.

7.82 Development proposals for self-build and custom-build housing must use the design-led approach to ensure high quality development that responds positively to the locality, optimises the capacity of sites and supports the delivery of the spatial strategy for the Borough. Applicants should clearly identify whether any elements of the design may require adaptation or alterations. This will help the Council to work with applicants to respond to the unique challenges facing self-builders and to ensure schemes are policy compliant. Provision for affordable housing will be required in line with other Local Plan policies.

# HO10 **Gypsy and traveller accommodation**

A There is an identified need in Lewisham up to 2031 for 6 additional permanent gypsy and traveller pitches. To meet this need in full a site allocation policy is included in this Local Plan.

B Development proposals for gypsy and traveller accommodation, including sites and pitches, must be of a high quality layout and design and make adequate provision for:

a. Basic amenities including running water, sewerage/drainage, energy and waste management;
b. Safe and reasonably convenient access to and from the site;
c. Access, parking and servicing arrangements for all vehicles likely to use the site, including emergency services;
d. A site location that is well-integrated into the locality with reasonable access to local shops, services and community facilities including education, health and social care; and
e. Facilities to serve occupiers of the development, including where appropriate pitches, hardstanding, amenity blocks, and amenity space and play areas.

C Development proposals for gypsy and traveller accommodation must not pose a risk to public health and safety, and not adversely impact on the amenity of site occupants and neighbouring properties.

# Explanation

7.83 The National Planning Policy for Traveller Sites (2015), which sits alongside the NPPF, sets out the Government's aim to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life of while respecting the interests of the settled community. The London Plan requires the Local Plan to include a 10-year pitch target for permanent gypsy and traveller pitches, based on a needs assessment[68].

7.84 Travellers are part of the diverse community in Lewisham. The Council has undertaken an assessment to understand the housing needs of Lewisham's gypsy and traveller population. The Lewisham Gypsy and Traveller Accommodation Assessment (2015 and amended 2016) identifies a need for 6 pitches up to 2031. This need arises from people currently living in bricks and mortar homes, teenage children and household formation. To meet this need a site allocation policy is included in Part 3 of the Local Plan (Lewisham's South Area, Land at Pool Court). A Masterplan and Capacity Study (2018) demonstrates that this type of housing provision can feasibly be delivered at the site.

7.85 The London Plan states that a London-wide gypsy and traveller needs assessment will be undertaken in the future. The Council will monitor any changes to the London Plan to inform a future review of the Local Plan. In the interim, development proposals for new gypsy and traveller sites, pitches and/or plots will be assessed against this policy..

[68] London Plan (2021) Policy H14 (Gypsy and traveller accommodation) sets out that Boroughs that have not undertaken a needs assessment since 2008 should use the targets included in Table 4.4 of the London Plan.

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# EC1 A thriving and inclusive local economy

A The Council will work positively with stakeholders and its delivery partners to build a thriving and inclusive local economy that provides everyone with access to high quality education, training and good job opportunities. This will be achieved by:

a. Promoting and strengthening Lewisham's role in the London economy including by supporting business sectors of local importance, such as the cultural, creative and digital industries, along with expanding the role of green industries to enable the transition to a low carbon, circular economy;
b. Ensuring the timely delivery of infrastructure to support business growth and development and to better enable local residents and businesses to access economic opportunities across the Borough and further afield;
c. Safeguarding industrial land and making provision for vibrant and attractive employment locations, including town centres, that are well-connected and suited to the needs of modern business;
d. Requiring that new employment development is of a high quality design and contributes positively to the local area;
e. Retaining and securing new low-cost and affordable workspace and ensuring it is appropriately managed; and
f. Ensuring residents benefit from good access to high quality jobs as well as education, skills and employment training opportunities.

Opposite: Local business uses

# Explanation

8.1 London is a global centre of trade and commerce and the engine of the UK economy. Prior to Covid-19 London underwent a strong and sustained period of economic growth. However the same levels of growth were not experienced in Lewisham. Whilst the number of new businesses being formed in the Borough has risen over recent years much of this is due to structural changes in the nature of work with higher levels of self-employment and contract work along with expansion of the gig economy. There are just 40 jobs in Lewisham for every 100 working age residents, the second lowest proportion of any London borough. In addition, local employment is underrepresented in higher skill sectors, such as professional services. Wage levels for workers in Lewisham are lower than the regional average[69]. In short, London generates a significant amount of wealth but the benefits of its economic success are not evenly or equitably shared within it.

8.2 Covid-19 has had a pronounced short-term impact on the UK economy. The magnitude of the recession caused by the pandemic is unprecedented and the 9.8 per cent decline in 2020 of the country's Gross Domestic Product (GDP), a key measure of economic output, is the steepest since records began[70]. London has suffered severely during the pandemic and it faces a challenging economic outlook over the short-to-medium term[71]. Covid-19 has also affected the nature of business activity, for example, by accelerating trends in home-working and the use of multi-channel or online shopping. There remain uncertainties on the long-term implications of the pandemic however it is clear that targeted measures are needed to support Lewisham's economic recovery.

8.3 Helping to facilitate the creation of a thriving local economy that tackles inequalities is one of the Local Plan's key strategic objectives. To realise this objective it will be necessary to grow, strengthen and diversify the local employment base. Lewisham has lost a significant amount of its industrial capacity over recent years, and at a faster rate than the rest of London, diminishing its relatively limited supply of employment land[72]. To meet the Borough's future needs for business activity and jobs it will be necessary to safeguard employment land and create new modern workspace. By delivering this provision it will be easier to attract different types of industries and employers to the Borough, whilst also ensuring local businesses have space to start-up, grow and prosper. This is particularly important for sectors where Lewisham can perform a niche role. These include the cultural, creative and digital industries, for example, whose presence in Deptford and New Cross has enabled the area to be designated one of London's first Creative Enterprise Zones (CEZ). The green industries also present opportunities to respond to the climate emergency by supporting London's transition to a low carbon, circular economy.

[69] Lewisham Local Economic Assessment (2018).

[70] Coronavirus: Economic Impact (2021). Daniel Harari and Matthew Keep. Accessed from House of Commons Library.

[71] Covid-19 and London's Economy – Impacts so far and economic outlook (2021). GLA Economics.

[72] Lewisham Employment Land Study, 2018 and Authority Monitoring Reports.

8.4 In order to tackle inequalities and the economic barriers that affect people's lives it is imperative that everyone has opportunities to access good quality jobs along with high quality education, skills and training. It is recognised that many people take up work or training outside of the Borough, taking advantage Lewisham's good transport links to the rest of London and beyond. However, securing a wide range of local provision is vital to creating a more inclusive economy and giving residents greater choice in accessing opportunities closer to where they live. This policy sets out our overall approach to facilitate development and channel investment in a way that allows everyone to share in Lewisham's economic prosperity.

Deptford Market

Honor Oak Park

Bromley Road, Downham

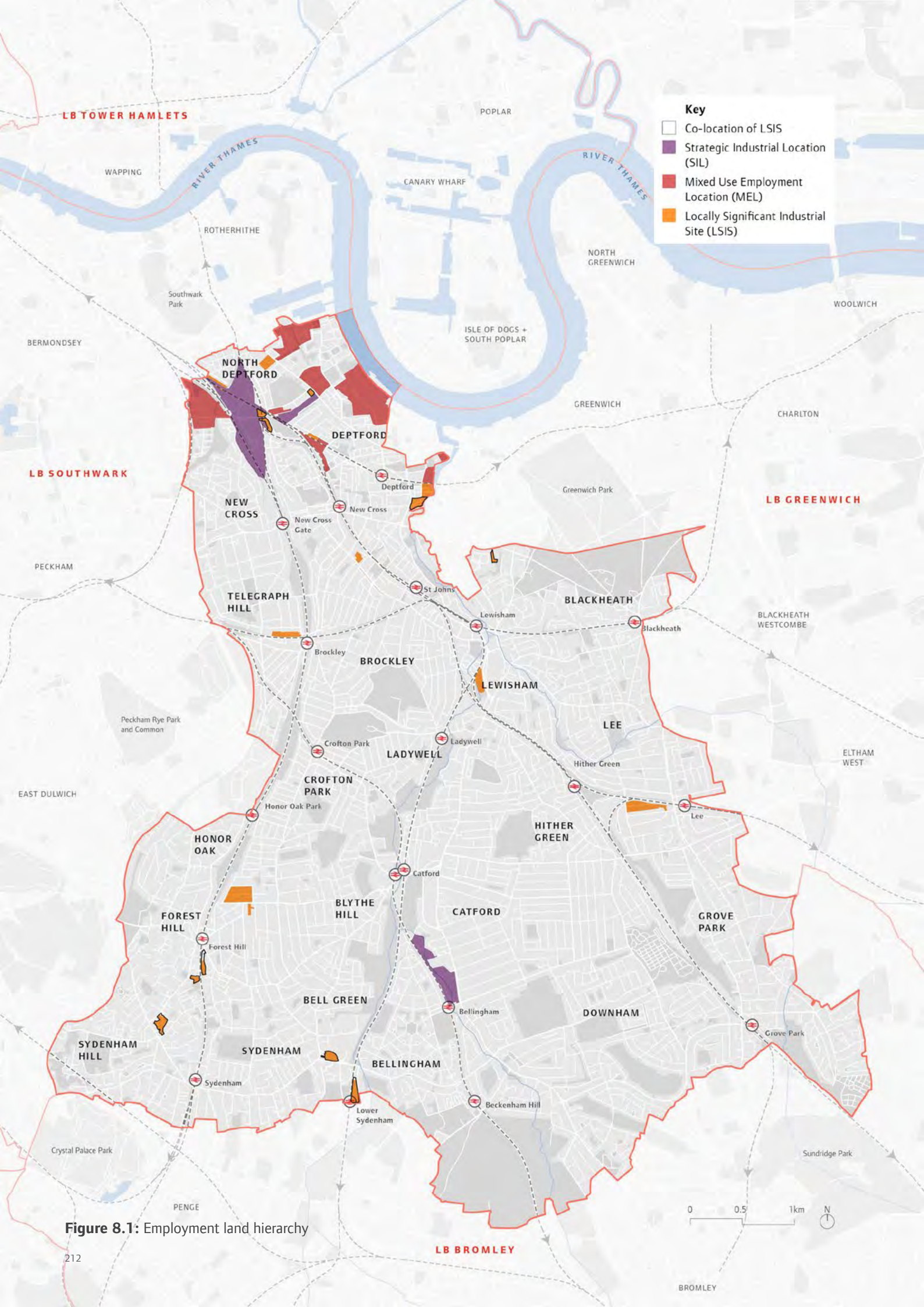


**Figure 8.1:** Employment land hierarchy

# EC2 Protecting employment land and delivering new workspace

A Land within Lewisham's employment land hierarchy, as set out in **Lewisham's Employment Land Hierarchy**, is safeguarded for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and related Sui Generis uses. Development proposals must ensure that land-uses are commensurate with the type and function of land within this hierarchy.

B There is a forecast need for 21,800 square metres of net additional employment floorspace in the Borough up to 2038. Development proposals must contribute to meeting this need by:

a. Within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), retaining and wherever possible delivering net gains in industrial capacity, including by intensifying the use of land;
b. Facilitating the delivery of new modern workspace through the comprehensive regeneration of Mixed-use Employment Locations (MEL);
c. Maximising opportunities to deliver new and enhanced workspace, including through appropriate mixed-use development in town and edge-of-centre locations and non-designated employment sites;
d. Outside of SIL, avoiding development that consists solely or predominantly of Class B8 storage or warehousing uses unless:
   i. The site is currently solely or predominantly in storage and warehousing use; and
   ii. Redevelopment proposals comprise of intensification of storage and warehousing uses and/or employment generating uses appropriate to the site; and
e. Ensuring development does not result in a net loss of viable industrial capacity, whether this is existing or consented but not built, having regard to other Local Plan policies.

C Outside of designated employment areas the appropriateness of development proposals for new Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis Uses will be assessed having regard to the nature and scale of the development and:

a. Its contribution to the delivery of the spatial strategy for the Borough;
b. Compatibility of the proposed use(s) with the adjoining and neighbouring land uses, including consideration of impacts on local amenity;
c. Whether the employment provision is for temporary use; and
d. Compliance with other Local Plan policies.

D Planning conditions will be used to protect new commercial and industrial development from changes of use.

E Where new business floorspace is conditioned for a specific use, changes to another commercial or industrial use appropriate for the site and employment area will only be permitted where there is no reasonable prospect of the unit(s) being retained for the conditioned use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of twelve-months at a reasonable rental or sale value for the local area. All such changes of use must comply with other Local Plan policies.

**Table 8.1:** Lewisham's Employment Land Hierarchy

| TYPE | REF | LOCATION | FUNCTION |
|---|---|---|---|
| Strategic Industrial Location | SIL | Bromley Road<br><br>Surrey Canal Road (including Bermondsey Dive Under) | London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of the regional economy. Protected for a wide range of commercial, industrial and related uses, in accordance with the London Plan. |
| Locally Significant Industrial Site | LSIS | Apollo Business Centre<br>Blackheath Hill<br>Childers Street West<br>Clyde Vale<br>Endwell Road<br>Evelyn Court<br>Evelyn Street<br>Lower Creekside<br>Malham Road / 118 Stansted Road<br>Manor Lane<br>Molesworth Street<br>Perry Vale<br>Stanton Square<br>Trundleys Road<br>Willow Way<br>Worsley Bridge Road | Lewisham's main local concentrations of commercial and industrial uses, which perform a niche role to support the functioning of the sub-regional and local economy. They provide workspace for micro, small and medium sized businesses, including in the cultural, creative and digital industries. Protected for commercial and industrial uses, with priority given to light industrial uses. |
| Mixed-use Employment Location | MEL | Arklow Road<br>Childers Street East<br>Convoys Wharf<br>Grinstead Road<br>Oxestalls Road<br>Plough Way<br>Sun and Kent Wharf<br>Surrey Canal Triangle | Larger redundant and/or underused industrial sites where plan-led, mixed-use redevelopment is permitted to support regeneration and enable the delivery of new, modern workspace. |
| Non-designated employment site | Not Applicable | Dispersed throughout Borough | Smaller commercial and industrial sites scattered across Lewisham, mainly serving local economic catchments, which collectively form an important component of the Borough's industrial land capacity. |

# Explanation

8.5 This policy establishes Lewisham's employment land hierarchy which comprises the different types of employment land and sites in the Borough. The safeguarding of land within this hierarchy is necessary to ensure a sufficient supply of land and industrial capacity to meet the Borough's current and future needs for employment.

8.6 Designated employment locations include SILs, as set by the London Plan, and several types of locally strategic sites which are LSIS, MELs. The successful delivery of the spatial strategy for the Borough is dependent on new employment development being directed to these locations, along with town centres. Development proposals should maximise opportunities to intensify and make a more efficient use of land, whilst ensuring the type and nature of uses is commensurate with the site's place in the employment land and town centre hierarchies, where relevant.

8.7 Lewisham has a small amount of employment land when compared to other London boroughs. This limited supply has been diminished through significant and incremental losses of industrial capacity over recent years. Some of this loss can be attributed to plan-led consolidation and release of land to support regeneration, particularly through mixed-use redevelopment of MELs in the north of the Borough. However, beyond this plan-led process the Borough's other employment sites and premises are facing increased pressure for redevelopment from other higher value land uses, particularly housing. This pressure has been amplified by changes to planning legislation, for example, new Permitted Development rights enabling the conversion of offices and warehouses to residential uses through the Prior Approval process.

8.8 The London Plan directs the Local Plan to retain Lewisham's existing industrial capacity. In order to meet the Borough's future employment needs it will be necessary to not only safeguard designated and non-designated employment sites but to intensify uses on them. The Local Plan therefore seeks to facilitate a restructuring of the employment land stock to increase employment densities, create additional industrial capacity and diversify uses within employment areas. This will also help to create more local jobs and training opportunities across the Borough.

8.9 The London Plan provides in-principle support for the co-location of employment and other compatible uses on sites that are released from SIL and within LSIS, but only where this is facilitated through the plan-led process. Informed by findings of the Lewisham Employment Land Study (2019), the Local Plan helps give effect to London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution). Further requirements are set out in Local Plan policies EC5 (Strategic Industrial Locations) and EC6 (Locally Significant Industrial Sites) along with corresponding site allocation policies.

[73] Lewisham Employment Land Study, 2019 and Authority Monitoring Reports.

8.10 Our expectation is that there will be no net loss of industrial capacity in the Borough and that net gains are delivered wherever possible. Industrial capacity in Lewisham will be calculated on the basis of the existing commercial and industrial capacity on a site which is currently in active employment use, and covers Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and related Sui Generis uses. Where a proposed development site is vacant or cleared, the existing capacity should be established on the basis of the last active authorised commercial and industrial use(s) (excluding meanwhile uses). The existing capacity figure should also take into account any unimplemented authorised changes of use permitted through the Prior Approval process (which would effectively be discounted from the existing capacity). Whilst the integration of mezzanines are broadly supported by the Local Plan as a way to make a more optimal use of land, mezzanine space will be excluded from calculations of industrial capacity for the purpose of this policy.

8.11 Development proposals should retain industrial capacity and seek net gains through site intensification, including additional floorspace, wherever possible and appropriate. However it is recognised that net gains may not always be feasible. For instance, some types of industrial uses require a significant amount of operational yard or servicing space to function effectively. The onus will be on the applicant to demonstrate that the design-led approach has been used to make the optimal use of land and maximise employment provision. This should include evidence of alternative design options, such as site layouts and building typologies (including multi-storey or basement development).

8.12 Lewisham's Employment Land Study (2019) has informed the strategic employment floorspace requirement that the Local Plan will address over the plan period. It suggests that there is additional need for some 21,800 square metres of office floorspace up to 2038. This type of floorspace is normally associated with Use Classes E(g)(i) and E(g)(ii)[74]. However, the study emphasises that office development is not a homogenous product, pointing to the wide range of workspace typologies now available (such as serviced offices, incubators, accelerators and co-working space). Further, continuing shifts in modern commercial practices mean sectors that might traditionally have been thought of as office sectors can be found occupying 'hybrid' space in re-purposed industrial premises. In short, there is increasing fluidity in the workspace market and some office uses do not fit neatly into the Use Class Order categories. Therefore, the Council will take a broader view to planning for its future employment floorspace needs.

[74] Following the publication of the Lewisham Employment Land Study (ELS) 2019, the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 have come into force. These effectively bring Use Classes B1(a), B1(b) and B1(c) into a new Use Class E (Commercial, Business and Service), The former Class B1 uses are now Class E(g)(i), E(g)(ii) and E(g)(iii) respectively. Where the ELS refers Class B1 Uses, the Local Plan reflects the corresponding Class E categories for consistency with planning legislation.

We will promote the full complement of Class E(g) uses, including E(g)(iii) light industrial uses, to ensure that the Local Plan does not unnecessarily constrain employment development. Development proposals for Class B2 industrial and B8 storage or distribution uses should be located within SIL and elsewhere where specified by the Local Plan. Industrial capacity will be closely monitored over the plan period to ensure our policy objectives are being realised.

8.13 Recent changes to planning legislation have extended the scope of Permitted Development rights[75]. This means that some commercial uses, such as Class E business uses, can be changed to Class C3 housing without the need for planning permission, subject to a Prior Approval process. Likewise, there is greater flexibility for changes between Class E business uses, for example from office and light industrial to retail, food and beverage, and professional services. Whilst recognising the flexibility and benefits offered by the new Class E in some parts of the Borough, particularly town centres, it is vital to plan positively for the Borough's needs for industrial capacity. The Council will therefore use planning conditions, attached to new planning permissions, to remove any applicable Permitted Development rights and restrict changes via section 55(2) of the Town and Country Planning Act 1990 (as amended). This will ensure that new commercial and industrial development is secured for this specific use and to protect the economic function of SIL, LSIS, MEL and other employment sites. The Council will also monitor development activity and consider the need to introduce Article 4 Directions to help protect the economic function and amenity of employment areas[76].

[75] This includes changes to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015.

[76] This is a direction under Article 4 of the General Permitted Development Order (GDPO) which enables the Secretary of State or the local planning authority to withdraw specified permitted development rights across a defined area.

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# EC3 High quality employment areas and workspace

A Development proposals for Class E business, B2 industrial and B8 storage or distribution uses and related Sui Generis uses must be of a high quality design with well-integrated and purpose built business space. They must demonstrate how the design-led approach has been used to improve the site's suitability for business activity having regard to the type and use of space. Development proposals must:

a. Optimise the use of land and maximise opportunities to increase job densities;
b. Make provision for an appropriate level of internal fit out beyond shell and core, including:
   i. Connection-ready high speed broadband;
   ii. Installation of mechanical and electrical services;
   iii. Toilets and kitchenette;
   iv. Internal surface finishing and blinds;
   v. Basic fire and carbon monoxide detection; and
   vi. Shopfronts and glazing, where appropriate.
c. Make provision for flexible workspace that can be adapted to the needs of different employment uses, particularly where there is not a specified end user;
d. Ensure the layout and design of development provides adequate operational space including for site access and servicing;
e. Improve the attractiveness and environmental quality of the site and employment area, including high quality public realm, where appropriate; and
f. Ensure a coherent and positive relationship with adjoining and neighbouring land uses and protect local amenity, with reference to other Local Plan policies.

B Development proposals for new Class E(g), B2, B8 and similar Sui Generis uses over 2,500 square metres (gross external area) must include a reasonable proportion of flexible workspace or smaller units suitable for micro, small and medium sized enterprises.

C Within the Forest Hill Cultural Quarter, Endwell Road LSIS and Ashby Mews non-designated employment site, development proposals for new self-contained live-work units will only be permitted where it is demonstrated that they will not adversely impact on the character, function and effectiveness of the Cultural Quarter and LSIS to accommodate commercial and industrial uses, and will not result in a net loss of industrial capacity. Development proposals for new live-work units outside of these locations will be refused.

Opposite: Cannon Wharf Business Centre

## Explanation

8.14 The redevelopment of industrial land and other employment sites is necessary to meet local needs for modern business space as well as to support site renewal and regeneration. Most of Lewisham's employment areas are located within or in close proximity to residential areas. New commercial development that is well-designed can not only improve the quality and viability of employment areas and premises but also the liveability of neighbourhoods. Commercial development proposals must therefore respond positively to the wider neighbourhood context by addressing matters such as local character, amenity, public realm and green infrastructure.

8.15 Development proposals must demonstrate how the design-led approach has been used to optimise and make more efficient use of land and commercial floorspace. This may include consideration of layout options to provide higher plot ratios and building designs to enable integration of smaller business units, co-working and incubator space, vertical stacking / multi-storey development, mezzanines and basement levels.

8.16 Flexibly specified buildings and workspaces should be provided wherever possible, particularly where there is not a specified end user for the development. These are essential to ensuring the long-term viability of employment land and premises. This is because they allow for the reconfiguration of internal space to suit a wide range of end users and support business retention by enabling existing occupiers to expand in situ. Flexible specifications could also include, for example, full height delivery doors, capacity to site additional delivery doors to enable subdivision of buildings, and reallocation of space.

8.17 Development proposals must make appropriate provision for full internal fit out of buildings and workspace. This should normally include plumbing/heating, installation of sanitary and kitchen facilities, finishes for floors, walls and ceilings, and where appropriate, shopfronts and glazing. New development must also provide for modern communications facilities, including power points and connection-ready high speed broadband. Proposals should provide sufficient details of interior fit out at the application stage.

8.18 Proposals limited to 'core' and 'shell' only specifications are not considered appropriate and will be strongly resisted. This requirement is necessary to ensure the attractiveness and marketability of units, particularly in promoting early take up of workspace and helping to prevent long-term vacancies. It is also vital to supporting mirco, small and independent businesses which are unlikely to be in a position to absorb the initial overhead costs for fit out. The appropriate level of fit out will be considered on a site-by-site basis.

8.19 Site layout is especially important for commercial and industrial operators. The effective functioning of employment sites is dependent not only on fit for purpose buildings but also their associated operational land. Development proposals must therefore address matters such as vehicle access for loading and delivery, yard space, external storage, parking, site servicing

and customer interface. A well-designed layout is also essential to ensuring the protection of local amenity.

8.20 Large scale commercial development proposals must incorporate a range of business unit sizes. The 2,500 square metre (gross external area) benchmark is established by the London Plan and given effect through this policy[77]. Lewisham's employment areas have very low vacancy rates which can make it difficult for businesses to find space to start up and grow. Provision for smaller units will help small business development particularly for Lewisham's creative, cultural and digital industries. More than 90 per cent of businesses in Lewisham are small businesses[78]. What constitutes a reasonable proportion of flexible workspace or small units will be considered on a case-by-case basis.

8.21 Development proposals for new live-work units (i.e. residential and employment uses in the same self-contained unit for semi-permanent or permanent occupation) will be refused, unless they are located within the Forest Hill Cultural Quarter, Endwell Road LSIS or Ashby Mews, Brockley. Monitoring indicates the loss of employment provision through consenting live-work accommodation, with development reverting to fully residential use over time. This policy helps to guard against such loss, recognising the need to protect industrial capacity. Exceptions will be made for live-work development in the Forest Hill Cultural Quarter, Endwell Road LSIS and Ashby Mews, recognising that such provision has been successfully integrated into the area and contributes to its distinctiveness. In the case of mixed-use development including a commercial component, the employment floorspace must be demonstrably separate from other uses, including any residential elements, and dedicated solely to business uses.

77 London Plan (2021) policy E2 (Providing suitable business space).

78 Lewisham Local Economic Assessment (2018).

# EC4 Low-cost and affordable workspace

A Development proposals incorporating workspace should ensure that provision is made for suitable types and sizes of units, at an appropriate range of rents, particularly to meet the needs of micro, small and medium sized businesses, including start-ups.

B Where there is existing low-cost workspace this should be retained or re-provided. Development proposals should use the design-led approach to explore options for retaining, re-purposing or creating new low-cost workspace that is designed to a high specification and will remain suitable for local businesses, including small businesses and those in the cultural, creative and digital industries. Low-cost workspace should be let at reasonable local market rates to encourage take-up of units and support business development, particularly by addressing financial barriers in access to workspace.

C Development proposals that incorporate an element of affordable workspace at rents maintained below the market rate for social, cultural or economic uses will be considered favourably.

D New major commercial development proposals for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis uses must make provision for affordable workspace. Developments must provide at least 10per cent of the rentable floorspace (Net Internal Area) as affordable workspace at 50 per cent of market rents. Affordable workspace should be provided on-site. . . Off-site provision will only be acceptable where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will achieve greater economic benefits. Off-site provision will be secured through planning obligations with payments in lieu calculated using the formula set out in **Table 8.2** (Affordable workspace payments in lieu). Payment in lieu contributions will be used to support the provision of affordable workspace in Lewisham. Further details will be set out in the Planning Obligations SPD.

**Table 8.2:** Affordable workspace payments in lieu

| FORMULA FOR CALCULATING PAYMENTS IN LIEU |
|---|
| **Step 1: C = A x B**<br>**Step 2: E = D x C**<br>**Step 3: G = E x F**<br>**Step 4: H = G – E**<br>**Step 5: J = 1 / I**<br>**Step 6; K = H x J** |
| A = Total lettable employment floorspace (square metres)<br>B = Percentage of floorspace to be discounted<br>C = Amount of floorspace subject to discount<br>D = Market rent per square metre before discount<br>E = Market rent for discounted floorspace before discount<br>F = Percentage discount<br>G = Rent after discount<br>H = Value of discount<br>I = Investment Yield<br>J = Income Multiplier<br>K = Capital value of discount |

Opposite: Faircharm Trading Estate, Deptford

E Where new affordable workspace is provided this must be secured for a specified period agreed by the Council In order to ensure that workspace is appropriately managed it must be provided in one of the following ways:

a. Leased and managed by an affordable workspace provider approved by the Council, with an agreed Workspace Management Plan;
b. Managed directly by the owner, where it is demonstrated to the satisfaction of the Council that they have the necessary experience and expertise, with an agreed Workspace Management Plan; and
c. Leased by the owner to an end user approved by the Council that requires non-managed workspace.

F Development proposals that do not provide the required amount of affordable workspace must submit a Viability Assessment. The assessment will be subject to an independent appraisal paid for by the applicant. Proposals must provide the maximum viable amount of affordable workspace, the level of which will be determined by the Viability Assessment and capped at the requirement set out in (D) above. The Council will apply viability review mechanisms where development proposals do not provide the amount of workspace required by the policy.

G Where there is existing affordable workspace this should be retained. Development proposals requiring planning permission that involve the loss of existing affordable workspace (including consented but undelivered workspace) will be refused unless the equivalent amount of affordable workspace is replaced on-site or re-provided elsewhere in Lewisham. Affordable workspace that is replaced or re-provided must be of at least the same quality as the existing provision and secured on equivalent terms, or alternative terms agreed by the Council. In applying this policy consideration will be given to affordable workspace that has been secured on a temporary basis as a meanwhile use.

H Affordable workspace will be secured through the use of planning obligations and/or legal agreements. Further details will be set out in the Planning Obligations SPD.

# Explanation

8.22 Lewisham's Employment Land Study (2019) and Local Economic Assessment (2019) identify rising commercial sales and rental rates and the lack of low-cost and affordable workspace as an important issue in the Borough. . The cost and availability of workspace can create a barrier to entry in the local economy and wider community, posing challenges for businesses and groups seeking to locate to, start-up or expand in Lewisham. This is particularly for micro, small and independent businesses as well as social enterprises, charities and voluntary organisations.. The Local Plan therefore seeks to ensure that existing low-cost and affordable workspace is retained and that new provision is created as commercial development comes forward.

8.23 As set out in the London Plan, low-cost workspace refers to secondary and tertiary space that is available at open market rents, which is of a lower specification than prime space. This type of space is often located at the back of town centre sites, under railway arches and in smaller or constrained industrial sites. It accommodates traditional business sectors and, in Lewisham, has a key local role in supporting the cultural, creative and digital industries. Low-cost workspace has typically been scattered across town centres and areas such as New Cross and Deptford. Clusters are also present along the Overground line corridor, for example, around Forest Hill and Brockley stations. However, the availability of low-cost workspace is increasingly limited given the Borough's diminishing employment land supply, rising market rates for commercial space and competing pressure on employment sites from higher value land uses.

8.24 Affordable workspace is workspace that is provided at rents maintained below the market rate. Like low-cost workspace, this type of workspace is important to support business retention and development. For the successful delivery of the Local Plan there is an imperative to grow Lewisham's economic base and provision of affordable workspace will be integral to achieving this. Therefore, all major commercial development, including mixed-use developments with a commercial component of 1,000 square metres or more gross, must ensure that 10 per cent of new workspace is delivered as affordable workspace. The level and rental rate of affordable workspace required by this policy can be viably delivered, as set out in the Lewisham Local Plan Viability Assessment (2022).

8.25 The policy applies to Use Class E(g) office and light industrial, B2 industrial and B8 storage and distribution uses. It will also apply to similar Sui Generis Uses however this will be considered on a case-by-case basis depending on the nature of the business activity. The Council will use discretion on a case-by-case basis in applying the policy to office space or other workspace that associated with community (social) infrastructure such as health, social care and education facilities.

8.26 Affordable workspace must be let at a discount of 50 per cent of the market rent over a period agreed by the Council. The market rent is the expected rent that would be achieved on the discounted space at market rates. Market rates (and therefore rents) should be established on the basis of robust evidence of the commercial market in Lewisham. Service charges should be

set at a reasonable level that does not offset or adversely impact on the affordability of the workspace. The market rent and associated service charges will be assessed by the Council at the time of the application, taking into account the nature and location of the proposed development.

8.27 Affordable workspace should normally be provided on-site. The policy sets out three options for delivering workspace to ensure it is appropriately secured and managed. Applicants should engage with workspace providers and representative groups, such as the Lewisham Workspace Providers Forum, early in the design-led approach. This will help to ensure the design is suited to the requirements of the end user(s) and can also assist with the identification of providers. Applications should include evidence of an agreement to lease the affordable workspace along with a Workspace Management Plan, where appropriate. Flexibility may be applied for equivalent off-site contributions in exceptional circumstances, including payments in lieu, where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will provide greater economic benefits. Payment in lieu contributions, which will be secured using the formula set out in **Table 8.2** (Affordable workspace payments in lieu).

8.28 Development proposals that do not provide the required amount of affordable workspace must submit evidence of a Viability Assessment with the planning application. This must be undertaken by a suitably qualified professional, such as a member of the Royal Institution of Chartered Surveyors (RICS). The applicant's Viability Assessment will be subject to an independent appraisal paid for by the applicant. The assessment will be used to confirm the maximum viable amount of affordable workspace that should be provided, with the level capped at the amount set out in Policy EC4.D. Where the required level of affordable workspace is not provided the Council will apply early and late stage viability review mechanisms. This is to respond to economic uncertainties that may arise over the period of the development, and to ensure maximum public benefit is gained from it.

8.29 It is expected that affordable workspace will normally be provided as flexibly specified office or light industrial workspace[79]. Developments will also be encouraged to make provision for this type of space to contribute to meeting the Borough's identified needs for employment[80]. However there may be circumstances in which affordable workspace can be provided for Class B2 industrial or Class B8 storage and warehousing uses. In these cases a lower level of affordable workspace and/or discount rent may be permissible. This is recognising these types of industrial uses may exhibit lower land values, which can in turn impact on viability. Where appropriate, the amount of affordable workspace and discount rent value will be determined taking into account the nature of the use(s) and development viability.

[79] The Lewisham Local Plan Viability Assessment (2022) has tested the viability of the policy on the basis of workspace being provided as office and light industrial floorspace.

[80] Lewisham Employment Land Study (2019).

# EC5 **Strategic Industrial Locations (SIL)**

A Development proposals within SIL will be supported where the uses fall within the industrial-type activities specified by the London Plan.

B Development proposals within or adjacent to SILs must not adversely impact on the function or effectiveness of the SIL to accommodate commercial and industrial uses or their ability to function on a 24-hour basis.

C Development proposals within SIL should protect and seek to make provision for business activities and uses that support the function of London's Central Activities Zone (CAZ).

D The reconfiguration of the Surrey Canal Road SIL is facilitated through the Local Plan. Land at the Bermondsey Dive-Under is designated SIL to provide substitute industrial capacity for the release of SIL at Apollo Business Centre, Trundleys Road and Evelyn Court. These sites released from SIL are re-designated as LSIS where the co-location of employment and other compatible uses will be supported in line with Policy EC6 (Locally Significant Industrial Sites) and relevant site allocation policies.

## Explanation

8.30 Lewisham contains two designated SILs at Surrey Canal Road and Bromley Road. The London Plan requires boroughs to proactively manage and sustain SILs as the region's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy. This policy ensures that Lewisham's SILs are safeguarded and their economic function is enhanced and not compromised by new development.

8.31 Lewisham's SILs make up a significant proportion of the Borough's industrial capacity and are key areas for business activity and local jobs. They are also well-positioned to play a more integral role in supporting the London CAZ[81] which is a driver of the regional economy. Both SILs benefit from their proximity to central London and the wider south-east of England, including good transport connections. In addition, Lewisham features growth sectors which complement the CAZ, such as the cultural, creative and digital industries. Development proposals should protect and seek to make provision for activities and uses that support the CAZ. This includes industrial capacity for logistics and last mile distribution, 'just-in-time servicing' and other related functions as SIL are the most appropriate locations in the borough for these types of activities.

8.32 The New Cross Area Framework and Lewisham Employment Land Study (2019) identify opportunities to consolidate and intensify employment uses at Surrey Canal Road. To secure the long-term viability of industrial land within this area the reconfiguration of SIL is facilitated through the plan-led process. New SIL is designated at the Bermondsey Dive-Under which provides substitute capacity for SIL released at Apollo Business Centre, Trundleys Road and Evelyn Court. The South Bermondsey Dive-Under masterplan (2019) demonstrates that industrial development can feasibly be delivered there. Those sites released from SIL are re-designated as LSIS in order to ensure they continue to function principally as employment locations. Their redevelopment will provide a positive transition in character and use from the surrounding residential areas to the commercial and industrial core of the SIL. Further details are set out in Policy EC6 (Locally Significant Industrial Sites).

[81] Lewisham Local Economic Assessment. 2018.

# EC6 Locally Significant Industrial Sites (LSIS)

A LSIS will be protected for Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and related Sui Generis uses, with priority being given to office and light industrial uses. Development proposals should ensure that there is no net loss of industrial capacity within these locations and seek to deliver net gains wherever possible.

B Development proposals within or adjacent to LSIS must not adversely impact on the function or effectiveness of the LSIS to accommodate commercial and industrial uses.

C Within LSIS, development proposals for self-storage and large format storage and warehousing uses and facilities will only be permitted where:

a. The requirements of Policy EC2.B(d) (Protecting employment land and delivering new workspace) are satisfied; or
b. There is a demonstrable local need or market demand for the use proposed;
c. The use cannot be reasonably located in a SIL, as evidenced by a detailed site selection exercise; and
d. The development will include provision of a reasonable proportion of flexible workspace or units for micro, small or medium-sized businesses.

D The co-location of employment and other compatible uses will only be permitted at selected LSIS in order to secure the long-term viability of LSIS and to help facilitate their renewal and regeneration. Development roposals involving the co-location of uses must not compromise the function of the LSIS in line with (B) above. Further development requirements are set out in site allocation policies for the following sites:

a. Apollo Business Centre
b. Blackheath Hill
c. Childers Street North
d. Clyde Vale
e. Evelyn Court
f. Lower Creekside
g. Manor Lane (Part)
h. Perry Vale
i. Stanton Square
j. Trundleys Road
k. Willow Way
l. Worsley Bridge Road

E Development proposals for the co-location of uses on LSIS sites listed in EC6.D above which result in the net loss of industrial capacity will be strongly resisted and only permitted in exceptional circumstances, where the proposal:

a. Suitably demonstrates that the loss is necessary for reasons of feasibility or to secure strategic infrastructure, with reference to Policy EC6.G , and the amount of industrial capacity has been maximised as much as reasonably practical, including through evidence of a development options appraisal considered through the design-led approach;
b. Will not compromise the function of the LSIS or preclude the delivery of the spatial strategy for the Borough;
c. Delivers wider public benefit(s) to overcome the loss of industrial capacity; and

d. Makes provision of at least 50 per cent affordable housing on the residential element of the development.

F On LSIS where the co-location of uses is not permitted by Policy EC6.D development proposals which are not for Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and similar Sui Generis uses will only be supported where they:

a. Are not residential uses;
b. Are complementary and ancillary to the principal function of the LSIS in accommodating commercial and industrial uses or infrastructure necessary to support the delivery of the spatial strategy, with reference to Policy EC6.G;
c. Will support the long-term viability of the LSIS as an employment location, including through provision of services and facilities that meet the needs of modern business;
d. Will not adversely impact on the function of the LSIS or prejudice the continued operation of commercial and industrial uses on the site, within the LSIS and in neighbouring employment areas, including those outside of the Borough;
e. Do not result in an overconcentration of similar uses in the LSIS and its immediate or wider surrounds; and
f. Will not compromise the delivery of strategic requirements for industrial capacity, having regard to the proposal's individual and cumulative impact.

G Within LSIS, development proposals for strategic infrastructure will be permitted where it is demonstrated that:

a. The infrastructure is necessary to support the delivery of the spatial strategy for the Borough, taking into account the Council's Infrastructure Delivery Plan;
b. The use is appropriate to the industrial location and will not adversely impact on the function of the LSIS or prejudice the continued operation of commercial and industrial uses on the site or within the employment area; and
c. The loss of industrial capacity has been minimised as much as reasonably practical and efforts have been made to replace any such losses.

# Explanation

8.33 LSIS play an important role in the local economy as a key source of the Borough's industrial capacity and jobs. Lewisham's Employment Land Study (2019) confirms the need to protect LSIS over the long-term and sites are therefore safeguarded by the Local Plan. New development within LSIS should be predominantly for Class E(g) office and light industrial uses with priority given to light industrial uses.

8.34 In order to make the optimal use of land there will need to be a managed process of industrial land renewal and intensification. The Lewisham Employment Land Study (2019) provides that the Borough's future requirements are primarily for office and light industrial uses. To ensure LSIS help to meet these identified needs we will resist development proposals that consist solely or predominantly of self-storage or large format warehousing and storage facilities (normally included in the B8 Use Class) unless sufficiently justified Storage and warehousing uses can help to support the wider regional economy, particularly the logistics sector which is vital to the long-term viability of London's CAZ. They also provide valuable space for smaller businesses and those requiring additional off-site provision. Development proposals must demonstrate there is an identified need or local market demand for the warehousing or storage use and that there are no suitable or available sites in SIL, where this type of development can be more appropriately located. Proposals should include evidence of market research showing there is demand for the use and where possible, a specified occupier. This will help to prevent speculative developments for which there is unlikely to be an end-user. They should also submit a detailed site survey investigating availability of suitable sites both within and in proximity to Lewisham, including in neighbouring Boroughs and the London southeast sub-region. All development proposals for storage and warehousing must deliver a reasonable proportion of flexible workspace or units to meet needs of micro, small and medium sized business, the amount of which will be considered on a case-by-case basis.

8.35 To secure the long-term viability of LSIS and to help facilitate their renewal the Local Plan provides in-principle support for the co-location of employment and other complementary uses on selected sites, as identified in Policy EC6.D above. Site allocation policies have been prepared for these sites to ensure that co-location is coordinated and appropriately managed through the masterplan process, particularly to ensure that the function of the LSIS is not eroded by piecemeal development. Masterplans for LSIS should be prepared with reference to Policy DM3 (Masterplanning and comprehensive development) along with relevant London Plan guidance, including the Practice Note on industrial intensification and co-location[82].

[82] Greater London Authority. Industrial Intensification and Co-location Through Plan-led and Masterplan Approaches. Practice Note (2018).

8.36 Where the co-location of uses on LSIS identified in Policy EC6.D is proposed, development should be designed to ensure there is no net loss of industrial capacity with reference to Policy EC2 (Protecting employment land and delivering new workspace), and to seek net gains wherever possible. The net loss of industrial capacity will only be considered in the exceptional circumstances set out in Policies EC5.E and EC5.G. Applicants must provide evidence to suitably demonstrate that the loss is necessary owing to reasons of feasibility and the loss has been minimised as much as reasonably practical. This must include evidence of different site layout, design and development typologies considered through the design-led approach. This includes consideration of impacts on the function and amenity of employment areas and industrial uses in proximity to the site, whether within or outside the Borough, as the benefits of agglomeration of compatible uses is often integral to the viability of employment land. Furthermore, to offset the loss of industrial capacity applicants will be required to demonstrate that a wider public benefit will be achieved through the scheme. Finally, proposals will be required to provide a minimum of 50 per cent of genuinely affordable housing on the residential element, in line with the London Plan policy H4 (Delivering affordable housing).

8.37 Whilst LSIS is protected for office and industrial uses it is recognised that other employment generating ancillary uses can help to support the attractiveness and viability of an employment site. Such uses may include small-scale workplace crèches, cafes, business services, community facilities and public amenity spaces. The acceptability of development proposals for such uses will be considered on a case-by-case basis. LSIS should remain attractive and viable places for business

8.38 Development must not adversely impact on the function and effectiveness of LSIS or otherwise prejudice the continued operation of industrial and commercial uses. Development proposals should avoid harm to function of the LSIS by ensuring that they will not result in an overconcentration of non-commercial or inappropriate main town centre uses. Proposals will therefore be considered having regard to the cumulative impact of uses which are not Class E(g) office and other industrial uses. Many LSIS are located in proximity to town and local centres or transport hubs. Applications should therefore give consideration to the necessity of providing a main town centre use within the LSIS where there may be similar provision or available sites nearby.

# EC7 Mixed-use Employment Locations (MEL)

A The comprehensive redevelopment of Mixed-use Employment Locations will be supported in order to facilitate their renewal and regeneration and to secure provision for a range of commercial uses, including new modern workspacewith priority given to Class E(g) office and light industrial uses. All development proposals within MELs must be delivered in accordance with relevant site allocation policies and a site-wide masterplan. Development proposals must provide demonstrable improvements in the overall physical and environmental quality of the MEL and ensure that new development is well-integrated with adjoining and neighbouring land uses.

B Development proposals must not adversely impact on the function or effectiveness of MELs to accommodate business uses. Development proposals must maximise the amount of Class E(g) office and light industrial uses through site redevelopment, provide a demonstrable and significant uplift in the number of jobs and make provision for high quality workspace, taking into account the operational requirements of differing land uses, in line with the Agent of Change principle and ensuring that the workspace is appropriately integrated within the MEL and its surrounding area.

C Where the comprehensive development of an MEL, or a site within the MEL, has been delivered through the masterplan process all future proposals involving the redevelopment or change of use of land and floorspace must:

a. Retain, and wherever possible seek to increase, the proportion of industrial capacity across the MEL, as originally approved in the masterplan and planning consent; and
b. Ensure there is no net loss of existing industrial capacity.

## Explanation

8.39 Mixed-use Employment Locations consist largely of older, poorer quality and redundant industrial land and buildings. To help facilitate regeneration in the north of the Borough the Local Plan makes provision for the plan-led consolidation and redevelopment of MELs. This will assist in tackling deprivation and inequality by improving the quality of the environment, delivering new housing (including affordable housing), jobs and training opportunities, and securing investment in infrastructure such as for public open space, community facilities and transport.

8.40 A number of MELs have come forward for redevelopment in recent years (with building works having started and/or completed on some sites, and planning consent granted on others). The delivery of new modern workspace in mixed-use schemes has been demonstrated to be viable. Recently completed schemes have generated significant inward investment in the local area and enabled the renewal of MEL land. We therefore remain committed to the plan-led consolidation of MELs to support growth and regeneration, consistent with the London Plan objectives for Lewisham's Opportunity Areas.

8.41 The Lewisham Employment Land Study (2019) provides that MELs should continue to be protected for employment generating uses. MELs are therefore safeguarded in line with Policy EC2 (Protecting employment land and delivering new workspace), whilst recognising their ongoing role in supporting regeneration. This policy should be read in conjunction with relevant site allocation policies. These reflect the key role of MELs have in contributing to the delivery of the spatial strategy and supporting inclusive, healthy and liveable neighbourhoods in the Deptford and New Cross areas.

8.42 Development proposals must be delivered through the masterplan process, with reference to Policy DM3 (Masterplans and comprehensive development). Proposals must demonstrate how they will maximise provision of industrial capacity whilst addressing the role MELs have in delivering a complementary mix of uses. This should include evidence of the site layout and design options explored through the design-led approach, along with consideration given to a different workspace typologies (for example, light industrial space or office space suitable for co-working).

8.43 Comprehensive redevelopment of MEL land must provide for a demonstrable uplift in the number of jobs, both within the site and across the MEL. Employment uplift will normally be considered against the applicant's evidence of the number of jobs provided by the most recent authorised use on the site. Where land is vacant or a site has been cleared, the baseline jobs figure should be established using the last active authorised use. What comprises a 'significant uplift' in the number of jobs will be considered on a case-by-case basis, taking into account individual site circumstances. At a minimum, applicants should demonstrate that the new development will deliver a higher employment density and an increase in the number of jobs. Notably, jobs secured during the planning, design and construction phases will not count towards the uplift, which must be calculated for the operational phase of development, and limited to on-site employment provision secured only. The quality of employment provision will also be taken into account when considering proposals.

8.44 The comprehensive mixed-use redevelopment of some MEL sites has now been realised, for example, at Plough Way[83]. It is important that the new employment provision secured here, and at other such recently delivered MEL sites, is retained over the long term. Future proposals for redevelopment of any part of an MEL site, including changes of use, must not result in a net loss of the industrial capacity originally consented through the masterplan and planning approvals process. Where redevelopment or a change of use is acceptable in principle, development proposals should seek opportunities to provide net gains in workspace and jobs.

83 Lewisham Core Strategy (2011). Site Allocation 5 made provision for the comprehensive redevelopment of the MEL at Plough Way.

Canvas & Cream
STUDIOS
Yale

# EC8 Non-designated employment sites

A Non-designated employment sites are those that contain or consist principally of Class E(g) office and light industrial, Class B industrial, Class B8 storage and distribution and similar Sui Generis uses, and which are located outside of SIL, LSIS and MEL. These sites make an important contribution to Lewisham's local economy by providing workspace for businesses and job opportunities. Development proposals should protect and not result in the net loss of viable industrial capacity on these non-designated employment sites.

B To ensure the continued viability of non-designated employment sites, development proposals for employment-led, mixed-used development will be supported where they are located within a well-connected area with high Public Transport Access Levels, or the site forms part of a cluster of commercial, industrial and/or other employment generating uses, and the development:

a. Maximises the amount of industrial capacity;
b. Provides demonstrable improvements in the site's suitably for continued employment use, having particular regard to Policy EC3 (High quality employment areas and workspace);
c. Does not compromise the employment generating function of the site and any adjoining or nearby sites, particularly where they form part of a complementary cluster of uses;
d. Ensures appropriate protection of amenity both for the users of the development and neighbouring properties, with reference to the Agent of Change principle; and
e. Secures the provision of affordable housing for any residential element introduced, including through building conversions, in line with Policy HO3 (Genuinely affordable housing).

C On all other non-designated employment sites (i.e. those which fall outside the location requirements in (B) above) development proposals must not result in the net loss of viable industrial capacity, unless it can be demonstrated that the building or site is not suitable for continued business use having regard to:

a. Feasible alternative commercial, industrial and/or employment generating uses;
b. The condition of the existing building(s) and reasonable options for the refurbishment and/or reconfiguration of floorspace to enable continued occupation by employment generating uses;
c. Site constraints including layout, access and compatibility with neighbouring uses;
d. Long-term vacancy; and
e. Evidence of recent and continuous marketing, covering a minimum period of 24 months and at an appropriate rental or sale value.

D On sites where the introduction of a residential element is acceptable in line with (C) above, development proposals must make provision for affordable housing, in line with Policy HO3 (Genuinely affordable housing).

E Development proposals involving the net loss of industrial capacity must make a financial contribution towards training or other employment related initiatives, in line with Policies EC10 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).

Opposite: Canvas and Cream Studios, Havelock Walk, Forest Hill

## Explanation

8.45 There are a number of employment sites located outside of the Borough's designated employment areas These sites may either contain or consist principally of commercial and industrial uses. They play an important role in the local economy through their offer of complementary business services and activities as well as providing a source of local job opportunities. The Lewisham Employment Land Study (2019) and Council's Authority Monitoring Reports indicate that these non-designated employment sites are under increasing pressure from higher value land uses, such as housing. There is a risk that the employment function of these sites will be compromised or lost without an appropriate level of protection. The Local Plan therefore seeks to safeguard these sites for employment use. However, it is recognised that flexibility is needed to respond to market signals, ensuring that land is not unnecessarily protected when there is no reasonable prospect of it remaining in employment use. In determining whether land is a non-designated employment site the Council will refer to planning and Business Rate records to identify whether the land and buildings are in business use, or were last authorised for business use.

8.46 To help maintain the viability of non-designated employment sites, the Local Plan provides support for employment-led, mixed-used redevelopment where a site is located within a well-connected area or forms part of a cluster of employment generating uses. This includes sites within town centre or edge-of-centre locations, or where several employment, retail or related community or cultural uses in proximity to one another form a cluster of complementary activities. A benchmark distance of 800 metres (roughly 10-minutes walking distance) between uses will be applied as a guideline. All applications for such enabling development must be accompanied by an assessment that demonstrates the mixed-use scheme is necessary for reasons of financial viability (i.e. a non-employment use is required to make employment development viable). The Viability Assessment must be independently appraised and verified by a Royal Institution of Chartered Surveyors (RICS) professional.

8.47 Development proposals must provide the maximum reasonable amount of floorspace taking account of the minimum amount of non-commercial floorspace needed to make development viable. Proposals should clearly set out the net change in industrial capacity resulting from the development, distinguishing between floorspace and yard space in the planning statement[84], along with an indication of the number of jobs to be accommodated by the new employment element. Proposals should seek to increase employment densities to realise net gains in jobs even where the amount of industrial capacity is diminished.

84 This is necessary for monitoring purposes.

8.48 Where enabling mixed-use development is proposed, is important that uses do not impact on the employment function of the site or inhibit its ability to continue supporting commercial uses, in line with the Agent of Change principle. Furthermore, development must make appropriate provision for flexible or adaptable workspace including an internal fit out of buildings, in line with the requirements of Policy EC3 (High quality employment areas and workspace).

8.49 Elsewhere in the Borough, we will seek to safeguard viable non-designated employment sites for employment generating uses. Changes of use will only be permitted where it is satisfactorily demonstrated that a building or site is not viable for employment development, as justified through an active and continuous marketing campaign. In line with London Plan Supplementary Planning Guidance, the minimum time period for marketing should be for at least two years. However we may apply this requirement more flexibly based on individual site circumstances.

8.50 Where development proposals involve the net loss of industrial capacity a financial contribution towards training or other employment related initiatives will be required, in line with Policies EC10 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).

# EC9 **Railway arches**

A Development proposals involving railway arches will be supported where:

a. The principal use is for an appropriate commercial, industrial, community, cultural or similar Sui Generis use, or
b. An operational use associated with the railway or public highway; and
c. The use will not cause harm to the amenity of neighbouring uses and properties.

B Existing lower-cost or affordable workspace within railway arches should retained or re-provided, where this is compatible with upgrading the railway arch and it forms part of a wider comprehensive redevelopment, in line with Policy EC4 (Low-cost and affordable workspace).

C Development proposals involving railway arches must be of a high quality design. Positive frontages must be provided in town and edge-of-centre locations and elsewhere wherever possible. Proposals must also investigate and maximise opportunities to improve accessibility by walking and cycling, including connections through arches where feasible and appropriate.

D Proposals involving the comprehensive redevelopment of sites that include, or are adjacent to, railway arches must address the use of the arches through the design-led approach, and where relevant the masterplan process.

E Development proposals involving railway arches must demonstrate they will not have an adverse impact on the public highway and railway network or preclude the delivery of planned transport infrastructure. Network Rail, Transport for London and the Highway Authority should be consulted on development and design options, where appropriate and/or required, through the design-led approach.

Opposite: Railway arch

## Explanation

8.51 There are a number of railways intersecting the Borough, some of which are supported by arches at points including within designated employment areas and town centres. There are opportunities to maximise the use of the space within these arches and the ancillary land adjacent to them. Many arches are already being used for a variety of commercial and industrial uses, with some providing low-cost and affordable workspace. This provision is important to smaller and independent businesses including those in the creative and cultural industries. We will support the continued use of arches in this way and work with stakeholders to maximise opportunities for new or enhanced workspace and commercial floorspace. Appropriate uses for railway arches will be determined on a case-by-case basis having regard other Local Plan policies which set parameters for managing uses with town centres, designated employment locations and non-designated employment sites.

8.52 All development proposals should help to improve the quality of the environment, make a positive contribution to local character and protect the amenity of neighbouring properties. Where railways sever or impede local area connections, proposals will be expected to fully investigate opportunities to open up arches and introduce walking and cycle routes to improve accessibility. In the case of major applications, including the comprehensive redevelopment of sites, railway arches should be considered through the site masterplan process, even if the arches are not included within the development site boundary. This will help to ensure land and space is put to its optimal use and supports delivery of the spatial strategy. Applicants will be expected to consult Network Rail and Transport for London on development and design options in order to ensure there is no adverse impact on the public highway and rail network, or preclude the delivery of planned transport infrastructure, including the Bakerloo line extension.

# EC10 **Workplace training and job opportunities**

A The Council will work with stakeholders, including the Mayor of London, the London Economic Action Partnership, and Lewisham Deal Partners to support the Local Plan objectives for delivering a thriving and inclusive local economy.

B Development proposals should make reasonable efforts to actively source local businesses, recruit local workers and provide workplace training, skills development, apprenticeships and other education and training opportunities for Lewisham residents. Consideration should be given to opportunities during the construction and end-user phases of development. Development proposals that demonstrate there are suitable arrangements in place to secure local labour and workplace training will be considered favourably.

C Major development proposals must make provision for workplace training in Lewisham. A financial contribution will be required using the formula set out in **Table 8.3**. This will be secured by conditions or planning contributions and used to support the Council's local labour scheme and associated projects.

D In line with other Local Plan policies, development proposals involving a net loss of industrial capacity in designated employment locations and non-designated employment sites will be resisted, unless such loss is part of a plan-led process of employment land consolidation. Where a development proposal will result in a net loss of industrial capacity, a financial contribution will be required for workplace training, using the formula set out in **Table 8.3**. This will be secured by conditions or planning contributions and used to support the Council's local labour scheme and associated projects.

**Table 8.3:** Financial contributions for workplace training

| FORMULA FOR CALCULATING FINANCIAL CONTRIBUTIONS FOR MAJOR RESIDENTIAL DEVELOPMENT |
|---|
| X = A x B |
| X = Total financial contribution (£)<br>A = Financial contribution of £715 per dwelling<br>B = Number of dwellings |
| **FORMULA FOR CALCULATING FINANCIAL CONTRIBUTIONS FOR MAJOR COMMERCIAL DEVELOPMENT** |
| X = A x B |
| C = Total financial contribution (£)<br>A = Financial contribution of £715 per job generated by the development.<br>B = Estimated number of jobs provided by the development<br><br>The estimated number of jobs will be calculated on the basis of gross new employment floorspace provided by the development, taking into account the relevant land use(s) and applying the (former) HCA Employment Densities Guide (2nd Edition) or equivalent guidance agreed by the Council. |
| **FORMULA FOR CALCULATING FINANCIAL CONTRIBUTIONS FOR THE LOSS OF INDUSTRIAL CAPACITY** |
| X = A x (B – C) |
| X = Total financial contribution (£)<br>A = Financial of £715 per job lost as a result of the development.<br>B = Estimated number of existing jobs<br>C = Estimated number of jobs provided by the development<br><br>The estimated number of jobs lost will be calculated on the basis of the net loss of existing employment floorspace resulting from the development, taking into account the relevant existing land use(s) and applying the (former) HCA Employment Densities Guide (2nd Edition) or equivalent guidance agreed by the Council. |

# Explanation

8.53 It is important that local residents are able to share in London's economic growth and prosperity. To achieve a more inclusive local economy, Lewisham residents must be well equipped to access jobs, advance career prospects and fulfil their aspirations. Everyone, regardless of their background or experience, should be able to develop their skills through lifelong learning and have good access to these opportunities.

8.54 High unemployment levels, lower workplace earnings and deprivation persist in parts of the Borough because of certain barriers to employment that people experience. This includes the lack or mismatching of skills that are required in the jobs market, which is rapidly evolving in response to new technologies as well shifts in the predominant business sectors of the regional and national economy. There are particular local issues with respect to adult literacy and numeracy, for example, which present barriers to access in the labour market. These issues have been amplified by the Covid-19 pandemic. The Government's social distancing restrictions (including lockdowns) have adversely affected communities where a high proportion of the resident population was either furloughed or made redundant from the most affected sectors, and in places where entry level employment was traditionally already high. There is a growing body of research that indicates skills and training will be critical to supporting the economic recovery from Covid-19[85].

8.55 The Council will promote a multi-stakeholder approach to help address the underlying causes of deprivation in a proactive way. We will support the London Mayor in delivering the the Skills for Londoners Strategy, which focusses on post-16 skills and adult education. We will also work with regional and local partnerships including Lewisham Deal partners. The Lewisham Deal is based on a community wealth building approach. It aims to boost investment in local small and medium sized enterprises and to help provide high-quality training and employment opportunities for local residents. Key focus areas include procurement, apprenticeships, employment and training guidance, and the London Living Wage.

8.56 Applicants, developers and business owners are encouraged to recruit local labour, source local businesses and provide residents with opportunities for workplace training and skills development, such as apprenticeships. Consideration should be given to sourcing at all stages in the development process, and particularly in the construction and operational phases. This will not only benefit residents but the use of local labour and business can also support the Circular Economy and limit the environmental impact of new development, for example, by helping to reduce the need for long distance commuting and the transport of materials.

[85] For example, "Learning from employment and skills responses to Covid-19". Local Government Association (2021).

8.57 Major developments provide greater scope for local jobs and training opportunities, and all such proposals will be expected to demonstrate how they will contribute to meeting the policy objectives. Major commercial and residential developments must make a financial contribution to workplace training using the formula set out in **Table 8.3** (Financial contributions for workplace training). The requirements have been viability tested in the Lewisham Local Plan Viability Assessment (2022). Further details on financial and non-financial contributions towards workplace training will be set out in the Planning Obligations SPD.

8.58 In line with other Local Plan policies on industrial land management, the Council will seek that development proposals retain industrial capacity to ensure the Borough's needs for workspace are met. Development proposals resulting in the loss of industrial capacity must make compensatory provision for employment lost. This will be secured through a financial contribution, using the formula set out in **Table 8.3** (Financial contributions for workplace training). The Council may apply this policy flexibly on a case-by-case basis, for example, with development proposals within Mixed-use Employment Locations where the consolidation of employment land is supported and managed through the plan-led process.

# EC11 **Town centres at the heart of our communities**

A Town centres are and should remain at the heart of Lewisham's neighbourhoods and communities as focal points for retail, commercial, cultural, leisure, community and civic activities. Town centres will be managed positively in order to ensure they are inclusive, diverse, attractive and vibrant places that are made more resilient and adaptable to future challenges and opportunities, including those presented by new technology and changes in consumer behaviour, such as online shopping.

B Development proposals should support and help to secure the long-term vitality and viability of Lewisham's town centres by:

a. Optimising the use of land within and around them;
b. Maintaining and enhancing their distinctive features and characteristics where these make a positive contribution to the neighbourhood, including their built form, environmental, historic and cultural character;
c. Ensuring they are inclusive, safe and healthy places by creating environments that are barrier-free and accessible to all, with high quality buildings, spaces and public realm that are designed to:
    i. Reduce vehicular dominance and promote and enable movement by walking, cycling and the use of public transport;
    ii. Encourage street level activity along with opportunities for social interaction and relaxation, including through provision of publicly accessible open space; and
    iii. Maximise opportunities to deliver new or enhanced green infrastructure, including by urban greening and river restoration;
d. Delivering an appropriate mix and balance of residential and main town centre uses in order to attract visitors and ensure people have good access to a competitive range of services and facilities, as well as to support businesses and grow the local economy through provision of a wide range of workspaces and premises; and
e. Ensuring town centres function as vibrant places of daytime, evening and night-time activities.

## Explanation

8.59 Town centres are at the heart of Lewisham's neighbourhoods and communities. They all have distinctive features that reflect and help to reinforce the Borough's character and diversity. Town centres are also a key part of the local economy and important hubs of daytime, evening and night-time activity. The delivery of the spatial strategy for the Borough is dependent on a well-functioning network of town centres. Development proposals must therefore demonstrate how they will support their long-term vitality and viability.

8.60 Lewisham has a well-functioning network of town centres that meet the daily needs of local residents, workers, students and other visitors. However some centres are performing better than others, as evidenced by our latest town centre 'health checks', which look at indicators such as vacancy rates, types of business and mix of uses[86]. The Local Plan seeks to prevent the decline of the Borough's High Streets and centres and makes clear the integral role they have in supporting Good Growth. It is important that town centres are lively, attractive and inclusive places that people can access safely and easily by walking, cycling and public transport. They should be places where people are able to live and encouraged to visit, with plenty of opportunities for leisure and relaxation throughout the daytime, evening and night-time. Development proposals must therefore respond positively to the character and environmental quality of town centres and secure the delivery of high quality buildings and public realm.

8.61 There is a need to ensure that town centres remain resilient and adaptable to the challenges and opportunities facing the Hhigh Street, including changes in consumer behaviour and business practices. Brexit and Covid-19 have had significant short-term effects on the national, regional and local economies and are likely to have long-term implications, which require monitoring. This is particularly in terms of the retail sector where Covid-19 has led to a spike in town centre vacancies and accelerated trends in multi-channel (online) shopping[87]. Whilst recognising that town centres play a key role in the provision of local shops and services, it is important that they are able to evolve and adapt over time, so that they continue to support our neighbourhoods and communities. The Local Plan provides support for a wide range of uses to locate within town centres as diversification is vital to their revitalisation, adaptability and long-term resilience.

[86] Lewisham Retail Impact Assessment and Town Centre Trends Report (2021) and Lewisham Local Centres Topic Paper (2020).

[87] Lewisham Retail Impact Assessment and Town Centre Trends Report (2021).

# EC12 **Town centre network and hierarchy**

A Development proposals must support and reinforce Lewisham's town centre network and hierarchy. They must demonstrate how the development will maintain and enhance town centre vitality and viability commensurate with the role and function of the centre, in accordance with **Table 8.2**, along with responding positively to its distinctive character.

B A 'town centres first' approach will be used to assess development proposals for main town centre uses, in line with the London Plan and the NPPF. The Sequential Test will be applied to ensure that main town centre uses are directed to locations within town centres or, if no suitable town centre sites are available or expected to become available within a reasonable period, to appropriate edge-of-centre locations.

C The Sequential Test will not apply to Class F1 learning and non-residential institutions and Class F2 local community uses, however development proposals for these uses are encouraged to locate in town centres and other well-connected areas.

D Development proposals for new main town centre uses in out-of-centre locations will be refused unless provision has been made for these uses within the Local Plan, including site allocations, or it is clearly demonstrated that no suitable town or edge-of-centre sites are available or expected to become available within a reasonable period.

E Retail Impact Assessments (RIAs) will be required to be submitted with development proposals for main town centre uses of 500 square metres gross floorspace or more at edge-of-centre and out-of-centre locations, unless provision for main town centre uses has been made in a site allocation. RIAs should be proportionate to the nature and scale of development. Development proposals will be refused unless an RIA demonstrates that:

a. There is an identified need and market demand for the amount and type of floorspace proposed; and
b. The proposal, either by itself or in combination with other existing, committed or planned development, will not adversely impact on the vitality and viability of Lewisham's town centre network and hierarchy and its wider catchment.

F Development proposals within town centres should contribute to the delivery of and support the appropriate distribution of retail uses to help ensure the Borough's future need for 8,400 additional gross square metres of retail floorspace up to 2035 is met. Proposals for new major Use Class E(a) retail development should prioritise Lewisham and Catford Major Centres in the site selection process before considering other appropriate locations, including District Centres.

G Development within Lewisham town centre and its surrounds will be proactively managed in order to secure its future reclassification as a Metropolitan centre in the London Plan. Development proposals should direct new investment and facilitate the delivery of strategic infrastructure to ensure the centre can effectively serve a local and wider sub-regional catchment, with reference to Policy LCA2 (Lewisham Major Centre and surrounds).

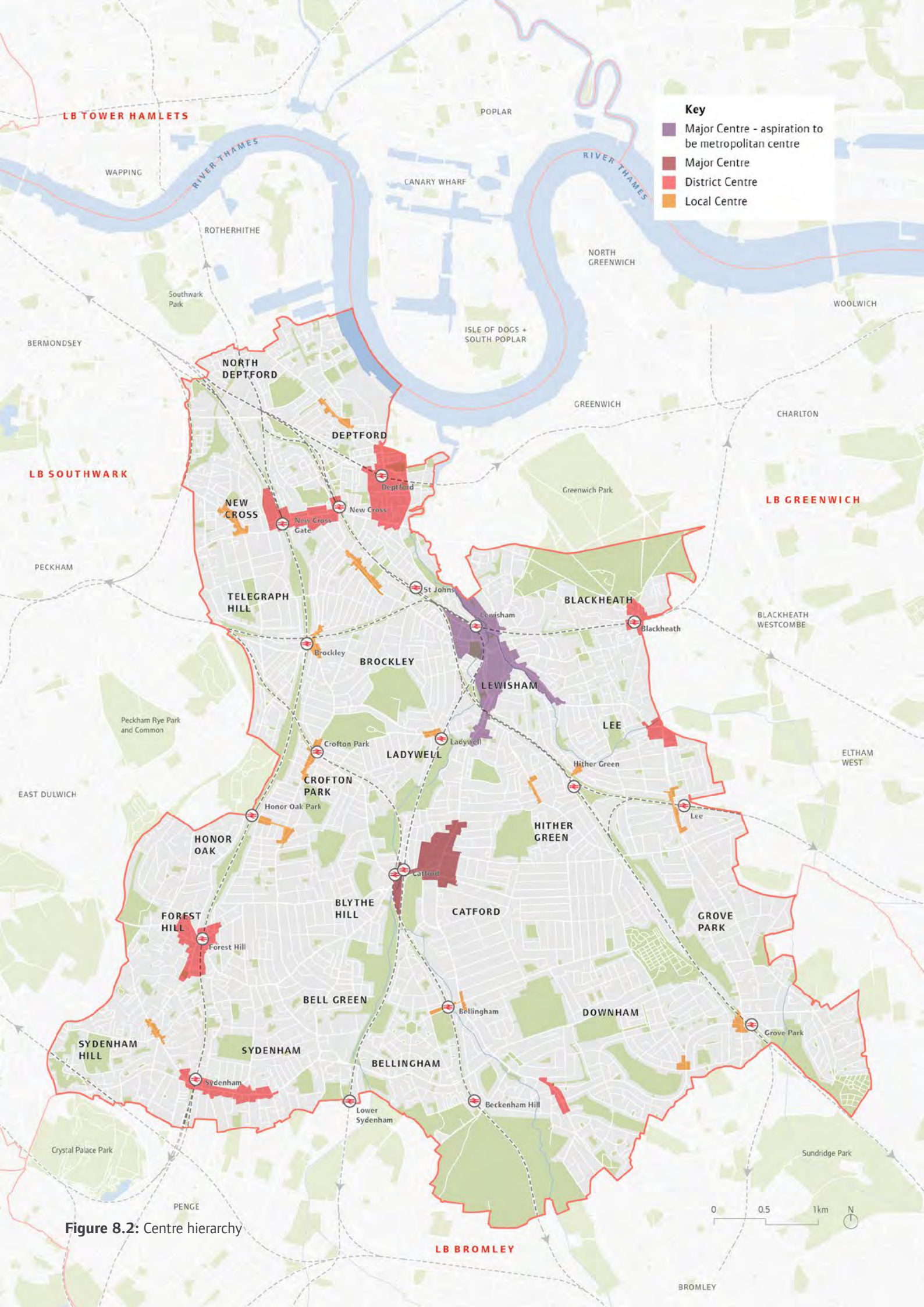


**Figure 8.2:** Centre hierarchy

**Table 8.4:** Lewisham's Town Centre Network and Hierarchy

| CLASSIFICATION | LOCATION | ROLE/FUNCTION |
|---|---|---|
| Major town centre | • Lewisham<br>• Catford | These are Lewisham largest and most well-connected centres with a high PTAL score meaning their catchment goes beyond Lewisham into neighbouring boroughs. They provide the highest proportion of comparison retail compared to convenience retail alongside hosting a range of uses such as offices, civic functions, culture, leisure, entertainment and services. |
| District town centre | • Blackheath<br>• Deptford<br>• Downham<br>• Forest Hill<br>• Lee Green<br>• New Cross Gate<br>• Sydenham | Smaller than major centres and spread more evenly across Lewisham, these centres are well connected, serving several local communities. Typically they provide convenience retail with some comparison retail at a smaller scale alongside culture and leisure (e.g. café, restaurants and swimming baths), services (e.g. banks) and local office functions. Some centres, however, have developed specialist shopping functions such as independent boutique shopping for instance. At the same time, others are known for their role within the creative sector or having a lively night-time economy. |
| Local centre | • Bellingham<br>• Brockley Cross<br>• Lee Station<br>• Crofton Park<br>• Downham Way<br>• Evelyn Street<br>• Staplehurst Road<br>• Hither Green Lane<br>• Honour Oak / Brockley Rise<br>• Grove Park<br>• Ladywell<br>• Lewisham Way<br>• New Cross Road<br>• Kirkdale | Found within various areas of Lewisham with decent transport links, these smaller centres serve the surrounding neighbourhood and complement the larger major and district centres. They consist of a small cluster of shops typically offering convenience retail (e.g. small supermarket up to around 500sqm) and services (e.g. Pharmacy and Hairdressers) together with a community anchor (e.g. Public House, Church or Cinema) attracting visitors. |
| Shopping parade | There are over 80 parades dispersed across the Borough | Scattered throughout Lewisham, they have been included for their role in complementing other centres higher up the hierarchy. Consisting mainly of smaller scale convenience retail (e.g. corner shops) they play a role in providing day-to-day access to some necessities within a short walking distance of residents nearby. |

Deptford Market

## Major and District Centres with town centre boundaries and Primary Shopping Areas

**Figure 8.3:** Lewisham

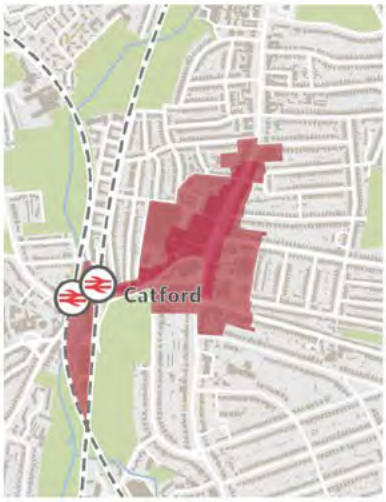


**Figure 8.4:** Catford

**Figure 8.5:** New Cross Gate

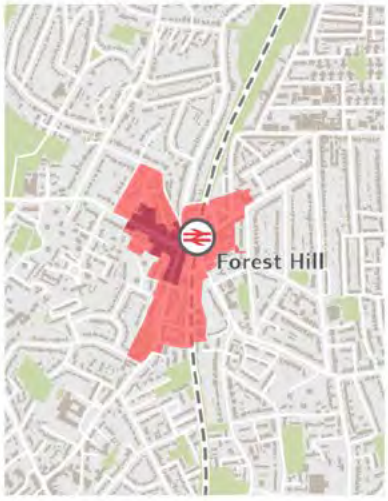


**Figure 8.6:** Forest Hill

**Figure 8.7:** Deptford

**Figure 8.8:** Blackheath

**Figure 8.9:** Sydenham

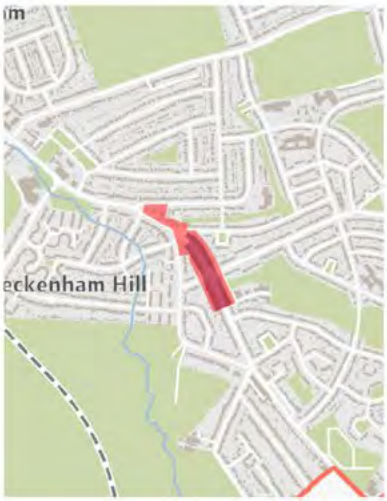


**Figure 8.10:** Downham

**Figure 8.11:** Lee

- Primary Shopping Area
- Major Centre - aspiration to be metropolitan centre
- Major Centre
- District Centre
- Borough boundary

0 0.5 1km N

## Explanation

8.62 This policy establishes the Borough's town centre hierarchy and describes the main role and function of the centres within it. The London Plan classifies Metropolitan, Major and District town centres whereas Local Centres are designated by the Local Plan. Shopping parades and other neighbourhood service nodes, including corner shops, are included in the hierarchy given their complementary function but are not formally designated. The boundaries of the designated town centres within this hierarchy are shown on the Policies Map, along with the corresponding Primary Shopping Areas for Major and District Centres.

8.63 Development proposals must help to facilitate the delivery of the Borough's spatial strategy by supporting and reinforcing Lewisham's town centre network and hierarchy. The nature and mix of uses along with the design of development should be commensurate with the scale, role, function and character of a town centre within the hierarchy. Development proposals must demonstrate how they will support town centre vitality and viability by responding positively to the distinctive character and unique role of a centre in supporting the neighbourhoods and communities within its catchment, which may cover areas both within and outside of the Borough.

8.64 Lewisham Major Centre is the Borough's principal shopping and leisure destination and contains an important public transport node. The Major Centre it is undergoing significant transformation and offers the potential to be reclassified as a Metropolitan centre in the future, as indicated by the London Plan. The town centre already benefits from excellent public transport links, and has been identified as a 'strategic interchange' in the London Mayor's Transport Strategy[88].

8.65 Catford Major Centre is distinguished by its unique civic and cultural functions along with a distinctive local and historic character. The Local Plan seeks to reinforce and build upon its strengths through targeted regeneration and renewal, including new and improved transport infrastructure and public realm enhancements. The Council's Catford Town Centre Framework (2021) sets out a vision and strategy to make the town centre London's greenest, which has both informed and will help to support the delivery of the Local Plan.

8.66 Part 3 of the Local Plan includes additional policies for the Borough's Major, District and Local centres. It sets out how new development within these centres will be managed in order to facilitate the delivery of Good Growth and liveable neighbourhoods, consistent with the spatial strategy for the Borough, Site allocation policies have been included for strategic development sites within and at the edge of town centres.

[88] Mayor's Transport Strategy (2018). Greater London Authority.

8.67 This policy sets out the 'town centre first' approach for the location of main town centre uses as defined by the NPPF. Such uses should be directed to the Borough's designated town centres or if necessary, appropriate edge-of-centre locations (unless provision for such uses have been made elsewhere by the Local Plan). Development proposals will be assessed in accordance with the Sequential pproach Test to site selection set out in the NPPF and London Plan.

8.68 Outside of designated centres, Retail Impact Assessments will be required for proposals of 500 square meters gross floorspace or more, unless provision for retail uses has been made through a Local Plan site allocation. This local threshold is more rigorous than that set by national policy and is informed by local evidence[89]. It provides wider scope for the consideration of proposals that could adversely impact on Lewisham's town centre hierarchy and compromise delivery of the spatial strategy.

8.69 For the Sequential Test, flexibility will be applied to proposals for Class E(g) office uses, recognising that these uses will also be acceptable in designated employment areas, consistent with Policy EC2 (Protecting employment land and delivering new workspace).

8.70 With the levels of growth planned in the Borough up to 2040, it is important that neighbourhoods and local communities are appropriately supported with good provision of shops, services and community facilities. The Lewisham Retail Impact Assessment and Town Centre Trends Report (2021) ('Town Centre Trends Report') includes an assessment of retail floorspace needs in the Borough. The study has taken into account information on the impacts of Brexit and Covid-19. It indicates that there is modest long-term scope for new retail development within Lewisham, over and above existing commitments (i.e. consented but undelivered developments). The report projects that an additional 8,397 gross square metres of floorspace will be required up to 2035[90]. This overall total comprises +10,641 square metres for convenience goods, -3,651 for comparison goods and +1,407 for food and beverage retail. The site allocations included in Part 3 of the Local Plan set parameters for specific sites in order to ensure that new development contributes to meeting these identified needs. They make provision for 'main town centre uses', which include retail uses, in order to respond to the flexibility provided by the new Use Class E (Commercial, business and service uses) in the Use Classes Order. Delivery against the retail floorspace target will be reviewed in the Authority Monitoring Report.

[89] The Lewisham Retail Impact Assessment and Town Centre Trends Report (2021) concludes that the 2,500 square metre gross threshold set in national policy is inappropriate for Lewisham and that a lower threshold should be used.

[90] The report recommends that this figure is used as a broad guide rather than a rigid target. The figure is included in Policy EC11 as a benchmark to support the plan-led approach to meeting objectively assessed needs for retail, consistent with the NPPF.

8.71 The Town Centre Trends Report recommends that, over the short-to-medium term, priority should be given to the re-occupation of vacant units to meet retail floorspace needs. Whilst the Local Plan broadly supports this approach it is also recognised that some vacant units may not be well-suited to modern businesses or retail occupiers, for example, owing to the size, configuration and quality of floorspace or ancillary facilities. There are also opportunities deliver new or re-purposed and higher quality retail units, along with other complementary uses, through the redevelopment of buildings and sites. The Local Plan therefore identifies specific locations within town centres where the comprehensive mixed-use redevelopment of sites will be supported.

8.72 The Town Centre Trends Report also suggests that the redevelopment of out-of-centre retail parks may assist in re-balancing floorspace provision across the Borough. The oversupply of retail floorspace in some areas may be redressed by rationalising out-of-centre retail parks which in turn can provide greater scope for new retail development in town centres.

There are established out-of-centre retail parks in Lewisham including at Bell Green and Bromley Road. The Local Plan includes policies to facilitate the comprehensive redevelopment of these retail parks in order to support the vitality and viability of the Borough's town centres whilst delivering a wider range of beneficial uses at these sites, including new housing. This approach is supported by the London Plan[91]. It directs that Local Plans should seek opportunities to redevelop out-of-centre retail parks in order to support the town centre hierarchy and make a more optimal use of land.

[91] London Plan (2021), Policy SD7 (Town centres: Development principles and Development Plan Documents).

# EC13 **Optimising the use of town centre land and floorspace**

A Development proposals should optimise the use of land and floorspace within town centres and at edge-of-centre locations by:

a. Delivering new mixed-use schemes on individual sites and through comprehensive redevelopment of multiple sites, where appropriate;
b. Investigating opportunities for the reuse and reconfiguration of existing space, or the provision of new additional space above or below commercial units; and
c. Avoiding designs that comprise of single-storey development.

B Within town centres and edge-of-centre locations, mixed-use development proposals (including the expansion, reuse or reconfiguration of existing floorspace) will be considered having regard to:

a. The role and function of the centre;
b. Impact on town centre vitality and viability;
c. Compatibility of the proposed use with adjoining and neighbouring uses, both in terms of land use and character; and
d. Compliance with other policies.

C Subject to (A) and (B) above, where a development proposal includes a residential use the development must:

a. Not adversely impact on the function, appearance and character of the town centre, including its shopping and other frontages; and
b. Provide adequate access arrangements for all of the building occupiers including separate secured access for the residential element.

D Development proposals affecting an existing commercial unit must ensure any ancillary floorspace that is integral to business operations and viability of the unit is not compromised or lost.

## Explanation

8.73 Town centres are key locations for supporting growth and regeneration in Lewisham and provide unique opportunities for new development to optimise the use of land. This includes backland and infill sites, underused or vacant upper storeys of existing town centre buildings and airspace above relatively low-density or single-storey commercial uses. These spaces can help to accommodate a range of uses to meet local needs including for workspace, community facilities and housing.

8.74 Development proposals for new single-storey development within and at the edge of town centres will be strongly resisted as this form of development is not considered to make the optimal use of the Borough's limited land supply. This is because town centres are locations that are better suited to a wider mix of uses and where higher levels of density are normally appropriate. However it is recognised that for some uses a multi-storey format may not be deliverable owing to issues of compatibility of use(s), fit with local character, site constraints or development viability. Where single-storey buildings are proposed, applicants must provide a statement and supporting evidence to clearly justify why a multi-storey development is not appropriate or deliverable. Where Viability Assessments are submitted they must be independently appraised and verified by a Royal Institution of Chartered Surveyors (RICS) professional.

8.75 Mixed-use development may involve the intensification or reconfiguration of existing buildings and sites. Development and design parameters for strategic town centre sites are included in Part 3 of the Local Plan. Elsewhere, proposals for higher density mixed-use development will need to demonstrate that they are compatible with the role and function of the centre within which they are located, and comply with other policies.

8.76 All development proposals, including changes of use, should ensure that the amount and quality of ancillary floorspace within a commercial unit is retained or enhanced. This includes space for storage, back office functions and amenities, such as toilets and cleaning facilities. It is important that development does not compromise the continued business operation or long-term viability of existing commercial premises, whether through the reconfiguration of space or site redevelopment.

# EC14 **Major and District Centres**

A Development proposals within and at the edge of a Major or District centre must demonstrate how they will support the vitality and viability of the town centre and make a positive contribution to its local character, with reference to Policy EC11 (Town centres at the heart of our communities).

**Primary Shopping Areas**

B Primary Shopping Areas (PSAs) are the locations within Lewisham's Major and District centres where retail uses are and should be concentrated. Development proposals should support the retail function of the PSA. New Class E(a) retail uses are encouraged to locate in the PSA in order to support and enhance town centre vitality and viability through the provision of a complementary cluster of retail uses.

C Development proposals for Class E and main town centre uses which do not contribute to the retail function of the PSA at the ground floor level must submit a Shopping Area Impact Statement. The statement must demonstrate that the development, whether individually or cumulatively with others, will support the retail function of the PSA and will not result in an unacceptable adverse impact on it by:

a. Contributing to the vitality, viability, vibrancy and character of the PSA, including by ensuring that a range of consumer goods remain available within it, taking into account the role and function of the centre in the hierarchy;
b. Providing an appropriate main town centre use at the ground floor level that will attract visitors and generate footfall within the PSA;
c. Providing a positive frontage along with an active ground floor frontage in order to ensure that there is no excessively harmful break between retail uses and the continuity of the active frontage; and
d. Ensuring local amenity is not unreasonably harmed by increased noise, odour, fumes and other nuisances.

D In Lewisham Major centre, development proposals should support the role and function of the centre by contributing to the target for the PSA to maintain a minimum of 50 per cent of retail uses as a proportion of all units. Development proposals that will result in the percentage of retail uses in the PSA falling below this threshold target will only be supported where the retail function of the PSA will not be adversely impacted, with reference to (C) above.

E Planning conditions may be used to secure Class E(a) uses that contribute to the retail function of the PSA. Where retail development is conditioned for that use, development proposals seeking a change to another appropriate main town centre use, including full flexibility for Class E commercial, business and service uses, must demonstrate that there is no reasonable prospect of the unit being used for continued retail use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous

period of 6-months at a reasonable market value for rent or sale to the local area. Shopping Area Impact Statements must be submitted with applications for changes to a non-retail use where appropriate, with reference to (C) above.

**The wider town centre area**

F Within a Major or District town centre development proposals for main town centre uses will be supported where:

a. The use will not result in a harmful overconcentration of similar uses, having regard to Policy EC17 (Concentration of uses);
b. They provide a positive frontage including an active ground floor frontage or if it can be suitably demonstrated that this is not possible a window display or other appropriate positive frontage at the ground floor; and
c. They comply with other Local Plan policies.

G Development proposals for residential uses on the ground floor level or below, both within the PSA and the wider town centre area, are inappropriate and will be strongly resisted. This includes proposals for the conversion of units currently in a main town centre or complementary commercial, cultural or community use.

# Explanation

8.77 This policy designates the Primary Shopping Areas within Lewisham's Major and District Centres, which are shown on the Policies Map. PSAs are characterised by their predominantly retail role and character and remain a focal point for town centre activity, particularly as they tend to be in the most accessible parts of the centre. The Local Plan seeks to ensure that the retail function of these areas is maintained and enhanced to support the long-term vitality and viability of the town centres.

8.78 The Local Plan provides flexibility for a wide range of commercial, leisure, community and cultural uses to locate within town centres. It is nonetheless important that a critical mass of retail uses are maintained within PSAs to reinforce their retail role and character as well as to ensure people have access to a range of consumer goods. Development proposals for Class E(g) retail uses are strongly encouraged to locate within these areas and only when suitable sites are not available within PSAs should other town centre locations be considered in the site selection process.

8.79 New planning legislation has resulted in updates to the Use Classes Order and the creation of a new Class E which brings together a range of commercial, business and service uses, including retail[92]. This provides additional flexibility for the commercial market by expanding the scope of Permitted Development rights, meaning changes between Class E uses do not require planning permission. The Council recognises the benefits of the new Class E which can help landowners and leaseholders to quickly respond to market signals and keep business units in viable use. At the same time it is seeking to ensure the retail function of a PSA is not compromised to the extent that it adversely impacts on town centre vitality and viability, or the Council's ability to plan positively for identified needs for retail floorspace over the plan period.

8.80 Shopping Area Impact Statements are an important tool to assess the impact of a development proposal on the retail function of the PSA. They must be submitted with all applications for uses within the PSA that do not contribute to its retail function (i.e. uses which are not Class E(a) uses). The level of detail included within a statement should be commensurate with the nature and scale of the development proposed. When assessing impacts on the PSA consideration will be given to the existing mix of uses within the PSA to establish whether the development will significantly diminish the availability of retail uses and people's access to consumer goods. The Council's latest Authority Monitoring Report should be referred for information on the mix of uses in the PSA, however applicants may need to undertake surveys to ensure decisions are informed by up-to-date information. Where non-retail uses are introduced in the PSA they must be for appropriate main town centre uses, be designed with positive frontages and maintain a contiguous active ground floor frontage with adjoining units. This will help to attract visitors and generate footfall which in turn can support the viability of existing retail uses and the PSA more generally.

[92] This includes changes to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015.

8.81 Lewisham Major Centre is the Borough's principal town centre and a key visitor destination. Local evidence[93] indicates that town centres in Lewisham's 'central area' make a significant contribution to the Borough's retail floorspace capacity and will play a role in future needs over the plan period. Lewisham Shopping Centre comprises a large part of the Major Centre's PSA and contains its main concentration of retail uses. To support the continued retail function of the PSA within the Major Centre, a target threshold approach will be used to help manage the mix and balance of uses within it, so that retail uses form the majority of uses within the PSA. The 50% target threshold has been informed by our latest town centre surveys. It is considered a realistic and reasonable indicator for the point at which the PSA can retain its principal retail function and provide sufficient capacity to help meet Lewisham's future floorspace needs. Development proposals that will result in the overall percentage of retail uses falling below this threshold target will be resisted however, flexibility will be applied where it can be suitably demonstrated that the viability and vitality of the PSA will not be adversely affected.

8.82 Breaks in the continuity of shopping frontages threaten to diminish the function, character or appearance of town centres. Development proposals must therefore be designed with positive frontages and maintain a contiguous active ground floor frontage with adjoining units, avoiding harmful breaks of the frontage, also taking into account the prevailing character of the streetscape and townscape. Active frontages should be associated with the use itself or where this is not possible or suitable, through a window display or other feature creating visual interest. This is necessary to ensure development supports town centre vitality and viability, such as by introducing a use that encourages linked trips or improves townscape and amenity by providing active uses at the street level.

8.83 Within town centres development proposals for residential uses on ground floor or basement levels are not considered appropriate and will be resisted. This is owing to the detrimental impact the introduction of housing at the street level can have on the vitality and viability of the town centre, along with the character of the townscape. Impacts include the introduction of harmful breaks on the continuity of frontages and, where conversion is considered, the loss or compromising of existing space for commercial and related town centre uses.

[93] Lewisham Retail Impact Assessment and Town Centre Trends Report (2021).

# EC15 **Local Centres**

A Development proposals within and at the edge of a Local Centre must demonstrate how they will support the vitality and viability of the centre and make a positive contribution to its local character, with reference to Policy EC11 (Town centres at the heart of our communities).

B Development proposals incorporating small and moderately sized units for retail use are encouraged to locate in Local Centres. Where such provision already exists, this should be protected wherever possible in order to ensure a balanced mix of main town centre uses.

C Major development proposals within a Local Centre must make provision for a reasonable amount of small or moderately sized units suitable for micro, small and independent businesses. Where an end-user has been secured for immediate occupation on the development's completion and requires a larger unit or floor plate, this should be flexibly designed to enable sub-division into smaller units in the future.

D Development proposals involving the change of use from Class E to other main town centre uses within Local Centres will only be supported where it is demonstrated that:

a. The replacement use is an appropriate main town centre, community, cultural or employment generating use; and
b. An active frontage is provided at the ground floor level or if it can be suitably demonstrated that this is not possible a window display or other positive frontage.

E Development proposals for the change of a main town centre use to a residential use at the ground floor level or below will only be permitted where:

a. It is demonstrated through a robust and recent marketing exercise of a minimum continuous period of two-years at a reasonable local market value for rent or sale, that the unit has been vacant during this time and there is no reasonable prospect of retaining it in an appropriate main town centre, community or employment generating use; and
b. There will be no adverse impact on local area character and the continuity of the shopping frontage in the Local Centre.

F Planning conditions may be used to secure Class E(a) uses that contribute to the retail function of the Local Centre. Where retail development is conditioned for that use, development proposals seeking a change to another appropriate main town centre use, including full flexibility for Class E commercial, business and service uses, must demonstrate that there is no reasonable prospect of the unit being used for continued retail use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of 6-months at a reasonable market value for rent or sale to the local area.

## Explanation

8.84 Local Centres complement Lewisham's larger Major and District Centres. They play an important role in providing a range of shops and services that meet the day-to-day needs of residents and others within the Borough. They also feature at least one community facility that provides a focal point for community activity and helps to attract visitors. Local centres support sustainable neighbourhoods by enabling people to walk or cycle to access goods, services and facilities. They can be particularly beneficial to those with reduced mobility, including older people, who may be not be able to visit larger town centres on a regular basis.

8.85 Development proposals for retail uses consisting of smaller and moderately sized units and floor-plates are encouraged to locate in Local Centres. Where such provision already exists, this should be protected wherever possible in order to ensure a balanced mix of main town centre uses and to support the role and function of the centre. However it is recognised that the new Class E category provides greater flexibility for changes from retail to other commercial, business and service uses. Where planning permission is required, development proposals for the change of use from Class E must be for appropriate main town centre or employment generating uses.

8.86 Local Centres are smaller in scale than Major and District Centres and therefore provide unique opportunities for accommodating micro, small and independent businesses. Major development proposals must, and all other developments should seek to, integrate a reasonable amount of small units or space suitable for these types of businesses. This can include dedicated units or flexibly specified space that can be easily sub-divided. What constitutes a reasonable amount will be considered on a case-by-case basis.

8.87 In order to support the role and function of Local Centres the Council may use planning conditions to secure retail uses where new development comes forward. Local Centres vary in terms of their size and catchment, provision of shops and services, and local character. The need for or loss of retail uses will therefore affect centres differently, for example, losses may be felt more acutely in smaller centres. The Council will therefore consider the need for conditions on a case-by-case basis. Where retail uses have been conditioned and a change of use is sought, applicants must demonstrate that reasonable efforts have been made to retain the unit in retail use in the first instance.

8.88 Positive street frontages and active ground floor frontages are vital to the vibrancy and character of Local Centres. Development proposals must make a positive contribution to the townscape and create a coherent relationship with the street. Development proposals, including changes of use, must maintain the continuity of frontages in the centre and not result in a harmful fragmentation of the frontage, whether individually or cumulatively with other developments. Development proposals must provide an active ground floor frontage, preferably associated with the use itself and where this is not possible through a window display or other feature creating visual interest.

8.89 Development proposals for the conversion of a main town centre use at the ground floor level or below to a residential use will be strongly resisted. This is in order to protect the function of Local Centres and the character of their townscape. Only where it can be suitably demonstrated through arobust and recent marketing exercise that there is no continued demand for the existing or an appropriate main town centre use will such proposals be considered. Viability will then be considered in combination with impact on the continuity of frontages and local character. Development that results in a harmful break in the frontage will not be supported. This will be considered on a case by case basis, but generally refers to the introduction of a use that detracts from the continuity of a publicly accessible and active frontage, and is incoherent with the prevailing streetscape and townscape.

Bowden's
La Casa
OMEGA
SHOP
TO LET
020 8313 9000
La Casa
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# EC16 **Shopping parades, corner shops and other service points**

A Retail uses located at shopping parades, corner shops and other service points (i.e. outside of Major, District and Local Centres) provide important day-to-day provision of consumer goods within Lewisham's neighbourhoods and should be protected wherever possible.

B Development proposals involving the change of use from Class E to other main town centre or appropriate employment generating uses at shopping parades, corner shops and other service points will only be supported where it is demonstrated that:

a. Similar alternative provision is available within the local area which can be reached safely, easily and conveniently by walking, normally within 400-800 metres; and
b. An active frontage is provided at the ground floor level, or if it can be suitably demonstrated this is not possible a window display or other positive frontage.

C At shopping parades, corner shops and other service points development proposals for the change of a main town centre use to a residential use at the ground floor level or below will only be permitted where:

a. It is demonstrated through a robust and recent marketing exercise of a minimum continuous period of one-year at a reasonable local market value for rent or sale, that the unit has been vacant during this time and there is no reasonable prospect of retaining the unit in an appropriate main town centre, community or employment generating use; and
b. There will be no adverse impact on local area character and the continuity of the frontages within the shopping parade or other frontages.

D Where a development proposal involving a main town centre use is located outside of a Major, District or Local Centre and satisfies the Sequential Test, the Council may use planning conditions to secure an element of Class E(g) retail uses. This in order to ensure provision of essential daily consumer goods in the area where there is an identified need.

Opposite: Springbank Road parade, Hither Green

## Explanation

8.90 There are a number of shops and services located outside of the designated town and local centres, which are dispersed across the Borough in shopping parades, at corner shops and other locations. These help cater to the essential day-to-day needs of residents, workers and visitors. These types of uses are distinguished from those located in out-of-centre retail parks and large format retail warehouses, which are dealt with elsewhere in the Local Plan.

8.91 It is important that people in the Borough have easy access to essential day-to-day consumer goods. Development proposals should therefore seek to retain shops outside of centres wherever possible. However it is recognised that the new Class E category provides greater flexibility for changes from retail to other commercial, business and service uses. Where planning permission is required, development proposals for the change of use from Class E to other appropriate main town centre or employment generating uses will only be permitted where it is demonstrated that there is similar alternative provision available locally, normally within 5 to 10 minutes walking distance (roughly 400-800 metres). In terms of alternative provision, some flexibility may be applied where the use in question provides a bespoke offer which is not necessarily an essential good or service, such as a wine merchant or chocolatier. Development proposals for alternative employment generating or community uses that are compatible with the local area will be supported in order to secure the viability of existing units and buildings.

8.92 Out-of-centre shops and facilities are facing significant pressure for change of use, particularly to housing, given the improving residential land values in the Borough. However the introduction of residential uses within shopping parades and other local service destinations can compromise their functional integrity, viability and townscape value. We will therefore seek to ensure that all reasonable efforts have been made to actively market units for other employment generating or community uses, before giving consideration to residential uses. In this instance, marketing should cover a minimum continuous period of one-year at a reasonable local market rate for rent or sale.

8.93 All changes of use must maintain the continuity of frontages in the shopping parade or other frontages. Development proposals must not result in a harmful fragmentation of shopping frontages, either individually or by their cumulative impact. Additionally, development proposals must make a positive contribution to local character, consistent with other Local Plan policies. Ground floor residential development, in particular, has the potential to interrupt the established rhythm of the streetscape and townscape in shopping parades.

8.94 In order to ensure that people in Lewisham have easy access to essential day-to-day consumer goods, the Council may use planning conditions to secure new retail uses for development located in in areas where there is an identified need for this provision. Local need will be assessed on a case-by-case basis having regard to the availability of retail uses within 400 to 800 metres radius of the proposed development site, which is roughly equivalent to 5 to 10 minutes walking distance. Development proposals are strongly encouraged to consider the need for provision of essential goods, particularly in areas which do not benefit from good levels of public transport access.

# EC17 **Concentration of uses**

A Development proposals must not result in a harmful overconcentration of the following Sui Generis uses:

a. Hot food takeaways;
b. Betting offices, casinos and bingo halls;
c. Payday loan shops
d. Pawnbrokers;
e. Nightclubs and dance halls; and
f. Drinking establishments.

B The harmful overconcentration of uses will be assessed on the basis of the number of similar uses within a 400 metre radius of the development and where:

a. The vitality and viability of the town centre will be adversely impacted, taking into account the function of the centre in the hierarchy; and
b. The character of the area has changed or local amenity has been adversely impacted as a result of:
   i. Increased noise, odour, fumes and other nuisances;
   ii. Traffic generation including from taxis, private hire and servicing vehicles;
   iii. Inadequate provision of waste management and recycling facilities;
   iv. Anti-social behaviour and public safety.

C Development proposals for uses listed in (A) must submit sufficient information to allow for an assessment of the concentration of uses, in line with the criteria in (B) above.

**Hot food takeaways**

D In addition to complying with (A) and (B) above, development proposals for hot food takeaways will only be permitted where:

a. They are located at least 400 metres away from the boundary of an existing or proposed primary or secondary school; and
b. The proportion of hot food takeaway premises in the shopping frontage complies with the thresholds set out in **Table 8.3**.

**Food and drink services**

E Development proposals for uses involving the service of food and drink must make adequate arrangements to protect and manage local amenity, in line with Policy QD7 (Amenity and agent of change).

F Where development proposals for uses involving the service of food and drink are acceptable in principle, a condition will be sought requiring the operator to achieve and operate in compliance with the Healthier Catering Commitment Standard.

**Table 8.5:** Shopping frontage thresholds for takeaways

| LOCATION | THRESHOLD APPLIED |
|---|---|
| Primary or secondary School | 400m away from school boundary |
| Major / District Centre | Proportion of A5 uses does not exceed 5% of units |
| Local Centre | Proportion of A5 uses does not exceed 10% of units |
| Shopping Parade (20 units or more) | Maximum of 2 units in A5 use |
| Shopping Parade (19 units or less) | Maximum of 1 unit in A5 use |

# Explanation

8.95 Town centres are at the heart of Lewisham's neighbourhoods and communities. Their vitality and viability relies heavily on the presence of a mix of uses and activities. It is important that development proposals do not result in a harmful concentration of uses. This is especially for certain Sui Generis Uses, whose proliferation can also adversely impact on local character, amenity, public health and safety.

8.96 In assessing whether development proposals will lead to a harmful over-concentration of uses, we will use the policy criteria above. A 400 metre radius, established as a straight line distance from the proposed development site, is considered an appropriate range from which to assess impacts. This measure is generally accepted as 5-minutes walking distance and provides a useful benchmark against which other similar provision could be easily accessed in the locality. Development proposals must have particular regard to areas experiencing significant deprivation[94], where the impacts of some uses may be more pronounced.

8.97 Hot food takeaways are now recognised as an ongoing concern with respect to the wider systems approach to health and well-being. This policy helps give effect to the London Plan Policy E9 (Retail, markets and hot food takeaways), which encourages Boroughs to manage the concentration of such Sui Generis uses, both around schools and within town centres.

8.98 Food and drink establishments regularly attract a high number of visitors and by virtue of their operation may give rise to environmental and amenity issues. Development proposals must make adequate arrangements for operational requirements whilst ensuring protection of amenity. This includes consideration of litter, commercial waste disposal, fumes, noise, traffic and parking. Planning conditions may be used to ensure there are no adverse impacts on local area amenity.

8.99 The Healthier Catering Commitment is a scheme that helps food businesses in London to provide healthier food to their customers. Hot food takeaways are often associated with unhealthy food, however it is accepted that other uses supporting the food and beverage industry also make provision for items that are high in calories, fat, salt and sugar and which could adversely impact on health outcomes. This includes Class E business uses such as cafes, restaurants and coffee shops. To make it easier to access healthy food options in Lewisham, we will seek that operators achieve compliance with the Healthier Catering Commitment Scheme.

[94] For policy implementation this should be taken as an indicative benchmark of the 20 per cent most deprived areas, in accordance with the Government's latest Indices of Multiple Deprivation (IMD).

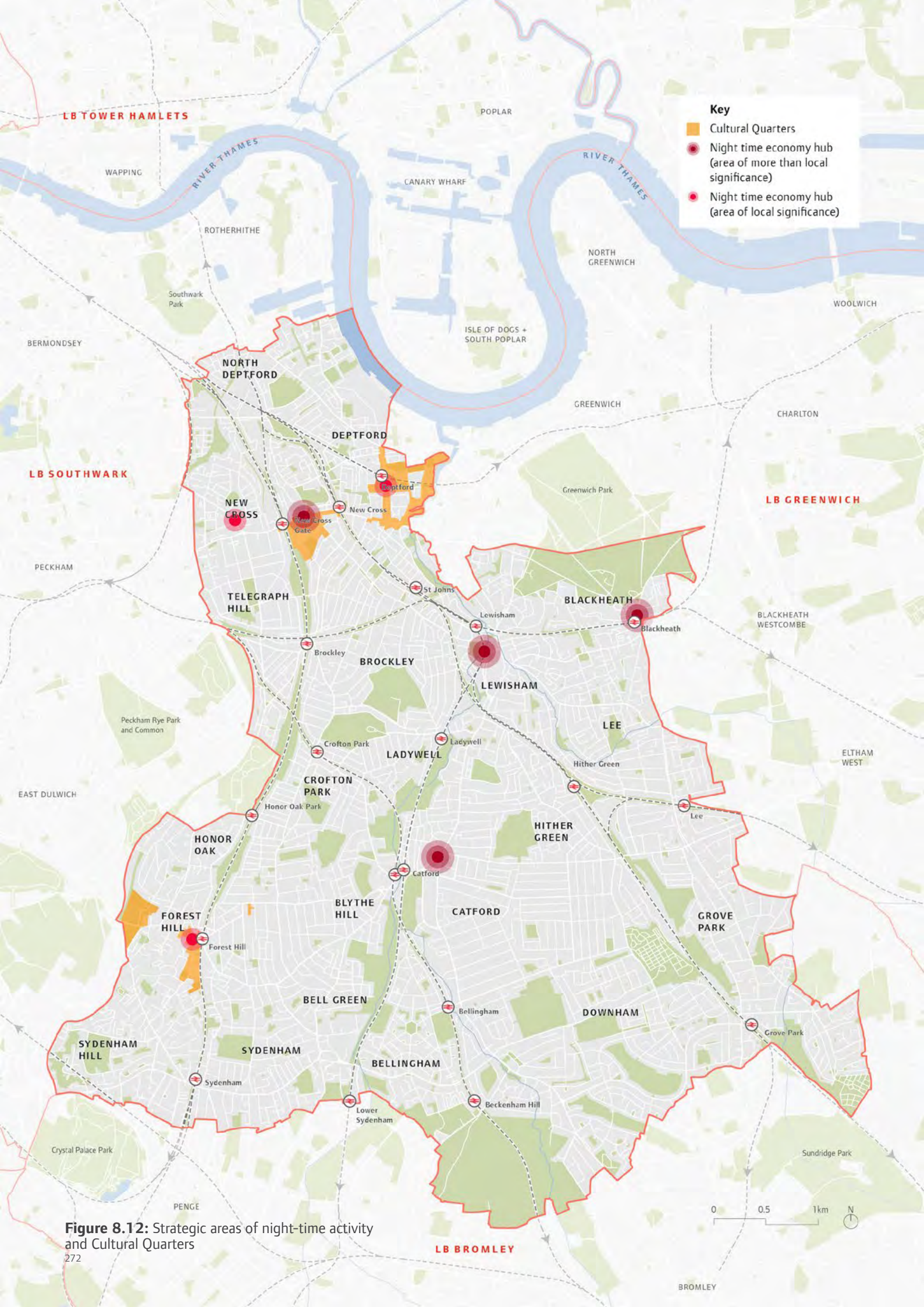


**Figure 8.12:** Strategic areas of night-time activity and Cultural Quarters

# EC18 Culture, creative industries and the night-time economy

**Cultural and creative industries**

A The cultural and creative industries (including education and training facilities that support and are associated with these industries) contribute to the diversity and distinctiveness of Lewisham's neighbourhoods and play an important role in the local economy. Development proposals should support the continued growth and development of these industries by:

a. Protecting existing cultural venues and uses, including by applying the Agent of Change principle;
b. Making provision for new cultural venues, workspace and performance space in town centres and other appropriate locations, particularly in major development proposals and large-scale regeneration schemes;
c. Designing public realm with spaces that can be adapted to support civic and cultural events, including outdoors;
d. Considering the use of vacant properties and land for temporary pop-up or meanwhile uses for cultural and creative activities, having regard to Policy DM5 (Meanwhile uses); and
e. Enabling the provision of high quality, fast and reliable digital infrastructure, in line with Policy TR7 (Digital connectivity).

B Development proposals involving the loss of cultural venues that have heritage, economic, social or cultural value should be avoided. They will only be permitted where:

a. The loss of the venue will not result in a significant adverse impact on the role and function of a Cultural Quarter or town centre;
b. There is authoritative marketing evidence which demonstrates that there is no reasonable prospect of the building or space being used for a similar or alternative cultural use, covering a minimum continuous period of two-years. This must include evidence of efforts made to market the venue to the local community, relevant cultural organisations and business groups;
c. The use is not a meanwhile use; and
d. Where the proposal involves the demolition or loss of a building it complies with other Local Plan policies including on heritage assets and the historic environment.

C Where a cultural venue is a public house, or comprises space within a public house, development proposals involving the loss of a venue will be assessed in accordance with Policy EC18 (Public houses).

D The Lewisham North Creative Enterprise Zone (CEZ) is designated in the Local Plan. Development proposals should support and contribute to enhancing the cultural and creative industries within the CEZ, in line with Policy LNA3 (Lewisham North Creative Enterprise Zone).

### Cultural quarters

E Lewisham benefits from the presence of Cultural Quarters comprising local clusters of complementary cultural, community and commercial activities. The following Cultural Quarters are designated in the Local Plan:

a. Deptford Creekside;
b. New Cross; and
c. Forest Hill.

F Cultural, community and commercial uses will be encouraged and supported within Cultural Quarters, having regard to other Local Plan policies. Development proposals should retain or make appropriate re-provision to accommodate existing cultural, community and commercial uses where these make a positive contribution to a Cultural Quarter. Development proposals that will adversely impact on the distinctive character and function of a Cultural Quarter, including through the loss of viable cultural venues, will be refused.

G Temporary activities and meanwhile uses (such as festivals, markets, exhibitions, performances and other cultural events) will be supported within Cultural Quarters, with reference to Policy DM5 (Meanwhile Uses).

### Evening and night-time economy

H Evening and night-time economic activities should make a positive contribution to the neighbourhoods within which they are located by:

a. Supporting the local economy through provision of a wide range of employment generating uses and jobs along with opportunities to carry out business beyond normal daytime hours;
b. Enhancing the vitality and viability of town centres and other employment areas; and
c. Reinforcing local character and identity, and creating more inclusive communities, through provision of a locally distinctive and expanded leisure, cultural and entertainment offer.

I Development proposals for evening and night-time economic activities should be directed to appropriate town centre locations, giving priority to the following designated areas of night-time activity:

a. Areas with more than local significance:
   i. Major centres of Catford and Lewisham;
   ii. District centres of Blackheath, Deptford, and New Cross Gate; and
   iii. Local centre of New Cross Road.
b. Areas with local significance:
   i. District centres of Deptford and Forest Hill.

J Development proposals for evening and night-time economic activities located outside of town centres will only be supported where the use(s) will complement and not adversely impact on the town centre network and hierarchy.

K Development proposals for evening and night-time economic activities must demonstrate that they:

a. Will protect, manage and not result in an unreasonable adverse impact on local amenity ;
b. Will not result in a harmful overconcentration of uses, with reference to Policy EC17 (Concentration of uses);
c. Are located in well-connected places with easy to reach Night Service transport options; and
d. Can be safely accessed during all hours of operation.

# Explanation

### Cultural and creative industries

8.100 Placeholder - supporting text to be included (covering strategic approach and protection / loss of cultural venues)

### Cultural Quarters

8.101 Lewisham benefits from the presence of its distinctive Cultural Quarters. These are local concentrations of complementary cultural, community and commercial activities and feature a key community anchor, such as an education or cultural institution. Cultural Quarters reflect the unique character and diversity of the Borough, along with performing important economic, cultural and social functions. This policy seeks to reinforce and enhance the character and mix of uses within these locations. Additional policies for Cultural Quarters are set out in Part 3 of the Local Plan.

### Evening and night-time economy

8.102 The night-time economy refers to economic activity taking place between the hours of 6pm and 6am. Night-time economic activities cover a broad range of uses but typically concern leisure, cultural and entertainment venues associated with the Use Class E (Commercial, business and service) and Sui Generis uses (such as night clubs, drinking establishments, public houses, cinemas, theatres and performance venues). The London Plan considers the night-time economy a strategic priority and seeks to promote the Capital as a 24-hour global city in order to maximise opportunities for economic and cultural development. Lewisham is well placed to play a key role in this regard, with vibrant and diverse neighbourhoods and town centres that can both anchor and benefit from night-time activities.

8.103 The London Plan identifies several categories of night-time economy clusters across the Capital. Lewisham contains several Major and District Centres that exert "more than local significance" in this function, including Lewisham, Catford, Blackheath and New Cross. The Local Plan also designates Deptford and Forest Hill District Centres as areas with "local significance". For the most part these centres are located in Lewisham's Creative Enterprise Zone where night-time activities will help to support and strengthen the Borough's economy and cultural offer.

8.104 Consistent with other Local Plan policies that support the town centre hierarchy, night-time activities should be directed to the above noted strategically important locations. Proposals in other town centres will be considered having regard to the nature and scale of the development in relation to role and function of the centre. Whilst we are broadly supportive of appropriately located night-time activities, we will seek to ensure that proposals do not result in excessive concentrations of uses that adversely impact on town centre viability and local amenity.

8.105 Development proposals for night-time economic activities at out-of-centre locations should be avoided. They should only be considered when it is demonstrated through the Sequential Approach that no suitable town centre sites are available, or the use would be more appropriately located in a designated employment area. This will help to avoid situations where out-of-centre clusters of activity develop cumulatively over time as these can undermine the viability and vitality of town centres. This policy provides

flexibility for out-of-centre locations recognising these may be preferable in certain circumstances, such as where there are site constraints or to better manage particular impacts on local amenity. Temporary consents may be used in order to monitor and review impacts over time.

8.106 Development proposals for night-time economic activities must be located in well-connected areas. This includes options for night-time public transport such as the Night Bus or Overground Night Service – the designated night-time clusters are already serviced this way. Development proposals should incorporate public realm enhancements, including external lighting, wherever possible in order to create a more attractive and legible environment. These measures will help to ensure that all visitors and workers can easily and safely access venues and facilities.

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# EC19 **Public houses**

A Public houses are unique and integral features of Lewisham's neighbourhoods and cultural identity, and perform important community, social and economic functions locally. There will be a presumption in favour of the retention of public houses in Lewisham. Development proposals involving the loss of a public house that has heritage, economic, social or cultural value to the community, including through change of use or redevelopment, will be refused unless there is robust and authoritative evidence to demonstrate that:

a. Legitimate efforts have been made to preserve the facility as a public house, including through evidence of regular maintenance and upkeep, good management and through business diversification;
b. The public house is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use, in the foreseeable future as evidenced through attempts at different business models and management, and an active marketing exercise of a minimum continuous period of three-years; and
c. All feasible options for the re-provision of the public house have been fully investigated, and where these are not considered deliverable sufficient justification is provided.

B Development proposals affecting a public house, including its operational and ancillary amenity space, will be refused unless there is robust and authoritative evidence to demonstrate that the viability of the pub, and its current and future operation, will not be compromised and development will not detract from the character and appearance of the building, including any features of historic or cultural significance.

C Development proposals involving the replacement or re-provision of a public house must ensure the replacement facility is of a high quality design and responds positively to local character, taking into account the need to preserve or enhance the significance of heritage assets and their setting. The development proposal must provide an appropriate amount and configuration of floorspace to enable the continued viability of the public house, and should not result in a net reduction of floorspace unless this can be sufficiently justified. This includes dedicated performance space or amenity space that has been or can reasonably be used for cultural or community uses.

D Where the change of use of a public house is considered acceptable by the Council, development proposals must retain the building and other associated features where these makes a positive contribution to local character, including by their historic, streetscape and townscape value.

E Development proposals for new public houses will be supported where they contribute to liveable neighbourhoods by improving people's access to these community facilities and comply with other Local Plan policies.

Opposite: The Brockley Jack, Crofton Park

## Explanation

8.107 Public houses, or pubs, are a unique and integral feature of the British cultural identity of Lewisham. They are fundamentally community facilities that promote social cohesion, offering a welcoming environment for people of all backgrounds to socialise and interact. Many local pubs are heritage assets in their own right, or have played a part in the Borough's cultural and historical development. This may be reflected in their built form or through a pub's association with people or events that have shaped the Borough's history. Pubs often have longstanding ties to their neighbourhoods and strong affiliations with local communities and community groups, and therefore contribute to people's sense of place and belonging.

8.108 There are many different community functions that pubs can perform. For example, pubs often include amenity space which is used as venues for functions, performance space, and informal meeting space for residents and community groups. Pubs also support the local economy and are particularly vital to the visitor, evening and night-time economy. Lewisham, like many other London Boroughs, has experienced a decline in public houses over time. Recognising the important social and economic role they play, we will seek to guard against the loss of these community and cultural facilities. Particular consideration will be given to the need to protect purpose built, historic pubs (built in the 20th Century or earlier), especially where these are landmark features in the townscape or sited at prominent positions, within town and local centres or elsewhere in the Borough.

8.109 Development proposals involving the demolition or loss of an existing public house, including through change of use, must submit evidence to demonstrate that the pub is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use. Applications must provide full details of patronage levels and trading accounts over the past 3 years, including accounts from previous management where appropriate. In addition, applications must provide a statement documenting the steps taken by the owner or operator to respond to viability concerns, including falling patronage levels and profit margins. This might cover considerations given to business diversification (for example, expanding the food and beverage offer), promotions or building refurbishment. Finally, proposals will need to provide proof of a marketing exercise covering a minimum continuous period of three-years, including details of commercial agents, advertisements and lease terms offered. During this time the pub must be actively marketing at a reasonable local market rent. We will consider whether any ties or restrictive covenants have affected interest. Development proposals will be refused where there is good reason to believe that the viability of the pub has been compromised by deliberate neglect or mismanagement.

8.110 Public houses require dedicated operational spaces. They also often feature function rooms or ancillary amenity space, including outdoor gardens, which are critical to supporting their role as community facilities and places of gathering. Where development proposals involve a reduction or reconfiguration of such operational and ancillary spaces, it must be demonstrated that this will not have a detrimental impact on the financial viability of the public house. Furthermore, proposals must show that the remaining residual space will be of a sufficient amount and quality to continue to meet the needs of pub users. Operational and ancillary spaces include, but are not limited to, beer gardens, function rooms, kitchens, cellars and accommodation integrated into the building.

8.111 Where sites are proposed to be redeveloped, including through comprehensive redevelopment, our priority is to protect pubs particularly where they are of historic, cultural or community interest. However, in certain circumstances it may be acceptable that a facility is replaced or re-provided. Development proposals will be required to demonstrate that they have considered all reasonable options for retaining the pub in situ. Where this is not possible, the replacement provision must be designed to a sufficient quality and standard to ensure the continued viability of the pub. This aim of this policy is to ensure there is a genuine intention to retain the facility in viable use, so to prevent against future changes to alternative uses.

8.112 National planning policy recognises the value of public houses as community facilities. We will therefore seek to protect against their loss, having regard also to Policy CI 1 (Safeguarding and securing community infrastructure). Where the loss of a pub is proposed, development proposals must suitably demonstrate that there is similar alternative provision elsewhere in the local area. If there is sufficient evidence to support that the loss is acceptable in principle, proposals must retain the building and any ancillary land or other features, where these makes a positive contribution to local character.

8.113 Development proposals involving the loss of public houses listed as Assets of Community Value will be assessed against this and other relevant Local Plan policies.

8.114 To support the implementation of this policy the Local Plan sets out marketing requirements for development proposals affecting public houses (Appendix 5) which all proposals will be assessed against, as appropriate.

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# EC20 **Markets**

A Development proposals must protect and seek to enhance existing markets and market spaces. New markets or market spaces will be encouraged and supported where they complement Lewisham's town centre network and hierarchy, and will make a positive contribution to the culture and vibrancy of the Borough.

B Development proposals for new markets or market space should be directed to appropriate town centre locations. Where new market space is proposed outside of centres, and where the Local Plan has not made provision for main town centre uses there (for example, through site allocation policies), proposals will only be supported where it is demonstrated through the sequential approach that they:

a. Will not adversely impact on the vitality and viability of the town centre network and hierarchy;
b. Make beneficial use of vacant or underused sites;
c. Are located in well-connected areas with good Public Transport Access Levels;
d. Can be appropriately accommodated on streets or other areas of the public realm, where appropriate; and
e. Are temporary in nature.

C Development proposals that are likely to affect existing markets within town centres will be considered having regard to:

a. The priority given to retaining markets as part of the town centre offer and ensuring appropriate re-provision of market space, where there is a demonstrable demand; and
b. The impact on town centre vitality and viability with particular consideration given to:
   i. Provision of a range of premises and floorspace to support small and start-up businesses;
   ii. Local character, including distinctive character of the market; and
   iii. Public realm and townscape.

D Development proposals for markets and market space must demonstrate that there will not be an unreasonable adverse impact on local amenity, and not have a detrimental impact on public health and safety and the public realm.

Opposite: Deptford Market

## Explanation

8.115 Lewisham is well served by local markets (including street markets, specialist and farmers' markets) that complement and support the vitality and viability of the Borough's town centres. These markets play a vital economic role by extending consumer choice and access to a wide range of goods and services as well as supporting employment, including through provision of local jobs and operating space for start-up, small and independent businesses. Markets also have an important social and cultural function. They serve as hubs for community activity and help to reinforce local identity and character. Some of Lewisham's markets, such as Douglas Way market in Deptford, have strong historical connections and are renowned for their unique offer, attracting visitors both from the local area and further afield.

8.116 For the purpose of this policy markets are defined as land and/or space that is authorised or licenced for market use, taking into account market space secured on temporary basis (i.e. as a meanwhile use). Markets may also include public realm that has been designed to accommodate market space but which is not currently authorised or licenced for this use. For example, outdoor public realm in town centres designed with connection-ready infrastructure, such as power outlets and water supply. The presence of a market or market space will be established on a case-by-case basis with reference to planning, licencing and Business Rate records.

8.117 Development proposals for new markets and market space will be expected to apply the 'town centre first' principle of site selection. Markets should complement and support the vitality and viability of the Borough's town centre network and not compete with existing centres for trade. However it is recognised that site availability and other constraints may prohibit additional provision from coming forward in town centres. Further, there may be vacant or underutilised sites (such as those with planning consent but where development has not yet commenced) which offer interim opportunities for optimising the use of land in the Borough. We will therefore give consideration to out-of-centre proposals where it can be demonstrated the town centre hierarchy will not be compromised. Applications should detail how the goods and services provided will not undermine the offer in existing centres.. Markets should not normally be located in poorly connected areas. Given the high levels of footfall markets attract it is important that visitors can easily and safely access them during their operating hours. Temporary consents or planning conditions may be used in order to ensure flexibility for assessment of impacts over time.

8.118 Where new development concerns or may impact on existing markets, proposals must demonstrate how they will safeguard market space including appropriate re-provision. Where market space is to be reconfigured or reduced proposals will be expected to show that sufficient provision will remain to meet local needs for employment floorspace, particularly for small and start-up businesses. Development offers the opportunity to improve the functional and aesthetic quality of town centres and the market spaces within them. All proposals should seek to maintain and enhance the unique features of the market and its associated public realm where these make a positive contribution to local character. This is particularly important given the historical and cultural value of many of Lewisham's markets.

8.119 Development proposals must make adequate arrangements to avoid or mitigate unreasonable impacts on local amenity. This includes consideration of congestion on footpaths and the road network, refuse storage and collection, noise and odour. Proposals for street markets must demonstrate that there will be no detrimental effect on the functioning of the road network.

Premier Inn

# EC21 **Visitor accommodation**

A Development proposals for serviced visitor accommodation must be appropriately located at sites within or at the edge of town centres, or other sites that are well-connected by public transport.

B Development proposals for serviced visitor accommodation should ensure a range of high quality provision in the Borough catered to the varying needs of visitors. Proposals will only be supported where they:

a. Are proportionate to their location in terms of size, scale and function;
b. Do not result in a harmful overconcentration of serviced visitor accommodation in the area;
c. Comply with the relevant London Plan parking standards;
d. Ensure adequate access, drop-off/pick-up and servicing arrangements;
e. Are of a high quality design, ensure adequate space and amenity for occupants and provide sufficient choice for people who require an accessible bedroom;
f. Make appropriate arrangements for long-term adaptability and sustainability; and
g. Demonstrate that an agreement is in place to secure an operator prior to the commencement of the development.

C Development proposals for serviced visitor accommodation must be designed with positive frontages, including active ground floor frontages. Where the development incorporates ancillary uses and facilities these should be made available for public use, where appropriate, and access not unreasonably restricted.

D Development proposals for visitor accommodation must not result in the net loss of housing, including through the conversion or change of use of dwelling units.

E The use of a residential property for 'temporary sleeping accommodation' (short-term let or holiday let) must not exceed 90 nights within a calendar year.

F Development proposals for the conversion or change of use of serviced visitor accommodation to housing must demonstrate that the relevant Local Plan policies for housing will be satisfied including on design quality, space standards and provision of affordable housing.

Opposite: Premiere Inn, Lewisham Town Centre

## Explanation

8.120 The visitor economy is an integral part of the local and wider regional economy. It provides residents with job opportunities, supports local businesses and helps to ensure the viability of cultural and leisure facilities. Lewisham boasts an array of leisure, cultural and historic attractions. The Borough is also within easy travelling distance of London's Central Activities Zone, making it a convenient base for visitors to explore the Capital. The London Plan estimates that an additional 58,000 bedrooms of serviced accommodation will be needed in London by 2041 and Lewisham has a role to play in meeting this demand.

8.121 For the purpose of this policy, serviced visitor accommodation pertains to uses within the C1 Use Class including hotels, bed and breakfasts, traveller / youth hostels, short-term holiday lets and serviced self-catering apartments.

8.122 Serviced visitor accommodation is defined by the NPPF as a main town centre use. It should therefore be located within or at the edge of town centres[95]. These locations are well-suited to supporting visitors with a range of facilities and services, and generally benefit from good public transport links. Development proposals outside of town centres will need to be sufficiently justified, having regard to the sequential approach for main town centre uses.

8.123 Development proposals for visitor accommodation must contribute positively to the local area, including its character. The nature and scale of the development should be proportionate to its surroundings. For instance, a large format hotel may be more appropriate at a prominent town centre location or transport interchange, whereas a smaller scale boutique hotel or serviced apartment may be more sensitively integrated elsewhere in the Borough.

8.124 Development proposals must ensure adequately sized amenity spaces and bedrooms, including sufficient provision for accessible bedrooms with reference to London Plan Policy E10 (Visitor Infrastructure). New development should be capable of achieving accreditation by the National Quality Assurance Scheme.

8.125 Development proposals must be designed with positive frontages. They should also maximise opportunities to integrate active ground floor frontages and appropriate ancillary uses, particularly to support town centre vitality and viability. Ancillary uses may include cafés and restaurants, conference facilities, salons, fitness studios and other uses. Access to facilities should not be unreasonably restricted and made available for use by the wider public.

[95] This is in line with the Sequential Approach to the location of main town centres uses established by the NPPF and London Plan (2021) Policy SD7 Town centres: development principles and Development Plan Documents.

8.126 Development proposals must demonstrate that the visitor accommodation is both sustainable and feasible. Through the Green Tourism for London programme, hotels and other serviced accommodation should seek to reduce carbon dioxide emissions, water use and waste generation. Applications must demonstrate that an operator will be identified and secured prior to the commencement of the development. This is necessary to guard against speculative hotel development for which there is no clearly established business demand, and which might preclude the use of land for more beneficial uses that support the delivery of the spatial strategy.

8.127 Lewisham has significant housing needs and development proposals involving the net loss of housing will therefore be refused. In recent years the visitor economy has been bolstered by the growth in short-term serviced accommodation, often offering a more unique and affordable alternative to serviced accommodation. It is important that the Borough's housing supply is not compromised by unlawful use of residential premises for visitor accommodation. The Deregulation Act 2015 includes provisions on the use of residential properties for temporary sleeping accommodation (i.e. serviced lets or holiday lets). Operating an entire residential property for short-term rental for more than 90 nights in London without planning permission is an unauthorised change of use.

# 9 COMMUNITY INFRASTRUCTURE

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# CI1 Safeguarding and securing community infrastructure

A The Council will work in partnership with stakeholders and its delivery partners to identify needs for community infrastructure over the plan period, and to secure the timely delivery of high quality infrastructure and services to meet these needs. Local needs for community infrastructure in the Borough will be considered taking into account the Infrastructure Delivery Plan along with the relevant corporate plans and strategies of the Council and other key stakeholders, including for: health and social care; education and childcare; youth and family services; play, sport and recreation;; libraries and local history services; and burial space.

B Major development proposals will be expected to, and all other development proposals should, plan positively to meet local needs for community infrastructure. Where a site allocation policy sets out requirements for community infrastructure, development proposals will be required to demonstrate how the delivery of this infrastructure will be secured through the masterplan process, with reference to Policy DM3 (Masterplans and comprehensive redevelopment). Elsewhere, development proposals must demonstrate how any additional demands for community infrastructure generated by the development will be appropriately addressed, particularly in those areas where there is an identified need for additional provision, as set out in the Infrastructure Delivery Plan. Consideration should be given to the delivery of new or enhanced infrastructure on-site or, where appropriate, off-site contributions which support the expansion of capacity of existing facilities or improvements to them.

C Development proposals will be supported where they safeguard and enhance community infrastructure. Development proposals that will result in the loss of an existing community facility, or land and buildings formerly in community use, will only be permitted where it is suitably demonstrated that:

a. There is no current or future need for the existing use or an alternative community use and there is adequate alternative provision elsewhere to meet the needs of the neighbourhood and wider community, taking into account the Infrastructure Delivery Plan. Applications must be supported by evidence of an active marketing campaign for community uses covering a minimum continuous period of twelve-months at a reasonable local market value for rent or sale; or
b. There are realistic proposals for replacement provision of an equivalent or improved standard that will continue to meet the needs of the neighbourhood and wider community,,; or
c. The development is directly associated with a public service transformation programme and necessary to enable or sustain the delivery of service improvements and related investment in community infrastructure.

Opposite: TNG (RCKa and Jakob Spriestersbach)

D In exceptional circumstances, where there requirements of (C) above cannot be satisfied, consideration will be given to the use of payment-in-lieu contributions. Development proposals must provide evidence to demonstrate that the existing or an appropriate alternative community use is not viable.

E Policies CI1.C and CI1.D do not apply to development proposals involving the loss of sports and recreational facilities, which will be assessed against Policy CI3 (Sports, recreation and play).

# Explanation

9.1 Community infrastructure is also commonly referred to as social infrastructure. It covers a range of services and facilities that contribute towards inclusive and sustainable neighbourhoods and communities by providing residents and visitors with opportunities to enjoy a good quality of life. Community infrastructure includes provision for health services, education and training, community facilities (including public houses), places of faith, and sport and recreation facilities for people of all ages and abilities. Green infrastructure is also a component of social infrastructure, although it is addressed separately in this Local Plan.

9.2 Community infrastructure is essential to supporting inclusive neighbourhoods and communities along with enabling healthy lifestyles, providing vulnerable people with support and care, and giving children and young people the best start in life. We will therefore ensure that community infrastructure is safeguarded where there is an identified need for it, taking into account Lewisham's growing population and the different requirements of the groups within it. At the same time, it is important that opportunities are taken to improve or replace existing infrastructure in order to ensure that facilities within the Borough are maintained at a good modern standard. The Council has prepared an Infrastructure Delivery Plan (IDP) through consultation with service providers and delivery partners. It sets out the infrastructure required to support Lewisham's neighbourhoods over the long-term, including community infrastructure. The IDP will be regularly reviewed and updated over the plan period to ensure it reflects the latest available information on needs, project delivery and funding.

Grow Mayo Community Garden

9.3 Where replacement community infrastructure is proposed applications must include a statement explaining how the new provision will result in demonstrable improvements, both in terms of design quality and functionality of use. This should include an assessment of the existing facility giving consideration to factors such as building condition, flexibility of use, amenities, safety, accessibility and current usage. If the replacement provision is proposed at a different site, applications should clearly set out the reasons why this is necessary and how local area needs will continue to be met. We will seek that new provision does not result in a net loss of floorspace for community use. However some flexibility may be applied where it can be shown that a reduction will not compromise the delivery of services or provision of facilities.

9.4 Development proposals involving the loss or transfer of community infrastructure within the Borough must be justified by a detailed needs assessment. The starting point for the assessment should be the IDP.Applications must provide a sufficient level of detail for the Council to assess local area impacts on infrastructure provision, taking into account the location and nature of community uses involved. Proposals are strongly encouraged to refer the relevant key plans and strategies of the Council, its delivery partners and other stakeholders. Whilst the IDP is subject to regular review it may not always reflect the latest available information for certain types of infrastructure. Unless the development proposal is demonstrably associated with a public service transformation programme, in line with Policy CI1.C(c) above, or suitable replacement provision will be secured, applications must be also accompanied by evidence of an active marketing exercise covering a minimum continuous period of twelve months to help demonstrate that the site or facility is not suitable for a similar or alternative community use.

9.5 The loss or a change of use of existing community infrastructure will be acceptable where it is clearly demonstrated that the disposal of assets is directly associated with a service transformation programme and necessary to deliver investment in public infrastructure and related services. Applicants will be required to demonstrate through this programme that the facility in question is surplus to requirements or unviable in its current format, and that adequate provision will remain available to meet the needs of the local population. Where the public estate is involved, marketing information will not normally be required.

9.6 In limited and exceptional circumstances, where it is suitably demonstrated that the requirements of (C) above cannot be satisfied we may consider payment-in-lieu contributions. In these circumstances, we will require a statement clearly justifying why it is not feasible to re-provide the infrastructure, whether on-site as part of the redevelopment or off-site in kind. Where a loss is judged to be acceptable by the Council, payments will be negotiated on a case-by-case basis having regard to the type of provision in question, with contributions being invested in community infrastructure improvements within the Borough. Further details will be set out in an update to the Council's Planning Obligations SPD.

Hill Station community cafe, shop and exhibition space

# CI2 High quality community infrastructure

A Development proposals for new community infrastructure (including the alteration, extension or reconfiguration of existing community infrastructure), will be supported where the facility:

a. Is appropriately located for the intended use;
b. Is easily accessible by public transport, walking and cycling;
c. Is designed to maximise the flexibility and adaptability of space to accommodate a range of community uses;
d. Includes provision of well-integrated facilities that support the effective functioning and viability of the community use, such as meeting spaces, broadband connection, kitchen facilities, toilets and dedicated storage space;
e. Is made available for use by the public as much as reasonably practical, and does not unreasonably restrict access to the wider community; and
f. Will not result in a significant adverse impact on the amenity of neighbouring uses and properties.

B Development proposals must make the best of use of land, including the public sector estate. Innovative approaches to community infrastructure provision (such as the co-location of services, shared use of facilities and development of multi-use facilities) will be encouraged and supported where other Local Plan policies are satisfied.

C Development proposals for new community infrastructure must ensure that the facility will be appropriately managed and maintained over its lifetime.

## Explanation

9.7 Community infrastructure is vital to supporting liveable neighbourhoods and inclusive communities. We will be broadly supportive of development proposals involving new or enhanced provision of community infrastructure, particularly where this helps to meet local needs. The IDP should be referred for further information on needs for new or improved community infrastructure in different parts of the Borough.

9.8 Community facilities should be easily accessible by walking, cycling and public transport. Development proposals are encouraged to give priority to town and local centres in the site selection process. These locations generally benefit from higher Public Transport Access Levels. Community facilities can also support the vitality and viability of town centres by encouraging visitors and linked trips. However other locations may be appropriate recognising that some community uses may not be ideally located in centres owing to space constraints, site availability or other requirements associated with the facility. All proposals must demonstrate that the site location is appropriate having regard to local need for the use, accessibility and compatibility with neighbouring land uses.

9.9 All development proposals for community infrastructure must investigate and, wherever feasible, incorporate design features that allow for flexibility and adaptability of the facility over its lifetime. Consideration should be given to designs that can accommodate a wide range of community uses. Service providers and developers are encouraged to engage with each other to identify opportunities for innovative designs that enable the co-location or shared use of facilities. This can help to support the

TNG (RCK and Jakob Spriestersbach)

viability of community infrastructure through frequent usage (ensuring the facility is not underused during non-peak hours) and make it more adaptable to the changing needs of the community over the long term.

9.10 Community facilities must be designed to a high quality standard using the design-led approach. They should be accessible and inclusive places that help to promote social cohesion. Development proposals must include well-integrated facilities that enable the effective use of the building as a community space. This may include kitchen areas, toilets and washing facilities, broadband connection, communal areas and meeting spaces, and generous dedicated storage space. Proposals will be refused where they do not suitably demonstrate that the development is designed to support the long-term viability of the community use, whether as a standalone building or part of a mixed use development..

9.11 Development proposals for community infrastructure must make adequate arrangements for the maintenance and management of the facility over its lifetime. A Site Maintenance and/or Management Plan should be submitted prior to the occupation of development. Where facilities are integrated into new mixed-use developments, these should be made as accessible as reasonably practical. We will refuse proposals for facilities where these unreasonably restrict public access, for example, for reasons of resident tenure.

The Green Man community building

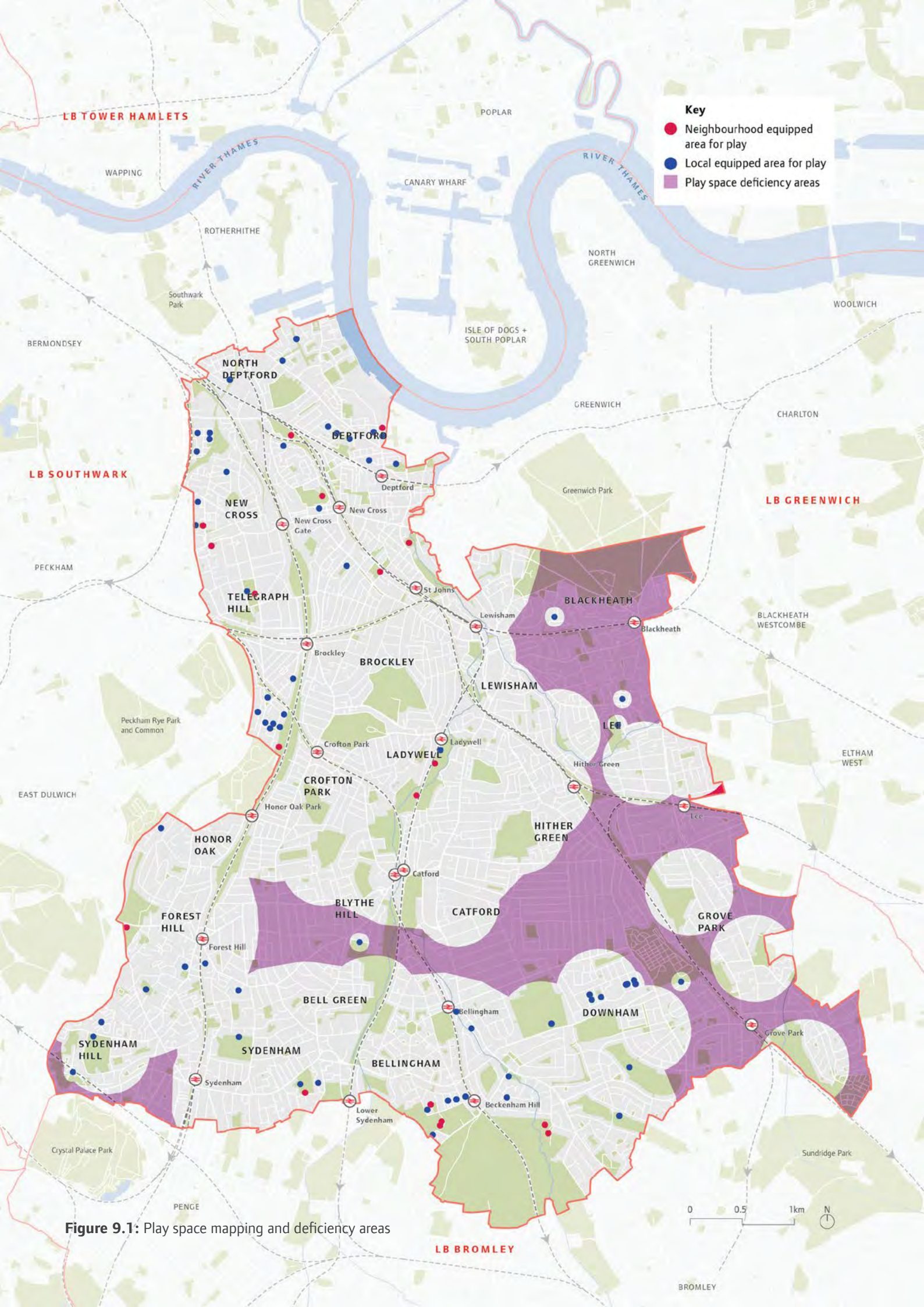


**Figure 9.1:** Play space mapping and deficiency areas

# CI3 Sports, recreation and play

A Development proposals should help to ensure that people of all ages and abilities have access to a wide range of opportunities for sports, recreation and play. They should maximise opportunities to provide new or improved community infrastructure, along with public realm enhancements, so that sports and recreation facilities and play spaces can be reached safely and easily throughout the Borough.

### Sports and recreation facilities

B Existing sports and recreational facilities should be retained. Development proposals involving the loss of such facilities will only be permitted where they comply with London Plan Policy S5 (Sports and recreation facilities). Applications will be assessed taking into account the Infrastructure Delivery Plan along with the Council's Playing Pitch Strategy, Physical Activity and Healthy Lifestyle Strategy and other strategies as appropriate.

### Play and informal recreation

C Development proposals that are likely to be occupied or used by children and young people must increase opportunities for play and informal recreation. Where located in areas with identified deficiencies in play space, new housing development must provide demonstrable improvements in the quantity and quality of play space.

D Development proposals for new housing must incorporate well-designed and high quality formal play provision of at least 10 square metres per child. Provision should be delivered on-site and made accessible to all children in the development without being segregated by housing tenure. Off-site provision will only be acceptable in exceptional circumstances, where it can be suitably demonstrated that on-site provision is not feasible and there is existing play space, or new provision that will be secured, in proximity to the development that can be accessed safely and easily by residents of the age group it is intended for.. Where it can be demonstrated to the satisfaction of the Council that off-site provision is acceptable this will be secured through planning obligations and/or legal agreement, with payments in lieu calculated using the formula in **Table 9.1**.

**Table 9.1:** Play space payments in lieu

| FORMULA FOR CALCULATING PAYMENTS IN LIEU |
|---|
| **X = ((A x B) – C)) x D**<br>0.70 |
| X = Financial contribution (£)<br>A = Number of children generated by the development (child yield calculated taking into account bedroom size(s) and tenure mix)<br>B = 10 square metres per child (play space requirement)<br>C = Square metres of play space proposed by the development<br>D = Average cost per square metre of play space |

E All play space and provision for informal recreation must be sensitively integrated into the site and neighbourhood, and be designed to:

a. Ensure that public access is encouraged and not unreasonably restricted, and made free-to-use wherever secured as part of new housing development;
b. Provide a stimulating and pleasant environment that promotes social cohesion, including by enabling users of different ages and abilities to interact as well as to move around and play independently;
c. Provide opportunities for respite, such as benches or seating areas;
d. Enable informal supervision through passive surveillance;
e. Integrate natural features such as trees, landscaped play areas and other greening measures;
f. Maximise the use of permeable surfaces and Sustainable Drainage Systems; and
g. Site outdoor communal amenity and play spaces at the street level or ground floor of development, avoiding the use of rooftops and mezzanines.

F Where large-scale public realm is provided as part of a development proposal, this should incorporate incidental play space to make the public realm more playable. Incidental play space should supplement formal play provision elsewhere in the Borough and provide additional opportunities for physical activity.

G Development proposals including new or enhanced play space must ensure the provision will be appropriately managed and maintained over its lifetime.

H Development proposals that will result in the loss of play space, whether existing or consented but not built, will be refused unless:

a. Replacement provision of at least an equivalent amount and improved quality will be provided, either on-site or in proximity to it, within a reasonable walking distance for the intended age group; or
b. It can be suitably demonstrated that there is no ongoing or future demand for the play space, with reference to the Lewisham Play Strategy.

# Explanation

9.12 Healthy and liveable neighbourhoods provide ample opportunities for people of all ages and abilities to participate in sport, recreation and play. Safe and stimulating play is essential to childhood development. It can impact positively on physical health, helping to address and prevent obesity. This is a key issue in Lewisham as 21 per cent of school children in Reception are obese, rising to 37 per cent in Year 6. Further, some 58 per cent of adults are obese[96]. Play is also important to mental health and wellbeing as it provides opportunities for learning and social interaction at the early stages and throughout life.

9.13 The Lewisham Playing Pitch Strategy (2019) includes an audit of sports and recreational facilities within the Borough and an assessment of future requirements over the plan period. Overall, it concludes that the Borough's projected growth will result in a continued and rising demand for facilities. This includes dedicated facilities for sports such as football, cricket, rugby and field hockey as well as multi-purpose facilities, for example, leisure centres and sports halls. These future requirements are reflected in the IDP which development proposals will be expected to engage with. Given the current baseline situation it is unlikely that there will be a surplus of this type of infrastructure and the Local Plan therefore protects land and facilities that are in use for sport and recreation. Development proposals involving the loss of these types of uses will be considered against London Plan policy S5 (Sports and recreation). The Local Plan site allocations make provision for community uses that will help to enable identified needs to be addressed as new development is delivered, particularly within the Opportunity Areas. Further opportunities will be considered in the Council's Physical Activity and Healthy Lifestyle strategy.

9.14 The Lewisham Open Spaces Assessment (2019) includes an audit of formal play provision in the Borough, looking at provision for different age groups. Whilst there is satisfactory provision across the Borough there are deficiencies in some areas, most notably to the south-east of Catford. To address local deficiencies and improve access to provision throughout the Borough, new development, particularly for housing and community infrastructure, should investigate and seek to increase opportunities for play for all age groups, taking into account the types of provision needed for them.

[96] Lewisham Joint Strategic Needs Assessment: Picture of Lewisham, Part B. 2019.

[97] The scope of the open space assessment only included play sites that are in ownership and/or management of Lewisham Council. It is recognised that overall levels of play provision will also include space made by private providers and developments. The assessment provides a baseline position for applications to consider appropriate provision of play space in the locality.

9.15 In line with the London Plan, new housing developments must provide formal play space of at least 10 square metres per child in order to address child occupancy and requirements generated by the development. Provision should be proportionally based on the number of children expected to occupy the development and an assessment of future needs. Play space should be delivered on-site. Off-site provision will only be considered in exceptional circumstances. Applicants will be required to provide evidence to demonstrate that delivery on-site is not feasible, including a design options appraisal, and that the needs generated by the development will be adequately met. Off-site provision will be more appropriate for older children and young people as they are able to travel slightly longer distances by walking and cycling. As well, suitable play provision for this group might not be compatible within the development and could be better provided elsewhere, for example, as with skateboard parks. Off-site provision will be secured by planning obligations or legal agreements, using the formula set out in **Table 9.1**(Play space payments in lieu). Additional details on the play space standard and off-site provision are set out in the Council's Planning Obligations SPD and relevant London Plan guidance, currently the Play and Informal Recreation SPG.

9.16 All new play space should be delivered through the design-led approach with careful consideration given to the requirements of the intended users. Play space and other outdoor communal amenity space should be integrated at the street or ground floor level. The siting of provision on rooftops and mezzanine levels should be avoided as this may impede safe access and lead to provision being sited where microclimate conditions are not suitable. Rooftop and mezzanine space will only be acceptable where there is a clear design rationale and the provision is of an exceptional quality. Developments should maximise opportunities to integrate natural or semi-natural features into play space, including tree planting and landscaped play areas. Naturalised spaces provide for stimulating and pleasant environments, enhance access to nature, and also help to reduce the need for hardstanding which is important for climate change adaptation and mitigation.

9.17 To support inclusive neighbourhoods and communities we will seek to ensure that all play space is free to use and made accessible to the wider public. Development proposals that unreasonably restrict access to play space, for example, by fencing or other measures will be refused. Play space to which access is segregated by housing tenure is wholly unacceptable. It is recognised that some controls may be required in the interests of public health and safety as well as local amenity, for example, to ensure the use of facilities is limited to regular daytime or early evening hours. Site Management and/or Maintenance Plans should be submitted to address any such matters, along with arrangements for upkeep of space and equipment over the lifetime of the development.

9.18 Activity and play need not be restricted to parks and other types of formal play spaces. Incidental play space can be provided where features of the urban environment are made more playable. This is particularly in areas with large-scale public realm (for example around town centres, stations and community facilities) where people

of all ages are likely to visit. The design of the public realm should encourage everyone to move around freely and independently in active ways, having regard to the Healthy Streets Approach and relevant good practice guidance, such as Sport England's Active Design Guidance. Development proposals should assess how the design and configuration of spaces and buildings might function to impede or enhance safe access to play opportunities.

Horniman Triangle Play Park

## CI4 Nurseries and childcare facilities

A Development proposals for day nurseries and childcare facilities (including child minding, playgroups and related activities) must:

a. Be located where they can be safely and easily accessed by walking, cycling and public transport;
b. Not have an unacceptable adverse impact on the road network and ensure adequate arrangements for car parking including access, egress, cross-site movement and drop-off areas, with consideration given to needs of disabled users;
c. Protect, manage and not adversely impact on local amenity;
d. Respond positively to local character; and
e. Secure provision of fit-for-purpose facilities to accommodate the intended use and all likely users, including suitable outside play space where appropriate.

B The use of residential floorspace for day nurseries and childcare facilities will only be supported where it is demonstrated that:

a. The development will not result in the loss of a dwelling and the residual residential floorspace meets the requirements and standards for self-contained housing, as set out elsewhere in the Local Plan;
b. The community use is ancillary to the residential use;
c. There is a demonstrable local need or market demand for the use proposed; and
d. There are no suitable and available non-residential premises to accommodate the use.

## Explanation

9.19 Lewisham's Childcare Sufficiency Assessment (2016) provides a baseline assessment of early education and includes key priorities for the childcare market in Lewisham. We are committed to ensuring that there is sufficient provision of good quality, affordable and flexible provision to accommodate the diverse needs of households within the Borough. All development proposals for nursery and childcare provision should therefore refer the latest Council assessment to identify opportunities for meeting demand and area specific requirements.

9.20 New nurseries and childcare facilities should be appropriately located at safe, well-connected and easily accessible locations. Applicants should investigate opportunities to locate such uses in Class E units before considering residential premises. Where it is proposed to incorporate a nursery or childcare facility within an existing self-contained (Class C3) property, this must not result in the loss of a dwelling unit.. In most circumstances a detached C3 use will be more appropriate than a semi-detached unit, which in turn is preferential over a terraced dwelling. End of terrace locations will be treated the same as semi-detached properties. We may apply conditions to ensure residential uses are reinstated in any future change of use from a Class E community use.

9.21 It is important that nurseries and childcare facilities are designed to a high quality standard and will meet the needs of specific uses and all intended users. Development proposals must demonstrate how the policy requirements will be satisfied. A statement should be submitted setting out details of operations including: nature of activity; numbers of staff and visitors expected; days and hours of operation; access, parking and servicing arrangements; and measures to protect local amenity.

# CI5 Burial space

A The Council will help to ensure that provision is made for the different burial needs of Lewisham's communities by protecting existing cemeteries and working with stakeholders to appropriately maintain these, along with seeking opportunities to enhance the capacity of existing facilities for new burial space, where appropriate.

B Development proposals involving the provision of new burial space or related facilities must demonstrate that the provision:

a. Adequately meets the requirements of the various groups within the Borough, including those groups for whom burial is the only option;
b. Is appropriately located and within reasonable proximity to the community it is intended to serve;
c. Identifies and appropriately responds to potential flood risk issues, including through the incorporation of mitigation measures; and
d. Will not adversely impact on open spaces and biodiversity, with reference to other Local Plan policies.

## Explanation

9.22 Burial requirements vary amongst London's diverse communities and different faith groups. Community cohesion and integration can be undermined in the absence of suitable local provision. There is no statutory duty for the Council to provide burial spaces however recognising the importance of providing opportunities for all individuals and communities to practice their faith, we have an interest in supporting provision to meet local needs wherever possible.

9.23 Information on burial space provision is drawn from Lewisham's Open Space Study (2019) and the Greater London Authority commissioned research report, An Audit of London Burial Provision (2011). There are four cemetery sites in Lewisham: Brockley and Ladywell, Hither Green, Grove Park, and Bromley Hill (which is run by Bromley Council). The GLA audit concluded that Lewisham is in the 'adequate' category of capacity typologies. This is owing to the amount of reserve land in Lewisham's cemeteries, which indicates it is probable that demand for burial space over the short to medium term can be met. We will therefore seek to protect the Borough's existing provision of burial space.

9.24 The Council is currently in the process of carrying out a local assessment of burial space provision. This will support our ongoing monitoring of provision and assist stakeholders in planning positively to meet community needs. We will continue to assess capacity available to meet Lewisham's identified needs over the plan period, taking into account new planned provision and the impact of changes in legislation, including The Social Fund (Children's Funeral Fund for England) Regulations 2019.

9.25 Where capacity issues arise the re-use of existing spaces can assist in meeting demand and would be considered. The re-use of burial space is encouraged by the London Plan, following provisions set out in Section 74 of the Local Authorities Act 2007 and Section 25 of the Burial Act 1857 allowing for the re-use of graves in certain circumstances. The Council will seek to ensure that any proposals for re-use of burial space comply with the statutory requirements and are sensitive to the site, its surroundings and the local community.

# 10 GREEN INFRASTRUCTURE

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# GR1 Green infrastructure and Lewisham's Green Grid

A Lewisham's network of green and open spaces, waterways and green features are a fundamental component of the natural environment. This network makes an important contribution to the Borough's local distinctiveness including its character and heritage. It is also integral to supporting sustainable neighbourhoods and communities by providing a wide range of multifunctional environmental, social and economic benefits. Development proposals must protect and seek to enhance provision of green infrastructure across the Borough, including by improving or creating new links between its different elements.

B Development proposals must investigate and maximise opportunities to enhance existing green infrastructure and create new provision on site, with reference to the All London Green Grid. Consideration should be given to the site context including its setting within the wider landscape. Development proposals must make suitable arrangements for the long-term management of green areas and planting. This includes provision of sufficient space where large canopy trees can be retained and new trees established without pressure for their future removal.

Opposite: Ladywell Fields

# Explanation

10.1 Green infrastructure refers to the Borough's network of green and open spaces, waterways, street trees, green roofs, public and private residential gardens, allotments and other assets, such as semi-natural and natural drainage features. It includes parks and public spaces as well as private gardens and other spaces with vegetation. Together these elements of the environment help to support strategic objectives across a number of policy areas such as: promoting public health and wellbeing, mitigating against and adapting to the impacts of climate change (including by reducing flood risk), improving air and water quality, and conserving natural habitats and species. A strategic approach to green infrastructure is necessary to ensure that green assets are protected, planned for, designed and managed in an integrated way. In London's urbanised context it is important that the multifunctional benefits of green infrastructure are recognised and proactively addressed. Green infrastructure must not be considered in isolation of other aspects of the built environment.

10.2 Whilst the environmental value of green infrastructure is clearly evident its social and economic value is becoming increasingly recognised. Lewisham's Open Spaces Assessment (2020) includes information on the natural capital account, which considers the economic, social and environmental value of green infrastructure. Research indicates that Lewisham currently enjoys benefits accruing from green infrastructure to a value of up to £2.1 billion, a figure that is comparable to the adjacent inner-London Boroughs. This helps to put into perspective the wider benefits of the local network of green infrastructure.

10.3 The protection and enhancement of green infrastructure in Lewisham is necessary to support the London Plan objective to make London at least 50 per cent green by 2050and to support its National Park City status. Many of the Borough's trees are located in private gardens especially at the ends of rear gardens where combined garden areas provide the space for large canopy trees to develop and mature. These trees contribute to the Borough's urban forest and provide benefits including rear outlook amenity, wildlife habitat, air pollution reduction, improved ground drainage, climate change mitigation and health and wellbeing benefits.

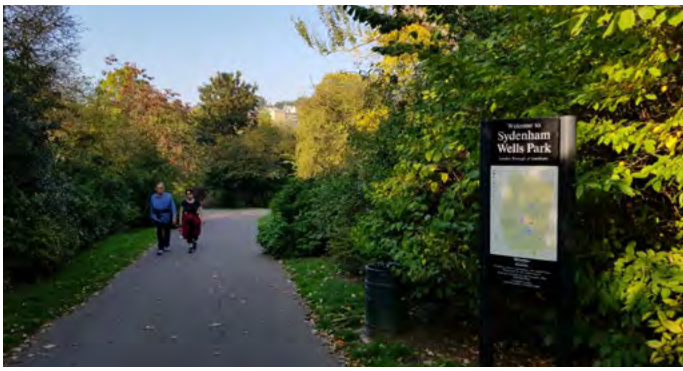
[98] The Corporate Natural Capital Accounting (CNCA) is a methodology used to assess the social, economic and environmental value of green infrastructure, and was developed by the Natural Capital Committee in its report to the UK Government. It considers factors such as the costs of public inactivity, the value of recreational visits to green infrastructure, impact of green infrastructure on property values, and the value of the various environmental functions green infrastructure performs. See Lewisham's Open Space Assessment (2020) for further details.

Development proposals should retain these trees for their ecosystem services and avoid compromising and encroaching available space for them. This includes, for example, smaller developments involving building extensions, garden studios, the subdividing of houses and gardens as well as larger redevelopment schemes.

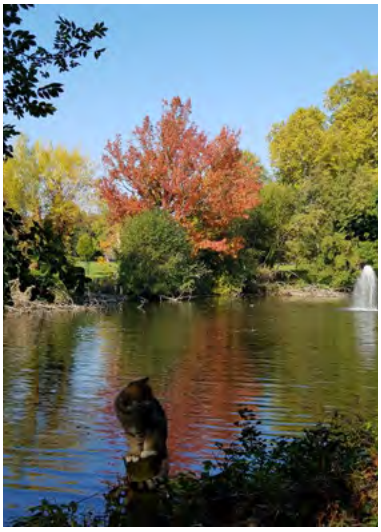
10.4 The London Mayor has prepared supplementary planning guidance on the All London Green Grid (ALGG)[99]. The ALGG promotes the creation of a high quality and multifunctional green infrastructure network across London with the principal aim of supporting sustainable communities. The ALGG includes different types of open spaces, green corridors and the linkages between these (including wider public realm, corridors along transport routes, footpaths and cycle ways). The ALGG defines a number of Green Grid Areas across the region and Lewisham sits within the 'South East London Green Chain Plus' area. The Local Plan helps give effect to the ALGG and some of the key strategic objectives are reflected in the sub-areas section of this Plan. All development proposals will be expected to positively engage with the ALGG guidance in supporting a linked network of green infrastructure locally that improves public access to open spaces.

99 Green Infrastructure and Open Environments: The All London Green Grid. Supplementary Planning Guidance. 2012. Mayor of London.

Hilly Fields



Sydenham Wells Park


Manor House Gardens

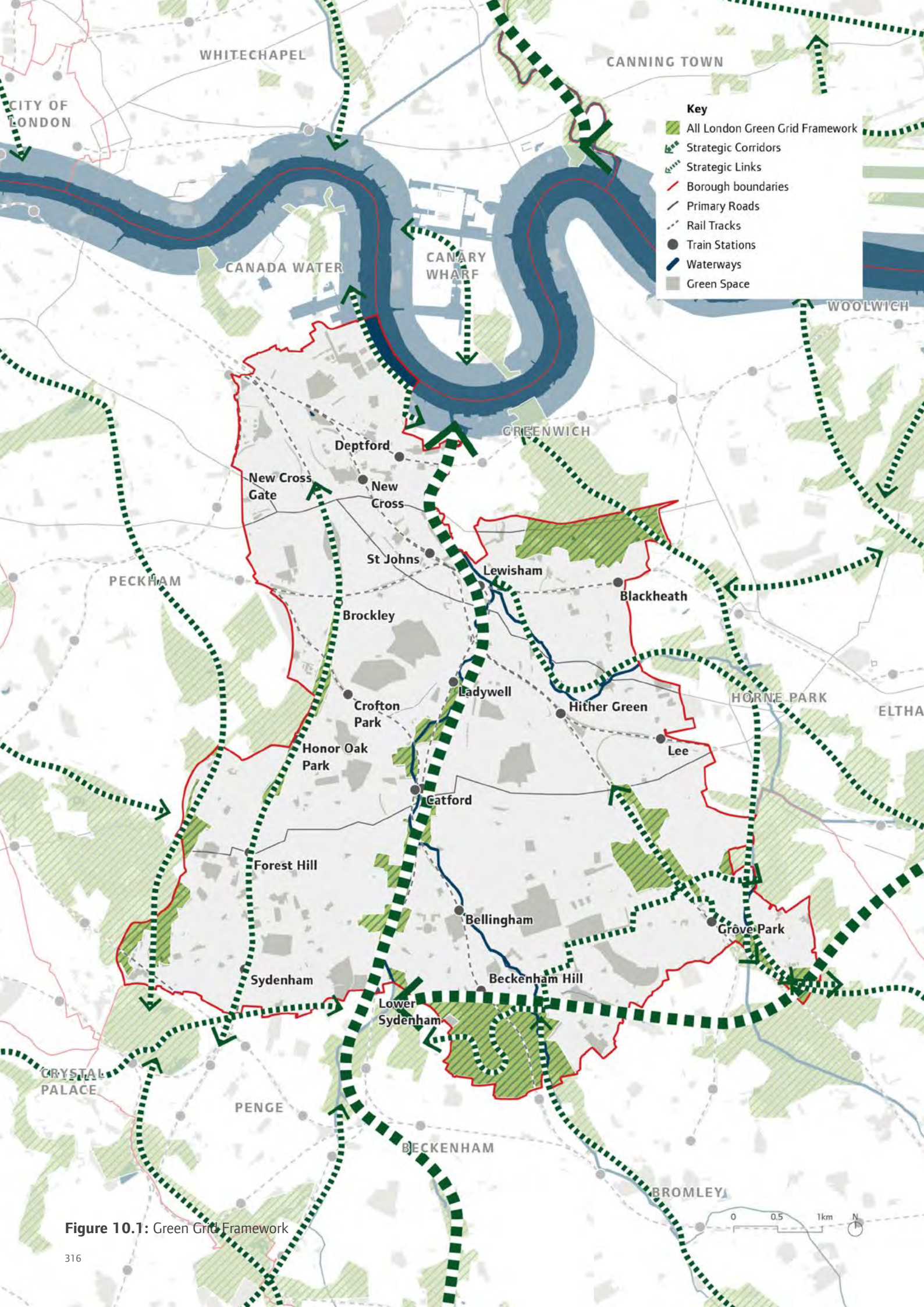



**Figure 10.1:** Green Grid Framework

# GR2 **Open space**

A Open spaces are integral components of Lewisham's Green Grid and will be protected from inappropriate development, in accordance with Lewisham's open space hierarchy.

**Designated Open Spaces**

B Metropolitan Open Land (MOL) and Local Green Space (LGS) are afforded the same level of protection as Green Belt. Development proposals on MOL and LGS will be considered in accordance with the London Plan and national planning policies that apply to Green Belt land.

C Development proposals involving the loss of Strategic Open Space will be strongly resisted and only permitted in the following exceptional circumstances:

a. Replacement provision of at least an equivalent amount (i.e. no net loss) and better quality will be provided. The replacement provision must:
   i. Be located within the Borough and in reasonable proximity to the existing open space, with equivalent or better access by walking, cycling and public transport;
   ii. Not result in an increase in public open space deficiency;
   iii. Be publicly accessible;
b. The development will provide a wider public benefit which clearly outweighs the loss of the existing open space;
c. There will be no adverse impact on biodiversity, with reference to Policy GR3 (Biodiversity and access to nature);
d. Suitable replacement provision will be made for outdoor sports facilities or playing fields, with reference to London Plan policy S5 (Sports and recreation facilities), as well as allotments and community gardens where appropriate; and
e. Where the development involves part of an area of open space the quality of any remaining open space will not be eroded by the development.

D Where development proposals satisfy the requirements of GR3.C above, the full quantity of replacement open space must be secured prior to the commencement of the development. Planning conditions and/or legal agreements will be used to ensure the open space is appropriately secured.

E Neighbourhood forums are encouraged to undertake detailed assessments to identify appropriate sites to designate as Local Green Space in neighbourhood development plans.

**Neighbourhood Open Space**

F Development proposals involving the reconfiguration of Neighbourhood Open Space will only be supported where:

a. There is no net loss of open space, including play space, and net gains are achieved wherever possible;
b. There is no detrimental impact on the environmental function of the open space, including support for nature conservation;

c. There will be demonstrable improvements in the quality of open space and public access to it;
d. The reconfiguration is delivered through comprehensive development, in line with a site wide masterplan, and will ensure a viable future for the open space.

G Development proposals resulting in the net loss of Neighbourhood Open Space will be only be permitted where it is demonstrated that:

a. The development will provide a wider public benefit which clearly outweighs the loss of the open space;
b. The development cannot feasibly be delivered without the loss of part or all of the open space;
c. A design options appraisal has been used to ensure the minimal amount of open space will be lost and that any remaining open space is of a higher quality, with greater multifunctional use (for example play space, habitat creation or climate change adaptation measures);
d. There will be improvements to the quality of the remaining open space; and
e. Appropriate provision is made for existing play space and market space with reference to CI 3 (Play and informal recreation) and EC 20 (Markets).

**Ancillary uses**

H Development proposals for ancillary uses on open space that help to improve the quality of open space and promote access to a wide range of users will be supported where they:

a. Are demonstrably ancillary to the use of land as open space;
b. Are necessary to facilitate or support the appropriate use of the open space;
c. Do not have a detrimental impact on the environmental function of the open space, including support for nature conservation;
d. Respond positively to local character, including by maintaining or enhancing the visual quality of the open space and its setting;
e. Are of a scale and function that is proportionate to the nature of the open space; and
f. Are of a high quality design, including by following inclusive and safe design principles, and do not detract from the amenity provided by the open space.

**Enhancing the quality and function of open spaces**

I Development proposals, should maximise opportunities to introduce new publicly accessible open space, giving priority to green space, as well as improve connections to existing or planned new open spaces, particularly in areas of open space deficiency. Major developments must incorporate new publicly accessible open space unless it can be clearly demonstrated that this is not feasible, in which case off-site contributions may be required.

J With reference to Policy GR4 (Lewisham Links) development must maintain and wherever possible enhance access to and connections between the network of open spaces within and outside the Borough. Priority should be given to measures that encourage walking, cycling and other active travel modes along routes that link open spaces such as the South East London Green Chain, Waterlink Way, the Thames Path and other local elements of the All London Green Grid.

K Development proposals located adjacent to open space must respond positively to the character of the open space as well as protect, and wherever possible enhance, the biodiversity value and visual amenity provided by it.

**Table 10.1:** Lewisham's open space hierarchy

| CATEGORISATION | DESCRIPTION | PRIMARY FUNCTION |
|---|---|---|
| Metropolitan Open Land and Local Green Space | MOL and LGS are the highest order of open space in the Borough. As set out in the NPPF, they are afforded the same level of protection as Green Belt. MOL is designated on the Policies Map. LGS is designated in Neighbourhood Plans. | MOL are extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt.<br><br>LGS are green spaces which are demonstrably special to a local community and hold a particular local significance because of their beauty, historic significance, recreational value, tranquillity, or richness of wildlife and biodiversity. |
| Strategic Open Space | Open spaces that are significant to the Borough's open space and wider green infrastructure network. Strategic Open Spaces are designated on the Policies Map. | Green spaces including: Parks and gardens, natural and semi-natural green space, green corridors, allotments and community gardens, outdoor sports facilities and playing fields and formal amenity green space. |
| Neighbourhood Open Space | Open spaces that make an important contribution to the liveability of neighbourhoods. These can include but are not limited to green spaces. Neighbourhood Open Spaces are not designated on the Polices Map. | Provision for children and young people, informal amenity space and civic and market squares and hard-surfaced areas designed for pedestrians. |

# Explanation

10.5 Open spaces form a vital component of Lewisham's Green Grid and London's network of green infrastructure. Open spaces, including waterways and water spaces, make a significant contribution to the environmental quality and character of the Borough. They also play a key role in supporting the physical and mental health and wellbeing of the local population by providing opportunities for leisure and recreation as well as enabling people to lead active lifestyles. Lewisham benefits from provision of a wide range of good quality open spaces which total around one-fifth of the area of the Borough. Some open spaces contain protected habitats or species and are designated as Sites of Importance for Nature Conservation. Further details are set out in Policy GR3 (Biodiversity and access to nature).

10.6 As the Borough's population increases the pressure on existing parks and open spaces will invariably rise. The Lewisham Open Spaces Assessment (2020) considers the amount of open space that is needed to support the projected future population over the plan period, based on a fixed quantity standard. This suggests that a significant amount of additional provision will be required to maintain the standard over the long-term. Due to the finite availability of land and requirement to accommodate new development to meet local needs, such as for housing and workspace, there will be limited opportunities to create new larger open spaces, such as Local or District level parks. It is therefore vitally important that open spaces are protected, measures are taken to improve their function and quality, and that public access to open space is enhanced. As well, that major and other developments maximise opportunities to integrate new publicly accessible open space. The Lewisham Parks and Open Spaces Strategy will support the implementation of the Local Plan. It sets out key priorities for delivering improvements to parks and access to them.

10.7 In accordance with London Plan policy G4 (Open space), the Local Plan sets out a hierarchy of open spaces. It also includes policies to protect these spaces commensurate with their categorisation in the hierarchy (Table 7.1). An additional open space study was prepared in 2022, which provides evidence to inform appropriate land-use designations and policies to protect and sensitively manage open and green spaces within the borough. The open space categorisations broadly reflect those set out in national and regional planning policy and guidance[100] but they have been adapted to reflect Lewisham's local circumstances. Metropolitan Open Land and Strategic Open Space are designated on the Policies Map whilst Local Green Space is designated in Neighbourhood Plans. These strategic open spaces and their boundaries have been informed by numerous evidence base studies[101].

[100] This includes London Plan policy G4 (Open space), Table 8.1 and Planning Policy Guidance 17. It is noted that PPG17 was replaced by the NPPF and the Government's Assessing Needs and Opportunities Companion Guide by the NPPG. However, the Companion Guide's methodology and typologies continue to be recognised as good practice in London and England for land-use planning.

[101] Lewisham Open Spaces Assessment (2020), Lewisham Open Space Review (2022), Lewisham Metropolitan Open Land Review (2020) and MOL Additional Sites Report (2021). Neighbourhood Plans should be referred for information on Local Green Space.

**Figure 10.2:** Open spaces

Neighbourhood Open Spaces are not designated on the Policies Map. However the Local Plan recognises the important contribution these spaces make to liveable and sustainable neighbourhoods.

10.8 Development proposals involving the loss of Strategic or Neighbourhood Open Space should be avoided and will only be permitted exceptional circumstances, as set out in the policy above. The reconfiguration of Neighbourhood Open Space can be an effective approach to addressing deficiencies in the quantity and quality of provision. It can also help to overcome site constraints where it would otherwise be difficult to deliver new development, (such as for housing, workspace or community facilities) or area improvements. Development proposals involving the reconfiguration of open space must provide demonstrable improvements in the functional value of open and public access to it. In order to ensure certainty over the protection of open space and beneficial outcomes for the wider community and the environment, all proposals for reconfiguration must be delivered through comprehensive redevelopment and in line with a site-wide masterplan.

10.9 The Lewisham Open Spaces Assessment provides an overview of existing open space provision across the Borough and in neighbouring authorities. It includes an assessment of public access to these open spaces and identifies areas where there are deficiencies in access to certain types of provision. Whilst all development proposals should investigate and maximise opportunities to enhance open space this is particularly important in areas of deficiency. We will expect all development proposals to refer to and engage with the Open Spaces Assessment, or any subsequent update, through the design-led approach. Furthermore, proposals should refer the deficiency maps developed by Greenspace Information for Greater London (GiGL). These are regularly updated taking into account the latest available information on open spaces, and use a method of accurately mapping areas of deficiency in public access based on actual walking distances along roads and paths.

10.10 New development can help to enhance access to open space even where it is not feasible to deliver new public open space on site. Through the design-led approach development proposals should seek to deliver public realm enhancements to create new routes or improve connections to existing or planned new open spaces, particularly in areas of deficiency. Planning contributions towards open space provision may be sought, particularly where development is likely to generate additional demands on existing provision such through the introduction of more residential units and households. Contributions may include measures that support public access to open space along with the functional quality and amenity value of it.

10.11 The NPPF enables neighbourhood forums to designate Local Green Space through the neighbourhood plan process. Local Green Space is afforded the same level of protection as Green Belt. Forums are well placed to identify high quality green spaces that are valued by the local community and whose protection will support the Local Plan. Forums are encouraged to undertake detailed assessments to justify the designation of Local Green Space using a robust methodology. Assessments should be published as part of the evidence base to support the plan-making and examination process.

**Figure 10.3:** Metropolitan Open Land (MOL)

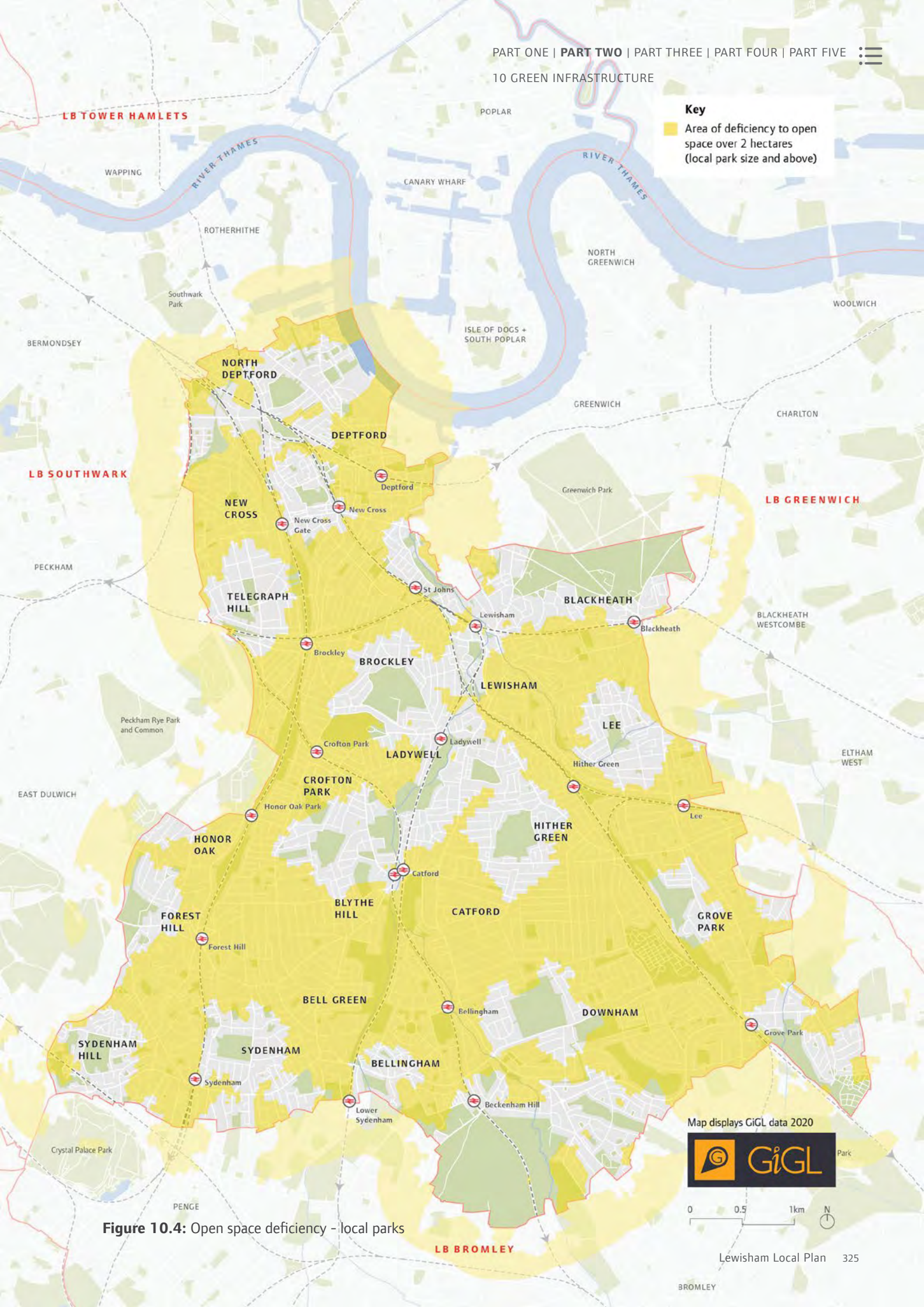



**Figure 10.4:** Open space deficiency - local parks

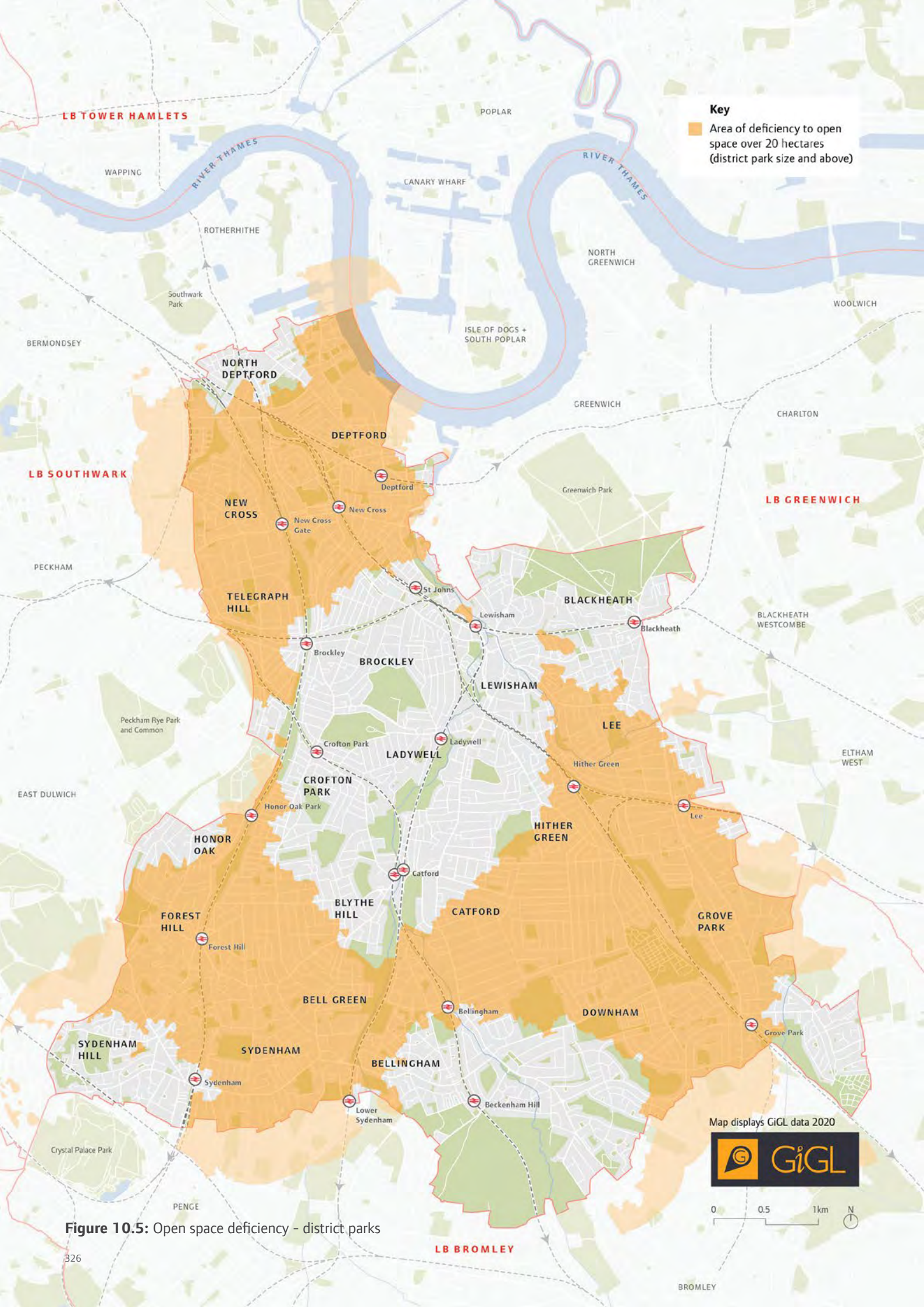



**Figure 10.5:** Open space deficiency - district parks

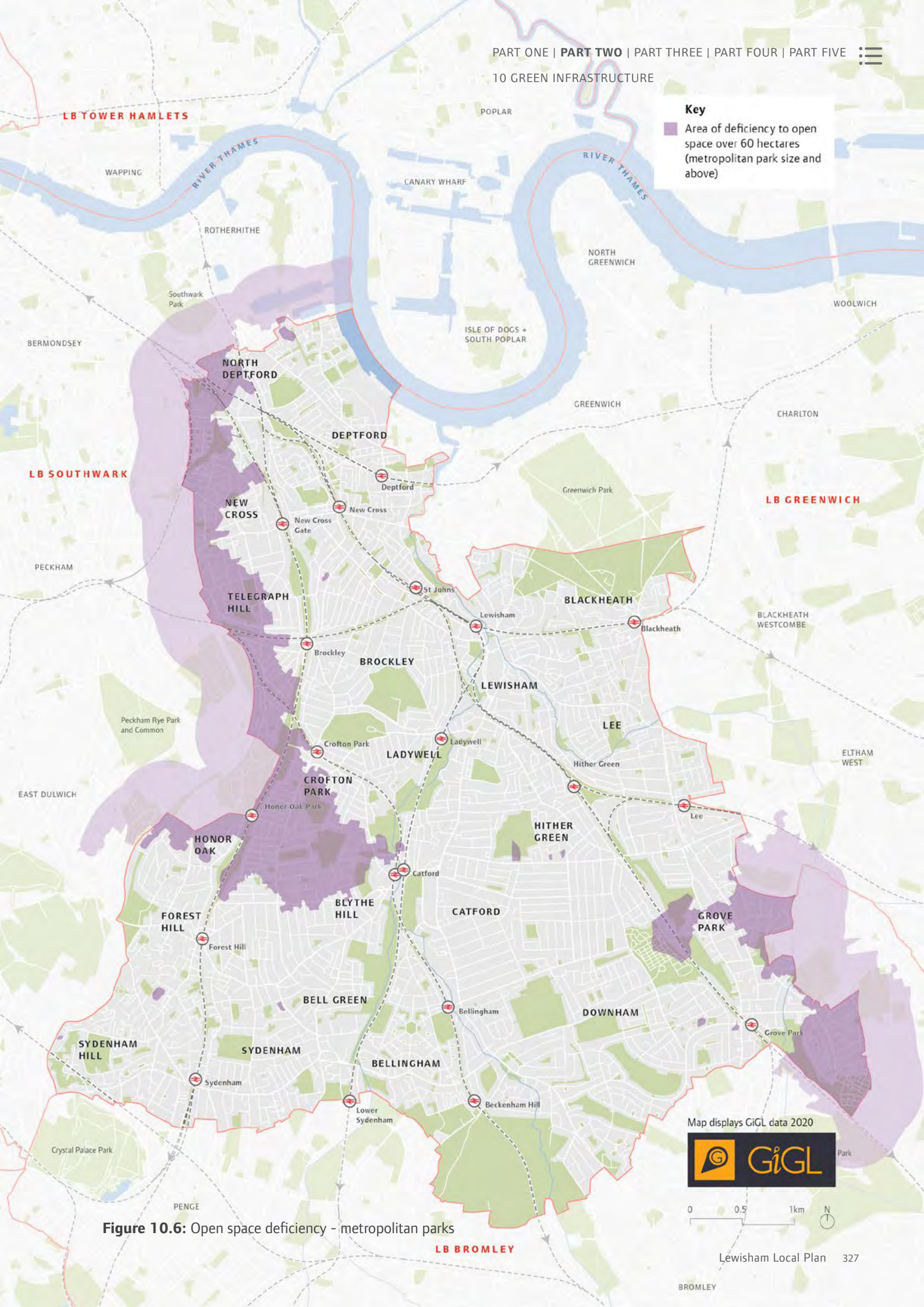



**Figure 10.6:** Open space deficiency - metropolitan parks

# GR3 **Biodiversity and access to nature**

A The Council will work positively with stakeholders, including the Lewisham Biodiversity Partnership, to promote and secure the conservation, restoration and management of habitats as well as the protection of species. It will prepare a Local Nature Recovery Strategy (LNRS) as part of a strategic approach to nature conservation and to deliver Biodiversity Net Gain within the Borough.

B Sites of Importance for Nature Conservation (SINCs) are safeguarded in the Local Plan. Development proposals must protect and maximise opportunities to enhance the wildlife value of SINC sites. They must also protect and conserve protected and priority habitats and species that sit outside of the SINC network, with reference to the London Environment Strategy.

C Development proposals must seek to avoid harm to biodiversity including within SINC sites and Local Nature Reserves. In line with London Plan policy G3 (Biodiversity and access to nature), where it is demonstrated that harm is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy must be applied to minimise impacts:

a. Avoid damaging the significant ecological features of the site;
b. Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site; and
c. Deliver off-site compensation of better biodiversity value.

D Development proposals that have the potential to impact on designated international or national nature conservation sites located outside of the Borough must ensure that impacts are assessed in accordance with the relevant legislative requirements. Proposals will be considered having regard to national planning policies and legislation.

E Development proposals should seek to secure Biodiversity Net Gain. The BNG benchmark is a minimum 10 per cent increase in habitat value for wildlife compared with the pre-development baseline, calculated using an appropriate Biodiversity Metric. Biodiversity should be fully integrated into the design-led approach with consideration given to the site context and its wider landscape setting.

F All major development proposals and other development proposals that are likely to have a direct or indirect adverse impact on a SINC, Local Nature Reserve or other site with biodiversity interests must submit an Ecological Assessment carried out by a chartered ecologist. Major development proposals adjacent to a SINC should consult the Lewisham Biodiversity Partnership to assist with the assessment of potential impacts on the site and opportunities to enhance the site's biodiversity value.

G Planning conditions and/or legal agreements may be used to secure Management Plans where these are considered necessary to support nature conservation objectives.

H Development proposals that help to reduce deficiencies in the population's access to nature will be considered favourably.

Opposite: Beckenham Place Park (photo by BDP)

## Explanation

10.12 Lewisham features a wide variety of wildlife habitats. These including designated Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves and other areas with habitat value such as parks and open spaces, ecological corridors, waterways, woodlands and other green spaces. It is imperative that the wildlife value of these habitats is protected with appropriate maintenance regimes in place to maintain or enhance their wildlife value over the long-term. This is important not only for nature conservation but also to maximise the multifunctional benefits associated with green infrastructure. The State of Nature Report (2019)[102]makes clear the issues around the decline in the abundance and distribution of species in England and the UK. The Council will continue to work with stakeholders, including the Lewisham Biodiversity Partnership, to support nature conservation and fulfil its statutory obligations. The Environment Act 2021 sets out the framework for a national Nature Recovery Network which local authorities will support through the preparation of Local Nature Recovery Strategies (LNRS).

10.13 Growth and regeneration can be compatible with nature conservation objectives when development is considered in a holistic way. Considerations for nature conservation must therefore be fully integrated into the design-led approach. Development proposals must seek to avoid harm to and protect biodiversity as well as maximise opportunities to enhance the value of habitats wherever possible. Applicants should refer the latest Lewisham Biodiversity Action Plan, currently A Natural Renaissance for Lewisham (2021), which sets out information on the vision and opportunities for the Borough.

10.14 A review of SINCs has been undertaken to inform the preparation of the Local Plan[103]. Lewisham contains Metropolitan, Borough and Local SINCS which are designated on the Policies Map. Additional ecology surveys of the Hither Green to Grove Park corridor were undertaken in 2022 to inform proposals to combine several SBINC sites to form a single Site of Importance for Nature Conservation (SINC) of Metropolitan status. The level of protection afforded to SINCs is commensurate with their status and contribution to the wider ecological network. There are also priority habitats and species outside of SINCs which are given protection through this policy. The London Environment Strategy includes a comprehensive list of priority habitats and species that require particular consideration for planning decisions. The Lewisham Biodiversity Action Plan should also be referred for information.

10.15 Lewisham does not contain any designated

[102] State of Nature Reports and State of Nature Summary for England. (2019). National Biodiversity Network.

[103] Lewisham Open Space Review (2022) and Re-Survey of Sites of Importance for Nature Conservation (2016).

[104] International sites are designated under European Union Council Directive on the conservation of wild birds (79/409/ EEC) 1992, European Union Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) 1992 and Ramsar Convention on wetlands of international importance.

international or national nature conservation sites[104]. However there are 4 such sites within 15 kilometres of the Borough boundary which, given their proximity, have the potential to be impacted by development. These sites include the Lee Valley Special Protection Area (SPA) and the Richmond Park, Wimbledon Common and Epping Forest Special Areas of Conservation (SAC). Where a development proposal has the potential to impact on a site by virtue of its location, nature of use or scale, then applicants should consult Natural England to confirm whether a Habitats Regulations Assessment is required. Development proposals likely to have significant adverse impacts on international or national sites will be considered against relevant national planning policies and legislation.

10.16 Development proposals must clearly identify biodiversity interests both within and in proximity to the site and assess impacts on them. They should demonstrate how the development will respond positively to these interests The NPPF sets out principles for determining planning applications where there is a potential or likely harm to biodiversity. These are reflected both by the London Plan and this policy. Where it is clearly and convincingly demonstrated that harm to biodiversity[105]cannot reasonably be avoided then appropriate mitigation measures will be required, with biodiversity offsetting used as a last resort. Mitigation measures should support implementation of Lewisham's Biodiversity Action Plan and may be secured by way of planning obligations or planning conditions. Proposals must clearly address why mitigation measures are necessary and any such mitigation must be agreed with the Council in advance of the commencement of development.

10.17 Proposals for major development and other development with a potential to have a direct or indirect impact on a SINC, LNR or other site with biodiversity interest must submit an up-to-date Ecological Assessment. This must be carried out by a chartered ecologist, such as one registered with the Chartered Institute of Ecology and Environmental Management (CIEMM). Surveys should be carried out during an optimal time of the year for observation. They must contain a sufficient amount of detail to identify and consider the relevant biodiversity interests and potential impacts on them. Applicants are expected to make surveys available to Greenspace Information for Greater London (GiGL) to assist in the collection of information in Lewisham and the region, and aid in the future delivery of the Lewisham Biodiversity Action Plan. Development proposals should

[105] National Planning Policy Framework. 2021. Paragraphs 80-83.

consider biodiversity taking into account the relationship between different land uses within and in proximity to the site, along with amenity considerations such as lighting and shading.

10.18 The Environment Act 2021 introduces provisions for Biodiversity Net Gain. The mandatory requirement for BNG on qualifying developments will apply in England and are to be brought into force through future amendments to the Town and Country Planning Act[106]. To ensure the alignment with the new legislative framework the Local Plan seeks that development proposals secure BNG. The BNG benchmark is a minimum 10 per cent increase in habitat value for wildlife compared with the pre-development baseline, calculated using an appropriate Biodiversity Metric[107]. The Lewisham Local Plan Viability Assessment (2022) indicates that this requirement will have a negligible impact on development viability[108]. Policy GR3.E will be used as a guide until such time further legislation and national policy take effect. BNG should normally be delivered on-site. However flexibility may be applied on a case-by-case basis where it is demonstrated that on-site provision is not feasible or off-site contributions will provide greater biodiversity benefits, for example, by contributing to the restoration or recovery of habitats within sites or areas identified in a LNRS or other similar document. Development proposals should refer to good practice guidance such as the British Standard BS 8683:2021 Process for designing and implementing Biodiversity Net Gain.

10.19 Development proposals may be required to be accompanied by a Management Plan. This will normally be secured by way of planning condition. The need for a Management Plan will be established on a case-by-case basis taking into account the biodiversity interests on or in proximity to the site, as well as the nature and scale of development proposed. Management Plans can help to ensure that habitats and species are not harmed during the construction process, and that that site specific interventions and mitigation measures are fulfilling their objectives over the lifetime of the development, including through regular maintenance and monitoring. Applicants are strongly encouraged to liaise with local stakeholders, including the Lewisham Biodiversity Partnership, to discuss opportunities for support in this regard.

10.20 Access to nature is important as it offers opportunities for respite, relaxation and education. People in Lewisham generally benefit from good access to green and open spaces. However in some parts of the Borough people do not enjoy easy access to green spaces with wildlife value. Localities where people are further than 1 kilometre walking distance from a publicly accessible site of Metropolitan or Borough level SINC are defined by the London Plan as 'areas of deficiency'. Lewisham has 5 such areas covering 14 per cent of the Borough. The largest of these is located in the northwest, spreading from the River Thames in the north

[106] The Government published a consultation on Biodiversity Net Gain Regulations and Implementation which ran from January to April 2022.

[107] The Government published the BNG 3.1 Metric (JP039) on 21 April 2022. This should be used as a guide for calculating BNG, or where appropriate, a future equivalent.

[108] The study tested BNG to be secured in perpetuity by applying an increase in build costs of 0.8 per cent, which is the upper end of the range indicated in the 2019 DEFRA report Biodiversity Net Gain and Local Nature Recovery Strategies Impact Assessment.

to Brockley in the south and the boundary with Southwark in the east. The other four areas, which are smaller and more discrete, are located around Deptford, Forest Hill, Lee and Lewisham town centre. Where new development comes forward opportunities should be taken to introduce additional biodiversity features across the Borough, and particularly in the areas of deficiency. Further information is set out in the Lewisham Re-Survey of Sites of Importance for Nature Conservation Study (2016). Development proposals, should refer the deficiency maps developed by Greenspace Information for Greater London (GiGL). These are regularly updated taking into account the latest available information on nature sites, and use a method of accurately mapping areas of deficiency in public access based on actual walking distances along roads and paths.

1 Hilly Fields
2 Sydenham Wells Park
3 Manor House Gardens
4 Beckenham Place Park

**Figure 10.7:** Designated nature conservation sites

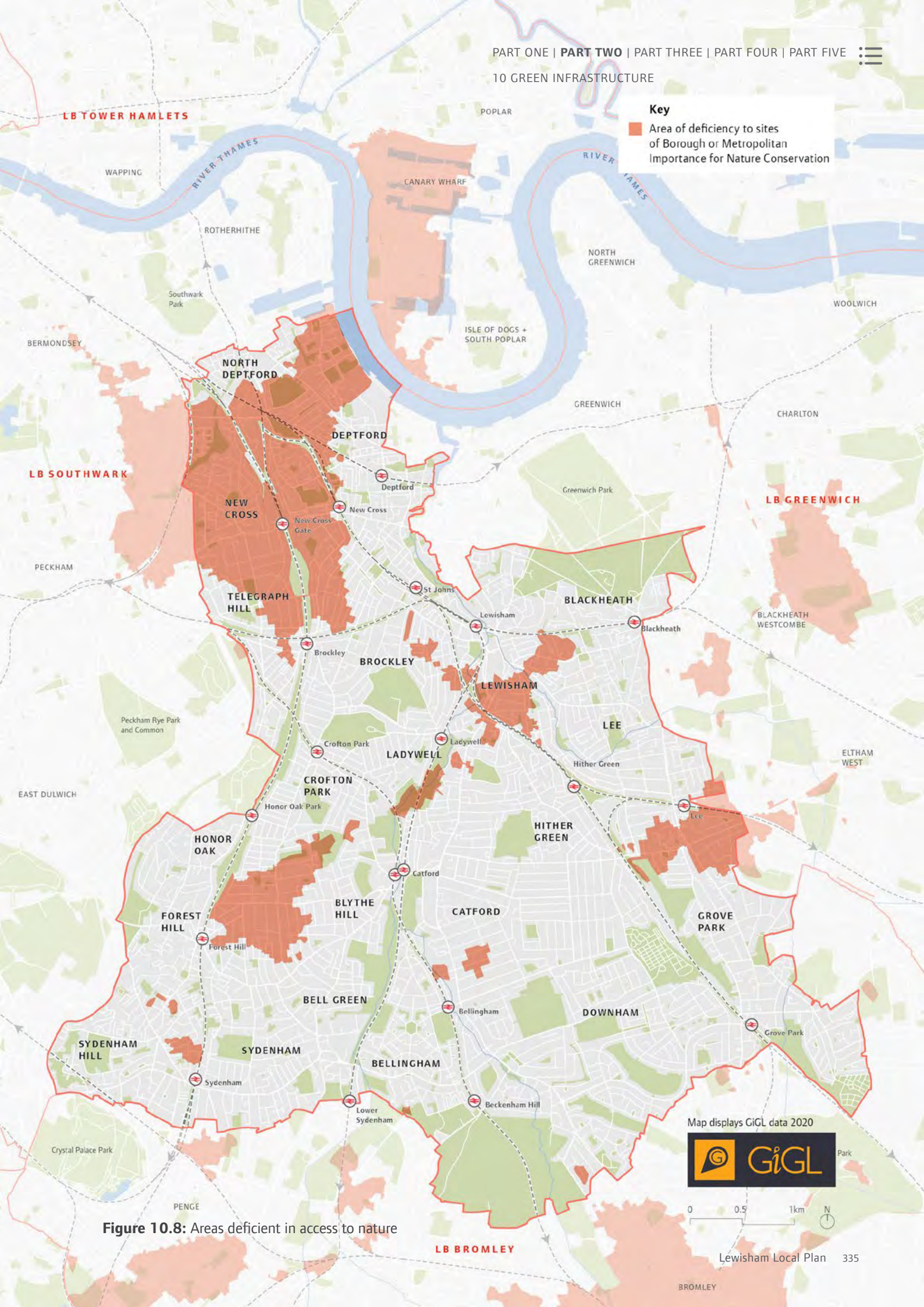



**Figure 10.8:** Areas deficient in access to nature

# GR4 **Lewisham Links**

A The Council will promote and work with stakeholders to deliver the Lewisham Links a connected network of high quality walking routes and cycleways, public open spaces, green spaces, nature sites and other visitor destinations across the Borough.

B Development proposals must provide for public realm enhancements to support the delivery of the Lewisham Links where they are located adjacent to an existing or proposed route of the Lewisham Links, or where an existing or proposed route is located within the site. High quality public realm must be provided with reference to Policy QD3 (Public realm) and TR3 (Healthy streets and part of healthy neighbourhoods). The specific nature of public realm enhancements will be considered on a case-by-case basis and may include:

a. New or enhanced footpaths or cycleways;
b. Road realignment;
c. Street crossings or other safety measures;
d. Cycle parking including space for cycle hire;
e. External lighting;
f. Landscaping;
g. Tree planting or other green infrastructure;
h. Drinking water fountains;
i. Public conveniences; and
j. Way-finding signage.

C To support the effective implementation of the Lewisham Links development proposals must have regard to the Council's Parks and Open Spaces Strategy.

Opposite: Cornmill Gardens, Lewisham Town Centre

## Explanation

10.21 This policy forms a key part of the Local Plan approach to delivering healthy, liveable and sustainable neighbourhoods. The Lewisham Links will help to ensure that people throughout the Borough are both encouraged and enabled to make more journeys by active travel modes, taking advantage of a high quality and well-connected network of walking routes and cycleways. The Lewisham Links will improve people's access to and between parks, open spaces, community facilities, and other key visitor destinations such as town centres and public transport nodes. The policy builds on the success of the North Lewisham Links Strategy. This sets out a programme of public realm improvements focused on priority walking routes and cycleways, or 'links', parts of which have now been delivered. The Strategy was developed in response to issues of severance caused by major roads and railways in Deptford and New Cross, as well as the need to secure new infrastructure to support growth and regeneration.

10.22 Development proposals must make provision for public realm enhancements where the site contains or is adjacent to an existing or proposed route of the Lewisham links. The specific nature of public realm enhancements will be considered on a case-by-case basis taking into account the nature of the development along with the site size, location and contribution required to support the effective functioning and quality of the Lewisham Links. Further details are set out in Part 3 of the Local Plan for each of the Borough's character areas. Whilst the Lewisham Links will connect a wide variety of visitor destinations there is a strong focus on connections to and between green spaces. Development proposals should therefore refer to the Lewisham Parks and Open Spaces Strategy.

# GR5 **Urban greening and trees**

A Development proposals must demonstrate how the design-led approach has been used to maximise opportunities for urban greening. This includes the integration of high quality and species diverse landscaping, street trees, wildlife habitat, green roofs and walls and Sustainable Drainage Systems. They must be designed with consideration given to the site context and the wider landscape setting as well as the layout, design, construction and long-term management of buildings and spaces.

B Development proposals must respond positively to landforms including by retaining or enhancing landscape features of historic, ecological and visual amenity value.

C Major development proposals must increase green cover on site to achieve the recommended target Urban Greening Factor (UGF) in the London Plan, unless it can be suitably demonstrated that this is not feasible. The target UGF score is 0.4 for predominantly residential development and 0.3 for predominantly commercial development (excluding B2 and B8 uses). Existing green cover retained on-site will count towards the target score. Planning contributions may be sought where the target UGF is not achieved.

D Development proposals should maximise the use of green roofs and walls. Major development proposals will be expected to demonstrate that the feasibility of integrating these measures has been fully investigated, and minor development proposals are strongly encouraged to incorporate them. Green roofs and walls will be supported where they are appropriately designed, installed and maintained. Development proposals should have regard to the latest industry good practice guidance to help ensure that green roofs and walls are designed to maximise environmental benefits and will function effectively over the lifetime of the development.

E Development proposals must seek to retain existing trees as well as the associated habitat with regard for the urban forest, with reference to Policy GR3 (Biodiversity and access to nature).They should also maximise opportunities for additional tree planting particularly in urbanised locations such as streets and town centres. Development proposals must demonstrate that they will:

a. Provide for the sensitive integration of all trees whilst ensuring any new or replacement on-site provision is of a high ecological quality (including appropriate species, stem girth and life expectancy) and contributes positively to the microclimate;
b. Protect veteran trees and ancient woodland;
c. Retain trees of quality and associated habitat, wherever possible, with appropriate arrangements to secure their protection throughout demolition, construction, and external works, to the occupation stage of development;
d. Avoid the loss of, and mitigate against adverse impacts on, trees of significant ecological, amenity and historical value;

e. Ensure building foundations are sufficient to be climate change resilient in proximity to trees; and
f. Ensure adequate replacement tree planting where the retention of trees is not reasonably practical, with replacement provision that meets the requirements of (a) above.

F Development proposals should avoid, and the Council will refuse, the removal of protected trees (i.e. those covered by a Tree Protection Order and trees within Conservation Areas) and developments that will have a detrimental impact on the health of protected trees and visual amenity provided by them . The Council may identify and seek to protect trees that are of a significant amenity, heritage, ecological, or other value through the development management process.

G Major development proposals, and where appropriate other development proposals, will be required to submit a Landscape Design Strategy and Arboriculture Survey to demonstrate that landscaping and other urban greening measures are appropriate to the site, can be implemented effectively and will be suitably managed over the lifetime of the development.

# Explanation

10.23 Urban greening is a term used to describe a wide range of measures that can be incorporated into buildings and spaces to increase green cover in the Borough. These measures includebut are not limited to: tree planting, naturalised biodiverse landscaping, green roofs and walls, hedges, climbers, plants for pollinators, de-paving, rain gardens and sustainable drainage systems using natural or semi-natural features. Urban greening can provide multifunctional benefits such as for climate change resilience, amenity including air quality, nature conservation and local character.

10.24 The London Plan sets the Urban Greening Factor (UGF) requirement for major developments. The UGF is a model used to provide a baseline for the amount of green cover that development will be expected to achieve, taking into account various site development factors. We will apply the recommended UGF factors for major residential and commercial development as set by the London Plan. Existing green cover retained on site as part of a development proposal will count towards the target UGF score. Relevant major development proposals should meet and seek to exceed the target score. Some flexibility may be applied on a case-by-case basis where it is suitably demonstrated that the target cannot be achieved for reasons of technical feasibility or financial viability, in which case proposals should show that they have been designed to achieve the highest score possible. Development proposals should refer the Mayor's Urban Greening Factor SPG[109].

10.25 Green roofs and walls will normally be required as part of the package of urban greening measures delivered on sites. They will be supported where they appropriately respond to local character and comply with other Local Plan policies. This includes consideration for the historic environment, where development must preserve the significance of heritage assets. Green roof assembly should as a minimum consist of a root repellent system, a drainage system, a filtering layer, a growing medium and plants, and be installed on a waterproof membrane on an applicable roof. Buildings should be designed to have sufficient structural capacity and integrity to resist all loads for soil, moistures, plants, rain and wind uplift, safely, effectively and permanently. It is important that living roofs are included in the early planning and design stage and supported by a qualified and accredited installer. Green roofs should be designed in with photovoltaic panels. Development proposals must demonstrate how the installation and maintenance will comply with the latest industry standards, currently the Green Roof Code of Best Practice for the UK 2014, or any national equivalent.

[109] Urban Greening Factor Guidance. Greater London Authority. The draft guidance was published in September 2021.

### Trees

10.26 Trees and the urban forest are an integral part of the Borough's network of green infrastructure and have many beneficial functions. In addition to enhancing local character and amenity, including air quality, they provide extensive areas of habitat for wildlife. Trees also have an important role in climate change adaptation and mitigation. For example, they reduce strain on drainage systems by absorbing rainfall and enable positive microclimatic effects through cover and shade. Recognising the significant environmental value of trees the London Plan sets out the Mayor's aspirations to increase tree cover in London by 10 per cent by 2050, which this policy provides support for. The London Environment Strategy (2018) and London Urban Forest Plan (2020) provide further details on tree canopy cover and the urban forest.

10.27 Trees should be considered at the early stages of the design-led approach in order to maximise their many beneficial effects. Where development proposals include elements of public realm tree provision must be commensurate with the nature and scale of development. Development proposals will be expected to retain and protect existing trees, ensuring they can be sustained over the long-term. This includes trees of quality which are Category A and B trees as defined by British Standard BS5837:2012 and also Category C & U trees within biodiverse habitat areas. New development should not result in an unacceptable harm to or loss of trees, particularly where these are protected by a Tree Preservation Order, are located in a Conservation Area or make a significant contribution to local ecology, public amenity and local character, including historic character. Whilst acknowledging the Council has limited control in terms of the protection of trees in private residential gardens, it will seek to promote the multifunctional benefits of trees and prevent the loss of trees wherever possible.

10.28 Where it can be suitably demonstrated that the loss of a tree is acceptable, such as when the tree is considered dangerous to the public or where its removal is necessary to secure site redevelopment consistent with the spatial strategy, then replacement planting will be required. Priority will be given to on-site replacement unless it can be demonstrated there are exceptional circumstances which necessitate off-site provision, in which case planning contributions may be sought. When a financial obligation is required for replacement trees the value may be calculated using the Capital Asset Value for Amenity Trees (CAVAT) or a similar methodology. Financial contributions will be expected to include on-going maintenance costs where trees are planted in the public realm.

10.29 New or replacement species should be selected to avoid the risk of decline or death arising from increases in non-native pests and diseases. Where new trees are to be planted, the species type should be chosen using the 'Right Place Right Tree' approach as advocated by the Mayor's London Tree and Woodland Framework. When purchasing trees, they should be responsibly sourced ideally from a domestic nursery with UK grown or imported trees appropriately quarantined for a minimum of one year within the UK before sale. This ensures plant health and non-infection by foreign pests or disease.

10.30 The Council makes Tree Preservation Orders (TPOs) to protect specific trees or particular areas, groups or woodland with amenity value from deliberate damage and destruction. If a tree is subject to a TPO, consent will be required before any work that might affect the tree can be carried out. It is a criminal offence to prune, fell or damage protected trees without appropriate consent and the Council will enforce breaches in accordance with relevant policy and legislation.

**Landscape design strategy**

10.31 A site's landscape and its relationship to existing and future development, and immediate surrounds, should be considered comprehensively from the start of the design-led approach. Proposals should have regard to the existing character of the site including landform and features of the natural landscape (such as trees on or in proximity to the site). Where existing landscapes contribute to local distinctiveness, development should respond positively to those features. Applicants are encouraged to refer Lewisham's Characterisation Study as a useful starting point for understanding landscape features in the Borough.

10.32 A Landscape Design Strategy must be included with all major development proposals and proposals for sites where a Tree Preservation Order is in place. Other applications may also be required to provide this information having regard to individual site circumstances and the biodiversity interests involved. The Landscape Design Strategy must include an assessment of the relevant site features and nature conservation interests, details of work required to ensure the successful implementation of the strategy, and a Management Plan. The Management Plan should address maintenance of hard and soft landscaping features over the lifetime of the development, with specific details covering a minimum 5-year period from occupation. Considerations may include: planting plans with species, frequency of maintenance operations such as weeding, irrigation and the use of hydration bags for trees, checking stakes and ties, plant condition, mowing times for long grass sward areas, materials and minimising hard surfacing, details of building subsidence and other liabilities such as climate change resilient foundations within zone of influence of trees, permeable surfacing and SUDs drainage, wildlife connectivity such as hedges for boundary treatment and hedgehog gaps when fencing is used, underground services and infrastructure in relation to root protection areas of existing trees and new tree planting areas, security and access arrangements to landscaped areas.

10.33 Arboriculture Surveys should be undertaken separately and help to inform the Landscape Design Strategy, where one is required. Surveys should provide details of existing species (with information on spread, roots and position of trees), details of trees affected by the development (including measures to be taken to protect retained trees during the construction process), and other plans for the positive management of trees. Plans and documents will be expected to be submitted in accordance with the British Standards 5837 (2012).

GROW MAYOW COMMUNITY
Community
Square SE26 4JA
Sydenham
WELCOME TO
Grow Mayow
Community garden

# GR6 **Food growing**

A Allotments and community gardens will be protected in order to support sustainable food growing locally and to enhance opportunities for leisure, social interaction and education.

B Major development proposals for housing and proposals for community facilities are encouraged to include provision of space for community gardening and food growing. Where such existing provision exists and a site is to be redeveloped, this should be retained or re-provided.

Opposite: Grow Mayow Community Garden, Mayow Park, Sydenham

## Explanation

10.34 Allotments and community gardens form part of the Borough's network of green infrastructure. They are an important resource for local food production, support biodiversity and promote sustainable communities, for example, by providing opportunities for recreation and social interaction. For children and young people food growing offers opportunities for education outside of the traditional classroom setting. Allotments and community gardens are invaluable to those who do not have access to a private garden and therefore help to promote more inclusive communities. Whilst recognising that private gardens provide opportunities for food growing, this policy does not apply to gardens as these are dealt with separately in the Local Plan.

10.35 All major development proposals for residential and community uses are encouraged to incorporate provision for food growing. This should be considered early in the design-led approach so that provision is of a high quality, suitably meets the needs of the intended end users, and is accessible to people of all ages and abilities. Consideration should also be given to the integration of ancillary facilities, such as storage space for equipment and connections to water sources, which are vital to ensuring that provision is convenient and functional.

Grow Mayow Community Garden

# GR7 **Geodiversity**

A The Council will protect the Borough's geodiversity assets and seek to promote understanding of them by:

a. Designating a Regionally Important Geological Site at Beckenham Place Park;
b. Designating Locally Important Geological Sites at Old Gravel Pit, Blackheath and Buckthorne Cutting, Crofton Park; and
c. Ensuring development proposals make a positive contribution to the protection and enhancement of designated geodiversity sites and other sites of geological interest.

## Explanation

10.36 Geodiversity involves the many components that make up the landscape and its character. This includes physical features, such as rocks and soils, as well as the processes that help shape landforms such as erosion and sedimentation. An awareness of geodiversity helps us to understand our environment and how we can better adapt to it. As geodiversity is a natural resource that cannot be replaced or recreated it is important that geological interests are appropriately managed.

10.37 The Local Plan designates 3 geological sites of strategic importance which are set out in the Policies Map. The designations have been informed by research prepared by the Natural England and the London Geodiversity Partnership[110], which supports the London Plan and its associated Supplementary Planning Guidance. The designated sites comprise:

- Regionally Important Geological Site (RIGS) at Beckenham Place Park. This RIGS consists of a small portion of land near the park's entrance which is notable for its natural exposures of clay and sands, known as the Harwich Foundation. The exposure benefits from its location at either side of a Green Chain walk within the park where there is good opportunity for public access.
- Locally Important Geological Site (LIGS) at Old Gravel Pit, Blackheath. This LIGS is located at the edge of an open space and features sand and gravel, also from the Harwich Foundation, which are visible despite being overgrown by grass.
- Locally Important Geological Site at Buckthorne Cutting, Crofton Park. This LIGS is located at a railway cutting and features clay, silt and sand from the London Clay Formation. The site forms part of a Local Nature Reserve where there are opportunities for public access.

10.38 We will protect the geodiversity interests at these sites and promote appreciation and understanding of them, such as by supporting way finding signs, interpretative boards and public access improvements where appropriate. The London's Foundations SPG and associated research should be referred for further information on site characteristics and promotional opportunities.

[110] London's Foundations: Protecting the Geodiversity of the Capital Supplementary Planning Guidance (2012) and Revised Site Assessments for London's Foundations (2021). Greater London Authority.

10.39 There are other sites within the Borough that have been identified as sites of geological interest but which have not been designated as RIGS or LIGS in the Local Plan. These include, for example, the New Cross Cutting Nature Reserve and at Ladywell. The Council will continue to work with stakeholders including the London Geodiversity Partnership to explore opportunities to support the protection and management of such sites.

Site of geological interest in Beckenham Place Park

Harwich Formation boulders and outcrop at Beckenham Place Park

# 11 SUSTAINABLE DESIGN & INFRASTRUCTURE

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# SD1 Responding to the climate emergency

A Lewisham Council has declared a climate emergency. In response to this a strategic and coordinated approach will be taken to ensure that the Borough contributes significantly to mitigating climate change and is made more resilient to its environmental, social and economic impacts. Local actions are both necessary and integral to supporting wider regional and national actions to address global climate change.

B To help ensure that the Borough develops in a way that is environmentally sustainable all development proposals must:

a. Help Lewisham to become a net zero-carbon Borough as part of a net zero-carbon London;
b. Protect and maximise opportunities to enhance the network of green and open spaces, as well as improve linkages to and between them;
c. Conserve sites of importance for biodiversity, protect habitats and species within the local ecological network, and deliver biodiversity net gain;
d. Implement measures to reduce flood risk and ensure resilience against the impact of flooding, and seek to improve the quality of water bodies;
e. Not adversely impact on the amenity of the local population and habitats; and
f. Help London to achieve waste net self-sufficiency by applying the waste hierarchy and circular economy principles.

C A plan, manage and monitor approach will be used to support the successful transition to a net zero-carbon Borough. This approach will help to ensure that the Local Plan reflects current national and regional planning policy requirements and standards for carbon management, along with the Council's latest technical studies and strategies to deliver low and zero carbon outcomes.

Opposite: River restoration

## Explanation

11.1 Lewisham Council is one of the first local authorities in the UK to declare a climate emergency[111]. This declaration has been made recognising that a changing climate will have severe and enduring social, economic and environmental implications, and that tackling climate change is an issue of inequality as the greatest impact will be on the most vulnerable and those least able to protect themselves. A strategic and coordinated approach to addressing climate change is necessary. Collaborative action will need to be pursued by authorities at different levels and across administrative boundaries – in London, the UK and beyond – in order to realise significant positive gains in carbon reduction and to limit global warming[112]. At the same time it is imperative that Lewisham's neighbourhoods and communities are made more resilient to the on-going effects of climate change. We are committed to accelerating action on climate change understanding that locally specific responses are urgently needed to help address this global issue in a meaningful way, and that local authorities will need to show more leadership in this regard. The Local Plan will work together with the Council's Climate Emergency Action Plan (2020), which sets out a roadmap for taking action on climate change in Lewisham.

11.2 The Local Plan will play an important role in helping the Borough respond to the climate emergency. It provides the strategic framework for climate change mitigation and adaption in respect of the future use and management of land within Lewisham. It also sets out policies to ensure that new development is designed, constructed and operated in a sustainable way. These policies cut across a number of topic areas, many of which are included in the following section, and reflect the complexity of matters that must be taken into account when planning positively for climate change resilience.

11.3 The London Plan sets a strategic objective for London to become a net zero-carbon city by 2050, which we are committed to helping achieve. A plan, manage and monitor approach will be used to support the successful transition to a net zero-carbon Borough. We will regularly assess performance against our strategic objectives through the Authority Monitoring Report process. This will help to inform any necessary changes to the policy approaches set out in this Local Plan. In addition, we will take the opportunity to regularly review policies to ensure they reflect the latest requirements and standards at the regional and national levels, also taking account of the Council's latest technical evidence and strategies.

[111] London Borough of Lewisham. Meeting of Council on 27 February 2019. Motion 2 declared to be unanimously carried.

[112] The United Nations Framework Convention on Climate Change (FCCC), Decision 1/CP.21, more commonly referred to as the Paris Agreement, seeks to limit global warming to 1.5 degrees Celsius from pre-industrial levels.

# SD2 Sustainable design and retrofitting

A Development proposals must submit a Sustainable Design Statement. This should clearly set out how the design-led approach has been used to ensure the integration of sustainable design principles, including consideration of the construction and operation phases of development. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied. For major development proposals the Sustainable Design Statement should refer and complement other detailed statements including for:

a. Landscape design and urban greening;
b. Nature conservation;
c. Energy use and heat risk management;
d. Air quality;
e. Flood risk and water management;
f. Ground conditions; and
g. Waste reduction and the circular economy.

B Proposals for new self-contained major and minor residential development should seek to achieve the BRE Home Quality Mark.

C Proposals for new non-residential development of 500 square metres gross floorspace or more, including mixed-use development, must achieve an 'Excellent' rating under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

**Sustainable retrofitting**

D The use of sustainable retrofitting measures will be encouraged and supported in order to improve the energy efficiency and environmental performance of housing and other buildings, as well as the quality of living spaces for their occupants. Retrofitting measures should be integrated using the 'whole house' or 'whole building' approach, which requires an understanding of how a building has been constructed, its context and all the factors affecting energy use.

E Development proposals for major residential domestic refurbishment must achieve a certified 'Excellent' rating under the BREEAM Domestic Refurbishment 2014 scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

F Development proposals for major non-residential refurbishment, including mixed-use development, will be required to achieve a certified 'Excellent' rating under the BREEAM Non-Domestic Refurbishment scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

G Where planning consent is required, sustainable retrofitting measures to existing buildings and other development will only be supported where other Local Plan policies are satisfied, including on the historic environment and heritage assets.

## Explanation

11.4 A significant step change in the design quality and environmental performance of buildings and spaces is needed to achieve the Local Plan's strategic objectives, particularly for climate change adaptation and mitigation. Sustainable design principles should therefore be considered early in the planning and design stages and be fully integrated throughout the development process, including the construction and occupation stages. The principles cut across a number of topic areas within the Local Plan but are most predominant in the policies included in this section. All applicants must submit a Sustainable Design Statement explaining how the proposed development positively engages with these principles. The statement should clearly identify the need for any site-specific mitigation and demonstrate that adequate measures will be delivered and effectively implemented.

11.5 The Home Quality Mark is a nationally recognised standard for new housing that has been established by the Building Research Establishment. It provides an indication of the expected health and well-being benefits and environmental footprint of new residential development. All proposals for new self-contained residential development should seek to achieve the Home Quality Mark, as demonstrated through an independent assessment by a qualified assessor. Proposals are strongly recommended to achieve a minimum 3 star rating and for developers and/or agents to make the Home Quality Mark assessment publicly available, for example, as part of any promotional material. Published ratings will also assist the Council with monitoring implementation of the Local Plan policies.

11.6 Proposals for new non-residential development (including refurbishments) and non-self-contained housing will be expected to meet the Building Research Establishment Environmental Assessment Methodology (BREEAM) 'Excellent' standard. BREEAM provides a nationally recognised sustainable design standard for different types of development and covers a wide range of sustainability considerations. Applications for qualifying development are encouraged to submit BREEAM pre-assessments as part of the Sustainable Design Statement, identifying the credits to be targeted and measures to achieve these. All proposals will be considered having regard to individual site circumstances and the nature of development proposed. Planning contributions, such as carbon offsetting, may be sought where where it is suitably demonstrated that the policy requirements cannot be sufficiently satisfied such as for reasons of technical feasibility.

11.7 For commercial and industrial uses applicants must justify that the required 'Excellent' rating cannot be reasonably delivered on-site, including through evidence of a BREEAM pre-assessment. It is recognised that for some types of developments the BREEAM requirements may pose particular challenges, for example, where there is no defined end-user and/or the Council has agreed that buildings require a certain level of fit out. However, our expectation is that shell only and shell and core proposals, where appropriate, should be capable of meeting the BREEAM credits taking into account the flexibility provided by the BREEAM methodology.

11.8 Where the Home Quality Mark or BREEAM assessments are submitted, these must be prepared by a suitably qualified and independent assessor.

### Sustainable retrofitting

11.9 Housing is the single largest contributor of carbon emissions in Lewisham, with more than 50 per cent of emissions coming from energy used within homes[113]. Sustainable retrofitting measures can help to improve the energy performance of existing buildings and minimise carbon emissions produced in the Borough. Even small-scale development, such as householder schemes, can incorporate measures that improve the environmental performance of buildings. This may include internal roof, floor and wall insulation, energy efficient fixtures, or urban greening.

11.10 The most appropriate type of sustainable retrofitting measures will vary depending on the type of building, its context and location, including character setting. A 'whole house' or 'whole building' approach is one that looks at the energy performance of a building in a comprehensive and integrated way. It helps to ensure that improvements are carried out in an organised, sensible order, with installations and refit measures complementing rather than working against each other. For instance, some standard retrofitting measures can cause damage to traditional or historic buildings, causing problems with trapped moisture which may reduce energy efficiency and bring risks to the health of occupants. In addition, the budget available to householders and other developers will impact on the type and amount of retrofitting works they are able to carry out. The whole house approach can be useful to inform the most appropriate and cost-effective measures, along with phasing of works delivered over a longer period. Householders and other developers are encouraged to refer good practice guidance when considering retrofitting, such as the Climate Emergency Retrofit Guide published by the London Energy Transformation Initiative (LETI).

11.11 It is important retrofitting of historic buildings is carried out in a way does no harm to the significance of heritage assets or their setting in line with other Local Plan policies. Where heritage assets are concerned, applicants are encouraged to refer to the latest Historic England guidance on energy efficiency and retrofit to inform their proposals.

Horniman Museum conservatory, museum extension and timber Conservation Centre with green roof (Allies and Morrison / Peter Cook)

[113] Lewisham's carbon emissions baseline data. Drawn from the Department of Business Energy and Industrial Strategy (June 2019).

# SD3 Minimising greenhouse gas emissions

A To help Lewisham to become a net zero-carbon Borough development proposals must be designed to reduce greenhouse gas emissions in operation and minimise energy demand (annual and peak) in accordance with the London Plan energy hierarchy.

B Major development proposals must be net zero-carbon and:

a. Meet the minimum on-site reduction of carbon emissions required by the London Plan; and
b. Calculate and minimise emissions from any part of the development that are not covered by Building Regulations (e.g. unregulated emissions).

C Where it is clearly demonstrated that the net zero-carbon target cannot be achieved on-site, development proposals must make contributions to meet the identified shortfall through:

a. A cash-in-lieu contribution to Lewisham's carbon offset fund; and/or
b. Appropriate off-site measures where these can be demonstrated to be deliverable.

D Major development proposals are encouraged to assess embodied carbon emissions and maximise opportunities to reduce these emissions.

E Details of the approach used to meet the net zero-carbon target must be clearly set out in an Energy Strategy submitted as part of the Sustainable Design Statement.

F Development proposals should minimise energy demand of the building(s) in-use by seeking to achieve the London Energy Transformation Initiative (LETI) targets for projected Energy Use Intensity (EUI), as set out in **Table 11.1**

**Table 11.1:** Targets for Energy Use Intensity by Building Type[114]

| BUILDING TYPE | REDUCE ENERGY CONSUMPTION TO: | REDUCE SPACE HEATING DEMAND TO: |
|---|---|---|
| Minor residential | 35 kWh/m2/year | 15 kWh/m2/year |
| Major residential | 35 kWh/m2/year | |
| Commercial office | 55 kWh/m2/year | |
| Education | 65 kWh/m2/year | |

[114] All targets are set out in kilowatt hour (kWh) per metre square (m2) per year by Gross Internal Area (GIA) and excluding renewable energy contribution. The LETI Climate Emergency Design Guide should be referred for further information.

Opposite: Arklow Road

## Explanation

11.12 The London Plan sets a strategic objective for London to become a zero-carbon city by 2050. In order to contribute to meeting these objectives and help Lewisham become a net zero-carbon borough, it will be necessary for new development to maximise energy efficiency and reduce carbon emissions. A zero-carbon target for major residential developments has been in place for London (and Lewisham) since October 2016 and this target now also applies to major non-residential developments. To meet the zero-carbon target, the London Plan requires major developments to provide an on-site reduction of at least 35 per cent beyond the baseline of Part L of the Building Regulations 2013. Should the Building Regulations change, then the policy threshold will be subject to review and updating through the London Plan review process.

11.13 Embodied carbon refers to the greenhouse gas emissions arising from the manufacturing, transportation, installation, maintenance and disposal of building materials. This is distinguished from operational carbon which refers to emissions arising from building energy consumption. Operational carbon is dealt with by the London Plan and Policies SD3.A-C above. To help ensure that the carbon emissions are fully accounted and minimised during the development process, applicants are encouraged to assess and address embodied emissions through the design-led approach. Good practice guidance on this element of low carbon design should be referred, such as that prepared by the London Energy Transformation Initiative (LETI).

11.14 All new development proposals must be designed having regard to the London Plan energy hierarchy. New development is expected to be net-zero carbon and where this is not feasible, it should get as close as possible to zero-carbon on-site. Off-site contributions should be used as a last resort and will only be acceptable where it is clearly demonstrated that carbon targets cannot be fully achieved on-site. These contributions must address any identified shortfall and will be secured by planning obligations. Further details on carbon offset payments are set out in the Council's Planning Obligations SPD. Carbon costing will be established in accordance with the London Plan and its associated guidance.

11.15 The LETI Climate Change Design Guide sets out a roadmap to zero carbon development. It recommends the use of an Energy Use Intensity (EUI) metric. The EUI is an annual measure of the total energy consumed in a building. It is a good indicator for building performance as the metric is solely dependent on how the building performs in-use; rather than carbon emissions, which also reflect the carbon intensity of the grid. EUI can be estimated at the design stage and easily monitored in-use as energy bills are based on kilowatt hour (kWh) of energy used by the building. EUI includes all of the energy consumed in the building such as regulated energy (heating, hot water, cooling, ventilation, and lighting) and unregulated energy (plug loads and equipment e.g. kitchen white goods, ICT/AV equipment). It does not include charging of electric vehicles. Development proposals should make reasonable efforts to reduce energy consumption of buildings in-use, including by reducing space heating demand. Details should be set out in the Energy Statement, where appropriate. The EUI targets in **Table 11.1** are non-binding and should be used as a guide to help future-proof development, until such time EUI targets may be set out in higher level policy or Building Regulations.

# SD4 **Energy infrastructure**

A Development proposals must be designed in response to a site-specific assessment of the most effective and efficient energy supply options, taking into account the Council's Energy Masterplan. For large-scale schemes such as major developments, applicants should engage at an early stage with the relevant energy suppliers and bodies to establish future energy and infrastructure requirements necessary to support the development.

B Development proposals should prioritise connection to decentralised heat networks. Major development proposals must provide a Feasibility Assessment for connecting to, and if possible extending or interconnecting, existing or planned future heat networks located on or in proximity to the site. Proposals for minor new-build development, conversions and building alterations must demonstrate that they have investigated and maximised opportunities to connect to existing heat networks.

C Where a decentralised heat network is planned or likely to be delivered in the future, development proposals should be designed to enable a cost-effective connection to it, having regard to Heat Network Priority Areas of the London Heat Map and energy masterplans.

D Major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system. The heat source must be selected in accordance with the London Plan heating hierarchy

E Development proposals for CHP and ultra-low NOx gas boiler communal or district heating systems will only be acceptable where it is demonstrated that other options in the heating hierarchy have been fully investigated and are not feasible, and there will be no adverse impact on air quality. Air Quality Assessments must include full dispersion modelling to assess impacts on nearby receptors.

F Where CHP and ultra-low NOx gas boiler systems are acceptable in line with (E) above, proposals should be designed in a way that enables, and does not preclude, the decarbonisation of the site wide communal network in the future.

G Major housing development proposals must, and all minor housing proposals should, submit an estimated heat unit supply price (£/kWh), annual standing charges and projected annual maintenance costs for their proposed Energy Strategy. This should include information detailing any assumptions the calculations are based on. Where it can be suitably demonstrated that other Local Plan policy requirements can be satisfied without the submission of this information at the planning application stage, the Council will seek to secure this through planning obligations or through Building Control arrangements.

H Where site-wide communal and district heating systems are operational, heat and energy service providers are encouraged to enter into customer charters with domestic and small business customers.

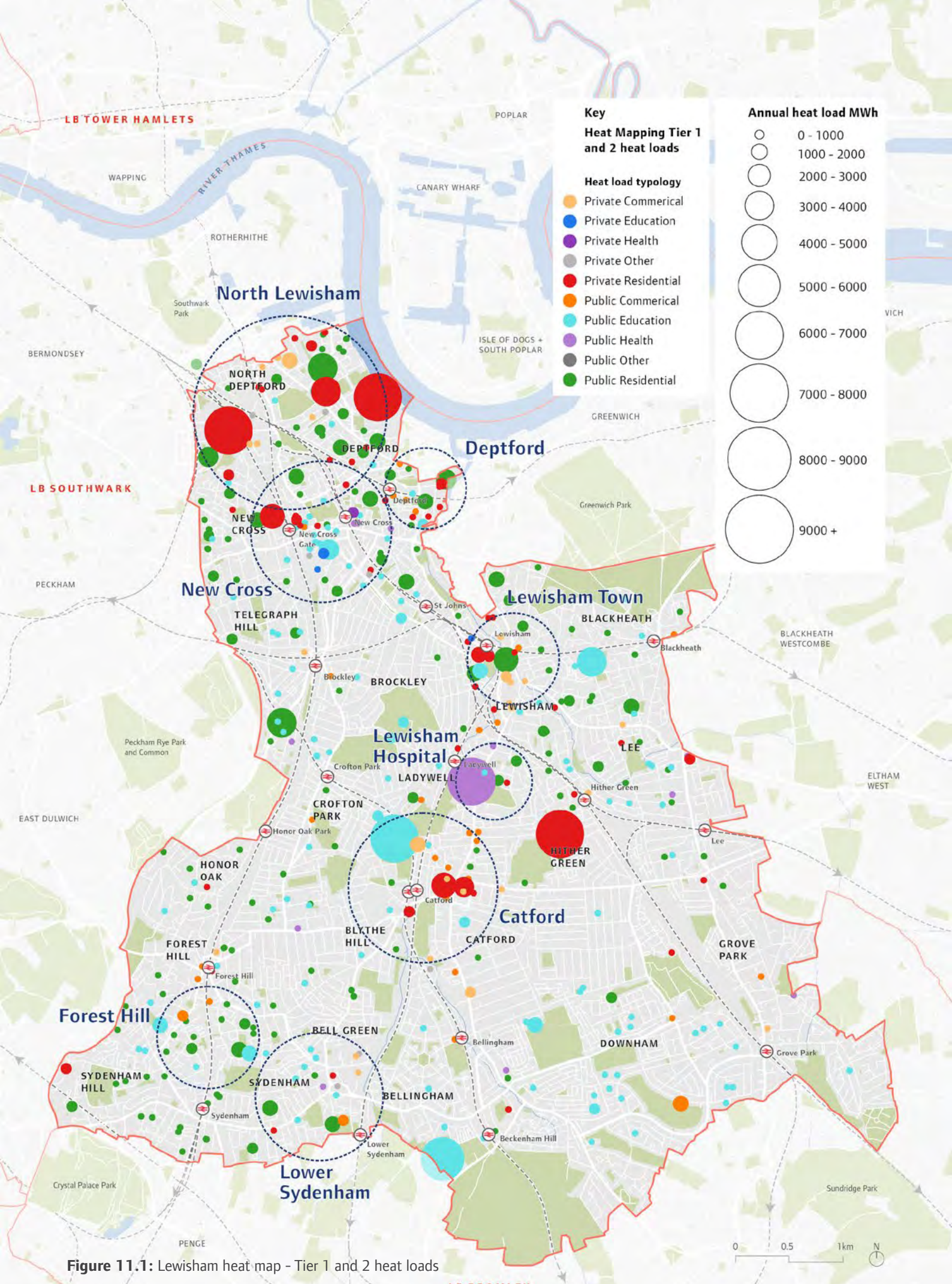


**Figure 11.1:** Lewisham heat map - Tier 1 and 2 heat loads

## Explanation

11.16 In order for Lewisham to become a net zero-carbon Borough it will be necessary to change the way in which energy is used and supplied. This means shifting from a reliance on natural gas as the main energy source to a wider range of low and zero-carbon and renewable sources. Decentralised energy covers a range of technologies that do not rely directly on the electricity transmission network or gas grid. It is expected to play an increasingly important role in London's energy supply. Decentralised energy is vital to energy security and helping the Capital become more energy self-sufficient. It also offers opportunities for carbon reduction as a more sustainable energy source.

11.17 Development proposals should prioritise connection to decentralised heat networks wherever technically feasible. The London Plan identifies Heat Network Priority Areas where there are opportunities to facilitate decentralised energy network development. These areas feature heat densities that are sufficient for heat networks to provide an economically competitive option for supplying energy. They include parts of Lewisham and areas in adjoining Boroughs. Applicants are encouraged to refer the London Heat Map for the latest information on heat demands, supplies and networks across London along with the extent of Heat Network Priority Areas.

11.18 The Council has prepared studies to support decentralised energy network development in the Borough. This includes the Lewisham Energy Masterplan (2020) and Strategic Borough-wide Decarbonisation Study (2020). All development proposals should refer to the Council's latest energy masterplans and studies to ensure that opportunities for decentralised energy are maximised.

11.19 All proposals for major residential and commercial development must submit a Feasibility Assessment to fully evaluate connecting to an existing or planned future heat network. The assessment should evaluate technical and financial viability and consider a range of factors included but not restricted to: capability of the network to supply part of the heat demand, location of development and distance to network pipes, physical barriers and other developments in the areas that may also be required to connect. For the purpose of this policy, a planned future network is one that is considered by the Council likely to be operational within 3 years of the grant of planning permission. All proposals for minor new-build development, extensions and alterations should also seek to secure connection to heat networks. Major development proposals must include an Energy Statement as part of the Sustainable Design Statement. This should provide sufficient information to demonstrate that feasibility has been fully investigated, having regard to the latest London Plan Supplementary Planning Guidance. Consideration of feasibility should take into account potential connections to networks both within and outside the Borough.

11.20 In areas where there are no existing or planned district heat networks proposals should be designed for future connection to a heat network. The latest London Heat Manual should be referred for further guidance. Designs should entail a wet heating system, single point of connection into heating system, additional plant room space for thermal substation and low temperature heating systems (60 degrees Celsius or lower) to support low temperature heat networks  This will help to ensure that connection is made more financially viable and technically feasible in future years.

11.21 All major development proposals within Heat Network Priority Areas should have a communal heating system served from a single energy centre, with the heat source for the system selected in accordance with the heating hierarchy. Proposals will be expected to demonstrate that the feasibility and viability of implementing options at the higher end of the hierarchy have been fully investigated before considering the use of CHP or gas boiler systems. We will refuse proposals that rely on CHP or gas boiler systems where their use is not sufficiently justified. Where the use of an ultra-low NOx is justified, this should achieve an emissions rating of <40 mg/kWh. Furthermore, all such proposals must not result in any adverse impact on air quality, in line with other  Local Plan policies.

11.22 Where development proposals including CHP and ultra-low NOx gas boiler systems are acceptable in principle, they should be designed in a way that enables, and does not preclude, the decarbonisation of the site wide communal network in the future. Proposals should include information on the opportunities and potential measures in this respect. This could include, for example, details describing how the development could accommodate the plant space required for such decentralised energy networks, and how the individual dwellings have been designed to enable future connections.

11.23 Heat networks and communal heating systems must be designed, constructed, commissioned and operated in accordance with CIBSE/ ABE Code of Practice CP1 or equivalent. All developments that are required to connect to an existing or planned heat network in accordance with policy must demonstrate in the Energy Strategy how the scheme will comply with the above Code of Practice.

11.24 Where households and businesses are reliant on decentralised heat networks it is important that there are clear expectations for service standards. We will encourage the use of customer charters or publically available right of challenge in a fair and independent way. Such charters and ombudsman are useful in establishing clarity on matters such as system maintenance and end-user pricing, and can be particularly helpful to more vulnerable uses (for example, those in or at risk of fuel poverty or start-up and micro-businesses). All developments that are required to connect to an existing or planned heat network in accordance with this policy should ensure that the future network operator will be registered with the Heat Trust Scheme (Heat Customer Protection Ltd.) The scheme sets out common customer service standards and protection requirements that are comparative to regulated utilities, drawing on legislation and good practice guidance.

Bermondsey aerial looking west with SELCHP in the foreground

# SD5 **Managing heat risk**

A Development proposals must minimise the adverse impacts on the urban heat island through the design of buildings and spaces, as well through the use of materials and urban greening measures.

B All new development must be designed to reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the London Plan cooling hierarchy. Development proposals will only be supported where there is sufficient evidence to demonstrate that priority has been given to the implementation of feasible measures at the higher level of the hierarchy.

C Major development proposals must submit an Energy Statement to demonstrate how they will meet the requirements of (A) and (B) above.

D Major development proposals incorporating public realm, including amenity and open space, should be designed to create a comfortable environment in the public realm through the provision of shade and other passive cooling measures, giving priority to urban greening measures.

Opposite: River Ravensbourne

## Explanation

11.25 In recent years London has experienced higher than historic average temperatures along with more severe hot weather events. Heat risk is becoming an increasingly important issue, particularly in the context of a growing population and global climate change. The urban heat island is experienced in areas where there is extensive urban development. Buildings and spaces in these areas absorb and retain heat during the day and night. In a heavily urbanised place like London, this process results in the city being several degrees warmer than its surrounding areas. The urban heat island poses a significant health risk to vulnerable groups, such as older people or those with certain health conditions, particularly during peak summer months. All new development must therefore use the design-led approach to minimise internal heat gain and manage heat risk in line with the London Plan cooling hierarchy

11.26 Applicants should refer the latest Chartered Institution of Building Services Engineers (CIBSE) guidance on assessing and mitigating overheating risk in new developments, including TM59 for domestic development and TM52 for non-domestic development. The London Mayor's Energy Planning Guidance should also be referred. Proposals should undertake dynamic thermal modelling to ensure that development does not overheat, and this should address temperatures likely to be experienced over the lifetime of the development, having regard to CIBSE guidance and datasets included in document TM49.

11.27 Severe hot weather events can discourage physical and outdoor activity. Development proposals must therefore be designed to provide for a comfortable environment. This may include shaded areas integrated into the public realm or measures to ensure indoor amenity spaces are cool and well-ventilated. Planning contributions for cooling measures outside the site boundary may be necessary to mitigate heat risk generated by the development, for example, to make the public realm more comfortable, in line with the Healthy Streets Approach.

11.28 All major development proposals must submit an Energy Statement as part of the Sustainable Design Statement. This should clearly set out how measures at the higher end of the cooling hierarchy have been considered and given priority through the design-led approach. We will refuse proposals that use measures at the lower levels of the hierarchy unless there is evidence to demonstrate that this is necessary, for example, for reasons of technical feasibility.

11.29 It is recognised that the feasibility of measures in the cooling hierarchy will often depend on the nature and scale of development. Minor developments such as householder extensions may have limited scope to implement measures at the higher end of the hierarchy. The urban heat island effect can be mitigated through the cumulative positive impacts of smaller developments. For this reason, the loss of established soft landscape features without replacement will be resisted for all proposals and new soft landscaping will be encouraged wherever possible.

# SD6 **Improving air quality**

A Poor air quality is a significant public health issue in Lewisham. All new development must use the design-led approach and integrate on-site measures to improve air quality and prevent or minimise the population's exposure to poor air quality, having regard to Lewisham's Air Quality Management Plan.

B Development proposals must:

a. Seek to improve air quality and be at least air quality neutral;
b. Not lead to a further deterioration of existing poor air quality;
c. Not create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits; and
d. Not create unacceptable risk of high levels of exposure to poor air quality.

C Air Quality Assessments must be submitted with proposals for:

a. Major development;
b. Minor development within an Air Quality Management Area and/or Air Quality Focus Area if the development is likely to adversely impact on air quality or introduce new sensitive receptors to exposure to an area of existing poor air quality; and
c. Community infrastructure or other uses (including public open space) that are likely to be used by large numbers of particularly vulnerable groups, such as older people and children and young people.

D Development proposals must demonstrate how they will comply with the Non-Road Mobile Machinery Low Emission Zone requirements and reduce emissions from the demolition and construction of buildings following the Mayor's 'The Control of Dust and Emissions for Construction and Demolition' SPG, or subsequent guidance.

E Development proposals will be considered having regard to their individual and cumulative impacts on air quality. Proposals that do not meet the requirements of (A) and (B) above will be refused unless it can be suitably demonstrated that adverse impacts can be mitigated to an acceptable level. Mitigation should be provided on-site. In exceptional circumstances where it is demonstrated that on-site mitigation is not feasible, off-site provision may be acceptable where equivalent air quality benefits will be delivered in the area affected by the development.

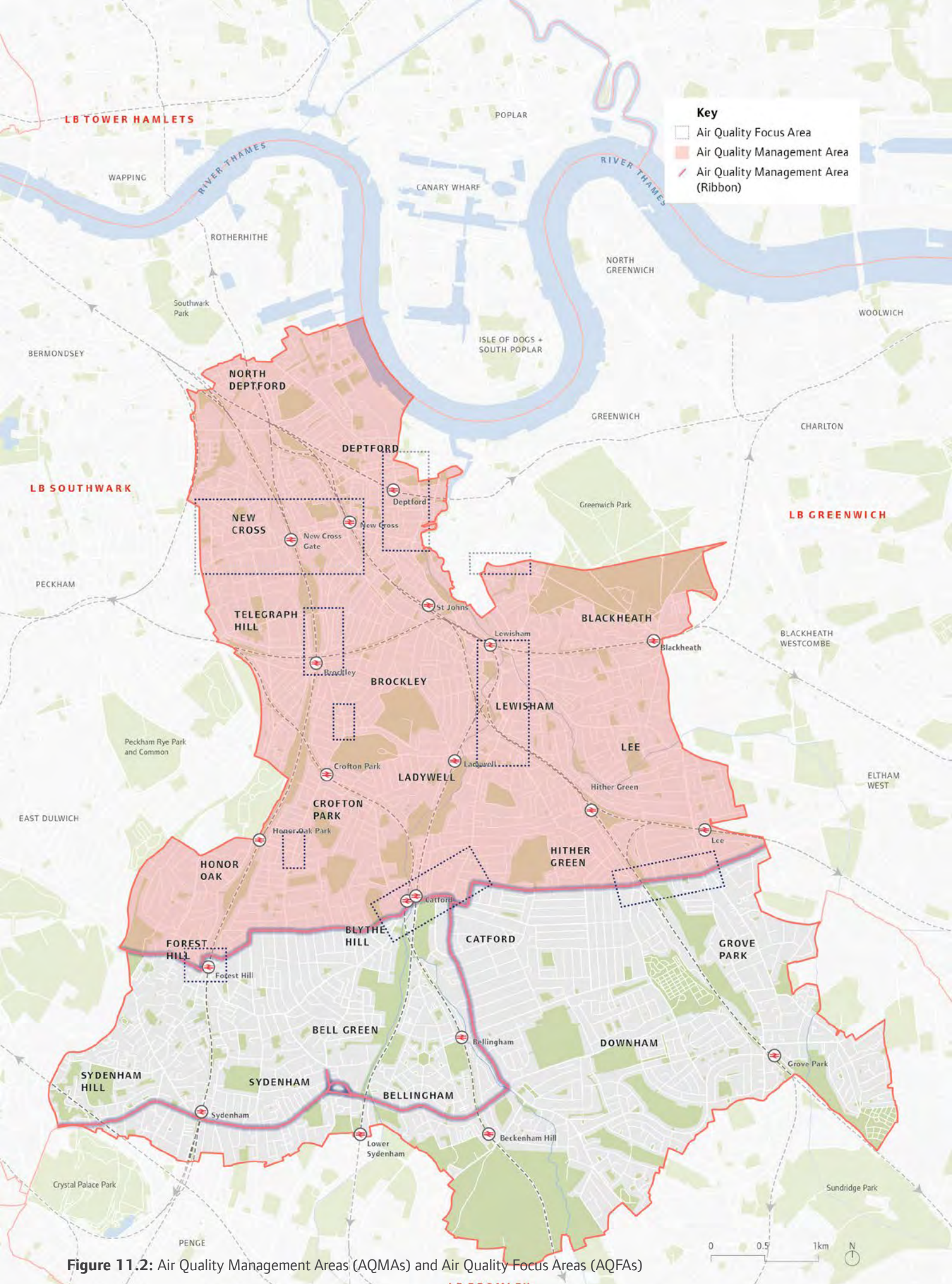


**Figure 11.2:** Air Quality Management Areas (AQMAs) and Air Quality Focus Areas (AQFAs)

# Explanation

11.30 Air quality is a significant public health issue in Lewisham and across London. The link between air quality and public health outcomes is well documented. Air pollution is estimated to reduce life expectancy of every person in the UK by an average of 7 to 8 months and in Lewisham, the proportion of all-cause adult mortality attributable to air pollution is 6.5 per cent, which is higher than the national average. This policy supports the London Mayor's commitment to making air quality in London the best of any major world city. It also helps give effect to the NPPF which sets out that local plans should sustain and contribute towards compliance with the relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMAs) and Air Quality Focus Areas (AQFAs).

11.31 There are currently 6 AQMAs in Lewisham with two major AQMAs. These cover all the areas north of the A205 (South Circular) together with major roads in the south. The AQMAs have been declared for several pollutants.. An assessment of air quality in Lewisham has shown a decreasing trend in the levels of two pollutants, nitrogen dioxide ($NO^2$) and particulate matter (PM) in recent years. However more needs to be done to meet the guidelines set out by the World Health Organisation. In Lewisham, the highest concentrations of nitrogen/nitric oxides (NOx), $NO^2$ and PM which breach the legal limits are found on the busiest main roads. However, pollution levels quickly reduce with distance from the pollution source[116].

11.32 In addition to AQMAs there are also 10 Air Quality Focus Areas (AQFAs) in the Borough. These are locations that have been identified as having high levels of pollution and human exposure. The current AQMAs and the Mayor's 'London Datastore' maintains an up-to-date list of AQFAs across the Capital, taking account of changing circumstances and latest available evidence. AQMAs are identified in **Figure 11.2** and may be subject to periodic review and updating. Development proposals within AQFAs must submit a desktop Health Impact Assessment in line with Policy DM5 (Health Impact Assessments).

115 Lewisham Joint Strategic Needs Assessment, A Picture of Lewisham. 2019.

116 Draft Lewisham Air Quality Management Action Plan 2022-2027 (2021). Lewisham AQMA declared in 2001 for exceedances in annual mean $NO^2$ and 24-hour mean PM10 concentrations and Crofton Park and Honor Oak Park AQMA declared in 2013 for exceedances in annual mean $NO^2$ concentrations. It is also important that development proposals consider PM2.5 which are smaller particles than PM10 , in line with the Mayor of London target to align with the WHO guidelines.

11.33 New development must be at least 'air quality neutral' and not lead to a further deterioration of existing poor air quality, in line with the London Plan. Development proposals must also reduce the population's exposure to poor air quality, particularly for those groups who are most vulnerable to its impacts such as children and young people and older people. New development, as a minimum, must not cause new exceedances of legal air quality standards or compromise achievement of compliance in those areas currently in exceedance, as currently provided by the Air Quality Standards Regulations 2010. The Healthy Streets Approach should be used wherever possible to help address poor air quality. Development proposals will be considered taking into account individual and cumulative impacts of development in an area, consistent with national policy.

11.34 Applicants should refer to the London Plan guidance for further information on the Air Quality Neutral and Air Quality Positive standards. The Council's latest Air Quality Action Plan and associated monitoring reports should also be referred, along with our Good Practice Guide: Control of Pollution and Noise from Demolition and Construction. Sites. In addition, development proposals on or adjacent to waterways should refer to the Port of London Authority's Air Quality Strategy.

11.35 Air Quality Assessments (AQAs) will be required for qualifying development set out in the policy and must address impacts arising during the construction, occupation and operation phases of development. They should also consider the wider cumulative impacts on air quality arising from development within the locality.

11.36 Where an AQA indicates a potential negative impact on air quality, appropriate measures that will minimise or offset impacts from the development should be identified and implemented on-site. Planning permission will be refused unless appropriate mitigation measures are adopted to reduce the impact to acceptable levels. In practice, it may not always be possible to achieve Air Quality Neutral standards or to acceptably minimise impacts using on-site measures alone. If on-site measures are insufficient to make the development acceptable, the AQA should demonstrate that it is possible to include measures in the local area with equivalent air quality benefits. Mitigation measures may be secured either by planning condition or legal agreement, where appropriate.

11.37 An AQA with full dispersion modelling is required for all proposed Biomass and CHP boilers and this must demonstrate that the impact on nearby receptors is minimal.

11.38 Development that involves significant demolition, construction or earthworks will be required to assess the risk of impacts according to the Institute of Air Quality Management Dust Guidance and the London Mayor's SPG on 'The Control of dust and Emissions during Construction and Demolition'. Mitigation measures should be included in the Construction Management Plan. All medium and high risk sites should include real time construction dust monitoring, in line with the London Plan guidance.

# SD7 Minimising and managing flood risk

A The Council will work in partnership with stakeholders to implement the Thames Estuary 2100 Plan. To minimise and manage flood risk development proposals must:

a. Apply a sequential approach to the location of new development to avoid flood risk to the population and property whilst taking account of the long-term impact of climate change,
b. Not increase flood risk and reduce the risk of flooding from all sources;
c. Make space for water by providing an undeveloped setback from rivers and other watercourses;
d. Where appropriate, carry out a condition survey of flood defence and other watercourse infrastructure and if necessary, provide for maintenance, repairs or remediation to secure its functional integrity over the lifetime of the development. This includes raising the Thames Tidal Defences in accordance with the TE2100 plan, in the case of riparian ownership of land; and
e. Be designed to remain safe and operational under flood conditions.

B A site specific Flood Risk Assessment (FRA) will be required for all development proposals within Flood Zone 2, 3a and 3b, all major development in Flood Zone 1, and elsewhere in the Borough where development may be at risk of other sources of flooding. The FRA must provide sufficient information for the Council to assess whether the requirements of the Sequential and Exception Tests have been satisfied. The FRA must:

a. Be proportionate with the degree of flood risk posed both to and by the development;
b. Take account of all potential sources of flooding both on and off-site;
c. Make an appropriate allowance for the hazard posed by climate change over the lifetime of the development; and
d. Have regard to the recommendations of the latest Lewisham SFRA and the Lewisham Local Flood Risk Management Strategy.

C Where development proposals satisfy the Sequential and Exception Tests they must be designed to should ensure that:

a. The most vulnerable land uses are directed to areas of the site that are at lowest risk of flooding;
b. There is no net loss of flood storage capacity and adequate provision is made for flood storage and compensation, with priority given to on-site provision;
c. There is no detrimental impact on the natural function of the floodplain and floodwater flow routes across the site; and
d. Appropriate mitigation measures are incorporated to address any residual flood risk, including safe access and egress for all likely users of the development.

D Development proposals must provide a site-specific Flood Emergency Response Plan to manage actual and/or residual flood risk, where appropriate.

**Figure 11.3:** Flood zones and Critical Drainage Areas

## Explanation

11.39 The water environment is a defining feature of Lewisham. The Borough fronts onto the River Thames and the river poses a potential risk of flooding, although the adjacent land area benefits from the River Thames Tidal Defences. Lewisham also falls within most of the catchment of the River Ravensbourne and its tributaries, including the Quaggy, the Pool and Kyd Brook, which outfalls into the River Thames at Deptford Creek. The Honor Oak Stream (Chudleigh Ditch), another tributary of the Ravensbourne, also passes through the Borough. Elsewhere there are localised areas that are at potential risk from other sources of flooding including through surface water run-off, ground water flooding, surcharge from the sewer network and the blockage of culverts and gullies.

11.40 The Thames Estuary 2100 Plan sets out actions that are needed to manage flood risk in the Thames Estuary taking account of the long-term impacts of climate change. It promotes a multi-agency approach including Government bodies, local authorities and developers. Lewisham is within 'Action Zone 2 – Central London' of the Plan, where requirements include future raising of all tidal flood defences together with an ongoing programme of inspection, maintenance, repair and replacement of defences as required. Corridors of land alongside the existing defences should be safeguarded to provide space for these works and "make space for water" through increased riverside buffer zones of 16 metres for tidal rivers and 8 metres for fluvial rivers, or other distance agreed by the Council and Environment Agency. Riparian landowners have a responsibility to maintain and raise tidal flood defences and follow the latest good practice guidance, such as the Estuary Edges guidance.

11.41 New development must not increase flood risk to people and properties. Development proposals should proactively seek to minimise and mitigate flood risk by considering risk from all sources using appropriate and up-to-date information. Early engagement with relevant stakeholders, including the Council as Lead Local Flood Authority, the Environment Agency (EA), Thames Water Utilities and Port of London Authority is strongly advised.

11.42 The Council regularly reviews its Strategic Flood Risk Assessment (SFRA). The Level 1 SFRA (2019) maps the Borough into flood zones according to the probability of flooding occurring, discounting the presence of any flood defences and alleviation measures. Flood Zone 3b is the functional floodplain, where water has to flow or be stored in times of flood. Applicants should consult the EA for site specific flood model outputs to better understand flood risk, and to establish whether the flood zones in the SFRA have been updated. Lewisham's Surface Water Management Plan (SWMP) provides information on other sources of flood risk.

11.43 In line with the NPPF a sequential approach must be used to ensure that new development is directed to those areas of the Borough, and locations within sites, that are at the lowest risk of flooding. We will consider the appropriateness of development having regard to the Sequential and Exception Tests, and FRAs submitted by applicants. FRAs must take into account the long-term hazard posed by climate change. The latest standing advice on climate change allowances published by the EA should be referred and form the basis of assessments. The Lewisham Level 2 SFRA also provides site specific information (including flood depth, velocity, rates of inundation and duration of flooding). The NPPF states that the Exception Test may be satisfied where development provides wider sustainability benefits to the community that outweigh flood risk. This will be considered on a case-by-case basis however all such development must be demonstrably necessary to support the delivery of the spatial strategy, for example, community or other types of infrastructure.

11.44 As part of the preparation of the Local Plan the Council has undertaken a Sequential Test to assist in identifying those areas of the Borough that are suitable for strategic sites. Allocated sites that have passed the Sequential Test will not need to apply this test again, unless the proposed use is not consistent with the site allocation.

11.45 Where the Sequential and Exception Tests are satisfied development proposals must fully investigate opportunities to avoid, reduce, manage and mitigate flood risk through site layout and development design. This includes appropriate measures to ensure development is safe. Proposals should fully assess and address residual risk, including through flood resistant design (e.g. to prevent water from entering the building and damaging its fabric) and resilient design (e.g. to ensure the building's structural integrity is maintained and that drying and cleaning can be facilitated).

11.46 Development proposals must be accompanied by a Flood Emergency Response Plan to ensure safe access and egress from actual and/or residual flooding, where appropriate. This measure is necessary to ensure that building occupiers can be made aware of the responses to various types and scale of flood threat, evacuation logistics, evacuation routes and other safety arrangements in terms of dry access, egress and refuge. Examples of such developments can include proposals with water compatible uses, alterations to existing buildings and building floor levels that have been raised, but where there is remaining flood risk under the 0.1% AEP event.

# SD8 **Sustainable drainage**

A Development proposals should be located and designed having regard to the London Sustainable Drainage Action Plan, the Council's Surface Water Management Plan and Local Flood Risk Management Strategy;

B Development proposals must achieve greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible, in line with the London Plan drainage hierarchy. Proposals for major development and development in a Critical Drainage Area must submit a Drainage Strategy.

C Sustainable Drainage Systems (SuDS) should be integrated into development wherever possible with priority given to green and blue over grey measures. All SuDS must meet the Department for Environment, Food and Rural Affairs Non-Statutory Technical Standards and be designed in accordance with the latest Construction Industry and Research Association (CIRIA) SuDS Manual or equivalent. Development proposals must demonstrate that SuDS will function effectively over the lifetime of development.

D SuDS involving infiltration must not have an adverse impact on groundwater sources. Where infiltration is proposed, the Environment Agency should be consulted to consider the suitability of SuDS having regard to the impact of drainage into the groundwater aquifer.

E Where it is clearly demonstrated that a greenfield runoff rate cannot be achieved or SuDS cannot be implemented due to reasons of feasibility, development proposals must:

a. Ensure that surface water runoff (both in terms of volume and flow) has been reduced as much as reasonably practical; and
b. Investigate and integrate measures to improve water quality.

F Development proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable surfacing, including on front gardens, driveways, and car parks, will be refused unless it can be suitably demonstrated that this is unavoidable.

## Explanation

11.47 Surface water flooding occurs when high intensity rainfall generates runoff which flows and ponds in low-lying areas. It is generally associated with intense rain, saturated soils and an insufficient drainage capacity of the surface water system. Surface water flooding is an issue in London due to continued urban development (increased impermeable area) and climate change (greater rainfall intensity). Lewisham's Surface Water Management Plan (SWMP) identifies 9 Critical Drainage Areas (CDAs) which are particularly susceptible to surface water flooding. The CDAs fall within much of Lewisham's London Plan Opportunity Areas and are also widely present in southern part of the Borough.

11.48 New development must contribute to minimising and mitigating flood risk through the use of Sustainable Drainage Systems. SuDS involve management practices and techniques used to slow the rate of surface water runoff and improve infiltration by mimicking natural drainage. This reduces the risk of flash-flooding which occurs when rainwater rapidly flows into the public sewerage and drainage systems.

11.49 Development proposals should reduce flows to a greenfield runoff rate. This is the rate that reflects the natural rate of water runoff from an undeveloped, naturally permeable site. The volume of runoff must be stored on site and be calculated based on the nationally agreed return period value of a 1 in 100 year critical storm event, including an allowance for climate change.

11.50 SuDs should be viewed as more than just a tool to manage surface water flooding. Where they are well designed and sensitively integrated into development, SuDS can enhance the attractiveness and amenity value of a site. They can also support biodiversity through the creation of habitats, such as ponds and wetlands, and by improving the quality of water discharges.

11.51 SuDS should be designed giving priority to 'green' or 'blue' over 'grey' measures. This policy provides flexibility to implement a variety of SuDS measures, as the techniques used will depend on site characteristics and the nature of development proposed. Applicants must demonstrate that SuDS will function effectively over the lifetime of the development. A Drainage Strategy must accompany all major development proposals and other proposals within a CDA. This should include a SuDS Management Plan setting out long-term management and maintenance arrangements.

11.52 If it is suitably demonstrated that a greenfield runoff rate cannot be achieved, for example due to reasons of site condition (e.g. land contamination) or technical feasibility, development proposals must minimise runoff rates as far as reasonably practical and maximise measures to improve water quality.

# SD9 **Lewisham's waterways**

A Waterways provide multifunctional social, economic and environmental benefits that support sustainable neighbourhoods and communities. Development proposals should identify and respond positively to the unique attributes of waterways, giving particular consideration to their:

a. Environmental function and ecological qualities;
b. Contribution to the Borough's network of open spaces;
c. Recreational and amenity value;
d. Distinctive features that help to shape and reinforce the Borough's physical, cultural and historical character;
e. Support for the visitor economy; and
f. Potential to facilitate water transport, for both passengers and freight.

B Development proposals on sites containing or adjacent to a main river, ordinary watercourse or other water space must:

a. Demonstrate how the objectives of the Thames River Basin Management Plan, Vision for the Tidal Thames, London River Restoration Action Plan, Marine Plan for the South East and other relevant local guidance, including the River Corridors Improvement Plan SPD and Ravensbourne Catchment Improvement Plan, have been taken into account, where appropriate;
b. Ensure that there is no adverse impact on the natural functioning of the watercourse, including by maintaining an undeveloped buffer zone with an adequate set back distance from the watercourse, as agreed with the Council and the Environment Agency;
c. Investigate and maximise opportunities to enhance or restore river channels, flood flow pathways, floodplains and other natural flood management features with the objective of returning them to their natural state wherever possible;
d. Incorporate measures to enhance the ecological, amenity, recreational and historic value of water spaces, including by enhancing public access to these spaces; and
e. Contribute to a safe riverside environment by making appropriate provision for riparian life-saving equipment such as grab chains, access ladders, life buoys, along with information signage and CCTV.

C Development proposals should seek to improve water quality and must ensure that there is no deterioration in the quality of a watercourse or groundwater, in line with the European Water Framework Directive 2000.

D The Lewisham section of the Thames Policy Area is designated in the Local Plan, as reflected in the Policies Map. All new development within the Thames Policy Area will be expected to respond positively to the distinctive character and qualities of the River Thames and its surrounds, in line with Policy LNA 4 (Thames Policy Area and Deptford Creekside).

E Convoys Wharf is included within London's network of safeguarded wharves. The Council will continue to safeguard Convoys Wharf taking into account the Ministerial safeguarding Direction for the wharf and extant planning consents. Development proposals involving water transport at Convoys Wharf will be supported where they comply with London Plan policy SI15 (Water transport), along with other relevant policies.

F Development proposals for water and marine based residential, commercial, community, recreational and transport uses (including moorings and jetties) alongside or within a waterway will only be supported where they:

a. Are demonstrably a water-dependent use;
b. Are appropriately located and designed, taking into account the nature and scale of the proposed use;
c. Respond positively to, and do not adversely impact on, the open character, historic setting and views of the waterway, its frontage (including foreshore) and the surrounding area;
d. Do not have a detrimental impact on river navigation and flood defence infrastructure;
e. Do not have a detrimental impact on the environment, including water quality in line with (B) above;
f. Do not impede or compromise existing public access points to the waterway, and extend or enhance access wherever possible; and
g. Ensure adequate access and servicing arrangements for all intended users of the development.

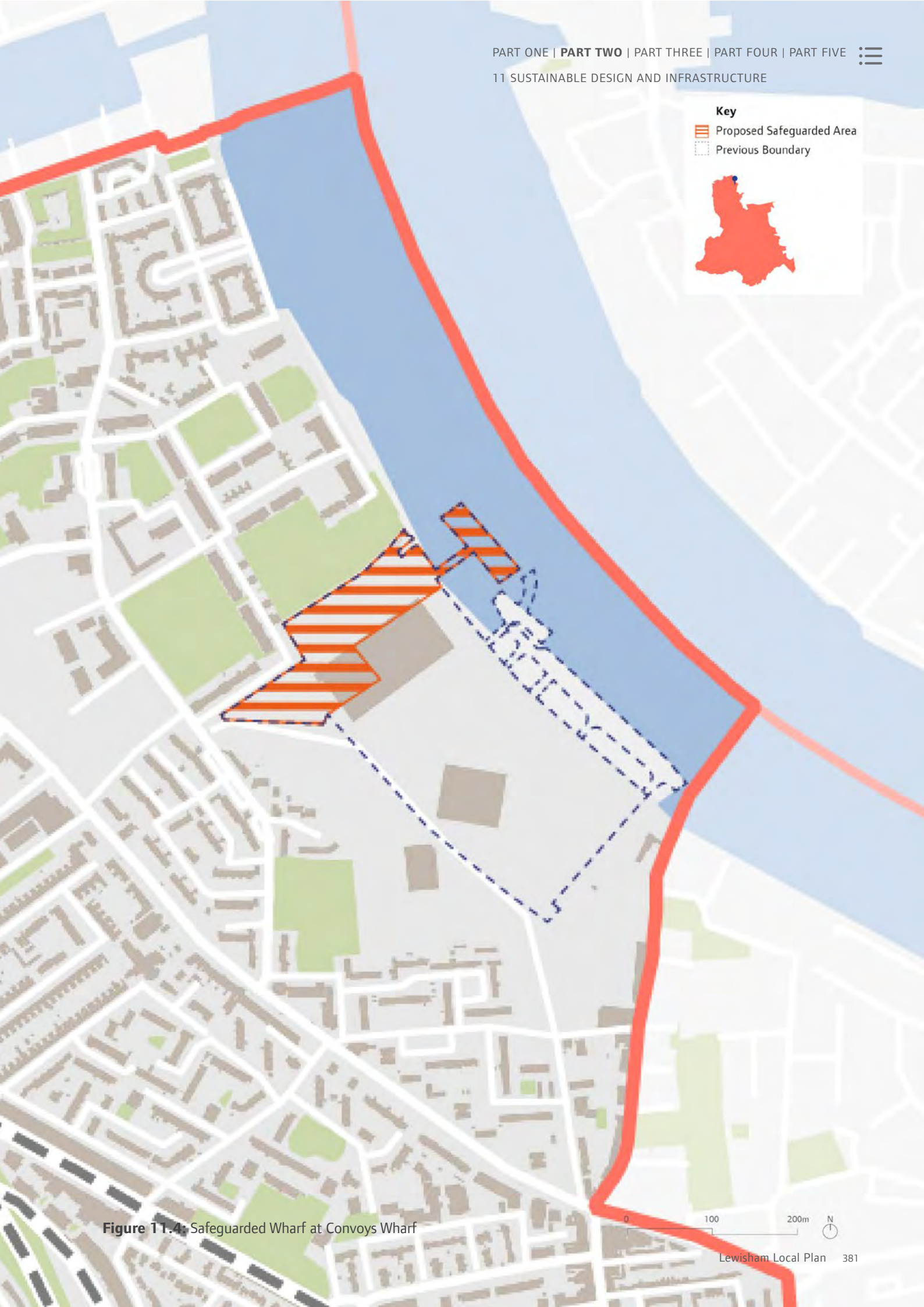


**Figure 11.4:** Safeguarded Wharf at Convoys Wharf

## Explanation

11.53 The term 'waterways' refers to the network of linked waterways in London – also known as the Blue Ribbon Network – which includes the River Thames, its tributaries, canals and other water spaces. Waterways are of strategic importance, particularly in Lewisham given its Thames-side location, and provide multifunctional benefits to the environment and local communities. The Lewisham Characterisation Study (2019) is helpful in explaining the significant role waterways have played in the Borough's historical and cultural development, and the way in which they contribute to local character today.

11.54 Development proposals must demonstrate how they have taken into account the Thames River Basin Management Plan and the London River Restoration Action Plan, particularly in contributing to the European Water Framework Directive (WFD) 2000 objectives. They should also refer to and engage positively with the River Corridors Improvement Plan SPD. The SPD sets out local guidance to support the delivery of high quality development along the Borough's river corridors whilst balancing objectives for environmental protection and flood risk management.

11.55 Lewisham's river corridors are heavily constrained by urban development along much of their respective lengths. The River Thames has been heavily modified over time with the growth of London, including the construction of raised defences along much of its width. Considerable modifications have also been made to other river channels in the Borough over the past decades including through canalising and culverting. The compromising of natural river processes can adversely impact on biodiversity and water quality. The Council has recently worked with the Environment Agency and other partners to deliver investment in river corridor improvements as part of its ongoing regeneration programme. This includes works along the Rivers Ravensbourne and Quaggy to provide improved defences and dedicated landscaped areas for flood storage, local amenity and improved biodiversity. These schemes have demonstrated that it is possible to put rivers back at the heart of new development and we aim to continue building on these successes.

11.56 In order to ensure there is no adverse impact of the natural functioning of a watercourse, or the integrity of a flood defence, all new development must maintain an undeveloped buffer zone with an adequate set back distance from the watercourse. A relief of 8 metres from a main river and 5 metres from an ordinary watercourse should be secured, unless otherwise agreed by the Council and the Environment Agency. Buffer zones should be left free of permanent structures, ensure adequate access for the maintenance of flood defences and be sensitively integrated into development in order to enhance their amenity value. Development within 20 metres of a bank of a main river will need Environment Agency consent. Some rivers have defined flood defence assets and proposals will be required to identify assets and these into consideration, where appropriate.

11.57 On sites with existing flood defence infrastructure we will seek to ensure that the functional integrity of this infrastructure is secured over the lifetime of the development. We may require proposals to include a Condition Survey of all existing infrastructure and if necessary, make provision for any necessary repairs or maintenance, to be secured through a

legal agreement or planning conditions. Culverts are considered flood defences and sites with existing culverts will be expected to investigate the feasibility of deculverting, with robust justification provided where this is not considered possible.

### Water quality

11.58 The European Water Framework Directive 2000 (WFD) provides the legal framework for the protection, improvement and sustainable use of waterbodies including rivers and groundwater. The improvement of waterbodies to 'good' ecological status or potential, and not allowing the deterioration in the status of waterbodies, are key requirements of the WFD. Applicants are encouraged to refer the Thames River Basin Management Plan for details of the quality of waterbodies in the Borough and throughout the basin district, along with measures needed to meet the WFD objectives for water quality. Proposals will be expected to investigate and maximise opportunities to integrate these measures.

### Water infrastructure

11.59 There is a network of wharves along the River Thames that are protected for use as a wharf by a safeguarding Direction issued by the Secretary of State on 1st March 2021[117].

11.60 Development proposals at Convoys Wharf should support and enable appropriate waterborne and riverside uses, consistent with the safeguarding Direction, London Plan policy S15 (Water transport) and extant planning consents. The Council recognises and supports community aspirations for the Lenox Project. This involves the restoration of the Lenox, a state-of-the-art naval ship that was built in 1678 in Deptford and was the first of Charles II's thirty ships. The project has significant potential for heritage-led regeneration in the Borough, and can help to promote the visitor economy as well as understanding of Lewisham's historical and cultural development. Any such alternative uses proposed at the safeguarded wharf must robustly justify why the site is no longer viable or capable of being made viable for waterborne freight.

11.61 It is important that water infrastructure, including residential and commercial moorings, do not adversely impact on the Borough's waterways. Where new development is proposed on, within or adjacent to a waterway, including the foreshore, applicants should consult with the relevant bodies including Environment Agency, Port of London Authority, Marine Management Organisation, the Canal and River Trust, and river catchment partnerships such as Your Tidal Thames. Early engagement will help to ensure that development is appropriate to its location and does not result in a detrimental impact on waterways, including on navigation, water quality, biodiversity, flood defences and local character. Proposals must demonstrate that there will be adequate access and servicing arrangements to support all intended users of the development, and that any new provision is sensitively located into the site and its surrounds. Development proposals that unnecessarily inhibit or detract from existing public access to waterways, or preclude future opportunities for enhanced access from being delivered will be refused.

[117] This refers to the safeguarding Direction issued by the Secretary of State for the former Department of Housing, Communities and Local Government, now Department for Levelling Up, Housing and Communities.

## SD10 **Water supply and wastewater**

A Development proposals for new water supply and wastewater facilities or the expansion of existing facilities will be supported where the development:

a. Makes provision for infrastructure that is required within the Borough as demonstrated by an asset management or similar investment plan;
b. Will not result in an unacceptable adverse impact on the environment, human health, public safety, amenity and local character; and
c. Will be constructed in a timely and sustainable manner.

B Development proposals should have regard to Drainage and Wastewater Management Plans (DWMPs) and must demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve demand arising from the development; or where such capacity does not exist and there are no programmed works, arrangements are made to ensure adequate provision prior to occupation. A Water Supply and/or Drainage Strategy may be required to demonstrate that suitable arrangements are in place to serve the development.

C Development proposals should ensure the separation of surface and foul water systems, including by rectifying misconnections. Proposals should prioritise mains foul drainage and avoid the use of non-mains drainage for foul water disposal, particularly in Source Protection Zones. Where non-mains drainage is proposed for foul water the most sustainable drainage options must be implemented, as supported by a Drainage Strategy.

D Development proposals should be designed to be water efficient, reduce water consumption and minimise pressure on the combined sewer network by integrating SuDS and complying with the London Plan requirements for water efficiency. Planning conditions will be applied to ensure that water efficiency standards are met.

E Development proposals within a Source Protection Zone will only be supported where there is no risk of contamination to groundwater sources, or if a risk is identified, it is suitably demonstrated that adequate mitigation measures will be implemented.

F Development proposals for piled foundations must ensure that disturbances to the ground will not lead to adverse impacts on water quality, including turbidity in the water supply. Development proposals on or in proximity to sites with contaminated land must not introduce new pathways for contamination materials to reach groundwater.

## Explanation

11.62 Development sites and localities must be supported by efficient and well-functioning sewerage and wastewater infrastructure. The Council will continue to work with its key stakeholders, including Thames Water and other water companies, on its Infrastructure Delivery Plan. However, the short-term nature of water companies' investment plans means that it is not possible to identify all of the infrastructure required over the plan period. The Local Plan therefore provides in-principle support for new or upgraded water supply and wastewater infrastructure where required.

11.63 Lewisham has a mix of separate and combined sewer systems. Sewer flooding can arise in the foul system when surface water enters via misconnection, or where the capacity of combined systems is exceeded. In both cases this results in surcharge of contaminated surface water. Thames Water record sewer flooding incidents by postcode area and this information should be referred.

11.64 Applicants should engage with Thames Water, or other water and sewerage undertakers, early in the planning and design process. Where there is a capacity issue and there are no planned capacity works or upgrades, the applicant should agree with the infrastructure provider a programme of necessary improvements. These should be implemented prior to occupation. A Water Supply and/or Drainage Strategy may be required, such as for major development in areas where there are concerns about existing infrastructure provision. This supporting information should include a detailed model of the network capacity to determine whether mitigation is required.

11.65 New development should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. Where it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where it is proposed to discharge to a public sewer prior approval from Thames Water will be required. Connections to trunk sewers should be avoided - an alternative point of connection to a non-trunk sewer or requisition a new connection and associated pipe laying will be required. It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.

11.66 The Thames Tideway Tunnel is a major project being undertaken by Thames Water and Thames Tideway Limited. The project will assist in upgrading to London's sewerage system to cope with long-term future demands. The 'supersewer' will run across London and capture flows from sewer overflow points along the River Thames. There are two sites within Lewisham, one at Earl Pumping Station and one at Deptford Church Street. New development should not adversely impact on the construction, operation and long-term maintenance of the tunnel infrastructure.

11.67 The built environment plays a significant role in the way water is consumed, distributed and disposed of. The Environment Agency has declared the Thames Water region as to be "seriously water stressed" and this trend is likely to be exacerbated by climate change. This policy supports London Plan objectives for delivering a sustainable and secure water supply, and addressing water scarcity.

11.68 New residential development must meet the London Plan standard for mains water consumption, which reflects the Optional Requirement set out in Part G of the Building Regulations. Major non-residential development must meet BREEAM excellent standard for the 'Wat 01' water category, to achieve at least a 12.5% improvement over defined baseline performance standard. In addition, major developments and high or intense water use developments (such as hotels) should include a grey water and rain water harvesting system, and applications must provide robust justification where this is not considered feasible. Planning conditions will be used to ensure water efficiency targets are met.

11.69 There are groundwater abstraction points in Lewisham that are used for the public water supply. The Environment Agency has identified and mapped Source Protection Zones (SPZs) and aquifers within the Borough. Development proposals must assess and manage risk to groundwater contamination in these areas and elsewhere across the Borough. Proposals that present an unacceptable risk to groundwater quality will be refused.

# SD11 **Ground conditions**

A Development proposals that will enable contaminated sites to be brought back into beneficial use will be supported where the requirements of B-D below are satisfied.

B Development proposals must demonstrate that any risks associated with land contamination, including to human health, public safety and the environment will be adequately addressed in order to make the development safe.

C Development proposals on land which is suspected of being contaminated or potentially contaminated, or if a sensitive use is proposed, must submit a Preliminary Risk Assessment (Phase 1 Study) to identify the level and risk of contamination on the site and adjacent land, and where necessary:

a. Undertake a Site Intrusive Investigation (Phase 2 Study) to provide a detailed assessment of contamination and risks to all receptors;
b. Prepare a Risk Management and Remediation Strategy appropriate to the individual site circumstances; and
c. Submit a Verification Plan and Closure Report prior to the occupation of the development.

D Development proposals involving the storage or use of hazardous substances, or development of a site in the vicinity of a hazardous installation, will only be permitted where it is demonstrated that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, public safety and the environment.

E Planning conditions may be applied to ensure that remedial measures will be implemented and the development is safe prior to occupation.

# Explanation

**Contaminated land**

11.70 Contaminated land is defined within the Environmental Protection Act 1990. It refers to land that has been polluted with harmful substances to the point where it could pose an unacceptable risk to human health and the environment. Environmental health and planning legislation requires the Council to ensure that land is assessed for contamination and made suitable for current and proposed future uses. Through the planning process we will seek that all development is appropriate to its location, whilst requiring landowners and developers to fulfil their responsibility for securing safe development where a site is affected by contamination.

11.71 In order to appropriately identify and manage the risks associated with land contamination development proposals must undertake a series of steps to ensure that development is safe. In the first instance a Preliminary Risk Assessment must be undertaken. This should consist of a desktop study and site walkover report that shows all previous and existing uses of the site and adjacent land. It should assesses the potential contamination risks to identified receptors. Following this preliminary assessment applicants will be required to submit, where appropriate:

- A Site Intrusive Investigation which provides a more detailed assessment of site characteristics and risks to receptors;
- Where contamination is present, a Risk Management and Remediation Strategy to deal with the identified hazards to human health and the environment, along with site management and monitoring arrangements;
- A Verification Plan for any remediation works, completed by a suitably qualified professional, in order to ensure effective measures to protect: occupiers of the development and neighbouring land uses; the structural integrity of new and existing buildings; and any watercourses or aquifers; and
- A Verification/Closure Report, to be submitted prior to occupation, which demonstrates completion and validation of the works set out in the approved Risk Management and Remediation Strategy, including results of sampling and monitoring carried out in accordance with the Verification Plan.

11.72 The Council's Environmental Protection service maintains a Contaminated Land Register and the Council's website provides information that can direct applicants to further resources which may assist with site investigations and possible remedial measures. Planning conditions may be used to secure appropriate measures prior to the commencement and occupation of development.

11.73 When contaminated land has the potential to affect watercourses or groundwater, the Environment Agency should be contacted, as in certain circumstances it is the responsible authority under the Environmental Protection Act 1990.

### Hazardous substances

11.74 Hazardous installations consist of sites and facilities for chemical processing, fuel and chemical storage and pipelines. It is important that any risks associated with hazardous substances (including to human health, safety and the environment) are appropriately managed and mitigated. There are listed hazardous installations both within and in proximity to the Borough, including the Lower Sydenham Gas Holders. Whilst hazardous substances are controlled by the separate need for hazardous substances consent along with health and safety regulations, the Local Plan also has a role in ensuring public safety from major accidents, consistent with the NPPF and its associated guidance.

11.75 All planning applications for hazardous installations, or the use of land in proximity to them, must suitably demonstrate that development will not constitute a risk to the population or the environment. In considering proposals and potential risks, we will apply the Health and Safety Executive (HSE) land use planning methodology and consult with the HSE, Environment Agency and other stakeholders as appropriate. Depending on individual site circumstances proposals may be required to submit a Preliminary Risk Assessment and/or a Risk Management Strategy that clearly identifies risks and sets out measures to appropriately manage and mitigate these.

**Table 11.2:** Safeguarded waste sites

| FACILITY | ADDRESS | SITE SIZE | LICENSED CAPACITY (TONNES) | AVERAGE ANNUAL THROUGHPUT (TONNES) |
|---|---|---|---|---|
| South East London Combined Heat & Power (SELCHP) energy recovery facility | Landmann Way, New Cross, SE14 5RS | 2.30 ha | 464,000 | 426,880 |
| Deptford Recycling Centre | Landmann Way, New Cross, London SE14 5RS | 0.63 ha | 130,000 | 52,000 |
| Landmann Way Reuse & Recycling Centre | Landmann Way, New Cross, Lewisham, SE14 5RS | 0.24 ha | 25,000 | 6,650 |

**Figure 11.5:** Safeguarded waste sites

# SD12 **Reducing and sustainably managing waste**

A The Council will ensure that waste is sustainably managed in ways which protect human health and the environment. A circular economy approach will be promoted in Lewisham in order to conserve and make a more efficient use of resources, to achieve increases in the re-use and recycling of materials and reductions in waste going for disposal. Development proposals must apply the waste hierarchy and follow circular economy principles, in line with Policy SD 13 (Design to support the circular economy).

B To help London achieve waste net self-sufficiency, meet the Borough's strategic waste apportionment target and other requirements, including the London Mayor's recycling and composting targets, the Council will work in partnership with stakeholders including the South East London Joint Waste Planning Group. The following are strategically safeguarded waste sites in Lewisham:

a. South East London Combined Heat and Power (SELCHP) energy recovery facility, New Cross
b. Recycling Centre (HTL Waste Management Services), New Cross
c. Reuse & Recycling Centre (London Borough of Lewisham), New Cross.

C Development proposals that will result in the loss of an existing waste site through a change of use will only be permitted where adequate replacement waste processing capacity is secured in accordance with London Plan policy SI9 (Safeguarded waste sites).

D Development proposals for new waste management facilities will only be permitted where:

a. They are required within the Borough to meet an identified strategic need, having regard to the proximity and self-sufficiency principles;
b. It is demonstrated that the waste management capacity at existing safeguarded waste sites has been maximised, and there are no opportunities for appropriately increasing capacity at these sites to meet the identified need;
c. They are located within a Strategic Industrial Location, or involve alterations or extensions to an existing facility located outside a SIL, and have high quality supporting infrastructure necessary for the intended use;
d. They achieve a positive carbon outcome or demonstrate that steps are in place to meet the minimum greenhouse gas performance target, in line with London Plan policy SI8 (Waste capacity and net waste self-sufficiency); and
e. They will not result in any adverse impacts on human health, the natural environment and local amenity, having regard to relevant legislation and other development plan policies.

E Development proposals for waste management facilities must be located and designed with reference to the Agent of Change principle. They should be fully enclosed on all sides and have a roof along with fast-acting doors, and must be designed with these measures where the development is likely to have a significant impact on impact on local amenity.

F Where development proposals involve alterations to an existing waste management facility, they must demonstrate how they have maximised opportunities to improve the environmental performance of the facility as well as to reduce and mitigate its impact on local amenity.

## Explanation

11.76 The waste hierarchy (see **Figure 11.6**) is set out by the Waste Framework Directive [118] and provides a framework for how waste management can be made more sustainable. The aim is to move up the hierarchy away from a reliance on waste disposal. The London Plan principles on the circular economy for the sustainable use and management of materials and waste (see **Figure 11.7**) aligns with the hierarchy. The circular economy is one where materials are retained in use at their highest value for as long as possible and are then re-used or recycled, leaving a minimum of residual waste. The successful implementation of the waste hierarchy and circular economy principles are necessary to reduce the volume of waste that is produced and will need to be managed both in Borough and across London. The policy supports the Council's Waste Management Strategy 2021-2031. The strategy includes targets for recycling and composting which are cross-referenced in the Local Plan monitoring framework.

11.77 The London Plan includes a strategic objective for London to be waste net self-sufficient by 2026. This means that all waste generated in London should also be managed within it, rather than being exported elsewhere. To support this objective the London Plan apportions a per cent share of London's total waste to be managed by each borough, which is set out in tonnes. It then requires boroughs to allocate sufficient land and identify facilities to manage the apportioned tonnages of waste. The Council will continue with the approach to pool and manage the waste apportionment within its sub-region, working in partnership with other local authorities in the South East London Joint Waste Planning Group (SELJWPG). This includes Lewisham, Bexley, Bromley, Royal Borough of Greenwich and Southwark along with the City of London Corporation. The South East London Joint Waste Technical Paper has been prepared by the SELJWPG and provides further details on the pooled apportionment and waste management sites with capacity to manage this over the long-term. The Technical Paper will be subject to periodic review and updating where necessary.

**Figure 11.6:** Waste hierarchy

[118] Directive 2008/98/EC of the European Parliament and of the Council, 19 November 2008.

50 yds
Rotherhithe
Greenwich
Surrey Quays
Millwall
GIVE WAY
70 yds
Surrey Canal
Road
SE24

11.78 There are 3 strategic waste management sites in Lewisham which are safeguarded by the Local Plan. They are located within the SIL at Surrey Canal Road. These sites and facilities are necessary to ensure that the Borough's London Plan waste apportionment can be met, along with the pooled apportionment of the constituent SELJWPG authorities. In addition, there are a number of sites within the Borough with waste management permits from the Environment Agency. The London Plan states that waste sites should only be released to other land uses where waste processing capacity is re-provided elsewhere within London, based on the maximum achievable throughput of the site proposed to be lost.

11.79 The South East London Joint Waste Technical Paper demonstrates that there is currently sufficient waste management capacity in the constituent Boroughs to meet the London Plan pooled apportionment. It also shows that there is a sufficient surplus of capacity that will provide for a robust buffer against any future changes to the sub-region's apportionment requirements. Development proposals for new waste management facilities (including extensions to existing facilities) will therefore only be supported where they are required to meet an identified strategic need within the Borough, taking into account the pooled capacity within the sub-region, and also having regard to the proximity and circular economy principles. We will require all applications to provide evidence of a local need and to demonstrate that capacity at existing sites has been fully maximised before pursuing other development alternatives, taking into account the technical feasibility and financial viability. Consideration should be given to the enhancement of existing facilities through the site selection process. Development proposals for new or enhanced waste management facilities must be located within SILs, unless the proposal relates to an existing authorised facility, which are the Borough's designated locations for general industrial and storage uses. Other employment areas are not appropriate for this type of use. This is because the successful delivery of spatial strategy relies on the intensification of Mixed-use Employment Locations, Locally Significant Industrial Sites and certain non-designated employment land, giving priority to Class E(g) (office and light industrial) uses to meet future employment needs. Development proposals for waste management will be assessed against relevant London Plan policies.

Opposite: View from Surrey Canal Road towards South East London Combined Heat and Power facility

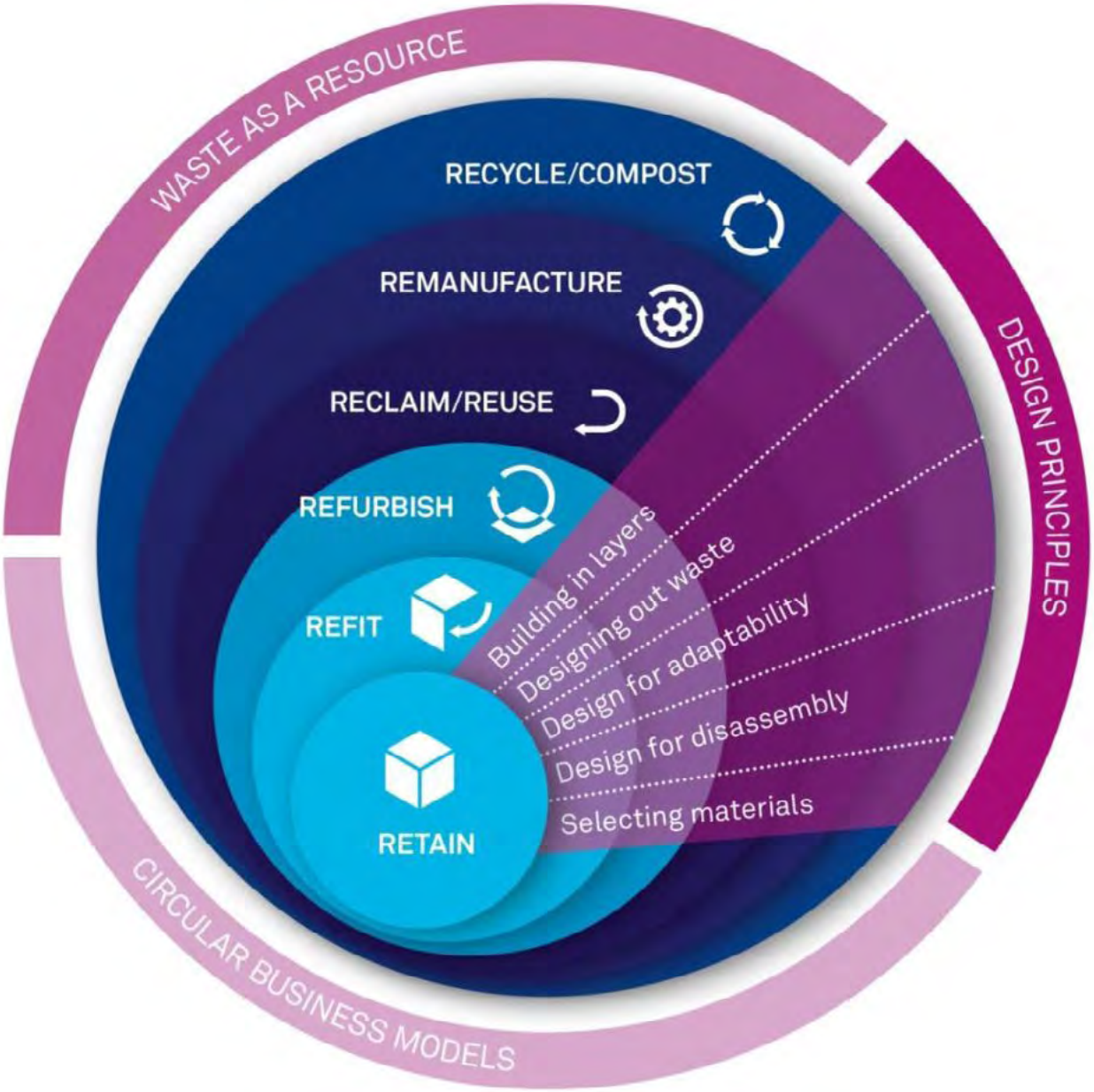


**Figure 11.7:** Circular economy principles
(London Plan and Dave Cheshire, AECOM)

# SD13 **Design to support the circular economy**

A Development proposals should apply circular economy principles in order to conserve resources and improve resource efficiency, with reference to London Plan policy SI7 (Reducing waste and supporting the circular economy).

B Major development proposals should aim to be net zero-waste. Development proposals that meet the threshold for being referable to the Mayor of London must submit a Circular Economy Statement, as part of the Sustainable Design Statement, in line with London Plan policy SI7.

C Development proposals must sustainably manage both the type and volume of recyclable materials and waste arising from the development during the construction and operational phases.

D Development proposals must be designed to ensure adequate on-site provision for the sorting of recyclable material, composting of organic material and the disposal of general waste during the occupation stage. They must make provision for:

a. Dedicated internal and external storage facilities, with flatted residential development including temporary storage space for each unit and communal storage for waste materials pending collection;
b. Safe and convenient access to storage facilities, both for building occupiers and collection services;
c. Well sited and designed development that avoids and mitigates adverse impact on the amenity of building occupiers and neighbouring site users and uses; and
d. Separate provision for commercial and household waste where mixed-used development is proposed.

E All proposals for new multi-storey development, including flatted residential development, must also make provision for sensitively designed storage and collection systems at each floor unless it is suitably demonstrated that other designs can appropriately service the development. Proposals should avoid the use of forecourts or ground floor internal waste storage where this may adversely impact on the amenity of the building's occupiers and surrounding properties

F Where public realm is included as part of a development proposal appropriate provision for recycling and waste disposal facilities will be required. Provision should be sensitively located and designed with accessible and clearly legible facilities to enable the public to easily distinguish between options for sorting of recyclable material, disposal of general waste and where appropriate, composting of organic material.

## Explanation

11.80 Development proposals should refer the London Plan and London's circular economy route map[119] for further policies and guidance on the application of circular economy principles. Major development proposals present significant opportunities for innovative design and construction. Development proposals that are referable applications to the Mayor of London must submit a Circular Economy Statement demonstrating how the circular economy principles have been taken into account. This should be included as part of the Sustainable Design statement. The London Mayor's Circular Economy Statement Guidance should be referred for further information.

11.81 Development proposals should maximise opportunities to design adaptable buildings and spaces. Residential developments are unlikely to change use given housing needs and residential land values in the Borough. However this should not discourage designs that can extend the life of developments, for example, with durable materials and adaptable spaces. Non-residential developments, such as retail and commercial uses, are likely to have shorter lifespans or a range of end-users and are therefore well suited to adaptive design.

11.82 All development proposals must consider options for sustainably managing the materials used and arising from the development using the design-led approach. This will ensure the most appropriate and practical solutions are employed during the construction and occupation stages. It is important that recycling, composting and waste management facilities are well designed, particularly in the interests of amenity. New multi-storey flatted development poses unique challenges given the number of households that require provision, the limited space available for sorting, collection and servicing, and the unique nature of managing waste through vertically stacked buildings. However, this should not preclude occupiers benefitting from suitable and convenient access to facilities, and that waste collection services are not compromised by poorly designed and laid out buildings.

11.83 Public realm must also be adequately serviced with readily accessible and clearly legible recycling and waste disposal facilities, where appropriate. Public spaces should include adequate provision of facilities that encourage easy separation of recyclable and waste materials at the point of disposal. Not only will this assist with reducing waste but it can help to protect local amenity through the avoidance of unsightly litter.

[119] London's Circular Economy Route Map, GLA & London Waste and Recycling Board. 2017

# 12 TRANSPORT AND CONNECTIVITY

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Deptford Station

# TR1 Sustainable transport and movement

A The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, safe, healthy, liveable, walkable and sustainable neighbourhoods in Lewisham. Development proposals must make the most effective use of land and optimise the capacity of sites by taking into account connectivity and access to existing and planned future public transport. Priority should be given to reducing car use and both promoting and enabling movement by walking, cycling and the use of public transport.

B Development proposals should seek to improve and must not adversely impact on the effective functioning and safe use of Lewisham's transport network and public realm, including walking and cycling transport infrastructure.

C The land, buildings, space and supporting infrastructure required for the construction and operation of Lewisham's network of strategic and other transport infrastructure will be safeguarded, including for the schemes identified in **Table 12.1**. Development proposals will be required to provide adequate protection for, and respond positively to the need to facilitate the delivery of, the Borough's network of transport infrastructure.

D To encourage and enable modal shift away from car use to more sustainable transport modes, as well as to tackle local deprivation by ensuring equality of access to opportunities, the Council will work positively and in partnership with stakeholders to secure improvements to the public transport network including:

**Table 12.1:** Indicative list of strategic transport schemes

| SCHEME | TIMEFRAME |
|---|---|
| **PUBLIC TRANSPORT** | |
| Bakerloo line extension | Medium |
| Lewisham Station and interchange | Short to medium |
| Brockley Station and interchange | Medium |
| Surrey Canal Road Station | Short to medium |
| 'Metroisation' of London Overground services | Short to medium |
| **HEALTHY STREETS AND ACTIVE TRAVEL** | |
| A2 New Cross Road / Amersham Gyratory removal | Short |
| A21 Healthy Streets Corridor ('Lewisham Spine) | Short to medium |
| A205 (South Circular) Re-routing (Catford) | Short |
| Ringway Corridor (Southend Land and Whitefoot Lane) | Medium |
| Healthy Neighbourhoods | Short to medium |

Opposite: Deptford Station

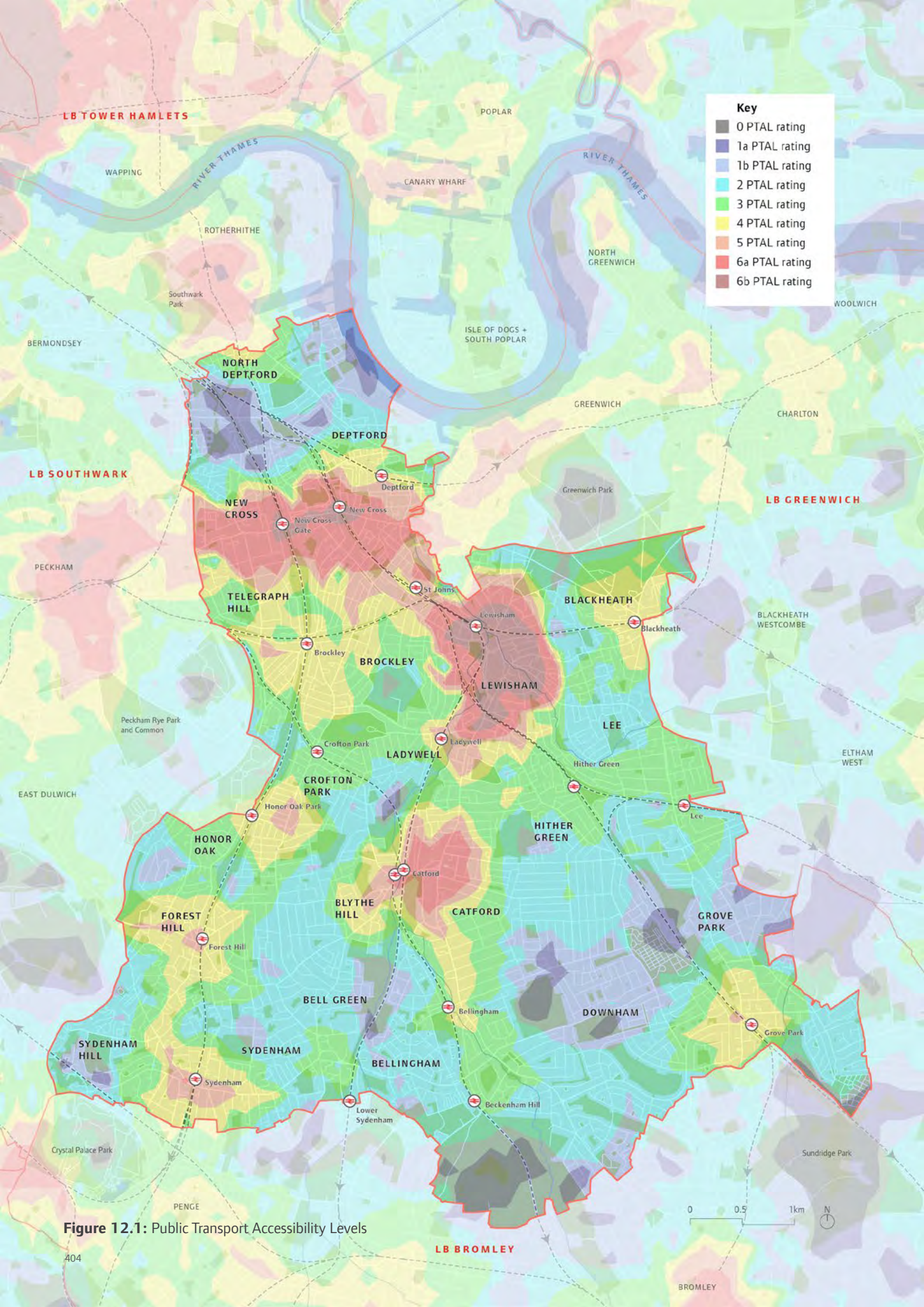


**Figure 12.1:** Public Transport Accessibility Levels

a. Improvements at Lewisham's stations, including enhancements to accessibility and interchange between modes, such as step-free access;
b. Bus priority and bus stop infrastructure;
c. The use of the River Thames for passenger-based transport; and
d. Expansion of cycle hire.

E Development proposals should use the design-led approach to maximise opportunities to remove barriers to access and introduce measures that encourage and enable movement by walking and cycling. They must address the movement and connective function of the public realm along with its place qualities with reference to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods).

**Assessing and mitigating transport impacts**

F Transport Assessments, Transport Statements and/or Travel Plans must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including walking and cycling transport infrastructure, deliveries and servicing, and the Bakerloo line extension). These should be commensurate with the nature and scale of development proposed and provide a sufficient level of information for the Council, Transport for London and other relevant authorities to assess applications, and for development proposals to adequately address impacts at the local, network-wide and strategic level where relevant.

G Development proposals that do not comply with (B) and (C) above, or otherwise prohibit or prevent the necessary and safe functioning of Lewisham's transport infrastructure and network, will be refused unless it can be demonstrated that adverse impacts will be avoided or appropriately mitigated. Proposals must deliver direct mitigation measures, with suitable alternative provision that is agreed by the relevant transport authorities and service providers, including Transport for London, and/or planning contributions, where appropriate.

H Development proposals will be assessed having regard to the cumulative impact of development including within Lewisham and neighbouring local authority areas.

I Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, planning permission will be contingent on the provision of the necessary public transport and/or walking and cycling infrastructure to cater for this demand, in line with London Plan Policy T4 (Assessing and mitigating transport impacts). Consideration will be given to both existing and planned transport infrastructure, taking into account timeframes and funding committed for any future schemes. The Council will use measures to ensure that development is appropriately phased in order to avoid excessive strain on the transport network and to ensure additional infrastructure demands arising from the development (including for community and green infrastructure) can be appropriately accommodated.

# Explanation

12.1 An effective, resilient and safe transport network is necessary to ensure equality of access to opportunities for people in Lewisham and to facilitate Good Growth. The integration of land use and transport is an important consideration both at the strategic Borough-wide and site level. The Local Plan supports the London Mayor's Transport Strategy, the Council's Transport Strategy and Local Implementation Plan and the Lewisham Cycle Strategy by seeking to rebalance the transport system away from car use and towards more sustainable transport modes. This policy sets out our approach to facilitate this 'modal shift' so that Lewisham contributes to the achievement of the London Plan target for 80 per cent of all journeys in London to be made by walking, cycling or public transport by 2041; as in inner-London borough, Lewisham's modal shift target is 90 per cent. The policy also forms part of our response to the climate emergency as a means to significantly reduce greenhouse gas emissions locally, along with tackling the associated issues of poor air quality and noise.

12.2 There is an uneven distribution of public transport provision in the Borough. Neighbourhoods around New Cross, Deptford, Lewisham and Catford are generally well served by rail and bus transport. A high concentration of stations link to frequent services on the Docklands Light Railway (DLR), National Rail and London Overground networks. However, other parts the Borough do not benefit from the same level of provision and connectivity. Furthermore, bus and rail orbital routes are somewhat limited, making radial movements typically faster than orbital trips. The main orbital road links, such as the South Circular, contribute to orbital trips being more attractive by car. This

situation, combined with the uneven distribution of public transport infrastructure, has contributed to a greater reliance on car use in some areas.

12.3 Investment in transport infrastructure is necessary to support the levels of growth planned within the Borough as well as to substantially increase the proportion of journeys being made by walking, cycling and public transport. An indicative list of strategic transport schemes is set out in **Table 12.1**. These schemes have been signposted as they will play a key role in supporting the delivery of the spatial strategy for the Borough. However a wider complement of transport projects are also needed to address the accessibility issues in local areas. This list should therefore be read together with Lewisham's Transport Strategy and Local Implementation Plan, Lewisham's Infrastructure Delivery Plan and Table 10.1 in the London Plan[120].

[120] London Plan (2021) Table 10.1 provides an indicative list of transport schemes across London.

Whilst the delivery of the spatial strategy is not dependent on the Bakerloo line extension the scheme will play a vital role in supporting growth and regeneration, particularly in the Opportunity Areas and the Bell Green and Lower Sydenham area. It will also help to address the increase in passenger demand arising from London's growth. Further details are set out in Policy TR2 (Bakerloo line extension).

12.4 We will work proactively with key stakeholders (including the Greater London Authority / Transport for London and Network Rail) along with landowners and development industry partners to deliver new and improved transport infrastructure. This includes safeguarding the land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Lewisham's transport network. Development proposals will be required to provide adequate protection for, and respond positively to the need to facilitate, strategic and other transport infrastructure.

12.5 High quality public realm underpins the integrated approach to land use and transport. By improving the public realm and making places and streets well-connected, greener, safer and more accessible, we aim to encourage and better enable movement by walking, cycling and public transport. Further details on public realm are set out in Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods).

**Assessing and mitigating transport impacts**

12.6 It is important that new development avoids and/or mitigates any potential adverse impacts on the transport network. In order to ensure that impacts are appropriately identified and addressed through the planning process, development proposals will be required to include a Transport Assessment, Transport Statement and/or Travel Plan, where appropriate. The information should be sufficiently detailed and accurate to allow for the clear identification and assessment of specific impacts and to inform any necessary mitigation measures.

12.7 Transport Assessments should be undertaken in line with relevant good practice guidance, including that published by the Greater London Authority / Transport for London. Transport modelling may be required to demonstrate that a proposal will not result in any adverse impacts, either individually or cumulatively in combination with other development. Healthy Streets Assessments must be included as part of the Transport Assessment for major development proposals, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods). Where new or improved public realm is proposed within or around open spaces and biodiversity sites, this must be sensitively integrated to ensure that there will be no adverse impact on the environment.

12.8 Travel Plans must reflect the Local Plan priority given to supporting and enabling sustainable transport modes, including active travel along with use of public transport. They should address the accessibility requirements of all likely users of the development, taking into account the needs of disabled people and others with specialist mobility requirements.

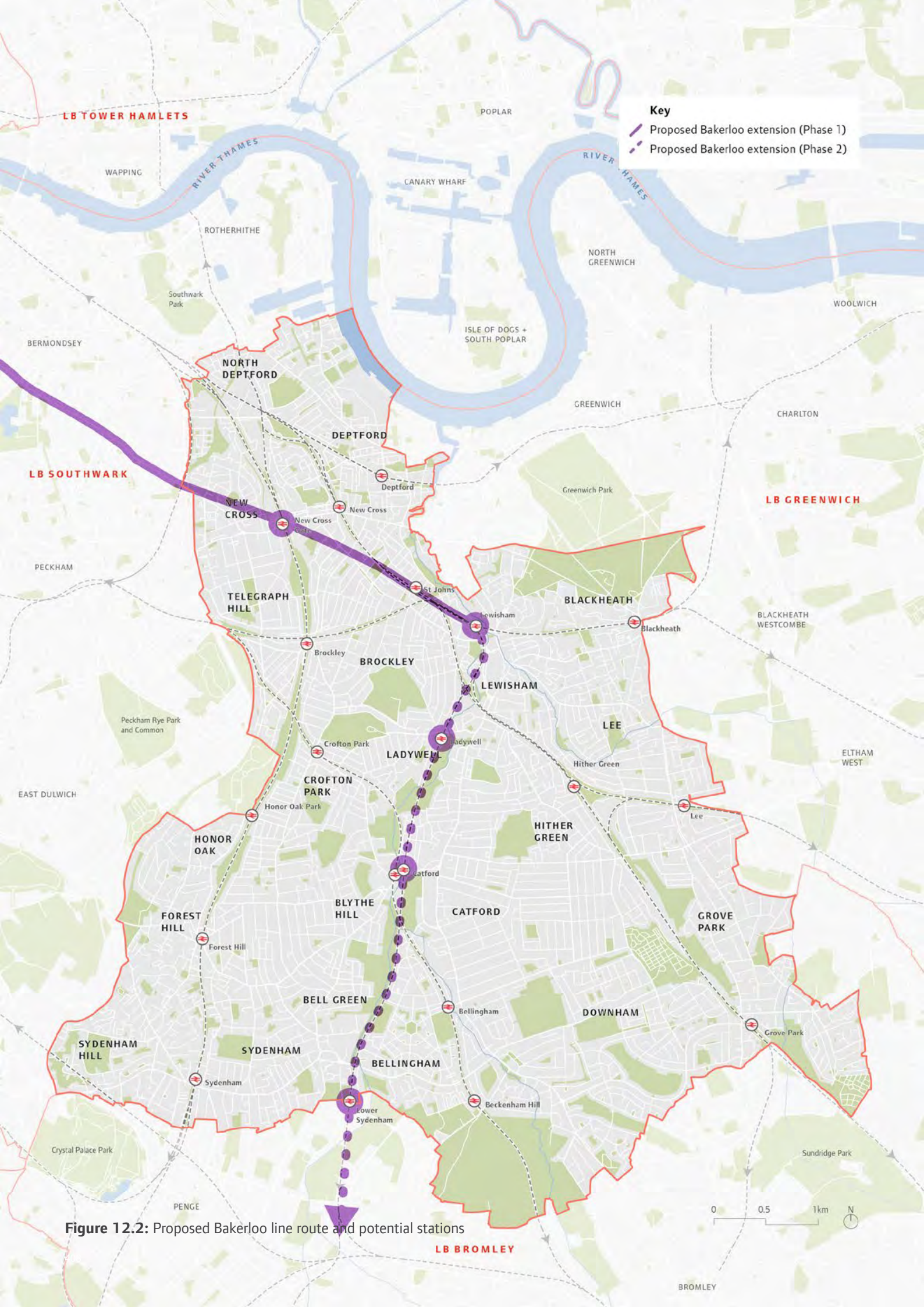


**Figure 12.2:** Proposed Bakerloo line route and potential stations

# TR2 **TR2 Bakerloo line extension**

A The Bakerloo line extension is fundamental to improving public transport access as well as supporting growth and regeneration in Lewisham and London. The Council will work in partnership with stakeholders to secure the timely delivery of the BLE in accordance with the London Plan. It will also seek to maximise the opportunities associated with the BLE by directing new investment to significantly improve accessibility across the Borough, tackle deprivation and optimise the development potential of sites in proximity to the BLE.

B Development proposals must demonstrate that they will facilitate and not preclude the delivery of the BLE, with reference to Policy TR1 (Sustainable transport and movement). They must take into account taking into account Ministerial safeguarding Directions and relevant Mayor of London / Transport for London infrastructure requirements and/ or feasibility studies associated with BLE, and should consult with relevant transport bodies at the early stage of the planning process;

C Development proposals on sites located within 400 metres of a proposed Bakerloo line station or safeguarded area must demonstrate that development will not preclude or delay the delivery of the BLE, will not lead to excessive cost in the delivery, and must be compatible with the BLE (for example, in relation to vibration from the tunnels), both during construction and in operation. Foundation and basement design will be particularly critical for over tunnel alignments, ground level needs at stations and for other work sites. Development proposals must also be designed to optimise the accessibility provided by the introduction of the BLE into the local area. This may include provision for new or improved public realm and transport infrastructure enhancements.

D Development proposals should optimise the use of land and capacity of sites taking into account the BLE and future improvements to Public Transport Access Levels enabled by its delivery. The Council will seek to ensure that development on sites in proximity to existing, planned or potential future Bakerloo line stations is appropriately phased in order to secure the most beneficial use of land, particularly to help meet Lewisham's housing needs.

## Explanation

12.9 Despite its inner-London location Lewisham does not currently benefit from direct access to the London Underground network. However, the London Plan commits to extend the Bakerloo line from Elephant and Castle to Lewisham and beyond. We will continue to advocate and plan positively for the extension of the Bakerloo line. This strategic transport scheme will improve connectivity, increase the capacity and resilience of the transport network in London. It will also contribute to the delivery of Good Growth in Lewisham by encouraging and enabling modal shift which in turn can contribute to reducing carbon emissions and improving air quality.

12.10 The Secretary of State has made formal safeguarding Directions for the Bakerloo line extension which will support the project in safeguarding sites and routing alignment. The Bakerloo line extension will make a higher number of homes possible within the existing Opportunity Area and that proposed at Bell Green/Lower Sydenham. As such, the extension is a catalyst for change, providing an opportunity to enhance the transport offer at Lewisham town centre which will support and enable growth while also enhancing the public realm and connectivity. At Lewisham, it will also provide an improved strategic public transport hub with improved National Rail and DLR stations and bus services. The Directions require the local planning authority to consult TfL on planning applications within the safeguarding zone'. A map of the safeguarding Direction area is included on the Policies Map. There is not currently a safeguarding Direction for Phase 2 of the BLE (i.e. the phase extending south beyond Lewisham station) as this phase is in the design and feasibility stages. Applicants should consult the Mayor of London and TfL at the early stage of the planning process for the latest information on infrastructure requirements for the BLE. Where the preferred route is not confirmed, feasibility studies can be helpful to provide an indication of land or sites that may be essential to enable the delivery of the BLE.

12.11 The Bakerloo line extension is critical to the achievement of our growth and regeneration objectives. The BLE will assist in addressing the existing inequality in access to public transport, particularly in the Borough's southern area where there is a designated Strategic Area for Regeneration. The BLE will also play a vital role in stimulating inward investment and helping to unlock the development potential of sites, including those around stations and within areas along its route. For example, it will incentivise landowners to assemble and bring forward sites for redevelopment and help to ensure the optimal use of land, including higher density development in highly accessible areas. The scheme could potentially enable a future London Plan Opportunity Area designation in the Bell Green and Lower Sydenham area. The BLE Local Economic Impact Assessment (2020) sets out some of the key benefits this project offers for Lewisham and southeast London.

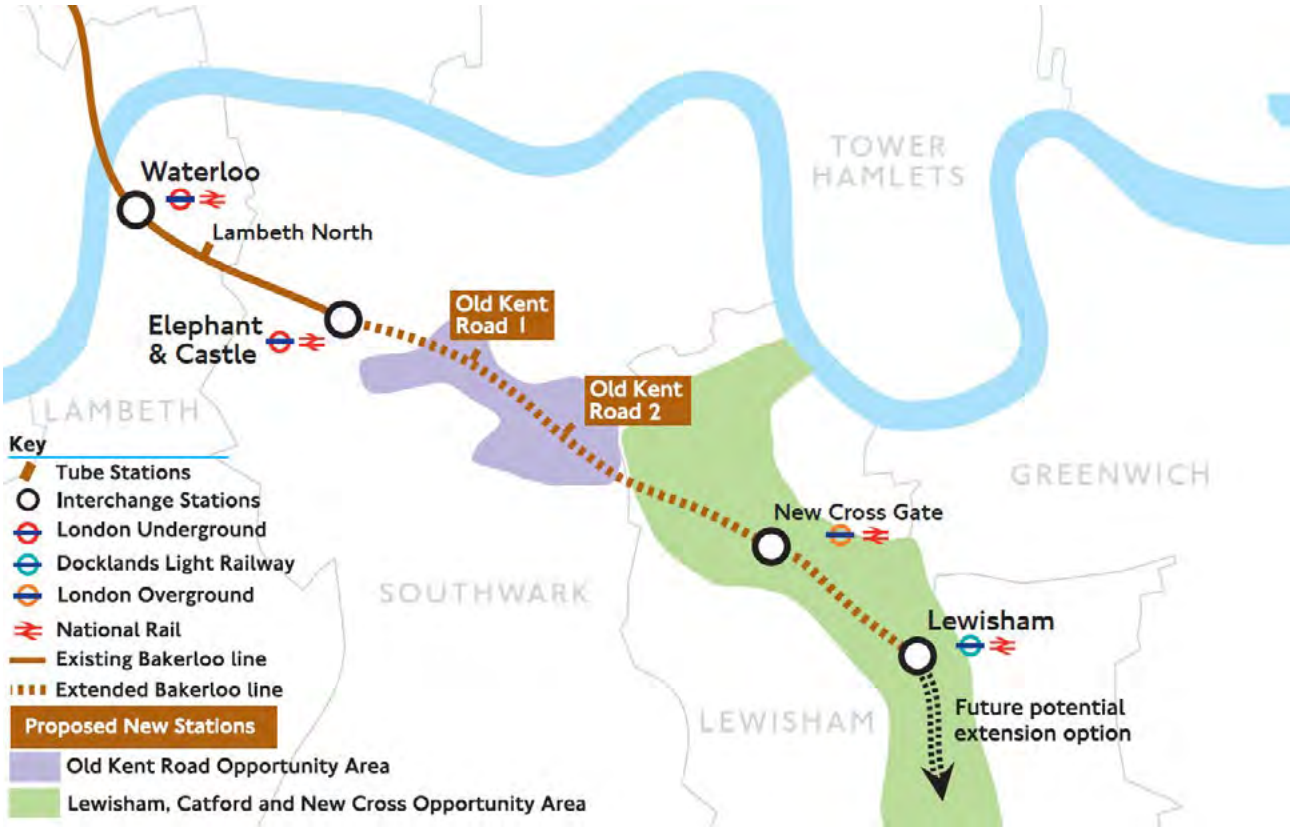


**Figure 12.3:** Bakerloo Line Extension map

12.12 Given the expected transformative effects of the BLE it is important that new development helps to facilitate and does not preclude its delivery. This includes the safeguarding of land and buildings required for the construction and operation of the extension, including for its route, stations, portals, ventilation shafts and other operational functions. The nature and phasing of new development close to the route alignment or sites required for stations or construction has the potential to impact upon the deliverability of the scheme. Development proposals within 400 metres (approximately 5 minutes walking distance) of a proposed Bakerloo line station will be heavily scrutinised and must demonstrate how they will ensure that development will not prejudice the scheme's delivery, and responds positively to its introduction in the locality. This includes transport and public realm measures to enhance legibility and access to the station and the surrounding area by all sustainable modes of travel. Where the 400 metres zone extends into neighbouring Boroughs the relevant Local Planning Authority should be consulted on relevant policy requirements.

12.13 Development proposals should optimise the use of land and capacity of sites taking into account the BLE and future improvements to Public Transport Access Levels enabled by its delivery. A pragmatic and carefully managed approach to site development will be required. This is in order to ensure that new development contributes to the delivery of sustainable neighbourhoods and communities, with density levels that are appropriate to the site context, including public transport accessibility and local area character. For Major development proposals and development proposals delivered comprehensively through the masterplan process, we will seek to ensure that development is appropriately phased. Planning conditions may be applied to ensure that all or particular elements of a scheme proceed in a certain sequence. This includes the use of Grampian conditions.[121] The Council will continue to liaise with landowners on a site and area-wide basis to understand their aspirations for landholdings, any redevelopment plans and the timing for this. Planning permission may be contingent on the provision of the necessary infrastructure to cater for additional demand arising from the scheme, in line with the Policy TR1 (Sustainable transport and movement) and London Plan Policy T4 (Assessing and mitigating transport impacts).

[121] This refers to conditions which prohibit development authorised by the planning permission or other aspects linked to the planning permission (e.g. occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Further details are set out in the National Planning Practice Guidance. Paragraph: 009 Reference ID: 21a-009-20140306.

New Cross Gate Station

Lewisham Station

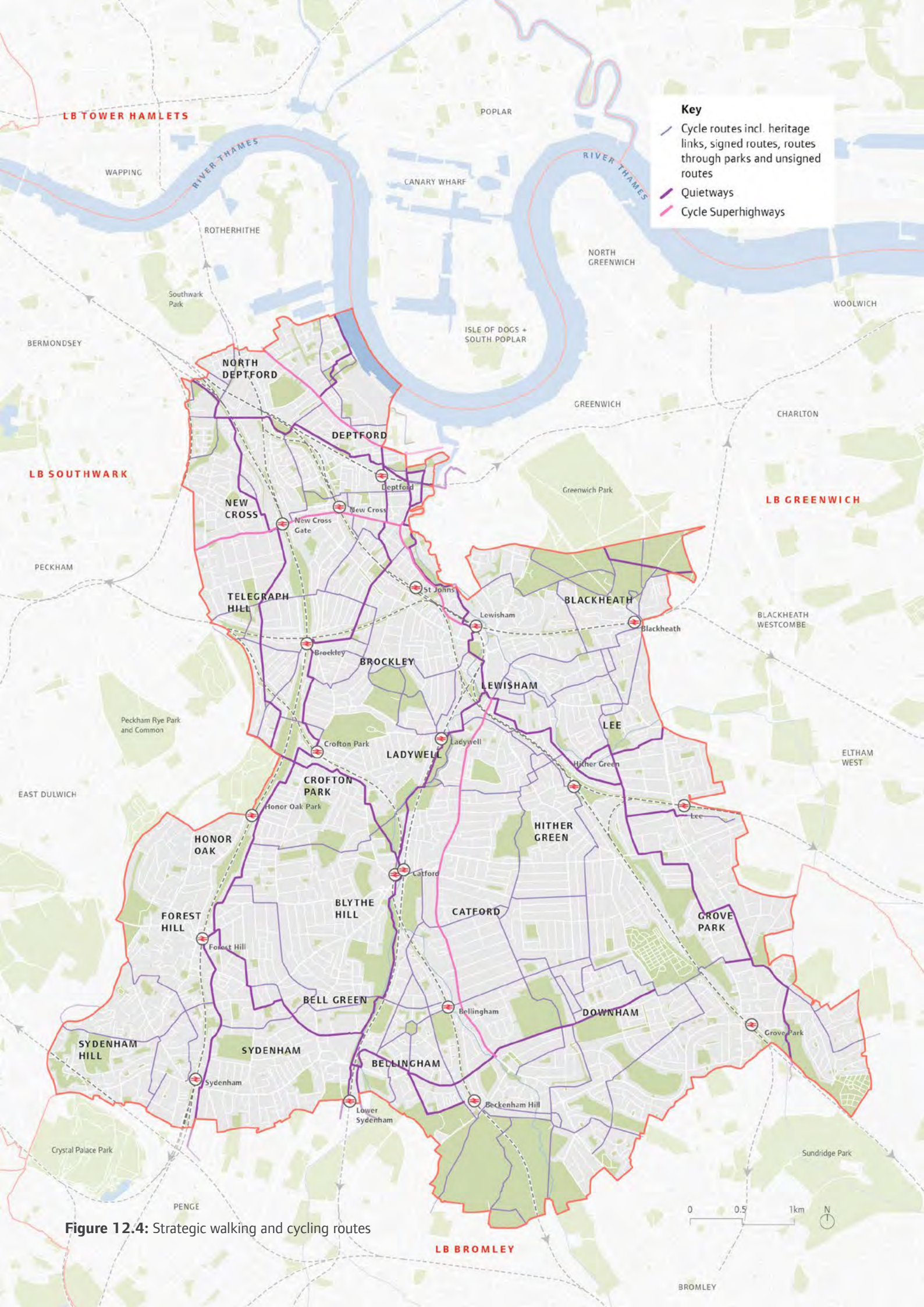


**Figure 12.4:** Strategic walking and cycling routes

# TR3 Healthy streets as part of healthy neighbourhoods

A The Healthy Streets Approach will be promoted and implemented in Lewisham in order to support the delivery of inclusive, healthy, safe, liveable, walkable and sustainable neighbourhoods. Priority will be given to approaches and measures that encourage and enable movement by walking, cycling and public transport, so they become people's preferred choice of travel in Lewisham.

B Development proposals must demonstrate how they have applied the London Plan Healthy Streets Approach and Indicators through the design-led approach. All major development proposals must submit a Healthy Streets Assessment as part of the Transport Assessment. Proposals will be supported where they have engaged positively with the Healthy Streets Approach to deliver public realm and other improvements that support walking, cycling and the use of public transport. Cycle infrastructure must be designed in accordance with the London Cycling Design Standards.

C The Healthy Streets Approach will have particular importance within town centres, along and around Growth Corridors and other key movement corridors that link Lewisham's neighbourhoods and town centres with each other and those outside of the Borough. This includes corridors located in areas with lower Public Transport Access Levels and areas experiencing higher levels of deprivation. Development proposals must have regard to relevant guidance that supports corridor improvements, including the Council's A21 Development Framework.

D Development proposals must safeguard and contribute to maintaining and enhancing the Borough's network of walking routes and cycleways, including the Thames Path, South-East London Green Chain, Waterlink Way and other components of the Lewisham Links. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible, including the expansion of cycle hire along these routes. Development proposals that adversely impact on the safety, quality and convenience of the Borough's network of walking routes and cycleways, and associated infrastructure (including dedicated cycle parking provision), will be refused unless appropriate mitigation measures are provided.

E High quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy QD 3 (Public realm and connecting places) development proposals must be designed to maximise the contribution that public realm makes to encourage and enable active modes of travel. This includes measures to reduce vehicle dominance and enhance access, permeability and connectivity to and within sites by maintaining or integrating safe and legible routes for walking and cycling along with removing barriers to movement, such as gates, guardrails and stepped kerbs.

F To support the Healthy Streets Approach development proposals should provide end-of-trip facilities for cyclists that are easy to access and designed in accordance with the London Cycling Design Standards. These facilities should be provided at a level that is commensurate with the nature and scale of development and the required level of cycle parking, in line with the parking standards of Policy TR4 (Parking).

G To help facilitate liveable and sustainable neighbourhoods in Lewisham, the Council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the walking and cycle environment.

H Development proposals must be designed to ensure that the public realm is not adversely impacted by installations, including advertising columns, and seek opportunities to remove redundant installations wherever possible.

I To help facilitate modal shift the Council will work positively with its partners and stakeholders to raise awareness of active travel and to enhance opportunities for the public to access related training and funding.

# Explanation

12.14 The Healthy Streets Approach is set out in the London Plan and underpins the Good Growth policies. It will be strongly supported in Lewisham in order to achieve a significant step-change away from car use to walking, cycling and the use of public transport. Key projects and initiatives that will support the Healthy Streets Approach are included in Lewisham's Transport Strategy and Local Implementation Plan and Infrastructure Delivery Plan.

12.15 Guided by the Healthy Streets Approach and its associated 'Indicators' we will work with stakeholders and development industry partners to deliver a wide range of public realm improvements. Together these will contribute to making Lewisham's neighbourhoods more liveable and its streets safer, greener, less polluted, more legible and accessible to all. Development proposals should give priority to movement by walking and cycling in order to make active travel a more attractive option for people to move throughout the Borough.

12.16 Lewisham's population is expected to continue to increase in the context of London's growth. Maintaining the current levels and high proportion of journeys made by car is not efficient or sustainable. Many of London's streets are already heavily congested and the road network has limited capacity to absorb further increases in the number of vehicles. In response to this situation, we will seek to deliver a more efficient and effective use of land. This includes rebalancing road space by promoting travel by walking, cycling and public transport.

**Figure 12.5:** Healthy Street Wheel (Lucy Saunders)

12.17 The Healthy Streets Approach will apply to all streets in the Borough. However to support the spatial strategy the Local Plan emphasises the need for public realm improvements in key locations, such as town centres, along and around Growth Corridors, within areas experiencing higher levels of deprivation and those with low Public Transport Access Levels. This includes the A21 Corridor which has the potential to significantly improve north to south connections and encourage multi-modal journeys by linking walking routes and cycleways with bus and rail services. Similarly, public realm improvements along the Ringway Corridor (Southend Land and Whitefoot Lane), New Cross Road / A2 and South Circular (A205) can help to improve orbital movements east to west. In addition to Growth Corridors it is imperative that there is good connectivity within and between town centres, along with improved access to community facilities and public transport nodes.

Development proposals should support the delivery of a fully integrated active travel and public transport network in Lewisham, with good linkages to neighbouring Boroughs and wider London.

12.18 High quality and effectively managed public realm is integral to the successful delivery of the Healthy Streets Approach. This policy will work together with Policy QD3 (Public realm and connecting places). Development proposals must identify and proactively respond to issues of severance, poor connectivity, amenity and pollution (including air quality) to support the creation of healthy, attractive, vibrant and accessible neighbourhoods and places. By transforming the quality of streets and other elements of the public realm, we also aim to encourage people to spend more time in public spaces. This can in turn provide more opportunities for recreation and socialising as well as help to support the vitality and viability of town centres and other places.

12.19 By referring the Indicators of the Healthy Streets Approach, and the London Mayor's relevant guidance, development proposals should demonstrate how buildings, including their main access points, create a positive relationship with the street and help to improve local area amenity. Proposals should explore options to increase widths to footpaths and design buildings with vehicular access sited away from adjoining street junctions. Where such interventions cannot feasibly be delivered planning contributions may be sought for public realm enhancements to help mitigate impacts.

12.20 Improving safety on Lewisham's roads is also a key objective of this policy. Where priority is given to safe movement by walking and cycling, there is a greater likelihood of reducing car useas well as the dominance and speed of vehicles speeds. This approach will support the Mayor of London's 'Vision Zero' strategy of eliminating all deaths and serious injuries on the London transport network from all road collisions by 2041.

12.21 Addressing the current high levels of inactivity amongst Londoners is a key focus of the Healthy Streets Approach. According to data cited in the London Plan, currently only 34 per cent of adult Londoners report having walked or cycled for two ten-minute periods on the previous day. This lack of activity is a cause of many of public health issues, including Type 2 diabetes, colon cancer, coronary heart disease and depression. Implementation of this policy within the Borough will deliver people-oriented infrastructure (such as street furniture, landscaping, and cycle parking) to encourage active travel, improving the health of our local communities over the long-term.

# TR4 **Parking**

A A carefully managed approach to parking, and particularly car parking, will be taken to support the delivery of inclusive, healthy, safe, liveable and sustainable neighbourhoods. In line with the London Plan, car-free development should be the starting point for all development proposals in places that are, or are planned to be well-connected by public transport with developments elsewhere designed to be car-lite,

B Development proposals for car-free development will be supported where they are located in highly accessible and well-connected locations. Elsewhere, car-free development will be supported where it can be suitably demonstrated that:

a. The development is appropriately located at a well-connected location with good walking and cycling access to local amenities and services; or
b. The development is appropriately located within an Opportunity Area, Growth Node, Regeneration Node, Growth Corridor or town centre where the Local Plan makes provision for significant public realm enhancements that will bring about attractive conditions for walking and cycling and improve access to local amenities and services; and
c. There is an existing Controlled Parking Zone (CPZ), or a future CPZ can be established through planning contributions;
d. There is sufficient capacity on the public transport network or potential for active travel interventions or implementation of Low Traffic Neighbourhoods in the local area to cater to the additional demand arising from the development, taking into account existing and planned transport infrastructure;

C Development proposals must not exceed the maximum car parking standards set out in the London Plan, including for:

a. Residential parking;
b. Office parking;
c. Retail parking; and
d. Hotel and leisure uses parking (including consideration of coach parking).

D Development proposals must make adequate provision for residential and non-residential disabled persons parking, recognising that car-free development has no general parking but should still provide disabled persons parking. All such provision must be in accordance with the relevant London Plan standards and the requirements for design and management of parking bays.

E Development proposals must make provision for high quality and fit-for-purpose cycle parking in accordance with the London Cycle Design Standards. They must meet and wherever possible seek to exceed the minimum cycle parking standards set by London Plan (which for Lewisham are the 'higher minimum' standards). This includes sufficient provision of short and long-stay spaces along with spaces to accommodate larger cycles including adapted cycles for disabled people and cargo bikes.

F Major development proposals, development proposals located within town centres and employment areas, or other developments likely to generate a significant number of visitors should integrate dedicated space for cycle hubs to accommodate provision of cycle parking including for cycle hire schemes and space for cargo bikes wherever feasible. Proposals for the comprehensive development of sites, including through masterplans, must demonstrate how they have maximised opportunities to deliver this provision in order encourage and enable cycling.

G The Council will consider the need for Controlled Parking Zones to manage additional or new demand arising from development across the Borough, and will implement these where appropriate.

H In order to manage the parking demand associated with new development the Council will consider on a case-by-case basis whether it is appropriate to require that the development is Permit Free (except for Blue Badge holders). Proposals for new car-free development must be Permit Free.

I Where car parking is appropriate, a minimum of 20 per cent of total car parking spaces provided on-site must have active provision of charging points for electric or Ultra-Low Emission vehicles, with passive provision for all remaining spaces. In the case that a development has a Travel Plan in place, the levels of usage of electric or Ultra-Low Emission vehicles should be monitored, with new charging points installed as demand increases.

J Parking Design and Management Plans (PDMPs) must be submitted with development proposals that include parking. PDMPs must also be submitted for development proposals without parking but which are likely to generate a significant demand for parking or impact on existing parking provision.

K Development proposals for residential and commercial uses will be expected to investigate opportunities to implement rapid charging points, having regard to the Council's Low Emissions Vehicle Charging Strategy.

L Surface-level car parking should be designed to be permeable, with reference to Policy SD8 (Sustainable drainage),

## Explanation

12.22 An effective and well-functioning road network is essential to supporting local businesses and London's economy, the resilience and efficiency of emergency services and the public transport network. As the population grows the road network will not be able to absorb the additional cars that would result from continued levels of car ownership and use. In order to achieve the Local Plan's strategic objectives and the London Mayor's objective for 90 per cent of journeys in inner-London to be made by walking, cycling and the use of public transport, parking must be carefully managed and controlled. Reduced car parking provision together with improved walking and cycling infrastructure can support the creation of places that are designed for people rather than vehicles.

12.23 The London Plan parking standards will be applied including the maximum standards for car parking. The London Plan makes clear that car-free development should be the starting point for all development proposals in places that are, or are planned to be well-connected by public transport. Elsewhere, developments should be designed to provide the minimum necessary car parking (car-lite).

12.24 Whilst some areas of the Borough may benefit from high Public Transport Access Levels, the lack of step-free access at stations can significantly constrain travel options and access for some users. We will continue work with key stakeholders, such as Transport for London and Network Rail, along with development industry partners to address step-free access and deliver this provision  which is necessary for inclusive and well-connected neighbourhoods.

12.25 Development proposals must be designed to encourage and enable movement by walking and cycling. This will require that careful consideration is given to the design of public realm along with the provision of high quality and dedicated facilities for cyclists, including easily accessible, safe and secure cycle parking, taking into account the need to accommodate cargo-bikes. London Plan Policy T5 (Cycling) provides that Lewisham is a borough where the 'higher minimum' cycle parking standards apply.

12.26 Cycle hire schemes are becoming an increasingly attractive, convenient and cost-efficient option for people to make part or all of their journeys by cycling. There are a number of schemes within the Capital with different operational requirements, ranging from dedicated docking stations to 'remote collection and drop-off', which are aided by new technology. To encourage cycling we are broadly supportive of these schemes, whilst recognising spaces do not count towards the cycle parking requirement for new development. The use of cycle hire schemes must be carefully managed to ensure that docking stations or cycles do not result in unsightly or hazardous street clutter, or otherwise adversely impact on the public realm, safety and local amenity. We will encourage proposals to investigate opportunities to make provision of dedicated space to accommodate cycle hubs and cargo bikes, so that they can be sensitively integrated into the site and neighbourhood. This is particularly for major development proposals, proposals within town centres and employment locations or those which are likely to attract a significant number of visitors (for example, cultural or education facilities).

12.27 The use of car clubs and electrically charged or Ultra-Low Emission vehicles can provide an alternative to car ownership and conventional gas fuelled vehicles. Development proposals must  make appropriate provision for rapid electrical vehicle charging points,  also having regard to the Council's Low Emission Vehicle Charging Strategy,. However in light of the climate emergency the use of car clubs and Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions they are carbon-intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.

# TR5 **Deliveries, servicing and construction**

A Development proposals should facilitate sustainable freight, where possible, through water, rail, and road including for 'last-mile distribution'. They must also facilitate and enable safe, clean and efficient delivery and servicing for all of the development's intended occupiers and uses, including emergency services. Delivery and servicing requirements should be considered at the early stage of the design-led approach, particularly in mixed-use development, in order to ensure practical site layouts and building designs that protect local amenity and avoid or mitigate adverse impacts to the highway network.

B Provision of adequate space and facilities for deliveries and servicing should be made off-street, with on street loading bays or other facilities only used where it is demonstrated this is necessary due to feasibility. Major and other larger developmentsshould make provision for well-integrated facilities to allow for deliveries to be received outside of peak hours and for secure, temporary storage of parcels or goods.

C Development proposals for commercial and industrial uses should ensure that parking provision for servicing and delivery is commensurate with the specific operational needs of the development. The level and type of parking provision will be considered on a case-by-case basis with reference to Policy TR4 (Parking). Proposals must provide evidence to demonstrate that the provision is appropriate to location, nature and scale of commercial or industrial use.

D Major developments and other development proposals that are likely to generate a significant number of vehicle movements from deliveries, servicing or construction will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan as part of the Transport Assessment. This should provide a sufficient level of detail about the servicing, delivery and freight requirements of the development from the construction to occupation stages, and demonstrate that all likely adverse impacts on local amenity and the highway network have been avoided or mitigated, recognising that final details may be sought by condition. Consideration should be given to the timing of deliveries.

E For major developments and other developments which are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the design-led approach and help to enable coordination and integration of servicing requirements across the site(s). Development proposals, particularly those including commercial uses, are encouraged to optimise the use of land by making provision for shared storage, micro-consolidation and distribution facilities appropriate to use(s), scale and location of development.

## Explanation

12.28 Freight movement is an important consideration in the planning and design process. The London Plan seeks to facilitate sustainable freight movement by rail, river and road through the consolidation of activities, modal shift and improved coordination in the timing of deliveries.

12.29 Careful consideration will need to be given to development proposals involving large-scale freight consolidation and distribution activities. All such proposals should be appropriately located, for example, in Strategic Industrial Locations. Consideration may also be given to the potential use of existing or proposed piers and structures to support small scale, last-mile distribution. Proposals must clearly demonstrate how they will address sustainable freight movement in the Borough without adversely impacting on the road network, local amenity or the environment. Consolidation and distribution uses should also be commensurate with the role and function of the site or area within which they are located.

12.30 To support sustainable freight, and as part of Lewisham's Transport Strategy, we will explore options and work with stakeholders to make provision for centralised delivery hubs, including secure lockers, in appropriate locations throughout the Borough. This will support our objectives around traffic reduction and reducing road danger, with consequential benefits in terms of address traffic congestion, poor air quality and noise pollution.

12.31 Largely driven by advances in technology, the logistics and freight industry is rapidly shifting to a model of 'last mile' delivery. It is also adapting to changes in consumer behaviour and the rising popularity of home deliveries, including for groceries, other retail items and takeaway meals. These changes have contributed to the prevalence of delivery vehicles on the road network. They have also introduced new challenges for the design of buildings and spaces.

12.32 Delivery and servicing requirements for new development needs to be considered at the early stage of the design-led approach. Provision of adequate space and facilities should be made off-street and well-integrated into the site and locality. Larger developments, including residential and mixed-use schemes, have the capacity to generate a significant number of service and delivery trips, which will need to be addressed. Proposals should incorporate delivery receipt and storage facilities that suit the needs the intended occupiers and uses, include secure storage and where possible, containerised (cold storage). Opportunities should be taken to consolidate or coordinate provision in order reduce the number vehicle movements.

12.33 All major development proposals, and other proposals that are likely to result in a significant number of freight movements, including in the construction and operation stages will be required to submit a Delivery and Servicing Plans and/or Construction Logistics Plan. These should be prepared having regard to the latest Transport for London Guidance.

# TR6 Taxis and private hire vehicles

A Development proposals for offices, taxi ranks, and other operational space associated with taxis and private hire vehicle businesses (including minicabs) will only be supported where:

a. They are appropriately located, with priority given to sites within or in close proximity to town centres and at or near stations;
b. The development will not result in a harmful overconcentration of similar uses in the locality;
c. It is suitably demonstrated that there will be no adverse impact on amenity and the highway network, including existing on-street parking provision;
d. Walking routes and cycleways will not be adversely impacted, particularly where these are used for access to bus stops, station entrances and other public transport services;
e. The development, is of a high quality design;
f. Offices and ranks are accessible and safe during operational hours, including through the use of appropriate lighting and CCTV; and
g. Parking spaces delivered on-site to meet the operational use of a building (including offices, hotels, community facilities and major public facilities) have active charging points for all designated taxi spaces, in line with the London Plan.

B Development proposals will be assessed having regard to the cumulative impact of facilities for taxis and private hire vehicles in the locality and the London Plan strategic target to increase mode share for walking, cycling and public transport to 80% of all trips by 2041, and 90% in inner-London.

## Explanation

12.34 This policy sets out requirements for new development associated with taxi and private hire vehicle businesses, including minicabs. This type of development is distinguished from the land and facilities used for car clubs or car share services, which are dealt with separately in Policy TR4 (Parking).

12.35 The Local Plan seeks to deliver inclusive, healthy liveable and sustainable neighbourhoods by encouraging and enabling active travel and the use of public transport. However, it is recognised that other modes of travel play a role in supporting local residents, businesses and visitors, including taxis and private hire vehicles. This travel mode makes up a small proportion of local journeys, around 1 per cent of all trips per day in Lewisham.[122] Yet it is an important part of London's transport network and valuable for a wide range of users. This includes people with reduced mobility who require accessible door-to-door transport services, or who those who do not have access to reliable alternative means of travel, for example, due to the lack of public transport accessibility or infrequent services.

12.36 Taxis and minicabs also provide a safe and regulated transport option. They assist people to complete journeys beyond the reach of the bus or train network, or in many cases, provide the only safe and convenient transport option during the early morning, evening and night-time. In addition, the taxi and private hire vehicle industry plays a role in the local and wider regional economy, and is in itself a source of jobs. As of July 2019, there were over 20,000 licensed taxi drivers and 100,000 licensed private vehicle hire drivers registered in London.

12.37 A carefully managed approach is therefore necessary to ensure the appropriate management of land for transport functions, including that required for taxis and private hire vehicles. Facilities should ideally be located in close proximity to town centres or train stations where there are compatible land-uses, opportunities for linked trips and where journeys are most likely to originate or end. Proposals will be expected to demonstrate that development will not result in an overconcentration of similar uses in the locality. The cumulative impact of development will therefore be a consideration in the assessment of proposals.

12.38 Development proposals for taxis and private hire vehicles must be of a high quality design. Taxi offices, ranks and other facilities should be appropriately sited and provide all users of the development with good levels of safety and security, including through sensitively integrated lighting and the use of CCTV. It is also important that facilities are designed to be accessible to all.

[122] Lewisham Transport Strategy and Local Implementation Plan 2019-2041. (2019). Information drawn from the London Travel Demand Survey.

# TR7 Digital connectivity

A Digital connectivity infrastructure is necessary for access to services and other opportunities, inclusive communities and growth and diversification of the local economy. The Council will work with stakeholders to address barriers to digital access and secure the provision of high quality, fast and reliable digital infrastructure across Lewisham..

B In line with London Plan Policy SI6 (Digital connectivity infrastructure) development proposals will be required to take appropriate measures to enable full-fibre, or equivalent infrastructure, connectivity to all end users within new development, along with meeting the expected demand for mobile connectivity generated by the development. Proposals must demonstrate that the development will be 'connection-ready' on first occupation.

C Development proposals must demonstrate how they will improve digital connectivity on sites located in areas where full-fibre broadband, or equivalent infrastructure, is not currently available or on sites that are otherwise poorly served by broadband coverage, including in designated employment areas and town centres. Proposals must have regard to Lewisham's Infrastructure Delivery Plan and other relevant information on broadband coverage.

**Infrastructure and equipment design**

D Development proposals for digital connectivity infrastructure and associated equipment will only be supported where it can be suitably demonstrated that:

a. The infrastructure and equipment is the minimum needed to meet operational requirements, having regard to future demand or planned improvements;
b. Opportunities for infrastructure and equipment sharing have been fully investigated and taken into account;
c. There will be no significant adverse impact on the visual amenity of the occupiers of the host building, where relevant, and neighbouring occupiers;
d. There will be no adverse impact on open space and biodiversity;
e. If located on a main road or walking route, a minimum residual footway is provided;
f. Detrimental impact on the external appearance of the host building or structure, street scene or space on which the equipment is located will be avoided or appropriately mitigated; and
g. The infrastructure and equipment is sensitively located and appropriately designed, and does not detract from local area character, having particular regard to:
    i. The need to preserve or enhance the significance of heritage assets, including Listed Buildings and conservation areas;
    ii. The use of design treatments to ensure the least possible visual impact, including colour, landscape and other interventions to help screen or conceal cabling and other apparatus; and
    iii. The cumulative impact of telecommunications installations on a structure, site or area.

E In order to minimise visual impact all digital connectivity infrastructure and equipment should be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible.

## Explanation

12.39 Digital connectivity infrastructure is playing an increasingly important role in the functioning of cities and society. It is transforming how infrastructure and services are provided, with innovative 'Smart City' technologies that make use of information to deliver more resource and cost efficient provision. It is also helping to facilitate different forms of communication between people as well as enabling more convenient and wider access to goods and services. In addition, digital connectivity infrastructure is important for business and now considered essential to sustainable economic development.

12.40 Digital connectivity infrastructure also has implications for physical connectivity and the transport network. For example, new technologies are changing the way in which people work and commute, often reducing the need for workers in some industries to travel. The Covid-19 pandemic has accelerated the transition to online and flexible working arrangements. Further, smart technologies are supporting efficiencies in the distribution and logistics sector, with improved timing and coordination in servicing and deliveries. Over time these technologies may have significant impacts on the transport network by helping to reduce demand and/or the volume of movements, particularly during traditional peak hours.

12.41 Digital connectivity infrastructure is necessary to support inclusive and sustainable neighbourhoods and communities. Not all areas of Lewisham benefit from the same level of provision. Premium full-fibre broadband is currently only available in 13 per cent of the Borough and there is very limited availability in the area covering the Lewisham Creative Enterprise Zone.[123] It is vitally important that full-fibre broadband coverage is provided and enhanced. This is to ensure equality of access to services for people in Lewisham and to support our economic development objectives, particularly to grow the cultural and creative industries. We will therefore work with industry stakeholders and development industry partners to ensure the provision of high quality, fast and reliable digital connectivity infrastructure across the Borough, including full-fibre or equivalent broadband.

[123] London Connectivity, Greater London Authority. Data cited August 2019. https://maps.london.gov.uk/connectivity/

### Infrastructure and equipment design

12.42 It is important that digital connectivity infrastructure is of a high quality design and appropriately managed. This will ensure that development does not adversely impact on amenity, local character, heritage assets, open space and biodiversity and the functioning of the public realm. Development proposals should be sited and designed so to avoid or have the least detrimental visual impact and must respond positively to local character including the significance of heritage assets and their setting. Proposals should consider how to conceal equipment by using design treatments including colour, landscaping and GRP shrouds or screens. , i Development located on a principal street frontage must be well designed and sensitively integrated onto or within a building, structure, or space and disguised from view wherever feasible.

12.43 Development proposals must demonstrate that they have optimised opportunities to mitigate visual impacts. Applicants should engage with neighbouring landowners, infrastructure providers and service operators to investigate the feasibility for sharing equipment, such as masts and cabinet boxes. This should include consideration of any planned future improvements necessary to meet the needs of current or future occupiers within a site or area.

12.44 The Manual for Streets should be referred for guidance on appropriate residual distances where development is located on a main road. In town centres and other high traffic areas, the minimum residual distance of 1.8 metres may not be sufficient to enable appropriate pedestrian flow, and the minimum width will be determined based on the number of pedestrians per square metre and pedestrian flows per minute.

12.45 Digital connectivity infrastructure including supporting structures and equipment (such as masts, cabinet boxes, satellite and other dishes, antennae, cabling, shrouds and stands) should be removed as soon as reasonably practicable once it is not required. This will help to ensure that the quality of townscapes, streetscapes and public realm are not adversely impacted by unnecessary clutter.

# PART

# LEWISHAM'S NEIGHBOURHOODS AND PLACES


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# THREE

# 13 LEWISHAM'S NEIGHBOURHOODS AND PLACES

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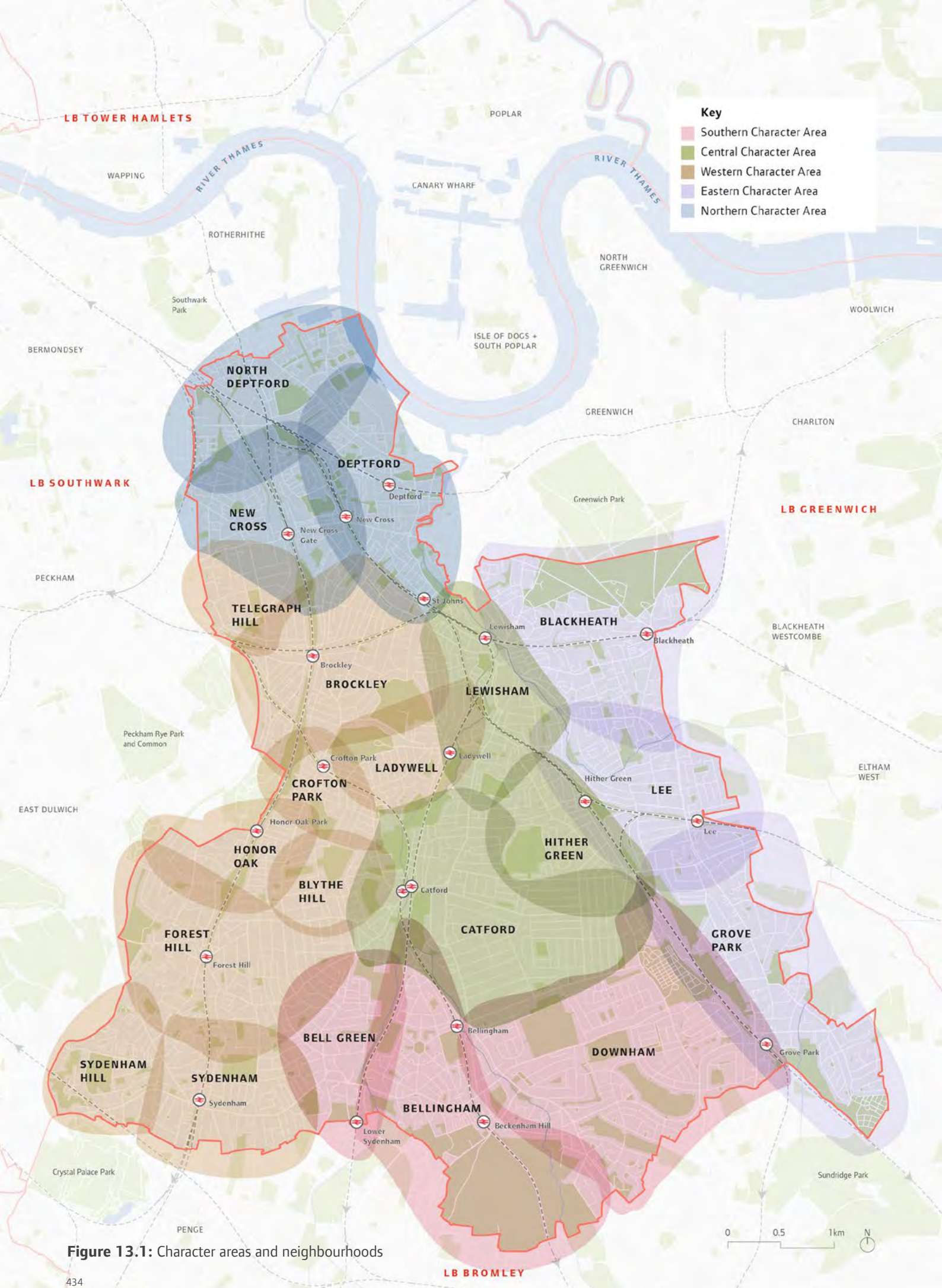


**Figure 13.1:** Character areas and neighbourhoods

# Celebrating Lewisham's diversity and valuing its distinctiveness

13.1 Lewisham is a diverse Borough comprising many communities of people, neighbourhoods and places, all of which have distinctive identities that should be celebrated and valued. The Local Plan aims to respond to the unique qualities of our communities and neighbourhoods in supporting Good Growth. To achieve the Vision for Lewisham and secure the successful delivery of the Plan's spatial strategy, new development must respect and contribute positively to Lewisham's local distinctiveness.

13.2 To assist people with understanding and appreciating Lewisham's local distinctiveness, and to establish 'place-based' priorities for guiding investment and sensitively managing new development, this part of the Local Plan is organised around five character areas. These areas contain a number of neighbourhoods which together share similarities that distinguish them from other parts of the Borough[124]. This includes similarities in the prevailing urban form, historic character, topography, landscape and other features. **Figure 13.1** illustrates the extent of the character areas and their neighbourhoods.

13.3 Each character area will play an important role in supporting the delivery of the Borough's spatial strategy, helping to accommodate growth that meets local needs (such as for genuinely affordable housing, new workspace and supporting infrastructure). To set clear expectations in this respect, and to ensure that new development is sensitively integrated into our neighbourhoods, the Local Plan sets out a future vision, key (spatial) objectives and place principles for each area. These should be used to inform investment decisions and guide development proposals.

13.4 In addition, each character area is accompanied by site allocation policies. These establish land use principles and design guidelines for strategic development sites. These sites have been included within the Local Plan because they are considered necessary to support the delivery of the spatial strategy for the Borough.

[124] The setting of the character areas has been informed by the Lewisham Characterisation Study (2019), which should be referred for further information. We acknowledge the neighbourhood boundaries overlap with each other, and that communities may define themselves around different geographies and social contexts. However, the organisation of the Borough in this way provides a useful starting point for a place-based planning and delivery framework.

### Lewisham in the context of London

13.5 It is recognised that neighbourhoods and communities are defined around different geographies and social contexts, and that people's sense of place is not solely shaped by the extent of Lewisham's administrative boundaries. Places and spaces beyond the Borough also contribute to local distinctiveness and influence the way in which people relate to their surroundings. The vision and place principles for each character area are therefore informed by Lewisham's relationships with other London boroughs, particularly those adjoining it.

13.6 The overarching objective for "An Open Lewisham as part of an Open London" reflects our commitment to strengthening relationships with the rest of the Capital. This will not only promote inclusive neighbourhoods and communities but is necessary to support the delivery of the London Plan's spatial development strategy. The Local Plan sets out a shared vision for how Lewisham's character areas should evolve over time, building on their functional relationships with other parts of London. This includes, for example, cross-boundary relationships established through transport connections and the public realm, the network of green infrastructure (including open spaces and waterways), town centres and the local economy. As well, the character areas will be influenced by their changing sub-regional context, including significant new development delivered in Opportunity Areas near the Borough, such as Canada Water and Old Kent Road in Southwark and at Greenwich Peninsula.

## Delivering the spatial strategy and meeting local needs

Figures may differ slightly due to rounding

13.7 To help to facilitate Good Growth in Lewisham the Local Plan includes site allocation policies. These are detailed policies for strategic development sites that are critical to the delivery of the spatial strategy. The sites will play an important role in addressing the Borough's needs for new housing, workspace and main town centre uses, along with supporting infrastructure (including community facilities, transport and green infrastructure).

13.8 Each site allocation includes information on the development capacity of a site for different types of land uses. The process for identifying sites and the methodology used for setting capacity figures are set out in the "Lewisham Local Plan: Site Allocations Background Paper" – this should be referred for further information. The site capacities are indicative only and should not be read prescriptively for the purpose of planning applications, where the optimal capacity of a site must be established on a case-by-case basis using the design-led approach, and having regard to relevant planning policies. **Table 13.1** summarises the overall delivery outcomes expected by the site allocations, both borough-wide and by character area. This demonstrates that the Local Plan has identified sites with sufficient capacity to meet and exceed the Borough's housing targets as well as exceeding the needs identified in our latest Employment Land and Retail Capacity Studies[125]. This will allow for flexibility and enable the delivery of sufficient homes and non-residential floorspace, should some of the site allocations not be brought forward for development or their delivery delayed.

[125] For the South area, the housing capacity figures are set out as a range. This is owing to the significant uplift in development capacity that could be achieved on selected sites in Bell Green / Lower Sydenham through delivery of Phase 2 of the Bakerloo line extension.

**Table 13.1:** Site allocations – indicative delivery outcomes over 20 year Plan period

| CHARACTER AREA | HOMES (NET UNITS) | EMPLOYMENT (GROSS FLOORSPACE SQM) | TOWN CENTRE USES (GROSS FLOORSPACE SQM) |
|---|---|---|---|
| Central | 7,085 | 73,714 | 131,499 |
| North | 12,921 | 110,597 | 124,866 |
| East | 1,244 | 5,140 | 13,325 |
| South | 2,262 - 4,736 | 23,793 | 38,648 |
| West | 901 | 23,985 | 10,612 |
| **20 year Plan period total** | **24,413-26,887** | **237,228** | **318,950** |
| **Total** | | **NET ADDITIONAL (excluding consented developments) 62,634** | **NET ADDITIONAL (excluding consented developments) 32,394** |

Figures may differ slightly due to rounding

# 14 LEWISHAM'S CENTRAL AREA


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# Context and character

14.1 Lewisham's Central Area contains the neighbourhoods of Lewisham, Hither Green and Catford. It has a strong relationship with the Ravensbourne, Pool, and Quaggy rivers and their river valley corridors. The housing character is generally varied as a result of post-WWII patterns of development, with Conservation Areas and listed buildings within and adjacent to the area. The Central Area contains the linked but complementary town centres of Lewisham and Catford.

14.2 The character of Lewisham Major Centre and its surrounds is strongly informed by its shopping and leisure destinations, as well as its highly active public places, including the rail interchange and market. It has a distinctive urban character with a tall buildings cluster which is surrounded by lower density residential terraces. Whilst public realm improvements have been delivered through the redevelopment of larger sites over recent years much of the town centre remains fragmented and disconnected from its surrounding neighbourhoods .There remain areas with poorer quality public realm, particularly on Lewisham High Street. There are significant site redevelopment opportunities, including the 1970s built shopping centre and multi-storey car park, which alongside planned public transport improvements, will allow the character of Lewisham to be 'reimagined'.

14.3 Catford Major Centre comprises the civic hub of the Borough with a key focal point at the historic Broadway Theatre. The town centre has a distinctive urban character with office and commercial buildings which are surrounded by smaller scale, established residential areas and high quality open spaces. Some sites have recently been redeveloped to a high quality design standard, such as the Catford Stadium, which has enabled river restoration works. However the layout of larger sites and blocks, and the location of the South Circular dissecting the town centre, creates issues of severance and poor permeability with the town centre and its surrounds.. The quality of the public realm is generally poor throughout the centre, particularly along the South Circular and at its junction with Rushey Green (A21). There are significant site redevelopment opportunities, which alongside planned transport improvements, will allow the character of Catford to be 'reimagined'.

14.4 The A21 Corridor is currently dominated by vehicles, giving rise to issues of congestion, noise and poor air quality. Its poor quality public realm inhibits movement by walking and cycling. The High Street is generally not well connected to its surrounding neighbourhoods, and is dominated by larger sites and blocks leading to irregular east-west connections. Whilst the character of the Corridor is well established around Lewisham Hospital (with opportunities to 'reinforce' the existing character), opportunities exist for intensification along the majority of the corridor.

14.5 Hither Green is characterised by predominantly established residential areas of a Victorian character which are serviced by local centres and parades, including near Hither Green station and along Hither Green Lane.. The prominence of the rail lines creates severance and limits connectivity through the neighbourhood and east towards Lee. The station approach to the west of the station has poorer quality public realm. There are opportunities for the sensitive intensification of the area through small sites development to 'reinforce' the existing local character and enhance the vitality and viability of commercial areas.

# Vision

14.6 By 2040 the linked but complementary town centres of Lewisham and Catford will evolve as vibrant hubs of commercial, cultural, civic and community activity. The character and role of the centres, and the A21 corridor that connects them, will be re-imagined by building on the area's many attributes and excellent transport links. The arrival of the Bakerloo line together with the modernisation of Lewisham interchange will open opportunities for everyone to benefit from.

14.7 New housing, including a high proportion of genuinely affordable housing, business space and jobs, and community facilities will be focussed along the A21 Corridor (Lewisham High Street, Rushey Green and Bromley Road), encompassing Lewisham and Catford town centres, as well as out-of-centre retail parks. The A21 will be transformed using the Healthy Streets Approach, with public realm enhancements that better connect neighbourhoods and make walking, cycling and the use of public transport safer and more convenient. Lewisham Major Centre will become a highly accessible Metropolitan Centre of exceptional quality; its continued evolution supported by new transport infrastructure and the renewal of larger sites, including the shopping centre. The re-routing of the South Circular (A205) will enable the comprehensive regeneration of Catford major centre into London's greenest town centre, with high quality public realm enhancing links to the stations and supporting its role as the Borough's main civic and cultural hub. In Hither Green and elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

14.8 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The river valley network will have greater prominence. Improvements to the environmental quality and amenity value of the Rivers Ravensbourne, Quaggy and Pool will be realised through their re-naturalisation, particularly around the key visitor destinations of Lewisham and Catford centres. Waterlink Way, running alongside the River Ravensbourne, will be enhanced, with breaks in the route repaired to form the central feature of a network of walking and cycle routes that link open and green spaces.

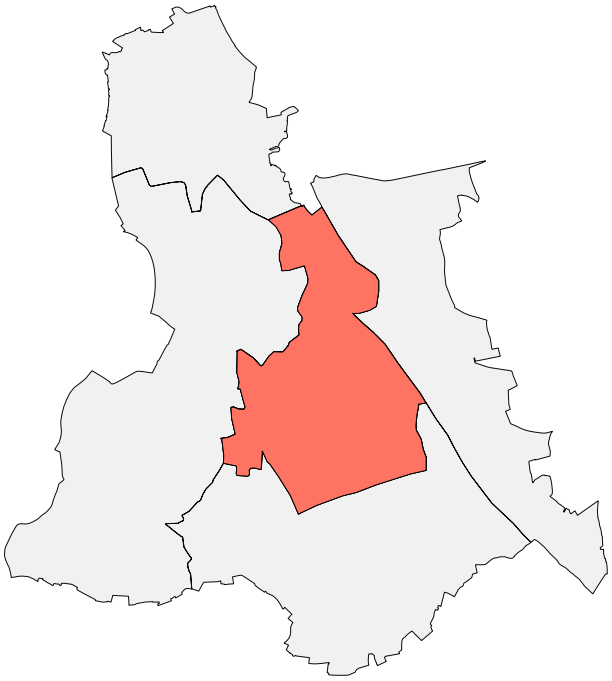


**Figure 14.1:** Central Area

# Key spatial objectives

| TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO: | |
|---|---|
| 1 | Secure the delivery of the Bakerloo line extension and Lewisham interchange upgrade to improve public transport access within the Borough and to help unlock the development potential of the Opportunity Area. |
| 2 | Facilitate the renewal of Lewisham Major Centre into a well-connected modern metropolitan centre and employment hub. Strengthen the centre's role as a community and cultural destination, building on the presence of a thriving market at its heart. Enhance routes and permeability within and through the centre by the redevelopment of larger sites, including the shopping centre. |
| 3 | Secure the re-routing of the South Circular (A205) to enable the comprehensive regeneration of Catford Major Centre into London's greenest town centre, and reinforce and expand its role as the Borough's main civic and cultural hub. |
| 4 | Transform the A21 Corridor, South Circular (A205) and the A20 by applying the Healthy Streets Approach with public realm improvements that make walking, cycling and the use of public transport safer and more convenient. Enhance the place qualities of the A21 Corridor by integrating new high quality housing development along and around it, and redeveloping out-of-centre retail parks and buildings for a wider mix of uses. |
| 5 | Strengthen the role of Staplehurst Road and Hither Green Lane Local Centres, and other commercial areas nearby, to secure their long-term vitality and viability and to make the neighbourhood more liveable. Improve connectivity within and through Hither Green by addressing severance caused by railways and major roads, including public realm enhancements at the Hither Green station approaches and their surrounds. |
| 6 | Reinforce and enhance the character of established residential areas, local centres and parades whilst delivering new homes and area improvements through their sensitive intensification. |
| 7 | Protect and enable the renewal of industrial land at Bromley Road. Improve the quality of the townscape around Bellingham local centre, particularly at Randlesdown Road and Bellingham station approach. |
| 8 | Enhance the environmental quality and amenity value of the Ravensbourne and Quaggy Rivers. Improve public access to the rivers with new and improved routes, focussing on Waterlink Way and Silk Mills Path. |
| 9 | Protect and enhance open and green spaces, including waterways. Deliver the Lewisham Links, a connected network of high quality walking routes and cycleways that link these spaces and other key destinations. |

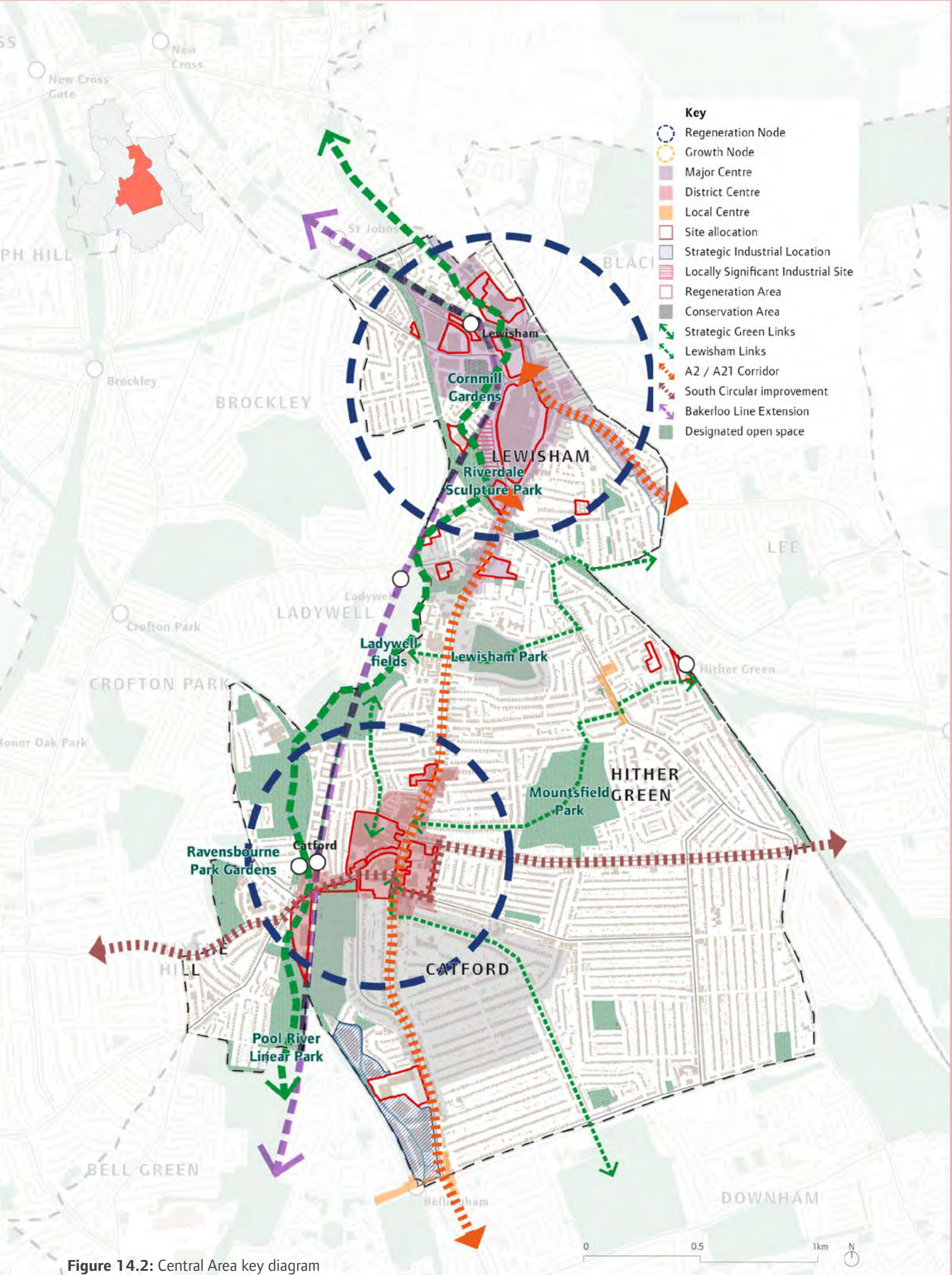



**Figure 14.2:** Central Area key diagram

# LCA1 **Central Area place principles**

A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the Central Area.

B Development proposals must help to ensure the Central Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links).

C Staplehurst Road and Hither Green Lane are designated as Local Centres reflecting the role they play in the provision of local services and community facilities, along with their accessible location near Hither Green station. To help secure the long-term viability of the Local Centres, development proposals should:

a. Address severance caused by the railway and improve access to and along the station approaches and the Local Centres through public realm enhancements. that make walking routes, cycleways and station entrances (including at Springbank Road) safer and more legible;
b. Enhance the character of the Local Centres through shopfront improvements, tree planting and, where appropriate, refurbishing or redeveloping buildings that detract from local character; and
c. Facilitate the renewal of non-designated employment sites in proximity to the station to secure a complementary mix of commercial and other uses.

D The distinctive character of the residential hinterland within Catford, Lewisham and Hither Green will be reinforced. To help meet the Borough's future needs, particularly for housing, sensitively designed and high quality development on small sites will be supported where this responds positively to the area's local and historic character.

E The river valley network is a defining feature of the Central Area which development proposals must respond positively to by:

a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Quaggy rivers, including by naturalising the rivers, wherever opportunities arise;
b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them;
c. Facilitating the provision of new and enhanced connections to and along the rivers and river valleys, including by extending and improving the Waterlink Way. Walking routes and cycleways that enhance access to the river from the town centres of Lewisham and Catford, and the A21 Corridor, will be strongly supported; and
d. Designing development with reference to the River Corridor Improvement Plan .

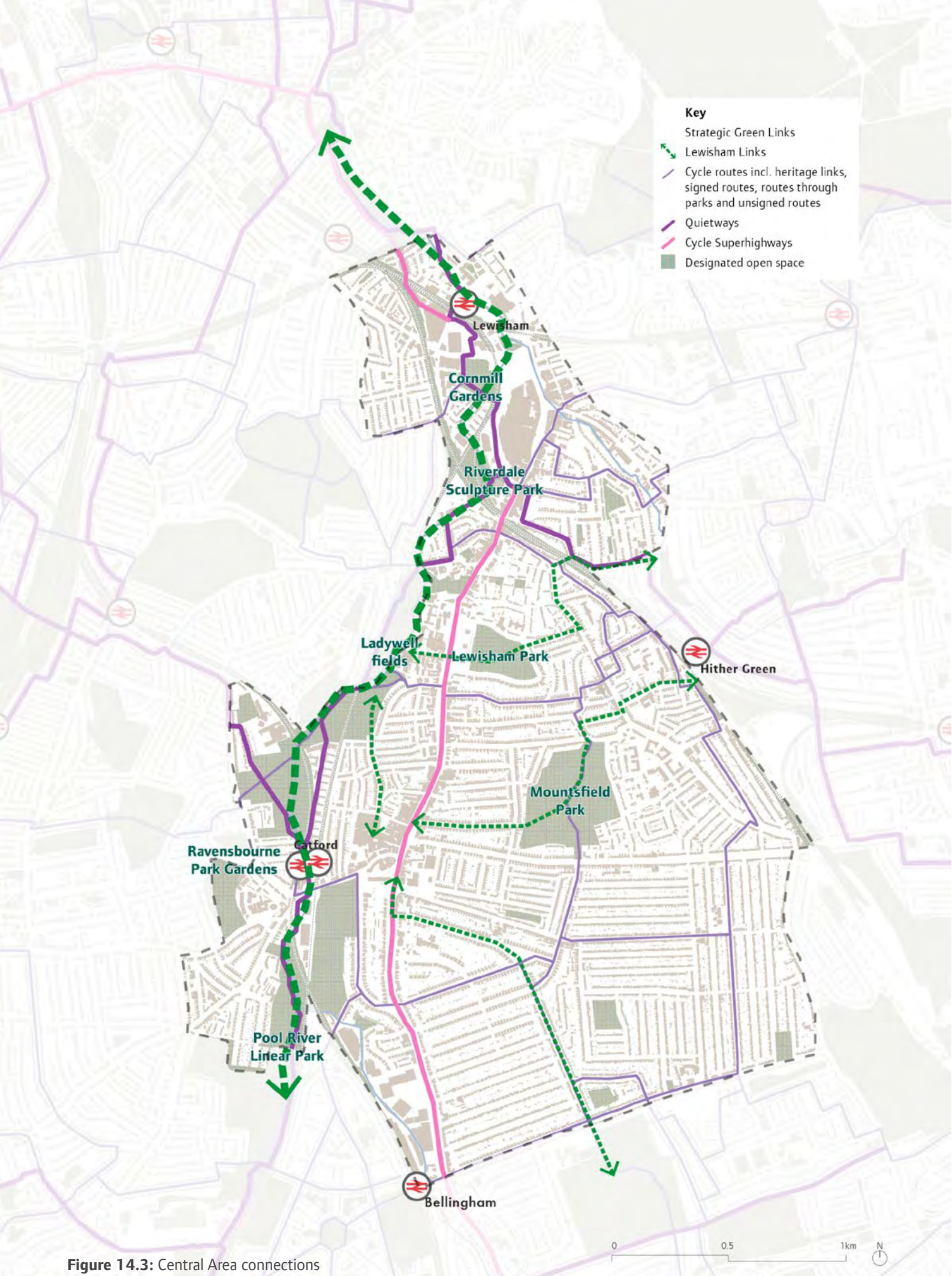



**Figure 14.3:** Central Area connections

# LCA2 **Lewisham major centre and surrounds**

A Continued investment in Lewisham Major Centre to enable its future designation as a Metropolitan Centre of sub-regional significance in London is a strategic priority. To realise this objective and secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of transformational improvement to the town centre and its environment. They should deliver a complementary mix of main town uses, along with new housing, whilst ensuring that the centre's predominant commercial role is maintained and enhanced.

B Development proposals will be required to help facilitate, and must not prejudice, the delivery of transport infrastructure necessary to ensure the centre can effectively serve, and benefit from, a wider sub-regional catchment and to support Opportunity Area objectives. This includes the Bakerloo line extension, Lewisham station interchange, land required for bus services, as well as new and improved walking routes and cycleways. Further requirements are set out in Policy TR1 (Sustainable transport and movement) and the site allocation policies for the Central Area.

C Development proposals should respond positively to the evolving urban character of the centre and its surrounds. They must be designed with reference to their relationship with existing clusters of tall and taller buildings, the prevailing townscape and skyline, having regard to Policy QD4 (Building heights). Development must be designed to provide an appropriate transition in bulk, scale, massing, height and character from residential neighbourhoods around the centre, the edges of the centre and the centre's commercial core, with generous setbacks provided along the Ravensbourne and Quaggy rivers, main roads and other corridors for movement.

D Development proposals must contribute to enhancing the public realm by applying the Healthy Streets Approach. They should promote and enable movement by walking, cycling and the use of public transport in order to make the town centre a significantly more accessible, safer, healthier and attractive place. This will require that a clear hierarchy of streets is established within the town centre and its surrounding neighbourhoods, along with a cohesive and legible network of walking routes and cycleways running through and/or connecting key commercial destinations, public transport nodes, public open spaces and residential areas. Particular consideration will need to be given to movements to and from Lewisham station interchange, connecting Silk Mills Path and residential neighbourhoods to the north, and Lewisham Gateway and the wider town centre area to the south.

E Development proposals must be designed to improve access and permeability in the town centre and its surrounding area, particularly where sites are to be delivered through comprehensive redevelopment. This includes new or enhanced east-west routes through the Lewisham Shopping Centre site, along Loampit Vale and Thurston Road, and from Silk Mills Path to Connington Road and Lewisham Road.

F Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes improved access to the River Ravensbourne by extending and enhancing Waterlink Way that traverses the wider town centre area, and the River Quaggy at Lee High Road. Development proposals should make provision for attractive and robust embankments as an integral feature of the design, particularly along the River Ravensbourne in order to enhance connections from Silk Mills Path to Lewisham transport interchange and the Lewisham Gateway site, leading to the town centre and the Primary Shopping Area.

G Lewisham market is at the heart of the town centre and will be protected as an important commercial destination, community anchor and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders. Effective management of the market and associated public realm will be essential to its long-term viability, and the Council will work with stakeholders to secure appropriate management arrangements.

H Within the designated town centre area and at its edges, development proposals must provide for an appropriate mix of main town centre uses at the ground floor level. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary commercial, leisure and cultural uses elsewhere. Evening and night-time economic activities will be supported where they contribute positively to the local area, with reference to Policy EC18 (Culture, creative industries and the night-time economy).

I Development proposals must make provision for positive frontages with active ground floor frontages within the town centre and at its edges. This includes along Lewisham High Street, Molesworth Street, Rennell Street and Lewisham Grove – which together help to frame the Primary Shopping Area – as well as Loampit Vale, Lee High Road and Lewisham Road. Development must reinforce or create a positive relationship with the public realmat the street or ground floor level, and where appropriate podium levels of buildings. Where new housing is proposed within the town centre this will only be acceptable on the upper floor levels.

J To ensure Lewisham Major Centre maintains its role as one of the Borough's principal commercial and employment locations, development proposals must retain or re-provide existing workspace, and deliver net gains in industrial capacity wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class E(g) uses, including hybrid workspace combining office and light industrial uses appropriate to the area. Provision of workspace suitable for small and independent businesses, including units of 500 square meters or less, will be strongly encouraged.

# LCA3 **Catford major centre and surrounds**

A Reinforcing the role of Catford Major Centre as Lewisham's principal civic and cultural hub is integral to the delivery of the spatial strategy. To realise this objective and to secure the centre's long-term vitality and viability, development proposals must contribute to a coordinated process of town centre regeneration that responds positively to Catford's distinctive character. They should deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant civic, commercial and cultural role is maintained and enhanced.

B Development proposals must be delivered through the masterplan process in accordance with the Catford Town Centre Framework and where appropriate, site allocation policies.

C The realignment of the South Circular (A205) at Catford Major Centre will be facilitated through the Local Plan and delivered through a partnership approach with Transport for London and other key stakeholders. The road realignment will enable the comprehensive regeneration of the town centre and enhance the liveability of its surrounding neighbourhoods. Development proposals must maximise opportunities presented by the road realignment to make provision for safe movement along and across the South Circular and its junction at Rushey Green (A21), new and improved public realm and high quality, publicly accessible open spaces.

D Development proposals should respond positively to the evolving urban character of the town centre and its immediate surrounds. Development must be designed to provide for an appropriate transition in scale, bulk, mass, height and character from residential neighbourhoods around the centre, the edges of the centre, and the centre's commercial and civic core, with generous setbacks provided along the Ravensbourne River, major roads and other corridors for movement.

E Development proposals must contribute to enhancing the public realm by applying the Healthy Streets Approach. They should promote and enable movement by walking, cycling and the use public transport to make the town centre a significantly more accessible, safer, healthier and attractive place. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of walking routes and cycleways running through and/or connecting key, commercial, civic and cultural destinations, public transport nodes, public open spaces and residential areas. Particular consideration will need to be given to movements to and from Catford and Catford Bridge stations and along Rushey Green (A21). Careful consideration will also need to be given to the relationship between vehicular, pedestrian and cycle movements and access at Sangley, Brownhill and Plassy Roads, and the South Circular (A205).

F Development proposals must respond positively to the historic and cultural character of the town centre and its surrounds whilst preserving or enhancing the significance of heritage assets, including by:

a. Retaining the Broadway Theatre as an integral local landmark and cultural destination within the centre. Development should be designed to ensure the theatre remains a prominent visual feature marking the eastern gateway to The Broadway;
b. Designing development with reference to the historic fabric of the local area. In particular, development should seek opportunities to enhance the townscape by reinstating the network of historic lanes within the town centre; and
c. Addressing the relationship of new development with the Culvery Green Conservation Area to the south.

G Development proposals must respond positively to the distinctive character of the Broadway and the buildings of townscape merit along it. They should reinforce and enhance thefunction of the Broadway as a key movement corridor by walking and cycling as well as a focal point of community and commercial activity.

H Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Ravensbourne near Catford and Catford Bridge Stations, and to improve public access to the Waterlink Way by repairing the existing break in the path and extending the route to join with the River Pool Linear Park. Development proposals should make provision for attractive and robust embankments as an integral feature of the design to enhance connections to town centre's western gateway, Ladywell Fields and the train stations.

I Catford market forms an integral part of the town centre and will be protected as an important commercial destination, community anchor and visitor attraction. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making provision for facilities for traders.

J Development proposals must provide for an appropriate mix of main town centre uses. Retail uses should be concentrated within the Primary Shopping Area, forming the main use across the shopping frontages, and supported with a wider range of complementary civic, commercial, leisure and cultural uses elsewhere. Evening and night-time economic activities should help to reinforce Catford's role as an important cultural destination, and will be supported where they contribute positively to the local area, with reference to Policy EC18 (Culture, creative industries and the night-time economy).

K Development proposals must make provision for positive frontages within the town centre and at its edges with active ground floor frontages along Rushey Green, The Broadway and within the Primary Shopping Area.. Development must reinforce or create a positive relationship with the public realm at the street or ground floor level, and where appropriate, podium levels of buildings.

L Catford Major Centre is a key commercial and employment location. It has a unique civic and cultural function that distinguishes it from, and helps to complement, Lewisham Major Centre. Development proposals must retain or re-provide existing workspace and deliver net gains in industrial capacity wherever possible. A broad range of workspace typologies will be supported within the centre and its immediate surrounds, with priority given to Class E(g) uses, including office floorspace and hybrid workspace combining office and lighter industrial uses appropriate to the area. Provision of workspace suitable for small and independent businesses, including units of 500 square meters or less, will be strongly encouraged, particularly where the space is designed to support the cultural and creative industries.

# LCA4 **A21 corridor**

A The transformation of the A21 Corridor (Lewisham High Street, Rushey Green and Bromley Road) and its immediate surrounds into a network of liveable and healthy neighbourhoods with a distinctive urban character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach.

B Development proposals along the A21 Corridor and its immediate surrounds must contribute to enhancing the place qualities of the corridor by:

a. Responding positively to the evolving urban character of the area through the sensitive intensification of sites, where appropriate;
b. Helping to establish a distinctive and legible urban grain along and around the Corridor, including clusters of development of an urban scale situated at major road junctions;
c. Ensuring new development reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the Corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, particularly in town centres and edge-of-centre locations;
d. Maximising opportunities to integrate tree planting and other urban greening measures; and
e. Enhancing connections between the Major Centres of Catford and Lewisham, as well as neighbourhoods surrounding the Corridor, through the delivery of new and improved public realm.

C Development proposals must reinforce and enhance the role of the A21 as a strategic movement corridor by applying the Healthy Streets Approach. This principal north-south route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park, Mountsfield Park and the River Ravensbourne.

D Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 Corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.

# Lewisham's Central Area

14.9 Lewisham's Central Area features the linked but complementary Major Centres of Lewisham and Catford. These centres together with the A21 road make up a strategic growth corridor within the Borough. A London Plan Opportunity Area broadly covers the extent of this corridor. To fully realise the growth potential of the Opportunity Area it is vital that the regeneration and renewal of the Major Centres is delivered and new transport infrastructure is secured, including the Bakerloo line extension and upgrade of Lewisham interchange, which is one of London's main strategic transport interchanges. .

14.10 The regeneration and renewal of Lewisham Major Centre, enabling its transition to a Metropolitan Centre, is a key Local Plan objective which is supported by the London Plan. A significant amount of investment has been directed to the town centre in recent years. This reflects the strong commitment by the Council and other stakeholders to deliver a high quality, modern Metropolitan Centre. A number of major developments have been consented or completed, bringing a significant amount of new homes, business space and community facilities to the centre together with public realm and environmental improvements. This includes the removal and reconfiguration of the gyratory at Lewisham Gateway and river restoration works. There remain opportunities for additional sites to come forward whose redevelopment will enhance the function and place qualities of the centre. Lewisham Shopping Centre is noteworthy given the size of the site and its prominent position at the heart of the centre. Its redevelopment is essential to improving access and permeability within and through the centre as well as to enhance the amenity of Lewisham market, an important visitor destination in its own right.

14.11 Catford Major Centre is the civic heart of the Borough where the Council's main offices are located. It contains a number of historic buildings including civic and cultural venues, such as Broadway Theatre, which give it a distinctive character and identity. The town centre has a growing evening and night-time economy along with a range of shops and services, including the Catford market, which cater to the daily needs of local residents. However, the centre suffers from areas of poorer quality public realm, particularly around the South Circular which acts as a barrier to movement and segregates the centre from its surrounding neighbourhoods. The realignment of the road is critical to enable the comprehensive regeneration of the town centre. This will bring substantial public benefits including a significant amount of new housing and business space along with a revitalised centre. To help inform the Local Plan and support its implementation, the Council has prepared the Catford Town Centre Framework.

14.12 There are opportunities to enhance the liveability of Hither Green by reinforcing and strengthening the role of its Local Centres at Staplehurst Road and Hither Green Lane. This can in turn help to attract new investment to this part of the neighbourhood. The long-term viability and vitality of the centres can be supported by access and public realm improvements, particularly around Hither Green station and its western approaches. The railway and major roads present barriers to movement within and through the local area, including to open spaces such as Mountsfield Park and the River Quaggy at Manor Park.

14.13 An effective and resilient transport network is essential to the achievement of inclusive, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the Central Area which will help to support the levels of growth planned both in Lewisham and across London. This includes the Bakerloo line extension and the Lewisham station interchange. Along with securing these public transport projects the Local Plan seeks to deliver a well-integrated network of high quality walking routes and cycleways to promote and enable modal shift away from cars. The transformation of the A21 Corridor using the Healthy Streets Approach is integral to the delivery of the spatial strategy. The A21 Corridor is the principal north-south route within Lewisham, linking the major centres of Lewisham and Catford as well as neighbourhoods further south along Bromley Road. It has significant potential for accommodating growth and improving connections between neighbourhoods and places, including open spaces such as Ladywell Fields, Lewisham Park, Mountsfield Park and the River Ravensbourne.

14.14 Transport for London has completed an Outcome Definition study along the A21. This shows that significant improvements are needed to encourage and enable modal shift, including improved cycle infrastructure, bus priority measures and additional pedestrian crossings. Although projects are subject to Government funding, any developments or future plans in the area should support this. Providing clear connections and routes on side streets off the A21 will be key to ensure that the area can cope with the increased demand, and to improve the links between Lewisham and Catford.

14.15 The river corridor network is a defining feature of the Central Area, with the Rivers Ravensbourne and Quaggy traversing it. There are opportunities to improve the ecological quality and amenity value of the waterways, both by naturalising rivers and enhancing public access to them. The comprehensive redevelopment of sites within and around Lewisham and Catford Major Centres have significant potential in this respect. The Lewisham Links are a connected network of walking routes and cycleways centred on the network of green infrastructure, including waterways. Development proposals must support the delivery of the Lewisham Links, particularly by enhancing public access to and along the Waterlink Way.

| | |
|---|---|
| 1 | Lewisham Gateway |
| 2 | Lewisham Shopping Centre |
| 3 | Land at Engate Street |
| 4 | Conington Road |
| 5 | Land at Conington Road and Lewisham Road (Tesco) |
| 6 | Thurston Road Bus Station |
| 7 | Lewisham Retail Park, Loampit Vale |
| 8 | 100-114 Loampit Vale |
| 9 | Silver Road and Axion House |
| 10 | House on the Hill Slaithewaite Road |
| 11 | Church Grove Self-Build |
| 12 | Ladywell Play Tower |
| 13 | PLACE/Ladywell (Former Ladywell Leisure Centre) |
| 14 | Driving Test Centre, Nightingale Grove |
| 15 | Land at Nightingale Grove and Mayhtorne Cottages |
| 16 | Land at Rushey Green and Bradgate Road (Aldi) |
| 17 | Catford Shopping Centre and Milford Towers |
| 18 | Catford Island |
| 19 | Laurence House and Civic Centre |
| 20 | South Circular |
| 21 | Wickes and Halfords, Catford Road |
| 22 | Ravensbourne Retail Park |

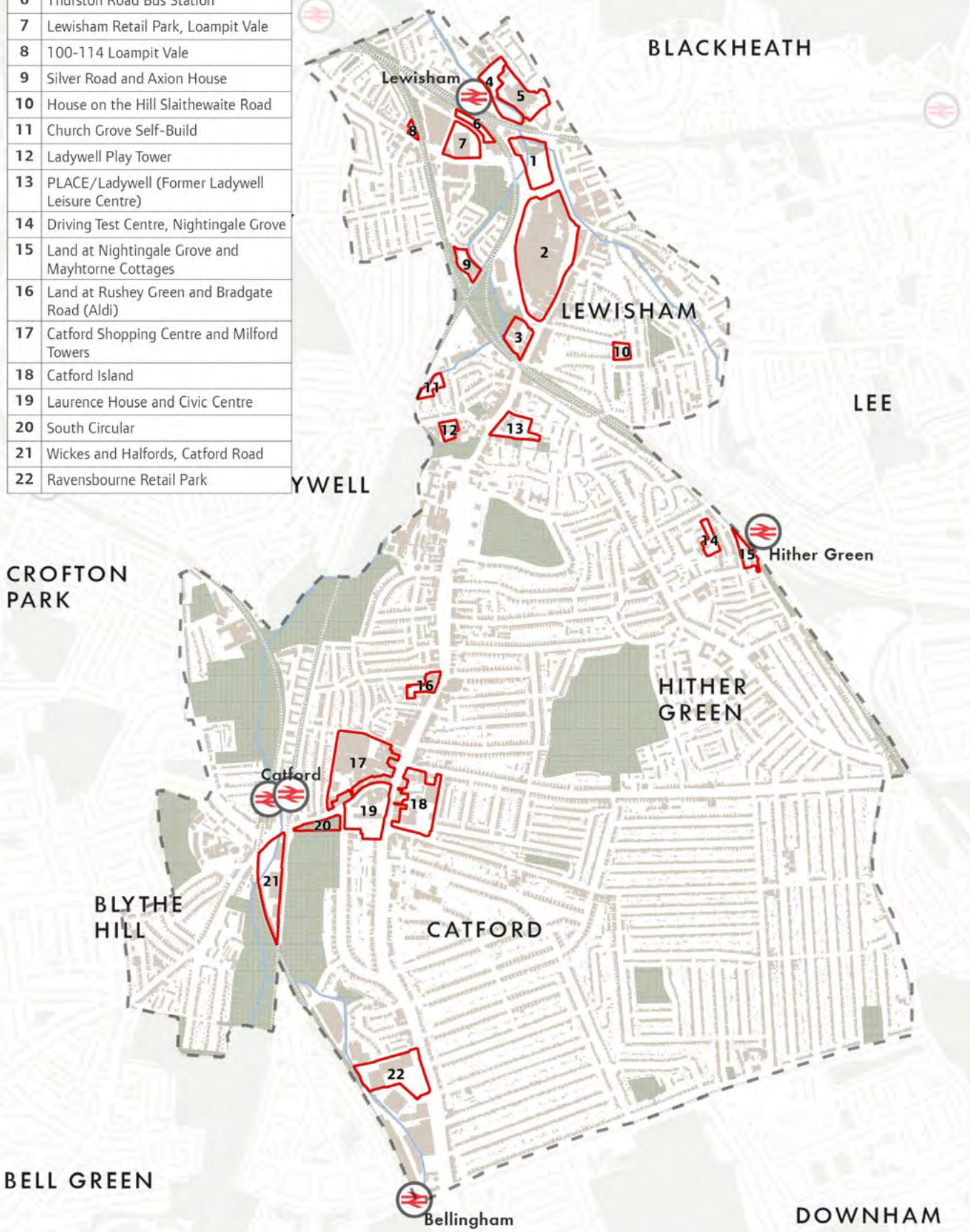



**Figure 14.4:** Site Allocation Plan

# Site allocations

1 Lewisham Gateway ..... 458

2 Lewisham Shopping Centre ..... 462

3 Land at Engate Street ..... 466

4 Conington Road ..... 468

5 Land at Conington Road and Lewisham Road (Tesco) ..... 471

6 Thurston Road Bus Station ..... 474

7 Lewisham Retail Park, Loampit Vale ..... 476

8 100-114 Loampit Vale ..... 479

9 Silver Road and Axion House ..... 482

10 House on the Hill at Slaithewaite Road ..... 484

11 Church Grove Self-Build ..... 486

12 Ladywell Play Tower ..... 488

13 PLACE/Ladywell
(former Ladywell Leisure Centre) ..... 491

14 Driving Test Centre, Nightingale Grove ..... 494

15 Land at Nightingale Grove and Maythorne Cottages ..... 496

16 Land at Rushey Green and Bradgate Road (Aldi) ..... 498

17 Catford Shopping Centre and Milford Towers ..... 500

18 Catford Island ..... 503

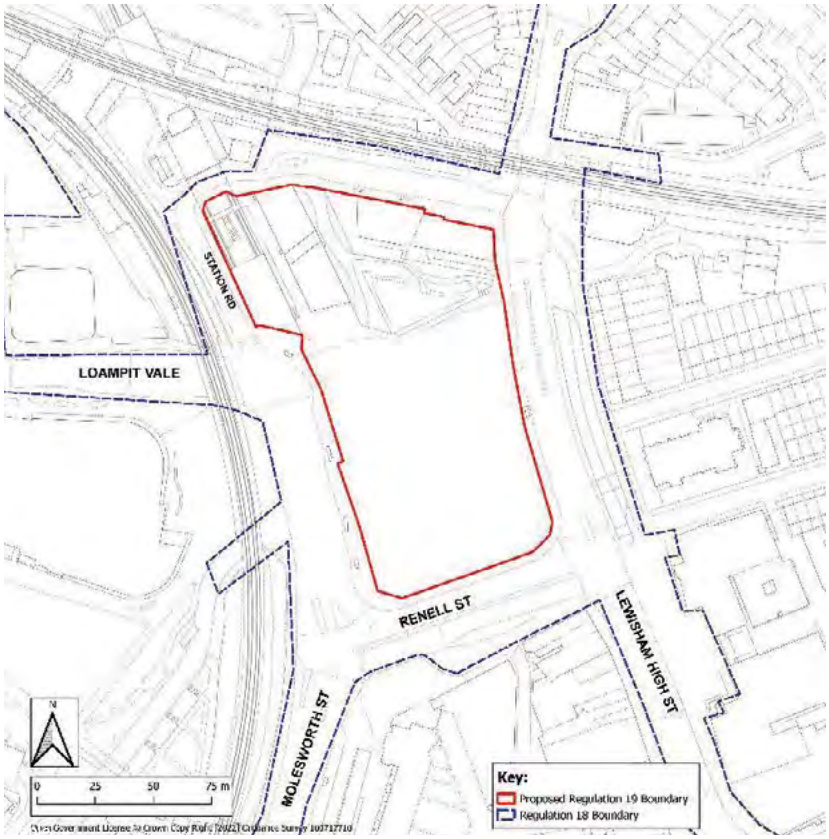
19 Laurence House and Civic Centre ..... 506

20 South Circular ..... 509

21 Wickes and Halfords, Catford Road ..... 511

22 Ravensbourne Retail Park ..... 514

# 1 Lewisham Gateway




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Lewisham Gateway Site, Lewisham High Street, London, SE13 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.53 | **Setting**<br>Central | **PTAL**<br>2015: 6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Mixed public and private | **Current use**<br>Transport interchange |
| **HOW SITE WAS IDENTIFIED** | Lewisham Core Strategy (2011) and London SHLAA (2017). | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, Strategic Open Space, Waterlink Way, Air Quality Management Area , Air Quality Focus Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 1,2,3, Rivers Ravensbourne and Quaggy on-site, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Full application DC/06/062375 granted in May 2009. Various reserved matters and s73 minor material amendment granted April 2013 – February 2019. Phase 1 is complete and has delivered 362 residential units and 1,089m2 of main town centre floorspace. Phase 2 has started construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>1,011 | | **Gross non-residential floorspace**<br>Employment 1,525<br>Main town centre 9,548 | | |
| **REMAINING NET UNITS TO BE DELIVERED:** | 649 | | | | |

### Existing planning consent

14.16 DC/06/062375 - The comprehensive mixed use redevelopment of the Lewisham Gateway Site, SE13 (land between Rennell Street and Lewisham Railway Station) for 100000m² comprising retail (A1, A2, A3, A4 and A5), offices (B1), hotel (C1), residential (C3), education/health (D1) and leisure (D2) with parking and associated infrastructure, as well as open space and water features as follows:

- up to 57,000 m² residential (C3)
- up to 12,000 m² shops, financial & professional services (A1 & A2)
- up to 17,500 m² offices (B1) / education (D1)
- up to 5,000 m² leisure (D2)
- up to 4,000 m² restaurants & cafés and drinking establishments (A3 & A4)
- up to 3,000 m² hotel (C1)
- up to 1,000 m² hot food takeaways (A5)
- 500m² health (D1)
- provision of up to 500 car parking spaces
- revised road alignment of (part of) Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale and works to Lewisham Road.

14.17 DC/13/82493 - Approval of Reserved Matters for Block A.

14.18 DC/14/89233 - Approval of Reserved Matters for Block B.

14.19 DC/18/105218 - Approval of S73 minor material amendment increased the maximum resi-dential floorspace to 77,326sqm (indicative c.889 units), together with up to 6,409sqm of co-living floorspace (indicative c.114 units). Of the 889 units, 362 have been delivered as part of Phases 1A and 1B, with 527 residential units remaining to come forward within Phase 2.

14.20 DC/18/109819 – Approval of reserved matters application for Phase 2 to provide 530 residential units, 119 co-living units, 4,381m2 of Class A1/A3, 1,525m2 of B1 co-working floorspace, a cinema and a gym.

### Site allocation

14.21 Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial, community and residential uses. New and improved transport infrastructure including road realignment, enhanced transport interchanges and walking routes and cycleways. Public realm and environmental enhancements, including new public open space and river restoration.

### Opportunities

14.22 Lewisham Gateway is a prominent site within Lewisham Major Centre. Its comprehensive redevelopment is necessary to facilitate the delivery of strategic transport infrastructure including the Lewisham interchange and the Bakerloo Line extension. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre, and help it to achieve Metropolitan Centre status. Development will also enable public realm and environmental improvements, with key opportunities to reinstate the Rivers Quaggy and Ravensbourne and to create a more coherent network of walking routes and cycleways connecting to the surrounding area.

14.23 **Development requirements**

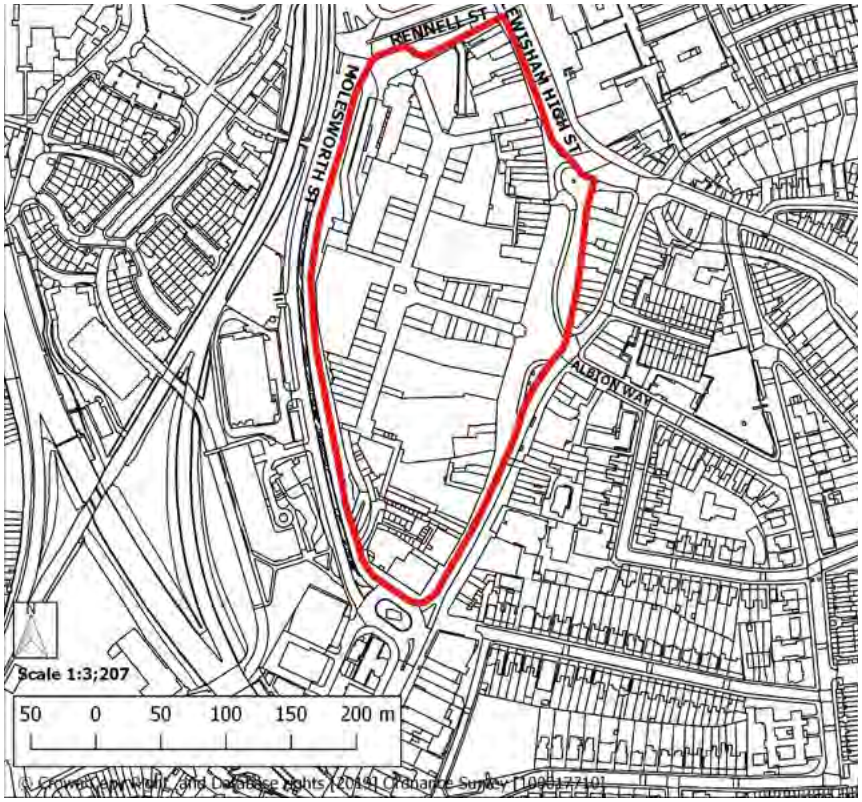
1. Development must improve access to and permeability across the wider town centre area. This includes continued improvements to provide a legible and safe network of walking routes and cycleways to create a direct link between the station and town centre, as well as enhanced connections between public spaces and surrounding neighbourhoods.
2. Applicants must work in partnership with Transport for London to deliver the road realignment, encompassing parts of Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale.
3. Development must not prejudice the delivery of transport infrastructure. Proposals will be required to safeguard land necessary to secure the delivery of enhancements to the station interchange in order to improve passenger movement and connections between buses, trains, the Docklands Light Rail, and the future Bakerloo line extension.
4. Positive frontages along main roads and key routes, with active ground floor frontages.
5. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
   a. A programme of river restoration, including channel re-profiling, to improve the ecological quality of the water environment and enhance the amenity provided by the Rivers Quaggy and Ravensbourne, along with Waterlink Way, taking into account the River Corridor Improvement Plan SPD;
   b. A central landscaped open space that celebrates the confluence of the rivers Quaggy and Ravensbourne.

14.24 **Development guidelines**

1. The design of development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area, organised around a high quality public realm.
2. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.
3. High quality public realm must be fully integrated into the site area. Particular attention should be given to key walking routes, including the connections between the station interchange and High Street to the south, linking Lewisham Gateway to the heart of the town centre. Proposals should also be designed having regard to their relationship with adjoining sites, including those at Loampit Vale to the east and Conington Road to the north.
4. The Rivers Quaggy and Ravensbourne pass through the site but are culverted and canalised. Proposals will be expected to investigate and maximise opportunities to reinstate the rivers and their corridors as a prominent feature in the development, along with facilitating improvements to Waterlink Way. This should be supported by delivery of a new coherent public open space which focuses on the confluence of the rivers.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.

6. Applicants should work in partnership with Thames Water. Given the adjacent watercourse, surface water should not be discharged to the public network.
7. Development must respond positively to the St Stephen's and Belmont Conservation Areas, and the St Stephen's Church (Grade II). Clear visual links to the church, situated to the east of the site boundary, should be established and maintained.

# 2 Lewisham Shopping Centre




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Lewisham Shopping Centre, 33A Molesworth Street, Lewisham, London, SE13 7HB | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>6.38 | **Setting**<br>Central | **PTAL**<br>2015: 6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail |
| **HOW SITE WAS IDENTIFIED** | Lewisham Call for Sites (2015 and 2018) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 1, 2, 3, River Quaggy nearby, Groundwater Protection Zone 1, Critical Drainage Area, 3 Locally Listed Buildings on site | | | | |
| **PLANNING STATUS** | Pre-application | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>1,579 | | **Gross non-residential floorspace**<br>Employment 20,097<br>Main town centre 60,291 | | |

### Existing planning consent

14.25 DC/17/105087 – part of the site, unimplemented prior approval for the change of use of Lewisham House, 25 Molesworth Street, SE13, from office use (Class B1a) to residential (Class C3) to create 237 units.

14.26 DC/21/120369 - part of the site, prior approval for the change of use of Lewisham House, 25 Molesworth Street, SE13, from office use (Class B1a) to residential (Class C3) to create 218 units. It was determined in May 2021 as Approval Required and the full application has yet to be submitted.

### Site allocation

14.27 Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial, community and residential uses. Redevelopment of existing buildings and reconfiguration of spaces to facilitate a street-based layout with new and improved routes, both into and through the site, along with public realm and environmental enhancements.

### Opportunities

14.28 This site forms the heart of Lewisham major centre and includes the Lewisham Market. It is dominated by the shopping centre, built in the 1970s, and the Lewisham House office block. Comprehensive redevelopment of the shopping centre, alongside the delivery of a significant amount of new housing on upper floors will enhance the quality of town centre and help it to achieve Metropolitan centre status. Redevelopment will provide opportunities to deliver modern retail and employment space, leisure, cultural and community facilities, to support the long-term vitality and viability of the town centre. Development can also enable transformative public realm enhancements to improve connections throughout the wider town centre area, and secure the long-term future of the market.

14.29 **Development requirements**

1. Landowners must work in partnership and n accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors together with a high quality market area.
3. Development must be designed to improve connections through the site including the creation of new east-west connections between Molesworth Street and Lewis Grove, along with a new north-south pedestrianised spine running through the site, linking the Lewisham Gateway site from Rennall Street at the north to Lewisham High Street / Molesworth Street at the south.
4. Positive frontages within the Primary Shopping Area and along key routes, with active ground floor frontages.

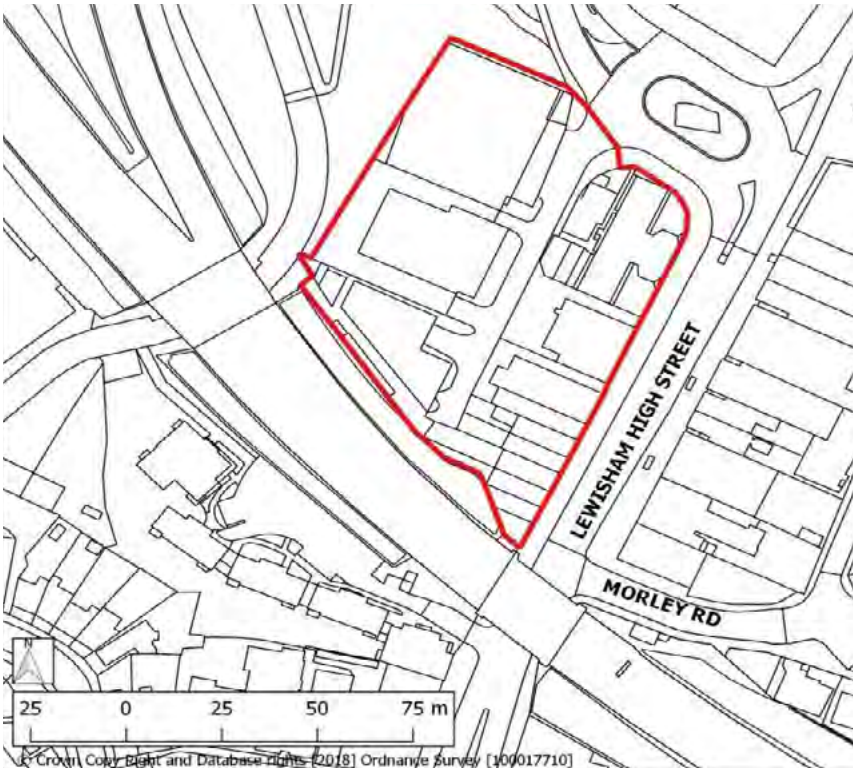
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
   a. Improvements to Lewisham High Street and Market square.
   b. A central landscaped open space
   c. A network of connections linking to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath, taking into account the River Corridor Improvement Plan SPD.
6. Protect and enhance Lewisham market.
7. Provision of dedicated public toilets appropriate to the scale of development.

14.30 **Development guidelines**

1. Positive and active ground floor frontages should be an integral element of the development design. They should be accommodated adjacent to Lewis Grove and along the new north-south route through the site from Lewisham Gateway, including the junction with Molesworth Street to the south, as well as along Rennell Street and Molesworth Street.
2. A range of design treatments should be integrated along key routes to help activate frontages and create visual interest, including high quality shopfronts, building entrances and windows at the street level. Breaks should also be provided along the length of routes by the introduction of footpaths and amenity spaces, along with the interspersing of smaller business units.
3. High quality public realm must be fully integrated into the site area. Particular attention should be given to key pedestrian locations, including at the High Street, Market Square and Molesworth Street. Public realm should also help to enhance connections to the wider town centre area, including Cornmill Gardens, the Rivers Quaggy and Ravensbourne, and Blackheath.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the Lewisham High Street trunk sewer will not be allowed.
6. The site's relationship with the Lewisham Market and Market Square should be one of the principal considerations in the development design.
7. The design of development must respond positively to a site's position in the wider site allocation area, and to the scale and function of the High Street. The southern end of the site should operate as a transitional zone with more moderately scaled development. Comprehensive redevelopment, including the Beatties Building and Model Market, should encourage visitors into the heart of the town centre, and help to support pedestrian movement up the length of the High Street. Tall buildings may be appropriate across the site, especially at the northern end of the site and to the west along Molesworth Street.
8. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, and be designed to provide flexibility to enable sub-division of units.

9. Development must respond positively to heritage assets including: The Clock Tower, Lewisham High Street (Grade II); Church of St Saviour and St John Baptist and Evangelist (RC), Lewisham High Street (Grade II); Former Prudential Buildings, 187-197 Lewisham High Street (Grade II); and St Stephen's Conservation Area.
10. The eastern boundary of the St Stephen's Conservation Area runs along Lewisham High Street, opposite the northern portion of the site. Proposals must address impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
11. The Grade II Listed Clocktower should remain discernible and continue to function as a significant landmark and way finding feature.
12. Redevelopment options for the plots of land that do not fall within the ownership of the Lewisham Shopping Centre should be explored, to better integrate them into a comprehensive scheme for the wider site allocation. This includes retail units along Lewisham High Street, and the Lewisham House block where the principle of land use has already been established through the prior approval process.

# 3 Land at Engate Street




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Engate Street, Lewisham, London, SE13 7HA | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.83 | **Setting**<br>Central | **PTAL**<br>2015: 6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Mixed public and private | **Current use**<br>Main town centre uses, retail, commercial |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, adjacent to Strategic Open Space, Bakerloo Safeguarding Direction , adjacent Sites of Importance for Nature Conservation, Flood Zone 1, 2, 3, adjacent to River Ravensbourne, Groundwater Source Protection Zone 1, Critical Drainage Area, Locally Listed Buildings on site | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>112 | | **Gross non-residential floorspace**<br>Employment 6,642<br>Main town centre 2013 | | |

### Site allocation

14.31 Mixed-use redevelopment comprising compatible main town centre, commercial and residential uses. Public realm and environmental enhancements, including to the River Ravensbourne and public access to Waterlink Way.

### Opportunities

14.32 This site occupies an important transitional position leading into the heart of Lewisham major centre from the south, with frontages along the western side of the High Street and locally listed villas. Redevelopment and site intensification will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable public realm and access improvements, particularly around the River Ravensbourne, enhancing the site's qualities as a gateway to the centre.

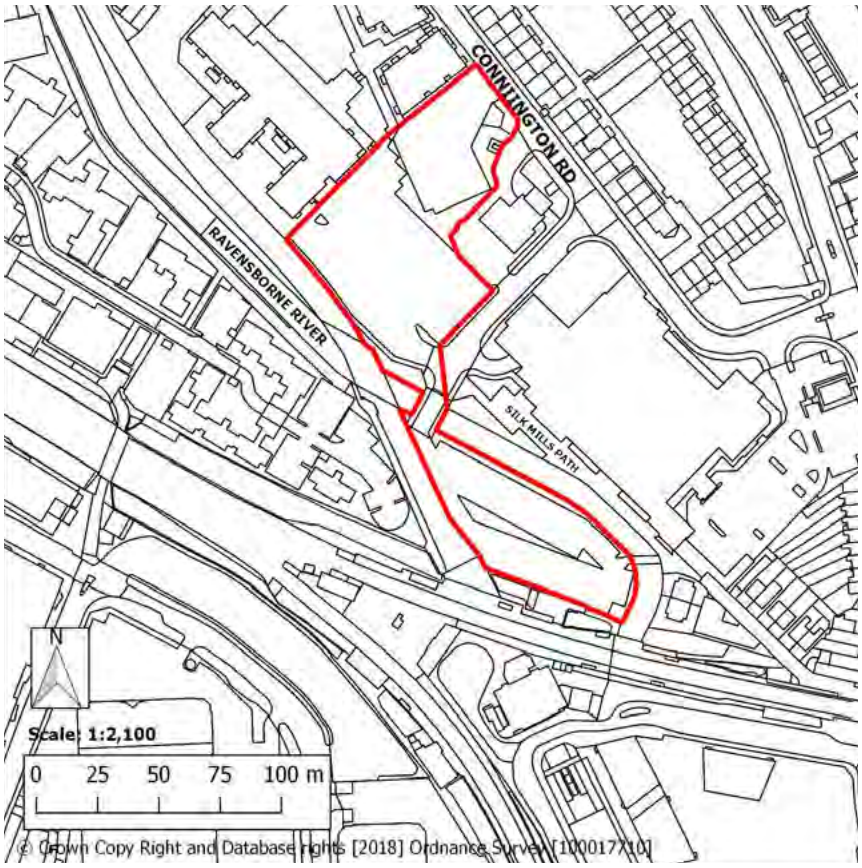
14.33 **Development requirements**

1. Development must be delivered in accordance with the A21 Development Framework and taking into account the River Corridor Improvement Plan SPD.
2. Positive frontages along Lewisham High Street, with active ground floor frontages.
3. Development will be required to retain or re-provide the existing employment floorspace, currently situated to the west of Engate Street, and must not result in a net loss of industrial capacity.
4. Development must be designed to enhance the ecological quality and amenity value of the River Ravensbourne.
5. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy including enhanced public access to Waterlink Way.

14.34 **Development guidelines**

1. The development design must respond to the site's position relative to the wider town centre area. The site should function as a transitional zone into the centre, with moderately scaled development stepping up from Lewisham High Street.
2. Development should enhance the continuity of the frontages along the High Street.
3. Site redevelopment presents an opportunity to improve legibility and access to Waterlink Way at the northern part of the site. Proposals should also investigate opportunities to introduce a new east-west link through the site from the High Street to Waterlink Way and the River Ravensbourne.
4. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network.
7. Proposals should be designed having regard to the Lewisham Shopping Centre site, to ensure continuity of the High Street and a coordinated approach to public realm.
8. Proposals should have regard for the locally listed villas and seek to enhance their setting.

# 4 Conington Road

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|---|---|---|---|---|---|
| **SITE ADDRESS** | 209 Lewisham Road, Lewisham, London, SE13 7PY | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.11 | **Setting**<br>Central | **PTAL**<br>2015: 5-6b<br>2021: 5-6b<br>2031: 5-6b | **Ownership**<br>Private | **Current use**<br>Car park |
| **HOW SITE WAS IDENTIFIED** | Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1, River Ravensbourne on-site, Groundwater Source Protection Zone 1, Adjacent to Strategic Open Space | | | | |
| **PLANNING STATUS** | Full application DC/18/109184 allowed at Appeal in January 2020 and S73 application granted in December 2021. Started construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>365 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 554 | | |

### Existing planning consent

14.35 DC/17/101621 – full application to provide 365 residential dwellings and 554m2 of commercial/community/office/leisure space was refused.

14.36 APP/C5690 - Appeal allowed in January 2020.

14.37 DC/21/121768 – S73 application for changes to the residential mix and changes to storey heights.

### Site allocation

14.38 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements including new public open space, improved walking and cycle routes, and river restoration.

### Opportunities

14.39 This site occupies an important transitional position from the surrounding residential area leading into the heart of Lewisham major centre from the north, adjacent to the Lewisham interchange. The River Ravensbourne runs along and through the site. The site is currently dominated by a fragmented series of car parks. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable river restoration works along with other public realm and environmental improvements, better connecting the site to its immediate surrounds and the interchange.

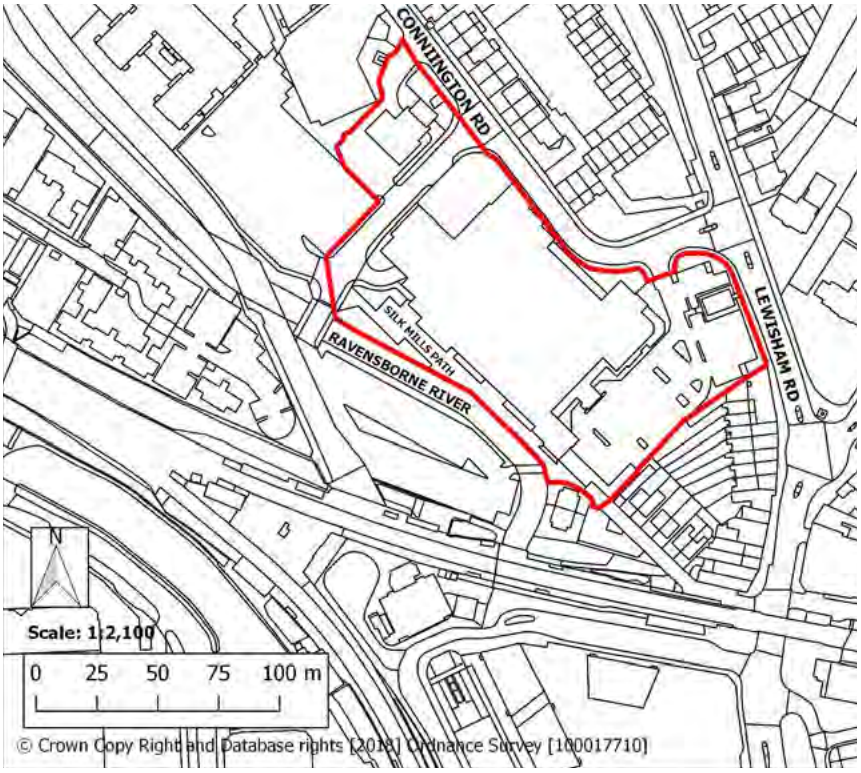
14.40 **Development requirements**

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to the residential areas and public spaces. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, centred on an improved Silk Mills Path.
2. Positive frontages with active ground floor frontages along key routes.
3. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
   a. A new public square linked to Silk Mills Path;
   b. Direct links to Lewisham interchange;
   c. A new public square adjacent to Lewisham Station's northern entrance;
   d. River restoration and a riverside walk.
4. Development must be designed to improve to the ecological quality and amenity value of the River Ravensbourne, including a riverside walk incorporating the existing bridges, with an attractive and robust embankment, taking into account the River Corridor Improvement Plan SPD.

14.41 **Development guidelines**

1. Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
2. Development should ensure buildings are set back sufficiently to be able to provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
3. Development should respond positively in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham interchange and the Lewisham Gateway site.
4. Development should respond positively to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
5. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer running south to north through the site will not be allowed.

# 5 Land at Conington Road and Lewisham Road (Tesco)




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Tesco, 209 Lewisham Road, Lewisham, London, SE13 7PY | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.53 | **Setting**<br>Central | **PTAL**<br>2015: 5-6b<br>2021: 5-6b<br>2031: 5-6b | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, car park |
| **HOW SITE WAS IDENTIFIED** | Lewisham Town Centre Local Plan (2014), London SHLAA (2017) and Lewisham Call for Site (2018) . | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Adjacent to Strategic Open Space, Area of Archaeological Priority, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zones 1, 2, 3, River Ravensbourne on-site, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Pre-application | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>407 | | **Gross non-residential floorspace**<br>Employment 1,901<br>Main town centre 7,604 | | |

### Site allocation

14.42 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm, access and environmental enhancements including new public open space, improved walking and cycle routes and along the river.

### Opportunities

14.43 This site occupies an important transitional position from the surrounding residential area leading into the heart of Lewisham major centre from the north. The River Ravensbourne runs along its western edge. The site is currently occupied by a large format retail building and car park. Comprehensive redevelopment and site intensification, along with the replacement of the existing retail store or introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable river restoration works along with other public realm and environmental improvements, better connecting the site to its immediate surrounds and the interchange.

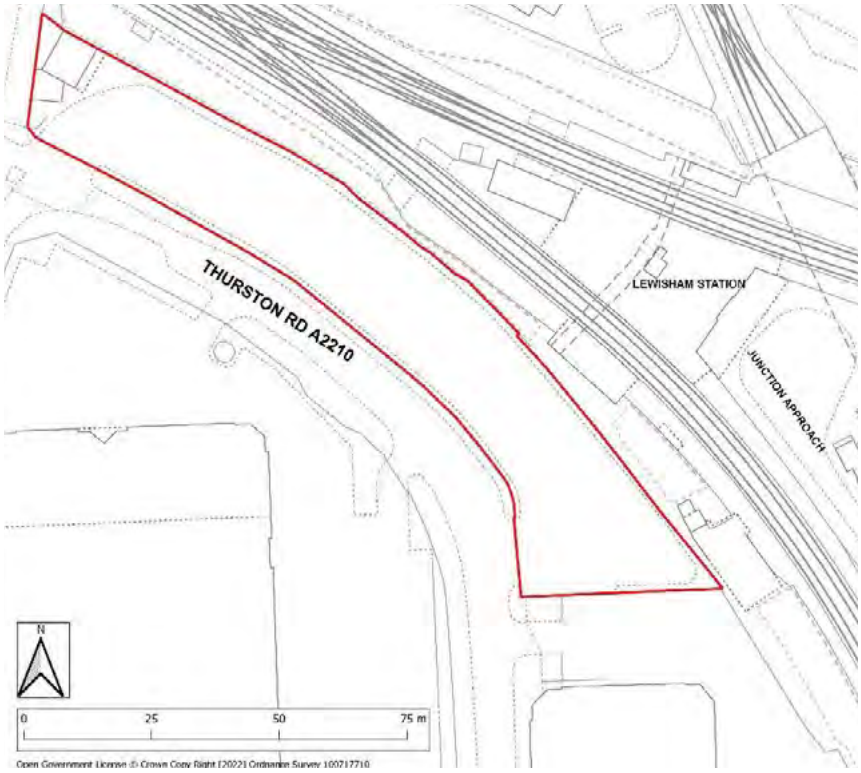
14.44 **Development requirements**

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections to residential areas and public spaces. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, centred on an improved Silk Mills Path.
2. Positive frontage with active ground floor frontages along key routes.
3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
   a. A new public square linked to Silk Mills Path;
   b. River restoration and a riverside walk
4. Development must be designed to improve to the ecological quality and amenity value of the River Ravensbourne, including a riverside walk incorporating the existing bridges with an attractive and robust embankment, taking into account the River Corridor Improvement Plan SPD.

14.45 **Development guidelines**

1. Development should provide for a complementary mix of uses which support but do not detract from the vitality and viability of Lewisham town centre, particularly the Primary Shopping Area.
2. The site should function as a transitional site, both in terms of land use and visual amenity, from the surrounding low-rise residential neighbourhoods into the transport interchange, Lewisham Gateway and the heart of the town centre. The design of development must step down and respond positively to the residential properties at the site's eastern side, at Conington Road and beyond.
3. Development should ensure buildings are set back sufficiently to be able to provide high quality urban spaces with generous, functional and formal landscaped areas forming the central part of an improved Silk Mills Path and the river corridor. Dissecting Silk Mills Path should be access from Lewisham Road and Conington Road, linking to the river and Lewisham interchange.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer running south to north through the site will not be allowed.
6. Development should respond positively in scale, bulk and massing to the River Ravensbourne, taking advantage of the natural slope of the site. The river embankment should be visually and physically accessible from Conington Road and improve access to Lewisham transport interchange, Lewisham Gateway and the wider town centre environs.
7. Development should respond positively to the scale and grain of the existing historic fabric towards the southern end of the site, at Silk Mills Path and Lewisham Road.
8. Development should respond positively to Eagle House, which sits on the site's eastern edge fronting Lewisham Road. This building was constructed in approximately 1870 and is one of the original Anchor Brewery Buildings. It is of architectural and local significance.
9. Development should allow for the retention and/or re-provision of the bus stop and stand facility that are currently provided on this site.

# 6 Thurston Road Bus Station

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Thurston Road, Lewisham, SE13 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.35 | **Setting**<br>Central | **PTAL**<br>2015: 5-6a<br>2021: 5-6a<br>2031: 5-6a | **Ownership**<br>Private | **Current use**<br>Bus station |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2022) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Bakerloo Line Safeguarding Direction, Appropriate Location for Tall Buildings, Adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 3a, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>0 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Site allocation

14.46 Safeguarding for strategic transport infrastructure.

### Opportunities

14.47 The site is located within Lewisham major centre on Thurston Road, running along the southern edge of the railway line. It is currently used as a TFL bus station. Transport for London proposals for the extension of the Bakerloo Line provide for the possibility of infrastructure requirements at this site, including a new 'station box'. In March 2021 the Secretary of State issued a Safeguarding Direction for the BLE and this site has been identified as an area of surface interest, i.e. to be used as a temporary works site during the construction phase of the BLE. It may also be used as a temporary works site whilst making improvements to Lewisham Railway Station. In the longer term there will be an opportunity to re-provide the bus station.

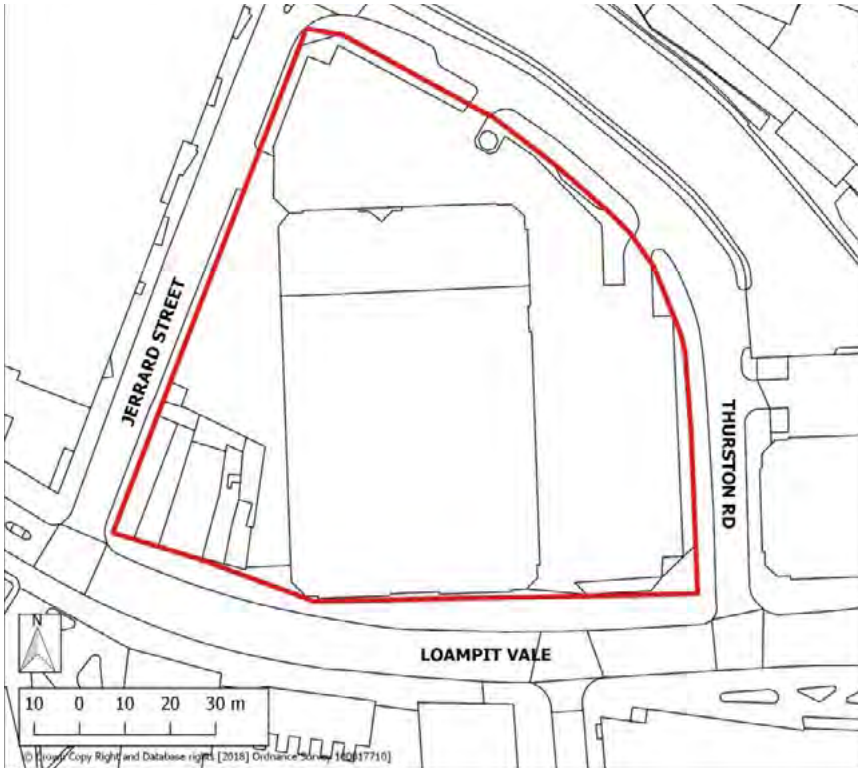
14.48 **Development requirements**

1. Applicants must consult with Transport for London and Network Rail to ensure this site makes appropriate provision for transport infrastructure and services.
2. The site is safeguarded as a temporary works site in order to deliver strategic transport infrastructure, including the BLE station box and improvements to Lewisham Railway Station.
3. The existing bus standing capacity and associated facilities must be temporarily re-located.
4. Once the site has stopped being used as a temporary works site, it must be returned to its original use as a bus station for TFL.

14.49 **Development guidelines**

1. The design of any station improvements and/or new BLE entrances should carefully consider TFL requirements regarding bus standing and associated facilities. The designs should, wherever possible minimise land take to ensure the site can be returned to its original use.
2. Any new station entrance should link into the provision made at Lewisham Exchange.

# 7 Lewisham Retail Park, Loampit Vale

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Lewisham Retail Park and Nos. 66-76 Loampit Vale, Lewisham, SE13 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.13 | **Setting**<br>Central | **PTAL**<br>2015:6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail |
| **HOW SITE WAS IDENTIFIED** | Lewisham Town Centre Local Plan (2014) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Bakerloo Line Safeguarding Direction, Adjacent to Site of Importance for Nature Conservation, Adjacent to Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Major Centre, Night-time Economy Hub, Flood Zone 2, 3, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Full application DC/16/097629 granted in March 2019. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>529 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 4,343 | | |

### Existing planning consent

14.50 DC/16/097629 - Comprehensive redevelopment of the Lewisham Retail Park and Nos. 66 – 76 Loampit Vale including the demolition of all buildings on site to facilitate the provision of 4,343sqm of non-residential floorspace comprising (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafés, (B1) Business, (D1) Non-Residential Institutions and (D2) Assembly & Leisure uses and 536 residential units in buildings ranging from 4 – 24 storeys in height with private and communal open spaces, on-site energy centre, car and cycle parking, and associated landscaping and public realm works.

### Site allocation

Mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements, including a boulevard along Loampit Vale, with improved walking and cycle routes connecting to Lewisham interchange.

### Opportunities

14.51 The site is located within Lewisham major centre on Loampit Vale, a main approach to the heart of the town centre from the west. The site is currently occupied by a warehouse with large format retail units and a car park, a community artist-led studio and project space along with a small terrace of seven properties. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable public realm and access improvements, better connecting the site to its immediate surrounds as well as enhancing access to Lewisham interchange.

14.52 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development) .
2. Development must not prejudice the delivery of transport infrastructure, including the Bakerloo Line extension.
3. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced connections to Lewisham interchange. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including walking and cycle friendly boulevards along Loampit Vale, Jerrard Street and Thurston Road.
4. Positive frontages with active ground floor frontages along key routes.
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including a new station square.

14.53 **Development guidelines**

1. The design of development should respond positively to the importance of Loampit Vale as a major route, and provide an appropriate transition in bulk, scale and massing, towards Lewisham Gateway.
2. Development should set out and reinforce a clear hierarchy of streets and building heights, both within the site and in response to the wider town centre area. A landmark or way finding building signalling the entrance to Lewisham town centre from Loampit Vale to the west may be acceptable.

3. Tree lined pavements of a generous width, indicatively a minimum 6 metres, should define boulevards at Loampit Vale and Thurston Road with buildings set back at an appropriate distance.
4. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the Healthy Streets Corridor between Lewisham and Deptford. Development should not result in a reduction in existing footway, cycle lane or carriageway space along Jerrard Street and Thurston Road.Development should be designed having regard to the Lewisham Exchange site to ensure continuity of the boulevards along Loampit Vale and Thurston Road, and a coordinated approach to public realm and access. This includes provision of a new 'station square' to create a coherent public space and visual link between the sites.
5. Transport for London proposals for the extension of the Bakerloo line through Lewisham town centre could have an impact on the redevelopment potential of both the Lewisham Retail Park and Carpetright sites. This is as a result of new tunnels running underneath and the possibility of a new 'station box' being located partly on the bus layover site (to the north of the Carpetright site), and across a portion of the northern part of the Carpetright site. The bus layover site has been identified as the preferred location for the proposed extension.
6. Building lines may need to be set back to accommodate a dedicated bus lane for turning from Loampit Vale into Jerrard Street and the resultant depth of pavement.
7. Consideration should be given to the proximity of the proposed 'bus layover' site (part of the Lewisham Gateway development) when planning for sensitive uses on adjacent sites.
8. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the trunk sewer will not be allowed.

# 8 100-114 Loampit Vale

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|---|---|---|---|---|---|
| **SITE ADDRESS** | 100-114 Loampit Vale, Lewisham, London, SE13 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.12 | **Setting**<br>Central | **PTAL**<br>2015: 6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Private | **Current use**<br>Industrial, car services |
| **HOW SITE WAS IDENTIFIED** | Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, adjacent to Strategic Open Space, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Flood Zone 3, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Full application DC/17/102049 granted in February 2018 | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>30 | | **Gross non-residential floorspace**<br>Employment 298<br>Main town centre 596 | | |

### Site allocation

14.54 Mixed-use redevelopment incorporating main town centre, commercial and residential uses.

### Opportunities

14.55 The site is located at the edge of Lewisham major town centre and occupies a transitional position at Loampit Vale leading to the station interchange. The site is currently used for MOT services. Redevelopment and site intensification, along with introduction of more compatible main town centre uses, will provide a more optimal use of land to support the long-term vitality and viability of the town. Development will also deliver design and public realm improvements that better complement the neighbouring properties.

14.56 **Development requirements**

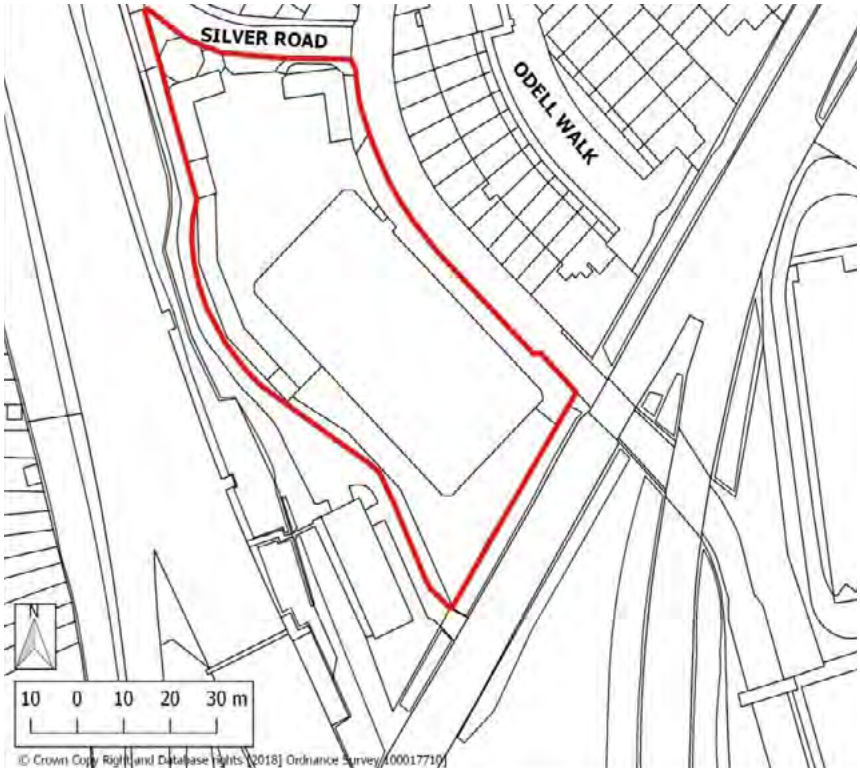
1. Positive frontages along Loampit Vale, with active ground floor frontages.
2. Development must respond to the site's transitional position at the edge of the town centre, and be designed to maintain and enhance the continuity of the building line to the west of the railway.
3. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
4. Development proposals must protect and seek to enhance green infrastructure, including the SINC adjacent to the site.

14.57 **Development guidelines**

1. The replacement provision of employment floorspace should be compatible with the neighbouring properties and the edge of centre location (previous B1 use class).
2. The site presents an opportunity for a moderately scaled development to act as a visual transition to the town centre where taller buildings are located. The new building line should be consistent with and enhance the townscape, positively responding to the terraces to the west of the railway.
3. Development may step up along Loampit Vale towards the railway embankment, where massing should be concentrated, particularly to minimise impact on the properties north and west.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Bell Green trunk sewer will not be allowed.

6. Design should ensure that amenity of neighbouring properties, including the adjoining public house and gardens, is protected, in line with the Agent of Change principle.
7. Development will be expected to conserve and enhance the setting of the Tabernacle, at Algernon Road, which is a Grade II listed building. It is clearly visible from Loampit Hill and stands out as a local landmark, as helps to function as a wayfinder.
8. The presence of the railway embankment and viaduct will require buildings to be set away to the east of the site.

# 9 Silver Road and Axion House

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Axion House, 1 Silver Road, London, SE13 7BQ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.48 | **Setting**<br>Urban Central | **PTAL**<br>2015: 1b<br>2021: 1b<br>2031: 1b | **Ownership**<br>Private | **Current use**<br>Industrial, vacant land |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017). | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, adjacent to Strategic Open Space, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Flood Zones 2, 3, adjacent to River Ravensbourne, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | DC/18/109972 granted in May 2020. Started construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>141 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 453 | | |

### Existing planning consent

14.58 DC/18/109972 – Demolition of existing buildings (Axion House) and the construction of buildings to provide 141 residential units and 453m2 of flexible B1/A1/A3/D2 commercial uses.

### 14.59 Site allocation

14.60 Employment-led mixed-use redevelopment comprising compatible commercial and residential uses. Public realm enhancements including public access and landscaping along the River Ravensbourne.

### Opportunities

14.61 The site comprises non-designated employment land located within a predominantly residential area in Lewisham major centre, next to the River Ravensbourne. There are several older commercial units on the site, including a large two-storey warehouse building. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre, including provision of modern workspace. Redevelopment will also enable public realm enhancements that maximise the amenity provided by the River Ravensbourne.

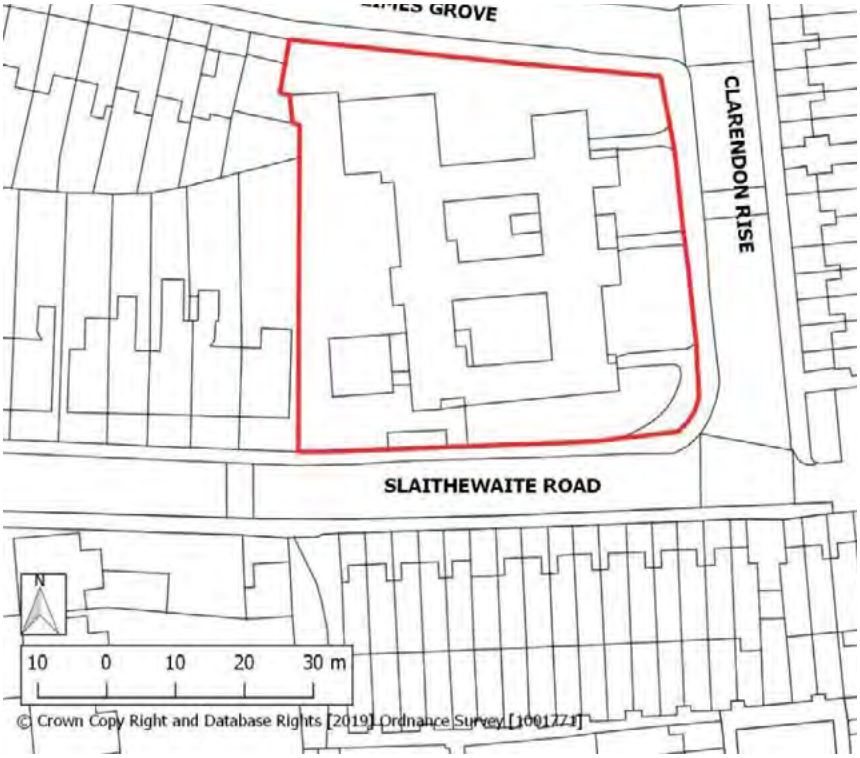
### 14.62 Development requirements

1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
2. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public access to and landscaping along the river, taking into account the River Corridor Improvement Plan SPD.

### 14.63 Development guidelines

1. Development should respond positively to the River Ravensbourne and be designed to enhance its amenity value, with walking connections and views through the site to the river, and landscaped public realm alongside it.
2. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
3. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the Ravensbourne trunk sewer will not be allowed.
4. Development should maximise employment floorspace provision, including through reconfiguration of the existing buildings and spaces, and improve the overall environmental quality of the site. Proposals will be required to justify any net loss of the existing non-designated employment floorspace.
5. An element of affordable workspace should be delivered on-site.
6. The site is situated within a predominantly residential area and consideration will need to be given to the amenity of neighbouring and surrounding properties, including for daylight and sunlight.

# 10 House on the Hill at Slaithewaite Road

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|---|---|---|---|---|---|
| **SITE ADDRESS** | 47 Slaithewaite Road, SE13 6DL | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.31 | **Setting**<br>Urban | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Overnight stay respite centre |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity area, Regeneration Node, Archaeological Priority Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2. | | | | |
| **PLANNING STATUS** | Pre-application | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>52 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Site allocation

14.64 Redevelopment for residential use.

### Opportunities

14.65 The site comprises several buildings and a courtyard which were occupied by a residential institution, including provision of specialist short stay care. The main building, covering the majority of the site, is currently vacant. Redevelopment provides an opportunity bring the site back into active residential use, with opportunities to deliver an increase in housing units.

14.66 **Development requirements**

1. Development must be delivered in accordance with the A21 Development Framework.
2. Redevelopment of the existing residential institution will be subject to Policy HO6 (Supported and specialised accommodation)
3. There are a number of trees of quality located within the site, particularly along its boundary, which must be retained.

14.67 **Development guidelines**

1. The site is located within a predominantly residential area and development should be designed to respond positively to the character of the surrounding properties.
2. Development should be designed in response to the site topography, particularly in terms of building heights and site levels.
3. Development should improve walking, cycling and other active travel modes, contrib-uting to the A21 Healthy Streets corridor. Development should not result in a reduction in existing footway or carriageway space.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.

# 11 Church Grove Self-Build

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Land at Church Grove, London, SE13 7UU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.35 | **Setting**<br>Central | **PTAL**<br>2015: 5<br>2021: 5<br>2031: 5 | **Ownership**<br>Public | **Current use**<br>Vacant land |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, adjacent to Conservation Area, adjacent Strategic Open Space, Archaeological Priority Area, Air Quality Management Area, Flood Zones 3, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Full application DC/17/104264 granted in December 2018 and S73 DC/20/119250 granted in April 2021. Started construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>36 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Existing planning consent

14.68 DC/17/104264 - The construction of a part three/part four storey building incorporating balconies and a roof garden on vacant land at Church Grove SE13 comprising thirty-three (33) self-build dwellings (13 x 1 bed flats, 10 x 2 bed flats, 2 x 3 bed flats, 5 x 3 bed houses, 3 x 4 bed houses), together with community facilities, shared landscaping space, car parking, secure cycle and refuse storage, alterations to the access and other associated works.

14.69 DC/20/119250 – A S73 application for an additional 3 units.

### Site allocation

14.70 Redevelopment for residential use (self-build) with complementary community uses. Public realm enhancements, including public access to the River Ravensbourne.

### Opportunities

14.71 This site is located to the west of Ladywell local centre, with the River Ravensbourne running along its northern edge. The site was previously occupied by the Watergate School but is now vacant, and has been made available by the council for self-build housing. Redevelopment will assist in meeting local need this type of housing provision. Development will also enable public realm enhancements to improve access to the river, along with its amenity value

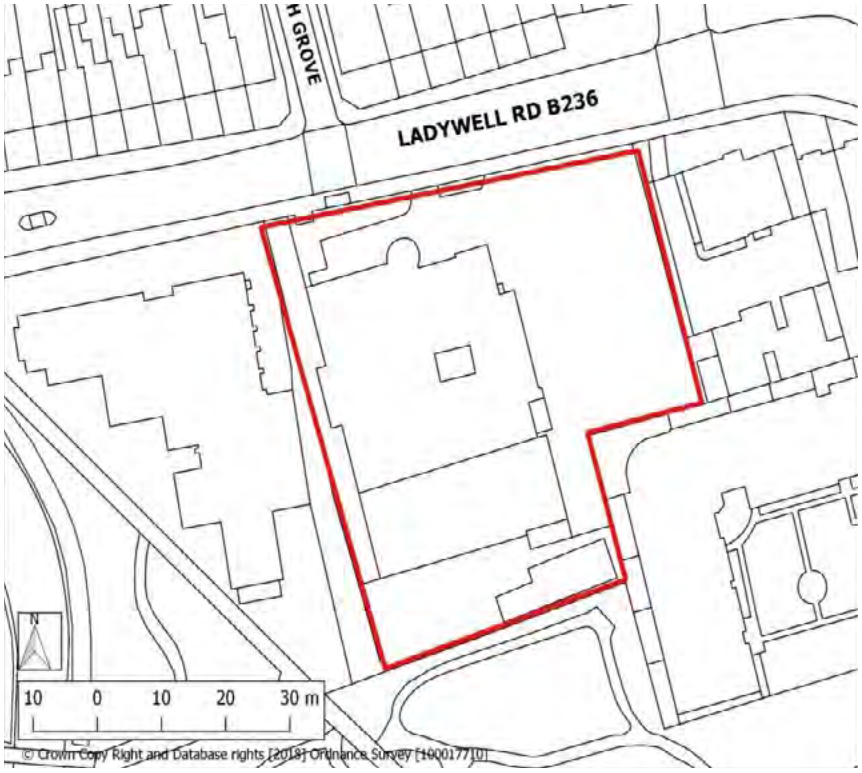
14.72 **Development requirements**

1. Consistent with the planning consent, all residential development must be for self-build housing.
2. Development must make provision of ancillary community facilities or community space.
3. Development must protect and enhance amenity value of the River Ravensbourne, including by providing public access to the river and maintaining an open vista through the site, taking into account the River Corridor Improvement Plan SPD.

14.73 **Development guidelines**

1. The design of development should respond positively to the site's river setting as well as the surrounding grain along Church Grove.
2. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
3. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek. New connections into the Deptford Church Street trunk sewer will not be allowed and impacts on Deptford Storm Overflow should be avoided.
4. The southern boundary of the site abuts St Mary's Conservation Area and is within it setting, which development must conserve and enhance.

# 12 Ladywell Play Tower

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Former swimming pool, Ladywell Road, Lewisham, SE13 7UW | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.32 | **Setting**<br>Central | **PTAL**<br>2015: 5<br>2021: 5<br>2031: 5 | **Ownership**<br>Private | **Current use**<br>Former swimming pool, vacant land |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Area, Conservation Area, Archaeological Priority Area, adjacent Metropolitan Open Land, Air Quality Management Area , Air Quality Focus Area , Waterlink Way, Flood Zones 2, 3, Groundwater Source Protection Zone 1, Critical Drainage Area, Listed Building on site | | | | |
| **PLANNING STATUS** | Full application DC/22/126038 and Listed Building Consent DC/22/125927 was considered at Strategic Planning Committee on 6th October 2022 | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>33 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 1,459 | | |

### Site allocation

14.74 Mixed-use development comprising main town centre, community and residential uses. Restoration and enhancement of the Grade II listed Ladywell Baths.

### Opportunities

14.75 This is a site of historic significance which comprises a Grade II listed building, Ladywell Baths, and the land immediately surrounding it. The site is also surrounded by the Grade II listed Coroners Court and Mortuary and sits within the setting of the Grade II* listed St Mary's church and churchyard. Development will help to facilitate the restoration and enhancement of the Ladywell Baths, which is currently on the Heritage at Risk Register, bringing the building back into active use, with a new community focus for the neighbourhood.

14.76 **Development requirements**

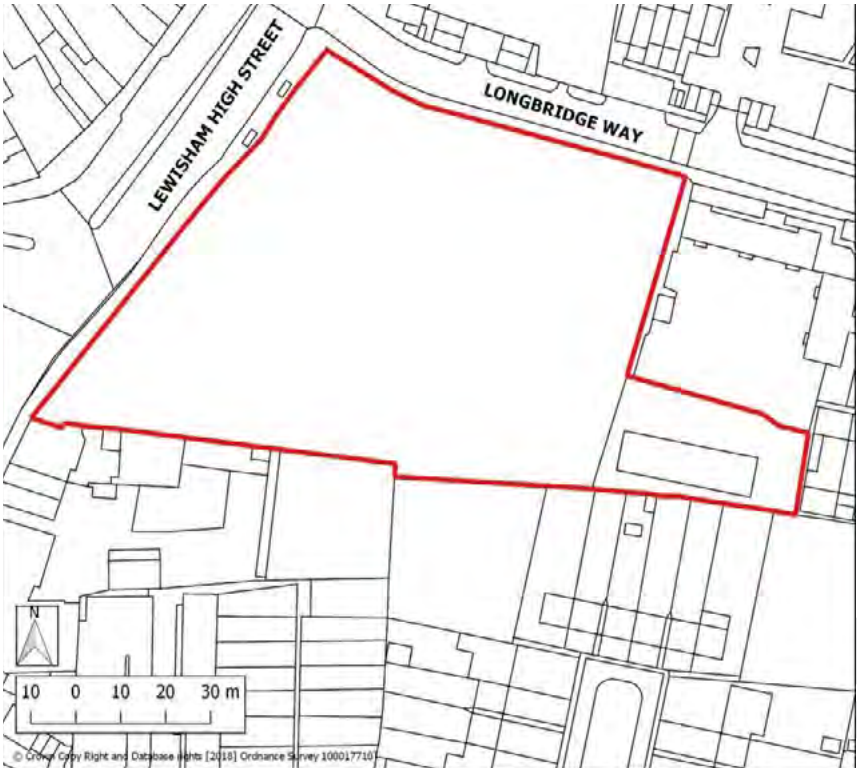
1. A mix of complementary main town centre uses, including community uses. Residential development may be acceptable on the land surrounding Ladywell Baths.
2. Development must preserve and enhance the significance of heritage assets and their setting. This includes the former Ladywell Baths, the Grade II listed Coroners Court and Mortuary, Grade II* listed St Mary's church and churchyard, and St Mary's Conservation Area, including views within it.
3. Development must provide for the full restoration of the Ladywell baths.
4. Positive frontages along Ladywell Road

14.77 **Development guidelines**

1. The bulk, massing and building heights of any development within the grounds of the listed building will be expected to be subordinate and complementary to the historic civic character of the immediate context. The historic roofscape including the Baths, St Mary's church, and the Coroners court will be expected to remain dominant in the townscape and skyline.
2. Development proposals should seek opportunities to incorporate flexible space, which could be used as community space.
3. Development should enhance permeability and connections between green/open spaces and town centres. Development on Ladywell Road should help to encourage activity between Ladywell Village and Lewisham High Street.
4. The layout of the site should protect the amenity of Waterlink Way and enable access to it. Waterway Link runs through the site, from Ladywell Fields in the west, along the site's southern boundary with St Mary's Church, then northwards through the site, then along Wearside Road to the north of the site and through to Lewisham town centre.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan and minimise the risk of flooding or surcharging when emptying swimming pools into the public sewer.

7. A tree survey should identify healthy, mature trees to be retained and replaced. Landscaping should form an integral part of the overall design.
8. Development should maximise opportunities for historical interpretation.
9. Large properties exist on either side of the site and there are terraced residential properties on the opposite side of Ladywell Road. To the west of the site is Ladywell Fields, a public open space designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation. To the south of the site, the grounds of St Mary's church are also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.

# 13 PLACE/Ladywell (former Ladywell Leisure Centre)

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| **SITE ADDRESS** | Former Ladywell Leisure Centre, 261 Lewisham High Street, SE13 6NJ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.93 | **Setting**<br>Central | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Residential, retail, employment, community use |
| **HOW SITE WAS IDENTIFIED** | Lewisham Town Centre Local Plan (2014) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Adjacent to Strategic Open Space, adjacent Conservation Area, Archaeological Priority Area, adjacent Urban Green Space, Major Centre, Night-time economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Full application DC/15/090792 granted in February 2015 for part of the site. Development complete but only has temporary consent. Pre-application. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>175 | | **Gross non-residential floorspace**<br>Employment 462<br>Main town centre 1,849 | | |

### Existing planning consent

14.78 DC/15/090792 – The construction of a four-storey building at the former Ladywell Leisure Centre, 261 Lewisham High Street SE13, comprising 24 x 2 bed-flats on upper floors (Class C3), up to 8 x commercial units on the ground floor for flexible use as retail (Class A1), services (Class A2), business (Class B1) and/or Class D1 non-residential community uses (Class D1), associated soft and hard landscaping boundary treatments, cycle parking and bin store, for a limited period of up to 4 years.

### Site allocation

14.79 Comprehensive mixed-use redevelopment comprising compatible main town centre, commercial, community and residential uses.

### Opportunities

14.80 The site is located within Lewisham major centre and comprises the former Ladywell Leisure Centre and the land adjoining it. Part of the site fronting the High Street has been occupied by a meanwhile use, known as PLACE/Ladywell, consisting of a modular building integrating 24 residential units and workspace. This building is to be demounted and re-located elsewhere in the Borough. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Development will also help to reinvigorate the High Street through active frontages and improved connections with the surrounding residential area.

14.81 **Development requirements**

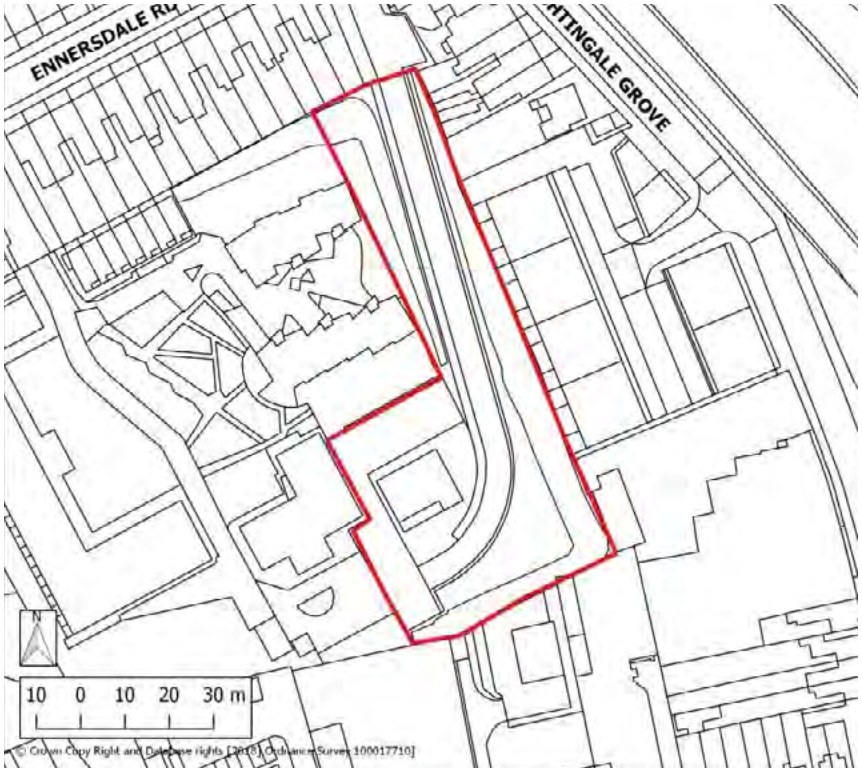
1. Development must integrate with the measures set out in the A21 Development Framework.
2. Positive frontages along Lewisham High Street and Longbridge Way, with active ground floor frontages on the High Street.
3. Proposals involving the redevelopment of the Lewisham Opportunity Pre-School (LOPS) building may be acceptable, subject to appropriate re-provision of community infrastructure within the locality, in line with Policy CI1 (Safeguarding and securing community infrastructure).
4. The layout and design of development must respond positively to the housing estate immediately adjacent the site to the east, as well as the surrounding residential area. Development should support the delivery of a cohesive urban form and grain, with a clearly articulated network of routes across the site to improve permeability.
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements along the High Street.

14.82 **Development guidelines**

1. Development should set out and reinforce a clear hierarchy of streets, routes and building heights, both within the site and in response to the adjacent network of residential streets.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.

3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
4. Residential ground floor frontages may be acceptable away from the High Street including at Longbridge Way.
5. The site is adjacent to St Mary's Conservation Area. Proposals will need to consider impacts on the significance of this heritage asset and its setting, including the impact on views from within the Conservation Area.
6. Historic spires are in view of the St Mary's Church.

# 14 Driving Test Centre, Nightingale Grove

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| **SITE ADDRESS** | 44 Ennersdale Road, London, SE13 6JD | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.41 | **Setting**<br>Central | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Public | **Current use**<br>Driving Test Centre |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2. | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>40 | | **Gross non-residential floorspace**<br>Employment 1,386<br>Main town centre 0 | | |

### Site allocation

14.83 Mixed-use redevelopment comprising compatible residential and commercial uses.

### Opportunities

14.84 This backland site is located in close proximity to Staplehurst Road local centre and Hither Green station. It is currently occupied by a single storey building with ancillary car parking. Redevelopment will provide a more optimal use of land, with the introduction of residential uses that complement the surrounding properties.

14.85 **Development requirements**

1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
2. Development proposals must protect and seek to enhance green infrastructure, including existing mature trees.

14.86 **Development guidelines**

1. The development design should respond positively to the existing residential properties surrounding the site.
2. A fully residential scheme may be acceptable, subject to other policy requirements being satisfied.
3. The site is in proximity to Nightingale Grove, which is part of the London Cycle Network, and Hither Green station. Site access is currently oriented towards automobile users and proposals should seek to enhance walking and cycle access to the site. To contribute to Healthy Neighbourhoods, development should not result in a reduction in existing footway or carriageway space.
4. There is an electricity sub-station located just beyond the site's southern boundary, which will need to be taken into account.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 15 Land at Nightingale Grove and Maythorne Cottages

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Maythorne Cottages, Nightingale Grove, London, SE13 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.43 | **Setting**<br>Central | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Car services, employment, community, vacant land |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Adjacent to Site of Importance for Nature Conservation, adjacent to Green Corridor, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2. | | | | |
| **PLANNING STATUS** | Full application DC/13/084806 for 35 Nightingale Grove granted in July 2014. Full applications DC/18/109200 and DC/18/110288 refused in January and April 2019. Full application DC/19/114830 granted in July 2020. Full application DC/19/113755 granted in November 2020. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>22 | | **Gross non-residential floorspace**<br>Employment 179<br>Main town centre 0 | | |

### Existing planning consent

14.87 DC/13/084806 – the demolition of MOT testing station at 35 Nightingale Grove and construction of four storey building plus basement comprising an MOT testing station and 7 one bedroom and 1 two bedroom self-contained flats.

14.88 LE/792/35/TP (lapsed) demolition and replacement of MOT, 7 x 1 bed and 1 x 2 bed.

14.89 DC/19/114830 – construction of a building on land off Springbank Road and to the rear of 41-43 Nightingale Grove comprising 2 business units (B1) and 3 one-bedroom and 3 two-bedroom flats.

14.90 DC/19/113755 – construction of three buildings at 33 Nightingale Grove to provide 16 residential units (3 one-bedroom and 13 two-bedroom flats).

### Site allocation

14.91 Mixed-use redevelopment comprising compatible residential, commercial and community uses. Public realm enhancements, including to the Hither Green station approach.

### Opportunities

14.92 The site is located within Staplehurst Road local centre and situated at one of the main approaches to Hither Green station. A mix of housing, older and disused commercial floorspace, and a nursery are fragmented across the site. Redevelopment and site intensification, along with the improved integration of uses, will make a more optimal use of land to support the long-term vitality and viability of the local centre. Development will also deliver public realm enhancements to improve access to the station.

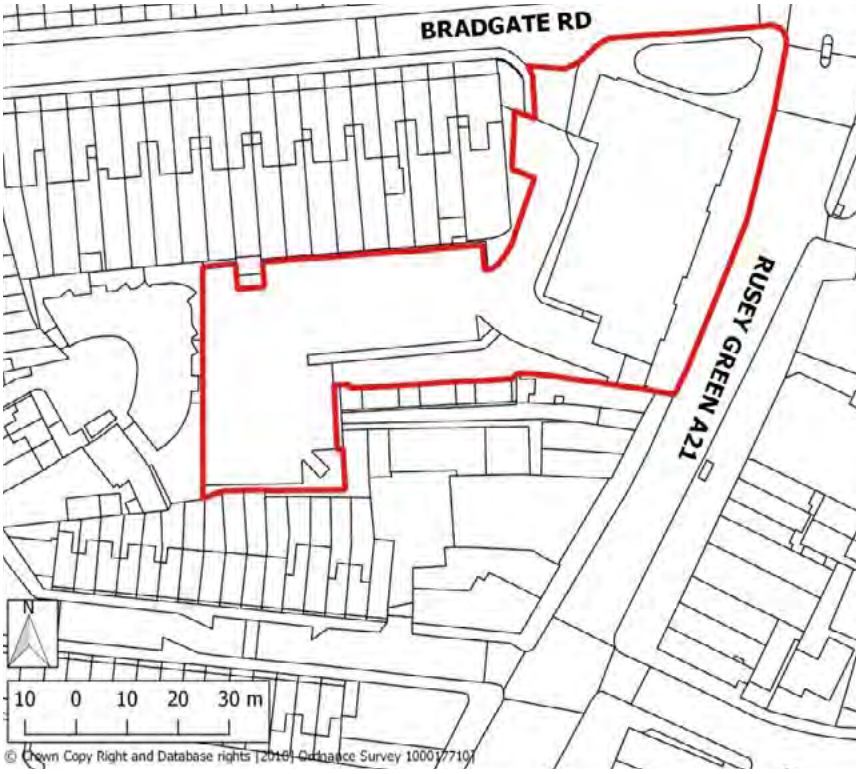
14.93 **Development requirements**

1. Development must be designed to enhance the station approach and provide for improved legibility, safety and access to the station. Consideration must be given to the underpass and public footpath at the eastern edge of the site boundary.
2. Positive frontages along Nightingale Grove and Maythorne Cottages.
3. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
4. Development must retain or ensure appropriate re-provision of the existing day nursery, with priority given to on site re-provision, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
5. Development proposals must protect and seek to enhance green infrastructure, including the Green Corridor and SINC adjacent to the railway embankment.

14.94 **Development guidelines**

1. Development should enhance the station approach area through high quality public realm and the introduction of positive frontages along Nightingale Grove and Maythorne Cottages, with active ground floor frontages where possible.
2. In order to improve legibility and access to the station, consideration should be given to the use of sensitively integrated external lighting at the site boundaries.
3. Development must protect and wherever possible improve the amenity of the day nursery, particularly the outdoor play area.
4. Height, scale and massing of development should respond to the residential properties at 41-49 Nightingale Grove and 15-17 Springbank Road.
5. There are several electricity substations located within the site boundary which will need to be taken into account.

# 16 Land at Rushey Green and Bradgate Road (Aldi)

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| **SITE ADDRESS** | Rushey Green, Catford, London, SE6 4JD | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.50 | **Setting**<br>Central | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node Archaeological Priority Area, Major Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 2 | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>88 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 4,100 | | |

### Site allocation

14.95 Comprehensive mixed-use redevelopment with compatible main town centre and residential uses.

### Opportunities

14.96 The site is located within Catford major town centre, at its northernmost point along Rushey Green. It is currently occupied by single storey retail building and car park and surrounded by an established residential area to the north, south and west. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements. There is an inactive frontage along Rushey Green which could be enhanced to complement the site's gateway position into the centre.

14.97 **Development requirements**

1. Development must be delivered in accordance the A21 Development Framework.
2. Positive frontages along Rushey Green and Bradgate Road, with active ground floor frontages on Rushey Green.

14.98 **Development guidelines**

1. Development should clearly define the edge of the A21 corridor with a well-integrated building line.
2. The existing frontage along Rushey Green should be re-designed as an active frontage that interfaces more positively with the adjoining public realm, marking the site as a transition point into Catford town centre.
3. Development should ensure that town centres uses (such as bars, restaurants, take-aways) do not impact on local amenity, in line with policy EC18 H and K Culture, creative industries and the night-time economy.
4. Development should improve walking, cycling and other active travel modes, contributing to the A21 Healthy Streets corridor. Development should not result in a reduction in existing footway or carriageway space.
5. Whilst the residential character and scale of Bradgate Road should be acknowledged in massing along the northern boundary, the width of the A21 offers an opportunity for more moderately scaled development, subject to amenity considerations.
6. Development should be designed to protect the amenity of properties at Bradgate Road to the north, Patrol Place and Wildfell Road to the south and Scrooby Street to the west, having regard to the Agent of Change principle and policy QD10 (Infill and backland sites, garden land and amenity areas).

# 17 Catford Shopping Centre and Milford Towers

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Catford Shopping Centre, Winslade Way, Catford, SE6 4J | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>3.42 | **Setting**<br>Central | **PTAL**<br>2015: 6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Public | **Current use**<br>Main town centre uses, retail, residential, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Pre-application for part of the site at Thomas Lane Yard. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>1,084 | | **Gross non-residential floorspace**<br>Employment 5,387<br>Main town centre 21,546 | | |

### Site allocation

14.99 Comprehensive mixed-use redevelopment of existing town centre comprising compatible retail, leisure, commercial, community and residential uses. Redevelopment of existing buildings and reconfiguration of spaces to facilitate a street-based layout with new and improved routes, both into and through the site, along with public realm and environmental enhancements.

### Opportunities

14.100 This site forms the heart of Catford major centre. It is key to the transformation of Catford and will act as a major catalyst for local area regeneration, as part of a comprehensive masterplan framework incorporating a number of key sites. It encompasses land to the rear of Rushey Green and Catford Broadway, and is bounded to the north and west by Holbeach Road and Thomas' Lane, which provides pedestrian and vehicular access. The site is currently dominated by Milford Towers, residential blocks above a multi-storey car park, and ground floor retail units of various sizes, including a large format supermarket. Catford Market is located along the Broadway. Comprehensive redevelopment will deliver a significant amount of new housing together with modern retail (including a replacement large supermarket) and employment space, leisure, community and cultural facilities to support the long-term vitality and viability of the town centre, and reinforce its role as a civic and cultural hub. Development will also enable transformative public realm improvements to provide new and enhanced connections to and through the area.

14.101 **Development requirements**

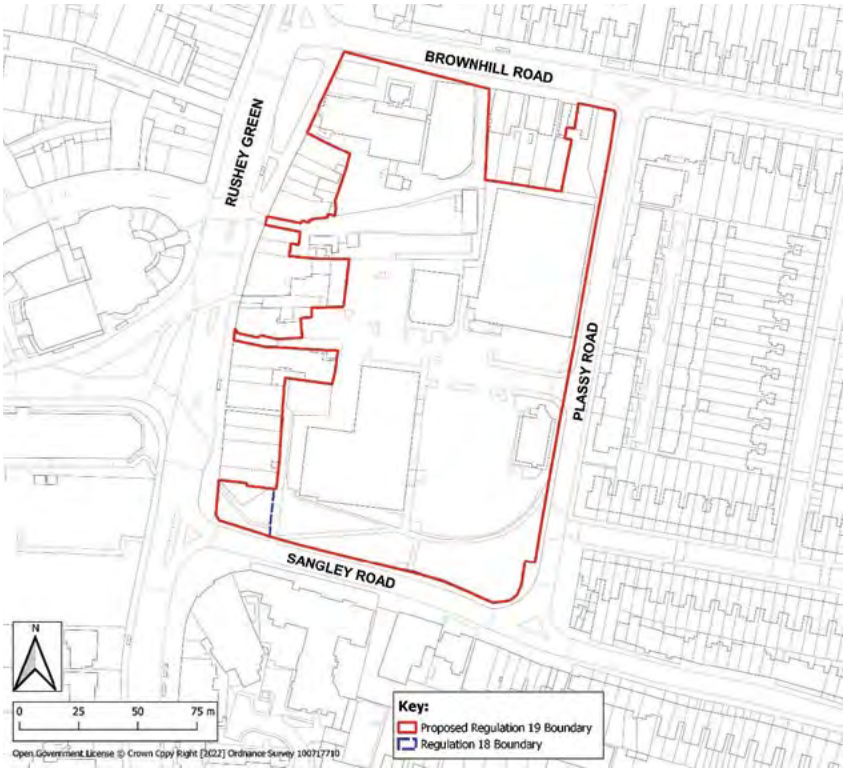
1. Development must be delivered in accordance with the Catford Town Centre Framework.
2. Access, servicing and public realm improvements must complement and integrate with measures set out in the A21 Development Framework.
3. The site must be e-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration, re-orientation and re-planning of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.
4. Positive frontages with active ground floor frontages within the Primary Shopping Area and along key routes.
5. Protect and enhance Catford market.
6. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
   a. Improvements to Catford Broadway
   b. Improvements to Rushey Green
   c. Provision of a new public open space to support the scale of development.

14.102 **Development guidelines**

1. It is important that development is designed to improve walking links through the site to Catford Broadway and Rushey Green. Routes should form part of and integrate with a network of new and existing connections to other key sites as well as to Catford and Catford Bridge stations.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.

3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Splitting flows across various connection points may be required as the existing network consists of small diameter pipes. An existing drainage plan should be submitted to aid in assessing pipe capacity.
5. Building heights, scale and massing should provide for an appropriate transition from the perimeter of the site and its surrounds.
6. Buildings should provide for a range of footprint sizes to accommodate a variety of town centre, commercial and community uses, including a replacement large supermarket, and be designed to provide flexibility to enable sub-division of units.
7. Active or animated frontages should be integrated on all main routes around and through the site, and within buildings that address the street, including at Thomas' Lane and Holbeach Road.
8. Development must make appropriate provision for and enhance Catford Market, with public realm treatments to generate visual interest and attract footfall.

# 18 Catford Island

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| **SITE ADDRESS** | Catford Island Retail Park, Plassy Road, Catford, SE6 2AW | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>2.28 | **Setting**<br>Central | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, residential, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017), Catford Town Centre AAP (Withdrawn), Lewisham Call for Sites (2015 and 2018) and Catford Masterplan | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area , Major Centre, Primary Shopping Area, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1 | | | | |
| **PLANNING STATUS** | Full applications for part of the site granted in March 2019 and August 2021. Pre-application for remainder of the site | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>602 | | **Gross non-residential floorspace**<br>Employment 6,206<br>Main town centre 6,206 | | |

### Existing planning consents

14.103 DC/17/103748 - Full application granted on appeal in March 2019 for the demolition of existing buildings at Catford Timber Yard, 161 Rushey Green, SE6 and the construction of an eight-storey building to provide 42 residential units and 261 m2 (B1a) office space, together with the provision of disabled parking, play area and landscaping.

14.104 DC/20/117525 - Full application granted in August 2021 for the demolition of existing buildings at Catford Timber Yard, 161 Rushey Green, SE6 and the construction of an eight-storey building to provide 42 residential units and 261 m2 (B1a) office space, together with the provision of disabled parking, play area and landscaping.

### Site allocation

14.105 Comprehensive mixed-use redevelopment with compatible main town centre, community and residential uses. Redevelopment and reconfiguration of the majority of buildings and spaces to facilitate the realignment of the A205 South Circular and associated public realm enhancements, including new public open space, improved walking and cycle routes, and vehicular access.

### Opportunities

14.106 The 'island' is formed by the A21/A205 gyratory system, which separates the site from the heart of the town centre. It is currently occupied by large format retail park buildings and car parking, a timber yard, and shop units fronting Brownhill Road and Rushey Green (A21). Eros House is located at its northwest corner. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds and enhancing its function as the southeast gateway to the town centre.

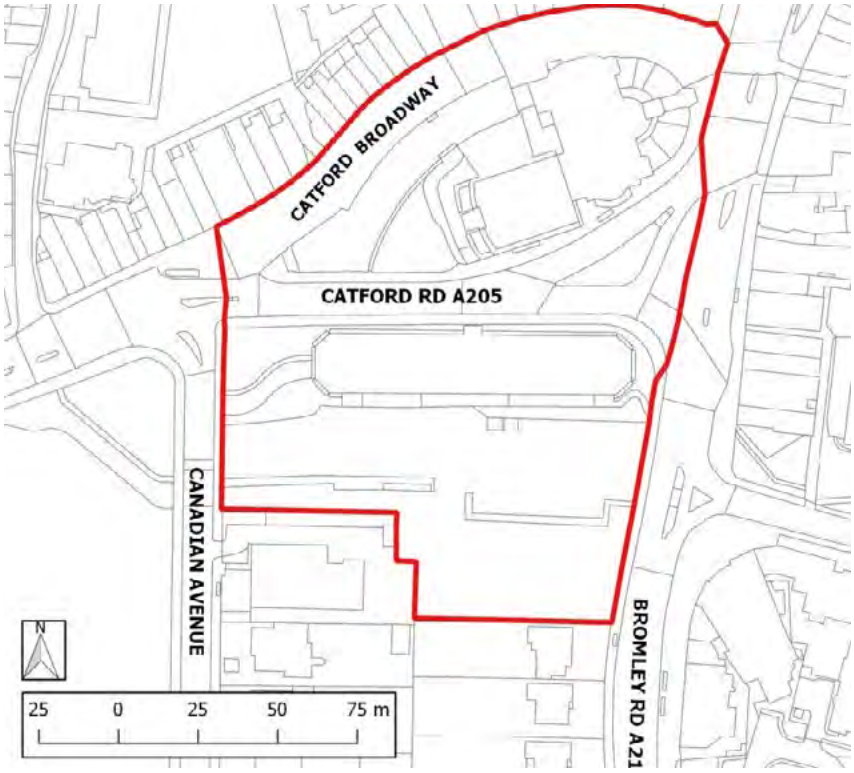
14.107 **Development requirements**

1. Development must be delivered in accordance with the Catford Town Centre Framework, and integrate with the measures set out in the A21 Development Framework.
2. Development must not prejudice the delivery of transport infrastructure, including public realm enhancements associated with the re-alignment of the A205. The siting of buildings must ensure the traffic and transport improvements along the South Circular at Sangley Road, Plassy Road and Brownhill Roads can be implemented in full.
3. The site must be re-integrated with the surrounding street network to improve access and permeability in the local area, and to better integrate the site with the Primary Shopping Area. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
4. Positive frontages with active ground floor frontages along key routes.
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy. This must integrate provision of new public open space appropriate to the scale of development.

14.108 **Development guidelines**

1. In order to optimise the site's capacity, and to ensure a more complementary fit with the prevailing urban grain, 'out of centre' style low-density large format units or warehouses will be resisted. Development should create a positive relationship with the planned changes to and realignment of the South Circular, with active ground floor frontages complemented by appropriate buffers and set back distances.
2. Retail and commercial elements should reflect the site's immediate town centre context, providing a mix of unit sizes and workspaces to support a wide range of uses and businesses.
3. The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook walking routes within and adjacent to the site.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Lewisham trunk sewer will not be allowed.
6. The design of development should respond positively to the residential properties to the site's east, having regard to existing townscape features. Tall buildings should be located centrally on the site and not be located along the site's eastern boundary.
7. Green space across the site should contribute towards a network of green infrastruc-ture across the town centre.
8. Development should improve walking, cycling and other active travel modes between Sangley Road, the Corbett Estate and Catford Town Centre, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing foot-way or carriageway space.
9. Options for the site currently occupied by Eros House should be explored to better integrate it into a comprehensive scheme for the wider site allocation.

# 19 Laurence House and Civic Centre




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Laurence House, 1 Catford Road, Catford, London, SE6 4RU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>2.21 | **Setting**<br>Central | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Civic offices, library, car park |
| **HOW SITE WAS IDENTIFIED** | Call for Sites (2015), London SHLAA (2017),Catford Town Centre AAP (Withdrawn) and Catford Masterplan | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Growth Corridor, adjacent Conservation Area, Archaeological Priority Area, Major Centre, Primary Shopping Area, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 2, Groundwater Source Protection Zone 1, Critical Drainage Area, 1 Listed Buildings on site | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>262 | | **Gross non-residential floorspace**<br>Employment 12,935<br>Main town centre 6,017 | | |

### Site allocation

14.109 Comprehensive mixed-use development with compatible main town centre uses, including civic and cultural uses, and residential uses. Realignment of the A205 (South Circular) to facilitate town centre regeneration along with public realm and access improvements.

### Opportunities

14.110 The site comprises the civic and cultural heart of Catford major town centre, with the Civic Suite and Lawrence House buildings along with the Grade II Listed Broadway Theatre. Re-alignment of the A205 South Circular, delivered in partnership with Transport for London, will address existing issues of severance and pedestrian and vehicular circulation within the local area, and facilitate transformational regeneration of the town centre. The realignment of the A205 will deliver major public realm and access improvements, better linking the site to the rest of the town centre and wider neighbourhood area. Redevelopment also provides opportunities to deliver enhanced or new civic space.

14.111 **Development requirements**

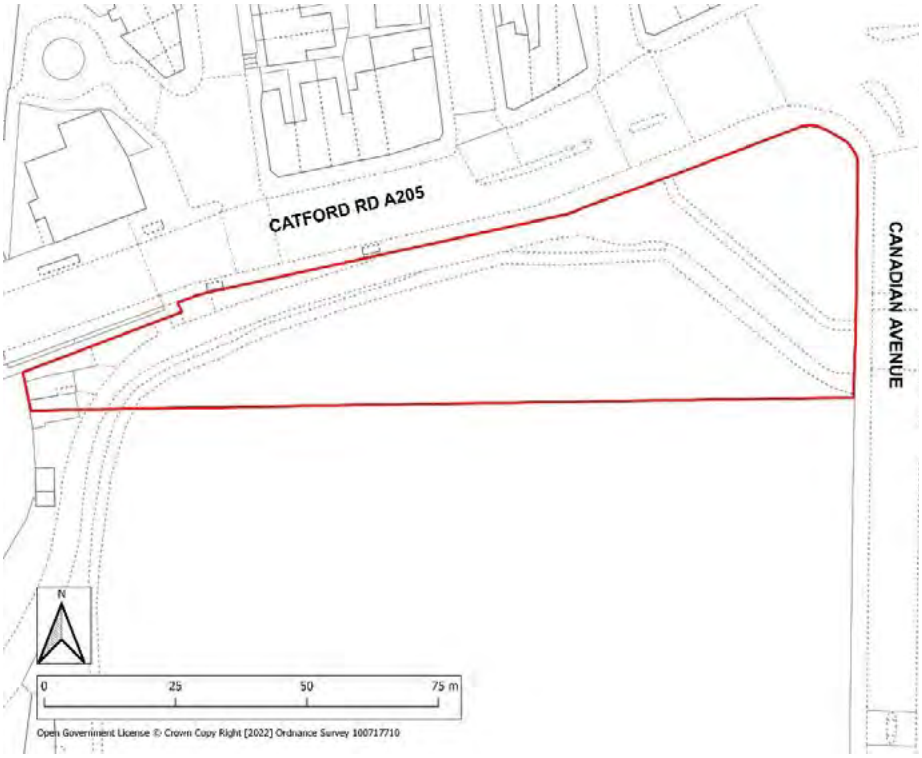
1. To ensure comprehensive development of the site, proposals must be delivered in accordance with the Catford Town Centre Framework, and integrate with the measures set out in the A21 Development Framework.
2. Provision of a mix of main town centre uses, incorporating civic and cultural uses.
3. Preserve or enhance the Broadway Theatre as a performance facility.
4. Applicants must work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including public realm enhancements along Catford Road and Catford Broadway, with priority given to walking and cycle movements in order to improve connectivity between the site and the town centre to the north.

14.112 **Development guidelines**

1. The bulk, scale, massing and height of development should respond positively and sensitively to the site location. Careful consideration should be given to heritage assets within and adjacent to this site, including the Grade II listed Broadway Theatre and Culverley Green Conservation Area.
2. Development should be designed to protect the amenity of residential properties, taking into account the theatre's out of hours' access and servicing needs, in line with the Agent of Change principle.
3. The siting and design of new development should consider existing framed views of the town centre from Bromley Road.
4. Work in partnership with Transport for London to deliver the realignment of the A205 South Circular, ensuring it is integral to the development of the site.
5. The layout of the site should promote green links, along with safe walking and cycling routes between Canadian Avenue and Bromley Road, separate from the A205.

6. Development should improve opportunities for walking, cycling and other active travel modes along A205 Catford Road, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
7. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer will not be allowed.

# 20 South Circular




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | South Circular, Catford, London | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.42 | **Setting**<br>Central | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Transport infrastructure |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2022) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Area of Archaeological Priority, adjacent Conservation Area, adjacent Site of Importance for Nature Conservation, Adjacent to Metropolitan Open Land, Waterlink Way, Air Quality Management Area, Air Quality Focus Area, Major Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zones 2, 3a, 3b, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>0 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

**Site allocation**

14.113 Re-routing of the A205 South Circular.

**Opportunities**

14.114 The A205 South Circular currently runs to the north of Laurence House. The busy and congested road currently severs the Civic Centre area and creates a barrier to movement for pedestrians. Complicated road junctions and a lack of safe pedestrian crossing points and cycle lanes further exacerbate the situation. A new road layout design, with Catford Road realigned to the south of Laurence House, provides an opportunity to create a much improved consolidated and people focused public realm at the heart of the revitalised town centre. The provision of large and flexible open spaces, to enhance the setting of existing and new buildings, could allow for a range of activities to take place.

14.115 Development requirements

1. The land is required for the re-routing of the A205 South Circular.
2. De-designation of the Metropolitan Open Land located within the St Dunstan's College will be de-designated, and used solely for the purposes of re-routing the A205 South Circular.

14.116 **Development guidelines**

1. The re-routed A205 South Circular should enable better flow of pedestrians and cyclists along the new road.
2. Development should improve opportunities for walking, cycling and other active travel modes along A205 Catford Road, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.

# 21 Wickes and Halfords, Catford Road

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 1-7 Catford Hill, Catford, London, SE6 4NU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>2.06 | **Setting**<br>Central | **PTAL**<br>2015: 4-6b<br>2021: 4-6b<br>2031: 4-6b | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017), Catford Town Centre AAP (Withdrawn) and Catford Masterplan | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent Metropolitan Open Land, adjacent Urban Green Space, Major Centre, Night-time Economy hub, Air Quality Management Area, Air Quality Focus Area, South-east London Green Chain Area, Waterlink Way, Flood Zones 1, 2, 3, River Ravensbourne on-site and culverted, Groundwater Source Protection Zone 1, Critical Drainage Area. | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>512 | | **Gross non-residential floorspace**<br>Employment 8,946<br>Main town centre 2,982 | | |

### Site allocation

14.117 Comprehensive residential led mixed-use redevelopment with compatible main town centre and commercial uses. Reconfiguration of buildings and spaces to facilitate public realm enhancements including new public open space, river restoration, improved walking and cycle routes and vehicular access.

### Opportunities

14.118 This site is located at the western edge of Catford major town centre, between the Catford and Catford Bridge railway lines and to the south of the A205 South Circular. It is currently occupied by large format retail units with associated surface car parking and light industrial uses. The River Ravensbourne cuts diagonally through the site to the north in a covered channel. The town centre boundary will be extended to include the site. A more optimal use of land can be made through site intensification as well as enhancing the site's function as the southwest gateway to the town centre. Redevelopment will also enable public realm and environmental improvements to be delivered, with key opportunities to reinstate the River Ravensbourne.

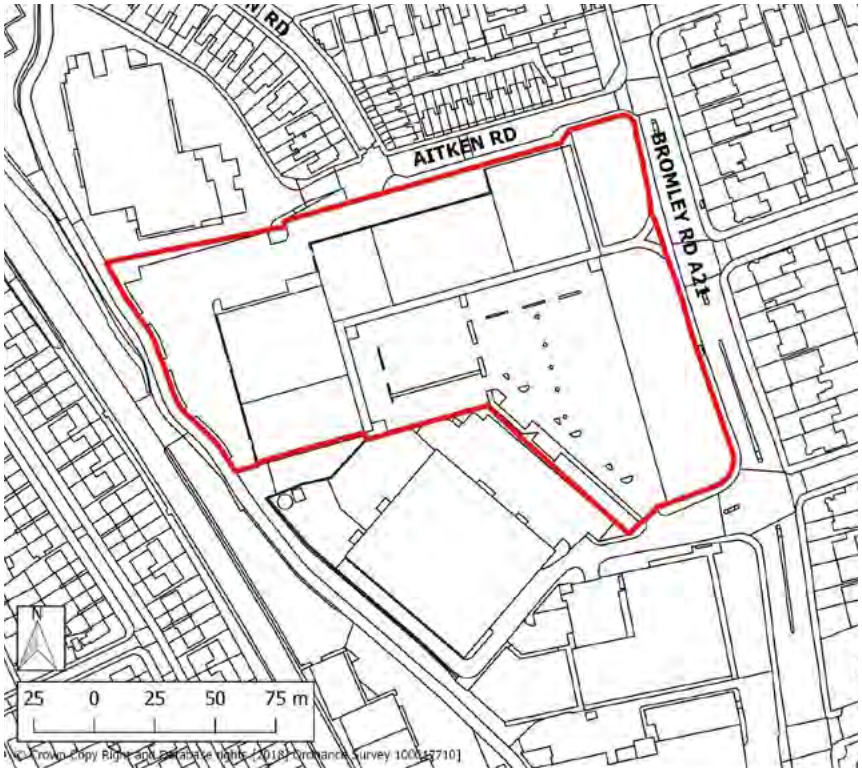
14.119 **Development requirements**

1. Development must be delivered in accordance the Catford Town Centre Framework.
2. Site layout and design should improve access to and permeability across the wider town centre area, with enhanced walking and cycle connections to Catford and Catford Bridge stations and Waterlink Way.
3. A rationalised and/or re-positioned access onto Catford Road together with internal road layout, to create a safe, coherent and more legible vehicular access both to and through the site.
4. Positive frontages with active ground floor frontages on key routes where appropriate. Residential uses will not be acceptable on ground floor or basement levels due to flood risk.
5. Development must deliver public realm enhancements and improve the site's relationship with Catford and Catford Bridge stations as well as the A205 South Circular.
6. Provision of new public open or green space around the River Ravensbourne, linking to Stansted Road, taking into account the River Corridor Improvement Plan SPD.
7. Retention of the Old Pumping Station located at the southern end of the site.
8. Development proposals must conserve and seek to enhance green infrastructure.

14.120 **Development guidelines**

1. The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated and function to both define and overlook walking routes within and adjacent to the site.
2. Innovative design solutions will be needed to overcome the level differences between the site and its surrounds, particularly to create an attractive boundary to the South Circular and to take advantage of the visual amenity provided by the Jubilee Ground.
3. To minimise overshadowing on existing homes to the west, the taller elements of development should be located towards the eastern part of the site, whilst ensuring there is no adverse impact on the Metropolitan Open Land nearby.
4. Waterlink Way runs along the site's western and northern boundaries, providing a direct connection to the South Circular and wider town centre area, and via subway to Catford and Catford Bridge railway stations. Development should provide a contiguous link and improve opportunities for walking and cycling and other active travel modes and deliver the Greenwich to Kent House Cycleway along the Waterlink Way Development should not result in a reduction in existing footway or carriageway space.
5. Development should maximise opportunities to enhance the ecological quality and amenity provided by the River Ravensbourne, including by revealing the river through deculverting, repairing gaps in Waterlink Way and improving public access to it.
6. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, maximise opportunities for river restoration and protect the sensitive groundwater zone.
7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into the trunk sewer on Catford Hill will not be allowed. There are opportunities to daylight the Ravensbourne which is culverted on this site and expand the surface water network.
8. Proposals should investigate and maximise opportunities to facilitate links through the railway arches.
9. Commercial uses will be supported underneath the railway arches, at the western edge of the site, with priority given to uses that are likely to attract footfall to the town centre and are highly compatible with residential uses.

# 22 Ravensbourne Retail Park




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 134 Bromley Rd, Bromley, London, SE6 2QU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>2.46 | **Setting**<br>Central | **PTAL**<br>2015: 4<br>2021: 4<br>2031: 4 | **Ownership**<br>Private | **Current use**<br>Out of centre retail |
| **HOW SITE WAS IDENTIFIED** | Call for Site (2015), London SHLAA (2017) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Appropriate Location for Tall Buildings, Conservation Area, Archaeological Priority Area, adjacent to Strategic Industrial Land, Air Quality Management Area, Flood Zones 1,2,3, Groundwater Source Protection Zone 1, Critical Drainage Area, adjacent to Strategic Open Space, South East London Green Chain Walk | | | | |
| **PLANNING STATUS** | Pre-application | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>367 | | **Gross non-residential floorspace**<br>Employment 7,749<br>Main town centre 1,937 | | |

**Site allocation**

Comprehensive mixed-use redevelopment of existing out-of-centre retail park comprising compatible residential, main town centre and commercial uses. Public realm and environmental enhancements including new public open space and river restoration.

**Opportunities**

The site is located on Bromley Road which forms part of the A21 corridor. It is currently occupied by an out-of-centre retail park consisting of large format retail buildings and car parking. The River Ravensbourne runs along the site's western boundary. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. Rationalising of the retail offer will support the long-term vitality and viability of Catford major town centre, which is located nearby. Re-development will also enable public realm enhancements, including river restoration works and improved access to the River Ravensbourne.

14.121 **Development requirements**

1. Development proposals must be delivered in accordance with the A21 Development Framework.
2. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, with direct walking and cycle access to a riverside amenity space.
3. Positive frontages along Bromley Road and Aitken Road.
4. Development must be designed to improve the ecological quality, carbon storage, flood storage and public amenity value of the River Ravensbourne, and seek to re-naturalise the river where feasible, taking into account the River Corridor Improvement Plan SPD.
5. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
   a. Provision of new public open and/or green space, linking to Aitken Road.
   b. Public open space along the river.
   c. Public realm enhancements along Bromley Road with the retention of the current green space and an improved walking and cycle environment.

14.122 **Development guidelines**

1. Development should clearly define the edge of the A21 corridor with a well-integrated building line, including by extending the established building line to the north.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor. Development should not result in a reduction in existing footway or carriageway space.
3. A positive frontage should be established along the south side of Aitken Road to create a 'two-sided' street which relates sympathetically to the properties to the north.
4. Development should be designed so that primary vehicular access is from the A21 and Aitken Road. Opportunities should be explored to align the street network with Barmeston Road to create a contiguous layout, where this would help to improve circulation and not adversely impact on local amenity.

5. Taller buildings that help with way finding along the A21 corridor may be acceptable, with development stepping up from Bromley Road. Taller elements should be positioned towards the centre of the site to manage and mitigate impacts on amenity, including overshadowing, on the surrounding residential areas.
6. Part of the site falls within the Culverley Green Conservation Area, which development must respond to positively.
7. Buffers between the adjoining employment sites will need to be introduced, and where they are existing, enhanced. These should include elements of green infrastructure wherever feasible.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network.
10. Commercial uses that are compatible with existing and new residential properties will be supported in principle. All such provision should complement existing uses at the Bromley Road SIL to reinforce the local node of employment generating activity.
11. Where main town centre uses are incorporated these should not adversely impact on the town centre network. Development will be expected to achieve a significant reduction in the current amount of retail floorspace, with replacement retail provision focussed on servicing the site and its immediate surrounds.

# 15 LEWISHAM'S NORTH AREA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# Context and character

15.1 Lewisham's North Area contains the neighbourhoods of North Deptford, Deptford, and New Cross. The waterway network helps to define the area, particularly the River Thames that establishes its northern boundary. The River Ravensbourne and Deptford Creek, the latter forming the boundary with Royal Borough of Greenwich, are also prominent physical features and reflect the Borough's unique Thames side character.

15.2 The North Area has a rich and varied historic environment with a number of listed buildings and Conservation Areas. Historic buildings and structures include churches, Georgian townhouses, Victorian terraces, industrial warehouses and railway viaducts. Local character is also strongly influenced by the historic Royal Dockyard and maritime industries, with the first residential areas developed around the Greenwich railway. The area was heavily damaged in WWII and redevelopment through the subsequent interwar and post-war periods has given rise to a mixed urban character, with a number of large estates featuring large plots and mid-rise, medium density housing, including the Pepys Estate.

15.3 The North Area contains much of the Borough's employment land stock which contributes to its distinctive industrial character. There are employment sites situated throughout, including the regionally important Strategic Industrial Location at Surrey Canal Road and clusters of Locally Significant Industrial Sites around Deptford Creekside. Several larger industrial sites have recently undergone a plan-led process of regeneration. Continued renewal of vacant and underused industrial sites will influence the area's evolving character whilst providing for new homes, jobs and community facilities along with environmental improvements. For example, planning consent has been granted for major mixed-use developments at Convoys Wharf and Surrey Canal Triangle.

15.4 The character of the North Area is also strongly informed by the layout of historic roads and railway infrastructure that dissects much of the area. This infrastructure contributes to severance and limits permeability and circulation within and between neighbourhoods and places. There are key movement corridors within the area linking to other parts of London, such as Surrey Canal Road, Evelyn Street (B200) and New Cross Road (A2). However these roads are dominated by vehicules, prone to traffic and congestion, and typically suffer from poorer quality public realm, which limits their suitability for movement by walking and cycling.

15.5 The historic High Streets at Deptford and New Cross play a key role in shaping and reinforcing local character and identity. They offer provision of a rich and vibrant mix of shops, services and independent traders. Deptford market, situated at the heart of Deptford District Centre, is a focal point for community activity and a well-known visitor destination. New Cross District Centre is a vibrant town centre and thriving evening and night-time economy hub that serves its local catchment, including a large student population. The town centres benefit from their proximity to important cultural and educational institutions, including the Albany Theatre, Goldsmiths College and Trinity Laban Centre, which exert a strong influence over the area. These institutions play a critical economic role and have been vital to the growth of the creative and digital industries in the Borough. The North Area includes one of London's first Creative Enterprise Zones.

15.6 The network of green infrastructure in the North Area, including parks, open spaces and waterways, are valuable natural and recreational assets within the predominantly urban context. Many newer developments have delivered public realm improvements, opening up access to and naturalising parts of Deptford Creek and the River Ravensbourne, as well as providing improved access to the River Thames. Many neighbourhoods however have a limited number of street trees and could benefit from urban greening.

# Vision

15.7 By 2040 the maritime and industrial heritage of the North area, linked to its unique position along the River Thames, will be celebrated as a vital focus for cultural activity and regeneration. The character and role of vacant and underused industrial sites around the Thames and Deptford Creek will be re-imagined to provide well integrated employment areas and mixed-use neighbourhoods. A new Creative Enterprise Zone will cement Lewisham's position as a leader in the creative and cultural industries and support an inclusive local economy. The arrival of the Bakerloo line, with a new station at New Cross, will also open opportunities for everyone to benefit from.

15.8 The regeneration of larger brownfield sites will deliver a significant amount of new housing, including a high proportion of genuinely affordable housing, workspace and jobs, community facilities and open space. New mixed-use areas will be created at Convoys Wharf, the Timber Yard at Deptford Wharf and Surrey Canal Triangle. These will be well integrated with existing neighbourhoods and communities, including housing estates, ensuring all local residents enjoy access to decent homes, high quality living environments and good job opportunities. The historic High Streets at New Cross and Deptford District Centres will remain at the heart of community activity, reflecting the area's culture and diversity. The centres will form an integral part of the Creative Enterprise Zone featuring modern and affordable workspace, including artists' studio space, building on the presence of world renowned institutions such as Goldsmiths College, Trinity Laban Centre and the Albany Theatre. New workspace will be delivered through the renewal of industrial land, including sites around Surrey Canal Road and Deptford Creekside.

15.9 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. The riverfront will be transformed into an attractive leisure destination that is well connected to its surrounding neighbourhoods. Enhancements to Waterlink Way at Deptford Creekside will also provide for improved access to the river valley corridor. A network of walking routes and cycleways will enhance connections within and beyond the area, with Folkestone Gardens a focal point for linking key radial routes, including the route of the former Grand Surrey Canal. New Cross Road (A2) will also be transformed using the Healthy Streets Approach with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient, particularly around New Cross and New Cross Gate stations.

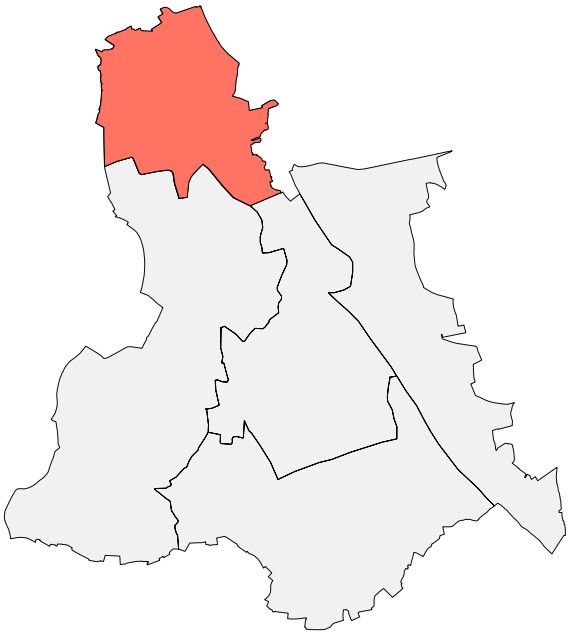


**Figure 15.1:** North Area

# Key spatial objectives

| TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO: | |
|---|---|
| 1 | Secure the delivery of the Bakerloo line extension, with a new modern station at New Cross Gate, to improve transport access and to help unlock the development potential of the Opportunity Area. |
| 2 | Continue to deliver modern business space through the regeneration of larger vacant and underused industrial sites, such as Convoys Wharf, Timber Yard at Deptford Wharf and Surrey Canal Triangle. Create new high quality, residential and mixed-use areas that are well integrated with existing neighbourhoods and communities, including the Pepys Estate. |
| 3 | Secure the future of Millwall Football Club in the Borough with a modern stadium as part of a new leisure and community destination, supported by a new Overground station. |
| 4 | Protect and enable the renewal of industrial land at Surrey Canal Road. Re-configure Strategic Industrial Land to create a high quality mixed-used, employment quarter at the edges of Deptford Park and Folkstone Gardens, with an improved transition between residential and industrial uses in the area. |
| 5 | Create new opportunities for business by making better use of land around railways, including railway arches and the 'Bermondsey Dive Under'. |
| 6 | Establish a Creative Enterprise Zone to cement Lewisham's position as one of London's leaders in the creative, cultural and digital industries. Support and grow these industries through the renewal of industrial sites at Deptford Creekside Cultural Quarter, along with new workspace and artists' studio space elsewhere. Build on the presence of world renowned institutions, such as Goldsmiths College, Trinity Laban Centre and Albany Theatre. |
| 7 | Deliver heritage-led regeneration schemes to preserve and enhance Lewisham's industrial and maritime heritage, as well as the character and cultural identity of historic High Streets at Deptford and New Cross. Ensure Deptford market remains a vibrant hub of commercial and cultural activity at the heart of the community. |
| 8 | Apply the Healthy Streets Approach within and around Evelyn Street Local Centre to help secure its long-term vitality and viability. Better integrate the centre with surrounding neighbourhoods and Deptford High Street by ensuring new development creates a positive relationship with the centre, including new or improved links. |
| 9 | Transform New Cross Road (A2) Corridor and other major roads using the Healthy Streets Approach with public realm improvements that make walking, cycling and the use of public transport safer and more convenient, including the expansion of cycle hire throughout the North Area. Secure the removal of the Amersham Gyratory. Create a lively and continuous frontage along New Cross Road by repairing breaks in the townscape, such as through infill development and the introduction of active uses at the street level. |
| 10 | Maximise the recreational and amenity value of the River Thames and Deptford Creekside by transforming the riverside area into a vibrant neighbourhood and visitor destination. Secure Creekside's continued role in accommodating boating communities, including boat dwellings. Enhance public access to the river, including by repairing breaks in the Thames Path and Waterlink Way, as well as enabling river bus services at Convoys Wharf. |
| 11 | Protect and enhance open and green spaces, including waterways. Continue to deliver and expand the North Lewisham Links, a connected network of high quality walking routes and cycleways that link these spaces. Ensure these routes address existing barriers to movement, such as those caused by the tangle of railways and major roads. |
| 12 | Safeguard the strategic waste management sites required to ensure Lewisham is net waste self-sufficient. Maximise opportunities to improve the environmental performance of existing waste facilities, including by developing decentralised energy networks linked to South East London Combined Heat and Power (SELCHP) and better mitigating amenity impacts of facilities. |

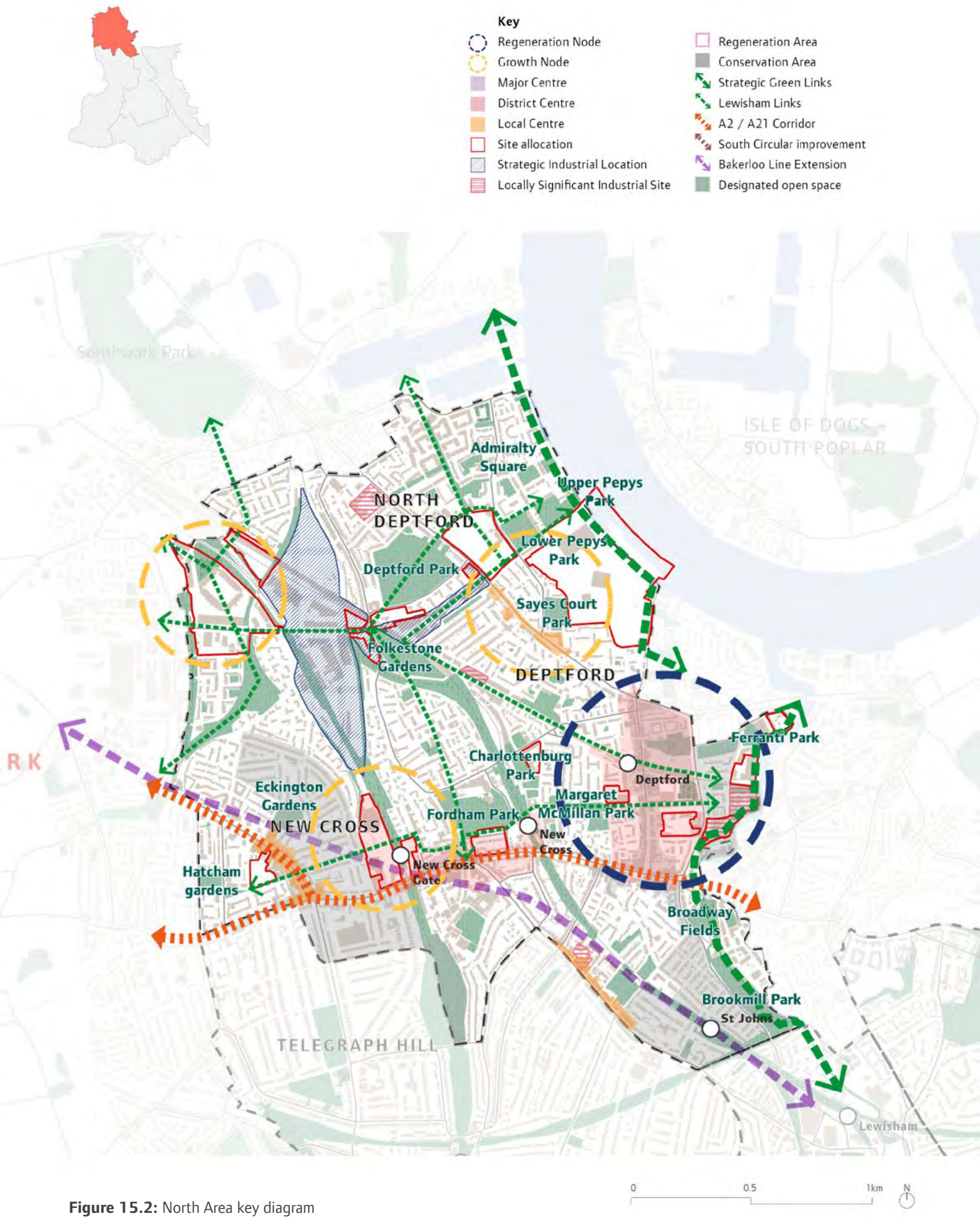



**Figure 15.2:** North Area key diagram

# LNA1 **North Area place principles**

A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the North Area.

B Development proposals must help to ensure the North Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, having regard to Policy GR4 (Lewisham Links). Folkestone Gardens should form a central point for a series of walking and cycle connections across the area, supported by public realm enhancements around the viaduct and Surrey Canal Road.

C Development proposals must seek to foster community cohesion and improve accessibility by addressing elements of the built environment that segregate neighbourhoods and places from one another. This includes severance caused by the convergence of rail lines around Surrey Canal Road, the barriers to movement around and across other major roads, including New Cross Road and Evelyn Street (A200) and the wall at Leeway adjacent to Convoys Wharf.

D Heritage-led regeneration will be vital to delivering high quality and distinctive neighbourhoods across the North Area. Development proposals must respond positively to the historic environment as an integral part of the design-led approach. Opportunities should be taken to preserve, better reveal and reinstate heritage assets and features that contribute to local character and identity, particularly where sites are delivered through comprehensive development. This includes heritage assets associated with:

a. Deptford's maritime and industrial heritage, including the Royal Naval Dockyard;
b. The route of the Grand Surrey Canal, particularly by helping to facilitate the delivery of the Surrey Canal Linear Walk along with improving public access to it; and
c. The historic fabric and urban grain of the High Streets at Deptford and New Cross.

E Development proposals must respond positively to the River Thames and Deptford Creek with reference to Policy LNA4 (Thames Policy Area and Deptford Creekside). They must maximise opportunities to improve the ecological quality and amenity value of these waterways, including by creating or enhancing walking routes and cycleways to and along the waterfront, particularly the Thames Path and Waterlink Way at Deptford Creek.

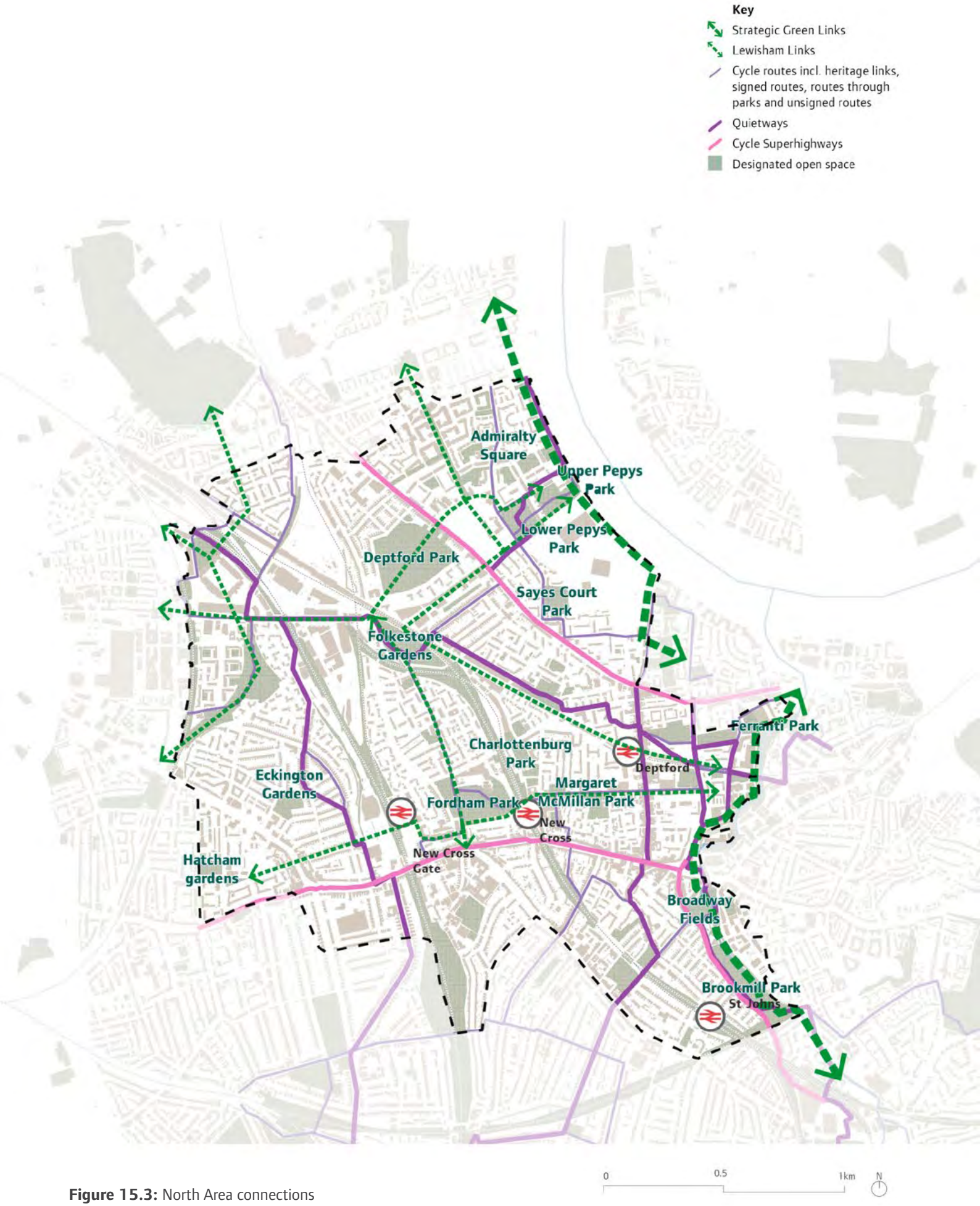



**Figure 15.3:** North Area connections

F Development proposals must respond positively to the historic and cultural character of New Cross and Deptford District Centres. A wide range of commercial, cultural and community uses will be supported within the centres to support their vitality and long-term viability as well as to expand their role as key nodes of employment activity within the Creative Enterprise Zone.

G Development proposals should reinforce and enhance the role of New Cross and Deptford Cultural Quarters by supporting and enabling the clustering of complementary cultural, community and commercial uses within these locations, with reference to Policy EC 18 (Culture, creative industries and the night-time economy).

H Deptford market and market yard are at the heart of the Deptford District Centre and will be protected as an important commercial destinations and visitor attractions. Development proposals should assist in securing the long-term viability of the market by protecting and enhancing its amenity, delivering public realm and access improvements, and making appropriate provision of space and facilities for traders.

I Development proposals must support the vitality and viability of Evelyn Street Local Centre by creating and maintaining a positive relationship with the centre, and responding positively to its location at a key transitional position between Deptford High Street and Convoys Wharf. This includes the provision of new and improved walking routes and cycleways to and around the centre, including links to open spaces. Proposals should also deliver other public realm enhancements to improve the place qualities of the centre including streets trees and other urban greening measures, with reference to Policy QD3 (Public realm),

J Where relevant, development proposals must demonstrate how they have responded positively to the New Cross Area Framework and Surrey Canal Triangle SPD through the design-led approach.

# LNA2 **New Cross Road / A2 corridor**

A The transformation of the New Cross Road / A2 Corridor and its immediate surrounds into a well-connected network of liveable and healthy neighbourhoods with a distinctive historic and cultural character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they will make the optimal use of land to support the delivery of a high quality, lively and thriving High Street whilst reinforcing and enhancing the Corridor's movement function

B Development proposals along the New Cross Road / A2 Corridor and its surrounds must enhance the place qualities of the Corridor by:

a. Responding positively to heritage assets, including the historic character and urban grain of New Cross Road and its wider setting;
b. Reinforcing the predominant commercial function and distinctive identity of the High Street, taking opportunities to introduce a wider and richer mix of uses into the area;
c. Enhancing the continuity of the High Street from Old Kent Road to Deptford by repairing breaks and activating frontages along it, particularly through the retention and introduction of appropriate commercial, cultural and community uses at the street or ground floor level;
d. Improving relationships between the north and south sides of New Cross Road to create a more cohesive High Street, including through public realm enhancements that reduce barriers to movement by walking and cycling and enable safe access along and across the road;
e. Delivering public realm improvements that make the Corridor a more accessible, attractive and welcoming place;
f. Maximising opportunities to integrate tree planting and other urban greening measures;
g. Supporting the continued evolution of the Corridor and its surrounds as a more liveable and healthy neighbourhood, including through the sensitive intensification and renewal of sites; and
h. Ensuring development will not result in an unacceptable routing or volume of cars and other vehicles onto primarily residential streets.

C Development proposals must reinforce the role of New Cross Road as a strategic movement corridor by applying the Healthy Streets Approach. This principal east-west route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places. This includes connections to Deptford and New Cross District Centres, New Cross and New Gate stations, Goldsmith's College and open spaces in the surrounding area, such as Bridgehouse Meadows, Fordham Park and Folkestone Gardens. Development proposals must secure the continuity and extension of North Lewisham Links Route 1, which runs parallel to New Cross Road, including a new bridge over the railway at the Hatcham Works and Goodwood Road sites.

D The Council will work in partnership with the Mayor of London / Transport for London and other stakeholders to deliver new transport infrastructure and public realm improvements along and around New Cross Road, including:

a. A new high quality station interchange at New Cross Gate, which is necessary to secure the delivery of the Bakerloo line extension and significantly improve interchanges between walking, cycling and different public transport modes;
b. Public realm enhancements designed to rebalance transport modes along New Cross Road with priority given to walking and cycling, including by widening pavements and reducing pinch-points; and
c. Improvements at key junctions to enhance safety for all road users, including at the Amersham gyratory.

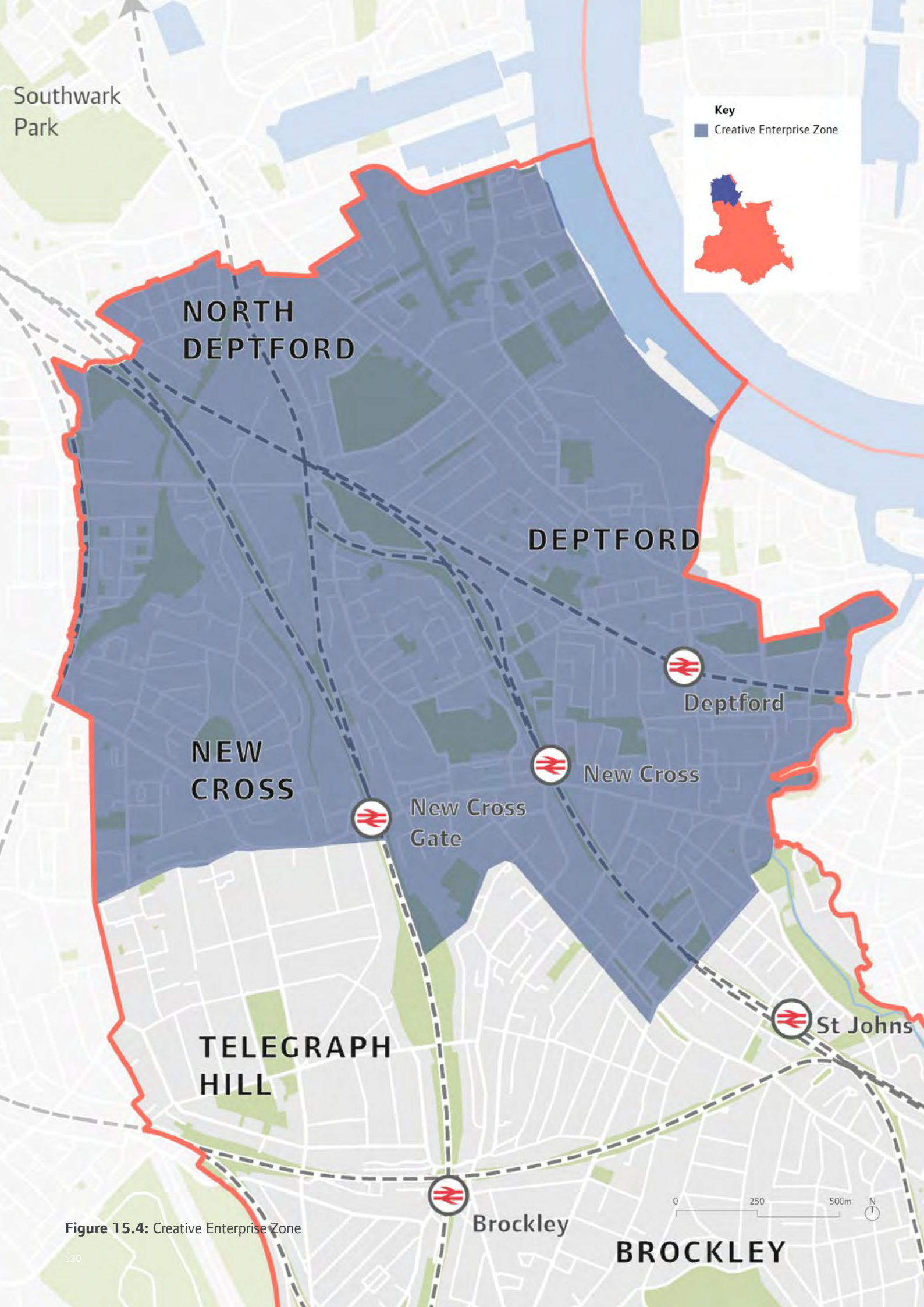



**Figure 15.4:** Creative Enterprise Zone

# LNA3 **Creative Enterprise Zone**

A A Creative Enterprise Zone is designated in Lewisham's North Area. The CEZ reflects the presence of significant clusters of creative and cultural industries and institutions in the area, the positive contribution they make to Lewisham's distinctive character, and the need to expand on their role as a catalyst for local economic and cultural development.

B To enhance existing clusters of creative and cultural industries in the CEZ, and to facilitate the creation of additional clusters, new high quality workspace and facilities will be secured through:

a. The regeneration of Mixed-use Employment Land;
b. Retaining and enhancing workspace provision at Deptford Creekside;
c. Focused renewal of SIL and MEL located at the convergence of Grinstead Road and Trundleys Road to establish a revitalised employment-led mixed-use quarter;
d. Promoting a wide range of complementary commercial, cultural and community uses within and around New Cross and Deptford District Centres, including evening and night-time economic activities; and
e. Designating Cultural Quarters at Deptford Creekside and New Cross and carefully managing development within them, in accordance with Policy EC18 (Culture, creative industries and the night-time economy).

C The continued growth and evolution of the creative and cultural industries within the CEZ will be supported, in particular, by:

a. Ensuring that development proposals protect existing industrial capacity and contribute to making provision for flexible workspace and facilities in suitable locations, at an appropriate range of rents. Development proposals will be considered favourably where they incorporate low-cost and an appropriate amount of affordable workspace, particularly space catered to micro, small and medium sized businesses, including start-ups and independents;
b. Ensuring new development proposals are designed to enable full-fibre digital connectivity, or equivalent infrastructure, to all end users;
c. Encouraging the temporary use of vacant buildings and sites for workspace catered to creative and cultural activities; and
d. Building on the vital role of the area's cultural and education institutions in supporting the local economy, and seeking to strengthen their beneficial relationships with Lewisham's creative and cultural industries.

D Within the CEZ development proposals involving the loss of Class E(g) office and light industrial and Sui Generis business space that is currently occupied or suitable for use by the creative and cultural industries, including artists workspace, will be strongly resisted. Development proposals involving the loss or change of use of type of workspace will only be permitted where they:

a. Ensure that an equivalent amount of Class E(g) workspace is re-provided within the proposal (which is appropriate in terms of type, use and size), incorporating existing businesses where possible; or
b. Within a Mixed-use Employment Location, seek to maximise the provision of Class E(g) office and light industrial workspace for uses in the creative and cultural industries, and demonstrate that reasonable efforts have been made to retain or re-provide such existing provision; and
c. Retain existing and make provision for new affordable workspace, in line with Policy EC4 (Low-cost and affordable workspace).

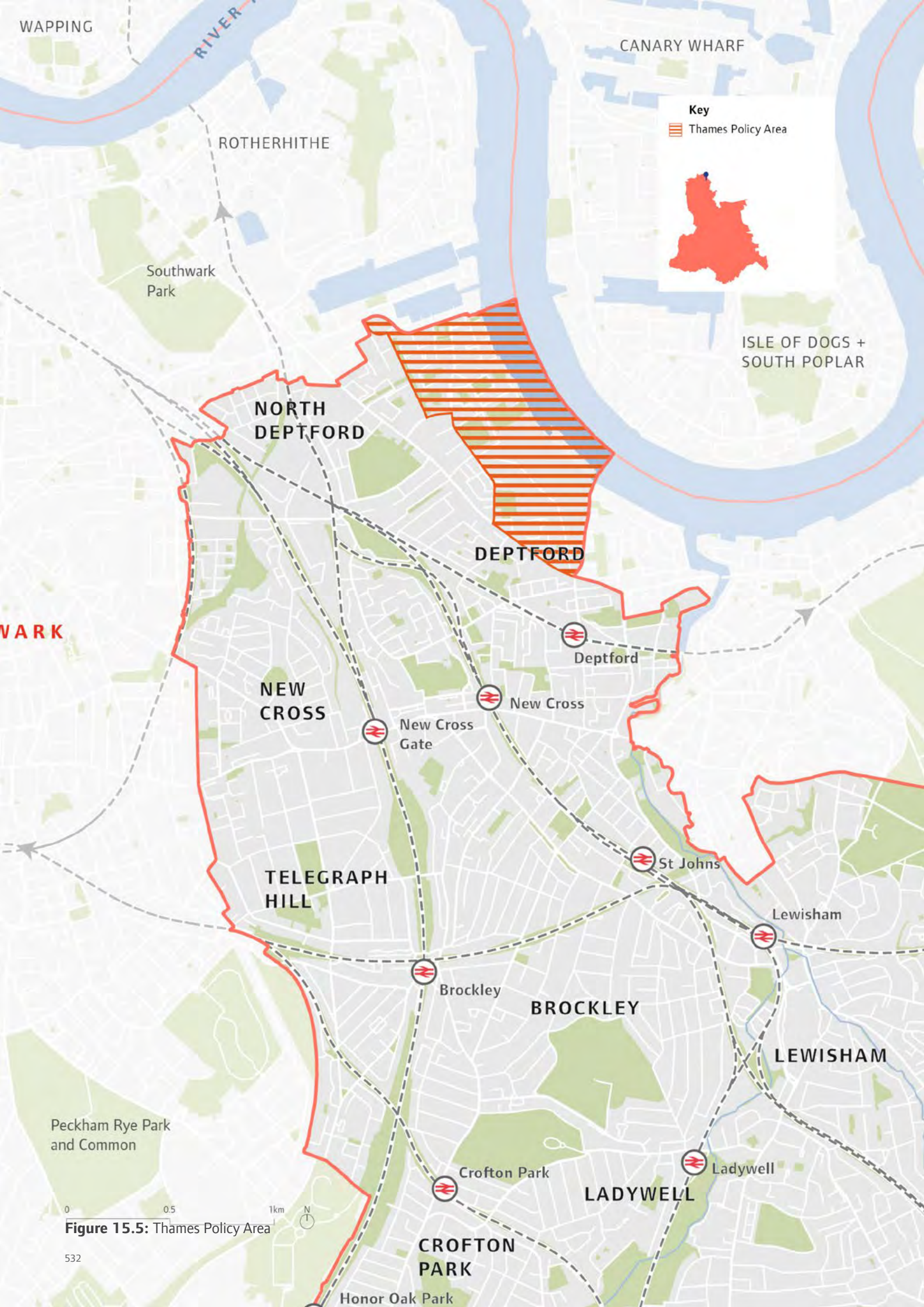



**Figure 15.5:** Thames Policy Area

# LNA4 **Thames Policy Area and Deptford Creekside**

A Development proposals must respond positively to the distinctive character the River Thames and Deptford Creek. They must also support and seek to maximise the multifunctional social, economic and environmental functions and benefits of the watercourses, with reference to Policy SD9 (Lewisham's waterways).

B Development proposals on sites within the designated Thames Policy Area, and adjacent to Deptford Creek, must address the watercourse as an integral part of the design-led approach. They should help to reinforce and enhance the site's relationship with the River Thames and Deptford Creek, including by:

a. Maintaining and enhancing the ecological quality and nature conservation value of the river or creek and its corridor, including the walls and foreshore;
b. Maximising opportunities to enhance the aesthetic value of the watercourse and visual amenity provided by it, having particular regard to:
   i. Views, vistas, landmark features and other points of interest;
   ii. Building lines, along with the orientation and spacing between buildings; and
   iii. Physical connections to the river or creek, including walking and cycle routes that enable access to the waterfront;
c. Addressing the river or creek as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings and their forecourts, particularly along the Thames Path and Waterlink Way;
d. Maintaining the stability of the flood defences and investigating opportunities to retreat flood defences, particularly to increase flood storage, enhance biodiversity, and create or improve visual connections with the river or creek;
e. Resisting encroachment into the creek or river and foreshore;
f. Making provision for an appropriate mix of uses on sites, along with enabling river-related and marine uses, where appropriate, in line with other policies. Consideration must be given to the requirements of the existing boating community and Creekside's continued role in accommodating boat dwellings to help meet housing needs; and
g. Ensuring development does not adversely impact on the amenity of uses within industrial areas and safeguarded wharves, in line with the Agent of Change.

C Development proposals on sites within the Thames Policy Area, and adjacent to Deptford Creek, must preserve or wherever possible enhance the significance of heritage assets and their setting. This will require that particular attention is given to the maritime and industrial heritage of the area, and that opportunities to preserve or reinstate heritage assets are fully investigated and implemented wherever feasible.

# Lewisham's North Area

15.10 Lewisham's North Area has a key role to play in accommodating growth and where the Council will continue to support regeneration to secure inclusive, safe, healthy and liveable neighbourhoods. A large part of the area falls within a London Plan Opportunity Area and is therefore instrumental to the delivery of the spatial development strategy for London. There are pockets of deprivation across the North Area, with some localities in the 20 per cent most deprived in the country. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the North Area is effectively coordinated, with a clear framework in place to facilitate the Bakerloo line extension. It requires that new development is well integrated with existing neighbourhoods and communities and maximises opportunities to deliver transformational area improvements for the benefit of everyone.

15.11 Mixed-use Employment Locations present the main opportunities for accommodating growth and securing new investment in the North Area. MELs are, for the most part, underused and vacant industrial sites. They are the Borough's largest reservoir of brownfield land suitable for redevelopment and include the Convoys Wharf and Surrey Canal Triangle sites. There are now a number of MELs with planning consent for mixed-use development and some sites have started to come forward. We will continue to support the comprehensive regeneration and renewal of MELs in order to improve the environmental quality of the North Area and to deliver significant amounts of new housing, including genuinely affordable housing, workspace, community facilities and public realm enhancements, including new public open and green space. There is also scope to consolidate SIL land around Trundleys Road to create a high quality mixed-use employment quarter with an improved relationship with Folkestone Gardens. This will be facilitated through the plan-led process, in line with Policy EC5 (Strategic Industrial Locations), to ensure there is no net loss of industrial capacity. Site allocations set parameters for and will ensure certainty over the delivery of MELs and SIL. Guidance has also been prepared to support the Local Plan policies and provide clarity for the public on development opportunities and outcomes sought, including the Surrey Canal Triangle SPD and New Cross Area Framework.

15.12 The Local Plan designates a new Creative Enterprise Zone in North Lewisham. This is one of the first CEZs in the Capital and is backed by the Mayor of London. It reflects the strength of our cultural, creative and digital industries and their rapid growth in the Borough in recent years. The Local Plan aims to enable the conditions for these sectors to continue to prosper over the long-term. This includes a positive and proactive approach to managing industrial land in the North Area to intensify development on employment sites and secure the delivery of new high quality workspace, including low-cost and affordable workspace as well as artists' studio space, for which there is a demand. This approach is complemented by other measures targeted at boosting these employment sectors. They include the designation of Cultural Quarters at Deptford Creekside and New Cross as well as Night-time Economy Hubs. These other measures aim to build on the diversity and strengths of the area's historic High Streets and their surrounds, as well its cultural assets and education institutions.

15.13 Lewisham is in many ways defined by its connection to the River Thames and its tributaries. The Thames Policy Area is designated in the Local Plan. It requires that careful consideration is given to the character, amenity value and environmental quality of the River Thames and Deptford Creekside, along with the strategic function of the waterway network, including for passenger travel, river and marine-based commercial uses. Development proposals must comply with the Agent of Change principle. This will ensure that designs avoid, minimise and appropriately mitigate disturbances (such as noise) and conflicts that may result from the wide range of land uses within the area, including on industrial sites and safeguarded wharves. The river network also has and will continue to play an important role in shaping Lewisham's identity and character. Creekside is home to an established boating community including boat dwellings. The Port of London Authority's Thames Vision also highlights the southern part of Deptford Creek as a potential Residential Mooring Opportunity Zone. The Borough has a distinctive maritime and industrial heritage, including the Royal Naval Dockyard and the Grand Surrey Canal, and there are opportunities to enhance, better reveal and reinstate heritage assets through heritage-led regeneration.

15.14 An effective and resilient transport network is essential to inclusive, safe, healthy and liveable neighbourhoods. There are a number of strategic transport schemes within the North Area which will help to support the levels of planned growth both in Lewisham and across London. This includes the Bakerloo line extension, including a new station at New Cross Gate, along with a new station at Surrey Canal Road serving the London Overground. Along with securing these public transport schemes the Local Plan seeks to deliver a well-integrated network of high quality walking routes and cycleways. The main aim is to realise a significant modal shift from journeys made by vehicles to more sustainable modes. This will be enabled through the transformation of New Cross Road / A2 Corridor and other major roads using the Healthy Street Approach. New Cross Road is a prominent east-west route within the area linking important visitor destinations. It has significant potential for improving connections between neighbourhoods and places, along with site redevelopment opportunities which can help to enable public realm enhancements and townscape improvements.

15.15 The North Lewisham Links is a well-connected network of high quality walking routes and cycleways that has been successfully delivered in key locations in the area, helping to improve access to parks, green spaces, waterways and other key destinations. Development proposals must continue to support the delivery of these vital routes. The success of this project has set a model for public realm enhancements throughout the Borough, which will be implemented in line with Policy GR4 (Lewisham Links).

| | |
|---|---|
| 1 | Convoys Wharf Mixed Use Employment Location |
| 2 | Deptford Landings Mixed Use Employment Location (formerly known and Oxestalls Road) and Scott House |
| 3 | Evelyn Court Locally Significant Industrial Site |
| 4 | Neptune Wharf Mixed Use Employment Location |
| 5 | Surrey Canal Road and Trundleys Road Locally Significant |

| | |
|---|---|
| 6 | Apollo Business Centre Locally Significant Industrial Site |
| 7 | Silwood Street |
| 8 | Bermondsey Dive Under |
| 9 | Surrey Canal Triangle Mixed-use Employment Location |
| 10 | Besson Street (Kender Triangle) |
| 11 | Former Hatcham Works, New Cross Road |
| 12 | Goodwood Road and New Cross Road |
| 13 | Achilles Street |

| | |
|---|---|
| 14 | Former Deptford Green School (Upper School Site) |
| 15 | Albany Theatre |
| 16 | Land north of Reginald Road and south of Frankham Street (former Tidemill School) |
| 17 | Lower Creekside Locally Significant Industrial Site |
| 18 | Sun Wharf Mixed-use Employment Location (including Network Rail Arches) |
| 19 | Creekside Village East, Thanet Wharf Mixed-Use Employment Location |

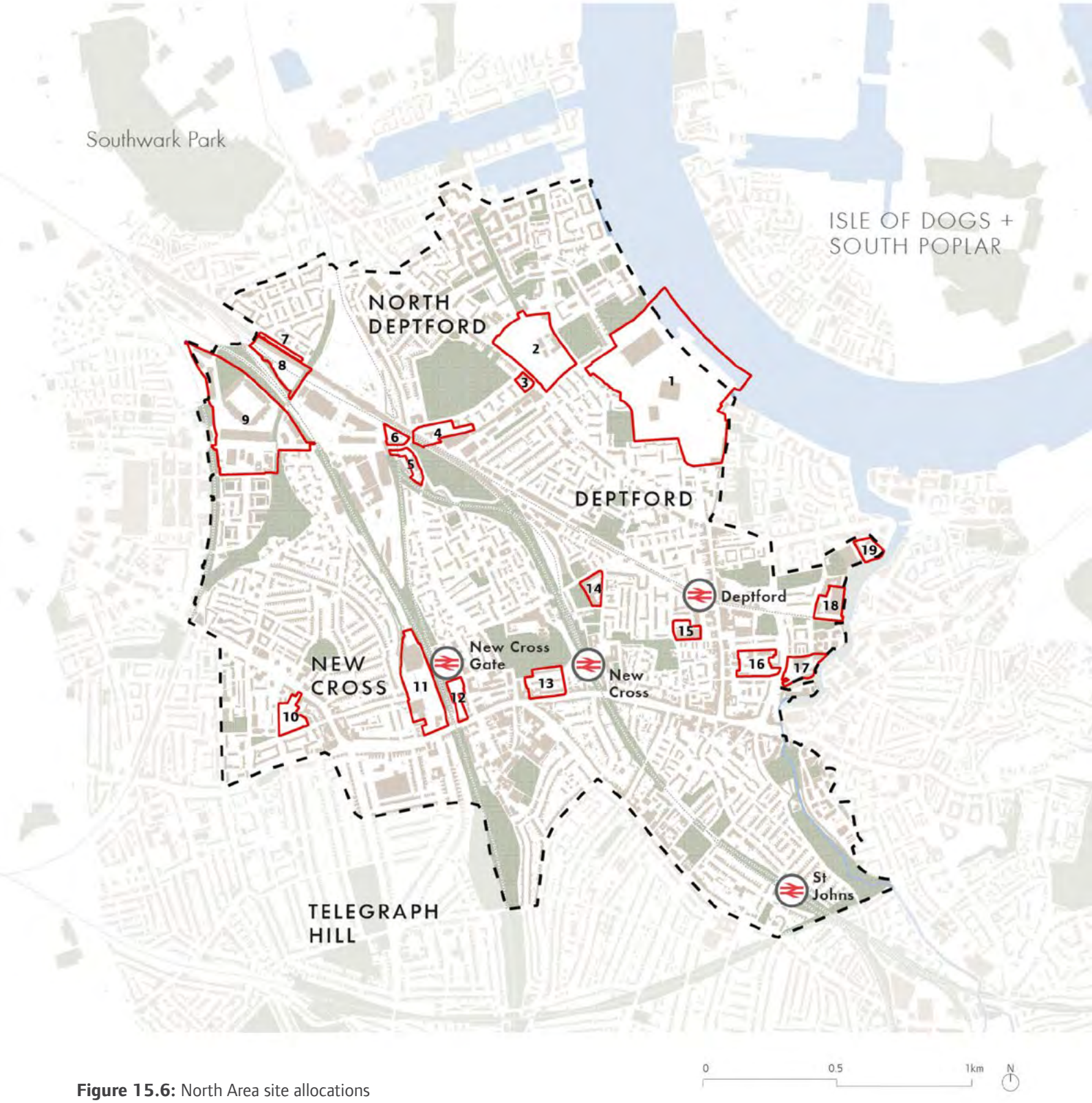



**Figure 15.6:** North Area site allocations

# Site allocations

1 Convoys Wharf Mixed-Use Employment Location ..... 538

2 Deptford Landings Mixed-Use Employment Location (formerly known as Oxestalls Road) and Scott House ..... 542

3 Evelyn Court at Surrey Canal Road Strategic Industrial Location ..... 545

4 Neptune Wharf Mixed-use Employment Location ..... 548

5 Surrey Canal Road and Trundleys Road Locally Significant Industrial Site ..... 551

6 Apollo Business Centre Locally Significant Industrial Site ..... 554

7 Silwood Street ..... 557

8 Bermondsey Dive Under ..... 559

9 Surrey Canal Triangle Mixed-use Employment Location ..... 562

10 Besson Street (Kender Triangle) ..... 566

11 Former Hatcham Works, New Cross Road ..... 569

12 Goodwood Road and New Cross Road ..... 572

13 Achilles Street ..... 575

14 Former Deptford Green School (Upper School Site) ..... 577

15 Albany Theatre ..... 579

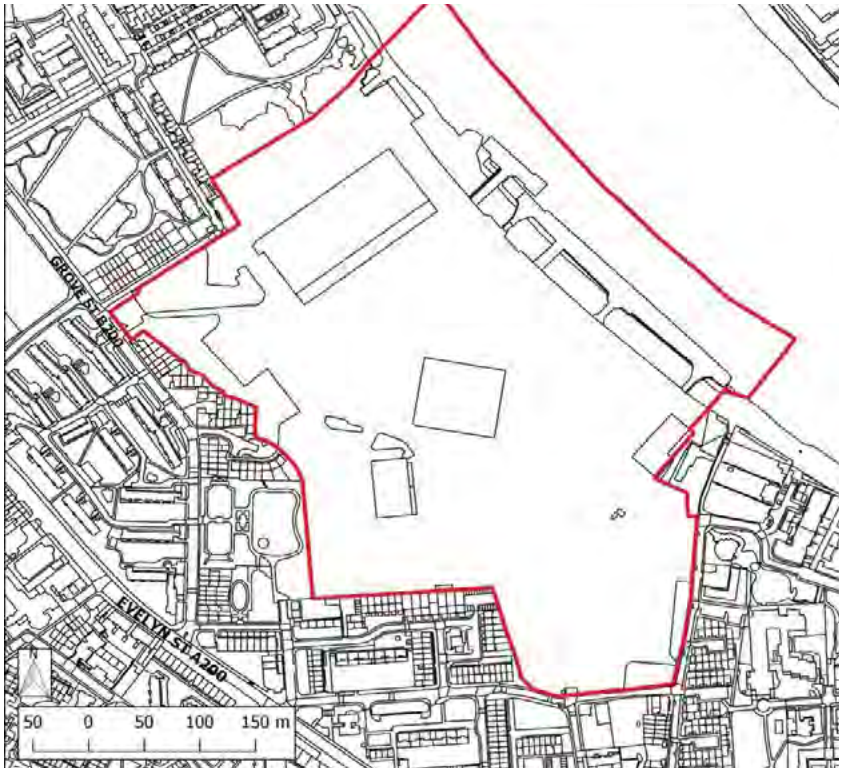
16 Land north of Reginald Road and south of Frankham Street (former Tidemill School) ..... 582

17 Lower Creekside Locally Significant Industrial Site ..... 585

18 Sun Wharf Mixed-Use Employment Location (including Network Rail Arches) 588

19 Creekside Village East, Thanet Wharf Mixed-Use Employment Location ..... 592

# 1 Convoys Wharf Mixed-Use Employment Location




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Convoys Wharf, London, SE8 3JF | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>20.46 | **Setting**<br>Central | **PTAL**<br>2015: 0-2<br>2021: 0-2<br>2031: 0-2 | **Ownership**<br>Private | **Current use**<br>Former Shipwrights house, employment |
| **HOW SITE WAS IDENTIFIED** | Lewisham Core Strategy (2011) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, Safeguarded Wharf, Archaeological Priority Area, Thames Policy Area, adjacent to Strategic Open Space, Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, adjacent to River Thames, Tidal flood defences present on-site, Listed Buildings on site | | | | |
| **PLANNING STATUS** | Full application DC/13/083358 was determined by the Mayor of London in March 2014 and planning permission was granted in March 2015. The first three plots were granted in June 2020 and started construction in early 2022. Reserved matters applications have been granted between August 2021 and September 2022. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>3,500 | | **Gross non-residential floorspace**<br>Employment 47,700<br>Main town centre 50,400 | | |

**Existing planning consent**

15.16 DC/13/083358 outline application - resolved to grant planning permission by Mayor of London in March 2014 and permission granted in March 2015, consisting of:

15.17 The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100m2 comprising:

- up to 321,000m² residential floorspace (up to 3,500 units) (C3)
- up to 15,500m² employment floorspace (B1/Live/Work units) including up to 2,200m² for 3 no. potential energy centres
- wharf with associated vessel moorings and up to 32,200m² of employment floorspace (Sui Generis & Class B2)
- up to 5,810m² of retail and financial and professional services floorspace (A1 & A2)
- up to 4,520m² of restaurant/cafe and drinking establishment floorspace (A3 & A4)
- up to 13,000m² of community floorspace (D1) and assembly and leisure (D2)
- up to 27,070m² of hotel floorspace (C1)
- river bus jetty and associated structures
- 1,840 car parking spaces and vehicular access from New King Street and Grove Street
- retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site.

15.18 DC/18/107698 – Reserved matters application for layout, scale, appearance, access and landscaping for Plot 8.

15.19 DC/19/111912 – Reserved matters application for siting, layout, scale, appearance and ac-cess for Plot 15.

15.20 DC/21/120651 - Reserved matters application for scale and appearance for Plot 22.

15.21 DC/21/121852 – Reserved matters application for landscaping for Plot 15.

15.22 DC/21/122900– Reserved matters application for scale, appearance and access for Plot 8.

**Site allocation**

15.23 Comprehensive mixed-use redevelopment with compatible residential, commercial, community, and main town centre uses. Safeguarding and appropriate use of the wharf and associated vessel moorings. Delivery of new and improved transport infrastructure including a new road layout and an integrated network of walking and cycle routes. Public realm and environmental enhancements, including new public open space and riverfront restoration.

**Opportunities**

15.24 Convoys Wharf is a large brownfield site covering an area of more than 16 hectares, which is strategically located along the River Thames. In the 16th Century it was the site of the Royal Naval Dockyard. The site has been vacant for many years having last been used for industrial activities. Comprehensive redevelopment of the site is integral to supporting regeneration in the Deptford area, with the creation of a new high quality mixed-use quarter that responds positively to its historical context. With the site's prominent riverside location, and proximity to Deptford High Street, there is significant scope for transformational public

realm and environmental enhancements. These will support the delivery of a new residential area and visitor destination that is well-integrated with its surrounding neighbourhoods and communities. There are further opportunities to re-activate the safeguarded wharf that comprises part of the site, including for river based passenger transport.

15.25 **Development requirements**

1. Development must be delivered in accordance with a masterplan to ensure coordination of uses across the site.
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services within and through the site. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors, including publicly accessible routes to and along the River Thames.
4. Provision of new community infrastructure to meet demand arising from the development, including a new school and health facilities.
5. Long-term protection and appropriate re-activation of the existing safeguarded wharf and associated vessel moorings, including for river based passenger transport.
6. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, and taking into account the River Corridor Improvement Plan SPD, including:
   a. Repair of breaks in the Thames Path and extension of the route along the riverfront across the site, or as near as practical having regard to the safeguarded wharf
   b. New public open space at key points along the riverfront, including the Royal Navy and Royal Caroline Squares
   c. Integration of central public square / open space as a community focal point, with priority given to siting of the space between the Olympia Warehouse and the riverside
   d. Enhancements to Sayes Court Park and its setting
   e. A high quality station approach to the jetty (for river bus services), including walking and cycle routes
7. Re-instatement of the Thames-side pier with the creation a new riverfront park and public cultural space, incorporating the Thames Path, with opportunities for waterside activities.
8. Positive frontages along key routes, with active ground floor frontages along the riverfront and elsewhere where possible
9. Development proposals must protect and seek to enhance green infrastructure, including the SINC.
10. The design of the development must be demonstrably informed by and reflect the site's historical character and significance.

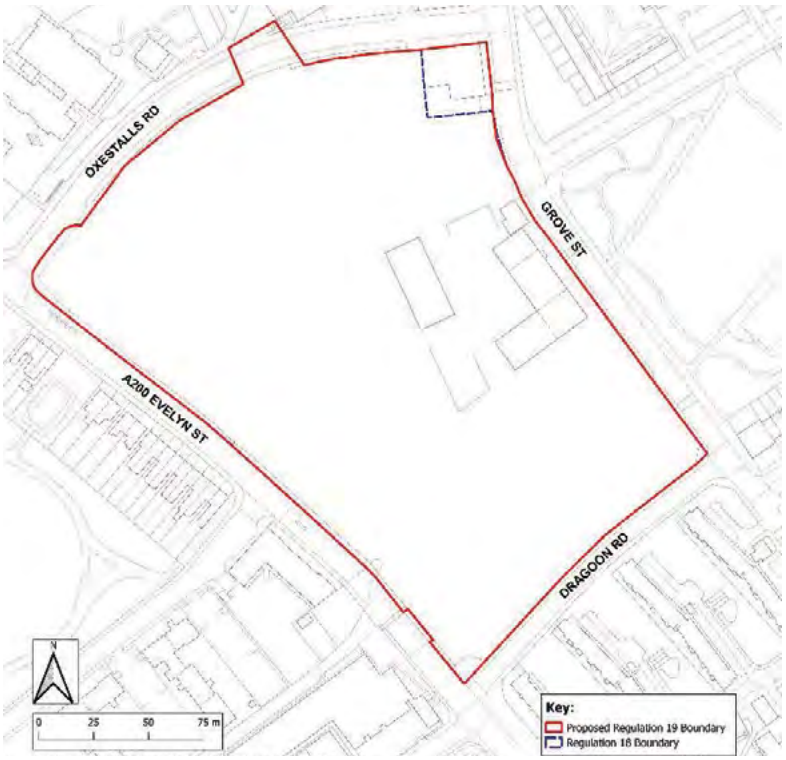
15.26 **Development guidelines**

1. Development should support the creation of a new high quality, mixed-use neighbour-hood and visitor destination that is well integrated with its surrounding neighbourhoods and communities.
2. Development should provide for a main access route north/south of Deptford High Street/ New King Street to the Thames frontage, with measures to improve legibility and access to Deptford High Street.
3. The development should be designed to maximise views to and from the River Thames. Where tall and taller buildings are proposed, consideration will need to be given to protected views, vistas and landmark features, including the Grade II* Listed St Nicholas Church, the panorama towards the Maritime Greenwich World Heritage Site, and protected vistas of St Paul's Cathedral.
4. In response to the scale and location of the site, development should provide for complementary and distinctive character areas across it. These should reflect and reinforce the hierarchy of streets and open/green spaces,

with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights.

5. Development should make provision of open space to enlarge Sayes Court Park and celebrate the sites historic connection with John Evelyn. New gardens, landscaping and treatment of the public realm should connect with the memory of John Evelyn's fa-mous 17th century garden that once flourished on the site.
6. Development should be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Pepys Park to the west, Twinkle Park to the east and Sayes Court Park to the south.
7. The type of uses on the safeguarded wharf should be restricted to those specified in the S106, to ensure compatibility with residential use nearby, in line with the Agent of Change principle.
8. Development must support conservation objectives by preserving and enhancing heritage assets and their setting, using history and heritage to inform the masterplan, incorporating heritage assets into the layout of the site in a positive way, and celebrating their significance through increased public access and opportunities for interpretation. This includes:
    a. The Grade II Listed Olympia Building which shall be retained, restored and regenerated to become an iconic landmark on the River Thames and a central feature of the development and a new cultural destination, with improved physical and/or visual links between Olympia Wharf, the riverfront and Sayes Court Park.
    b. Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
    c. The historic boundary wall (including Grade II listed river wall, Grade II listed entrance gates at the south western corner and Grade II listed wall on the eastern side) is characteristic of a Naval Shipyard and shall be retained and restored, preserving a semblance of the past with improved connectivity. New entrances to the site should be carefully sited and where the wall is lost, treatment should mark its former location.
    d. Other features such as the central basement, slipway 1, mast pond, double dry dock, slipways 4 & 5, John Evelyn House and Sayes Court Manor and Grade II* Listed Master Shipwrights on the adjacent site should be considered in the design of the site.
    e. Provision of open spaces at key points on the water's edge including Royal Navy and Royal Caroline Squares to celebrate the sites archaeological remains and heritage features.
    f. The Grade II* Listed St Nicholas Church located to the south east of the site.
9. Development proposals should explore options for removing the boundary wall to better integrate the site with its surrounding neighbourhoods. Careful consideration will need to be given to those elements of the wall that are heritage assets.
10. Transport for London, the Port of London Authority and the Marine Management Organisation should be consulted on development and design options.
11. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
12. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk, improve biodiversity, maximise opportunities to improve riverside access and deliver a riverside buffer zone and deliver TE2100 plan actions.
13. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

# 2 Deptford Landings Mixed-Use Employment Location (formerly known as Oxestalls Road) and Scott House

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragoon Road, Oxestalls Road, London, SE8 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>4.71 | **Setting**<br>Urban | **PTAL**<br>2015: 1b-3<br>2021: 1b-4<br>2031: 1b-4 | **Ownership**<br>Private | **Current use**<br>Industrial and residential. |
| **HOW SITE WAS IDENTIFIED** | Lewisham Core Strategy (2011) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth Node, Adjacent to Strategic Open Space, Mixed-Use Employment Location, Archaeological Priority Area, adjacent Thames Policy Area, Air Quality Management Area, Flood Zone 3 | | | | |
| **PLANNING STATUS** | Hybrid application DC/15/092295 for Oxestalls Road site granted in March 2016, reserved matters applications granted between February 2018 and March 2019 and Full application DC/19/113332 for Scott House granted in June 2021. Started construction, with 203 residential units in plot 2 completed in March 2020. Plot 6 will be starting construction by late 2022. Additional units are currently being considered for plots 1, 3 and 5. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>1,940 | | **Gross non-residential floorspace**<br>Employment 11,784<br>Main town centre 0 | | |
| **REMAINING NET UNITS TO BE DELIVERED:** | 1,737 | | | | |

### Existing planning consent

15.27 DC/15/092295 hybrid application - The comprehensive mixed-use Phase 1-3 redevelopment of land bounded by Oxestalls Road, Grove Street, Dragoon Road and Evelyn Street (excluding Scott House, 185 Grove Street) for the demolition of existing buildings (excluding former Public House on Grove Street) to provide up to 10,413 square meters (GEA) non-residential floorspace comprising:

- (A1) Shops,
- (A2) Financial & Professional Services,
- (A3) Restaurants & Cafés,
- (A4) Drinking Establishments,
- (A5) Hot Food Takeaways,
- (B1) Business,
- (D1) Non-Residential Institutions,
- (D2) Assembly & Leisure uses and an energy centre,
- •up to 1132 residential units in buildings ranging from 3 to 24 storeys in height,
- together with car and cycle parking, associated highway infrastructure,
- public realm works and provision of open space and
- detailed planning permission (plots 1,2 and 3) for up to 562 residential units.

15.28 Reserved matters application 17/105015 granted in February 2018 for Plot 4 to provide 251 residential units and 439m2 flexible non-residential floorspace (A1, A2, A3, A4, A5, B1, D1, D2).

15.29 Reserved matters application 19/110414 granted in March 2019 for Plot 6 to provide 189 residential dwellings.

15.30 DC/19/113332 - Full application for the redevelopment of the existing building comprising partial façade retention to provide 137 residential dwellings, 824m2 employment floorspace (B1), 120m2 café (A3) at Scott House.

### Site allocation

15.31 Comprehensive mixed-use redevelopment with compatible residential, commercial and main town centre uses. Public realm and environmental enhancements, including new public open space, along with new and improved walking and cycle routes.

### Opportunities

15.32 The site comprises one existing residential property and a former industrial area encompassing a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road as well as the corner plot occupied by Scott House. The site is situated in proximity to the Pepys Estate, Deptford Park and the River Thames, and the former route of the Surrey Canal runs through it. Planning permission for mixed-use redevelopment of the site has been granted, construction has started and 203 units in Phase 1 have been completed. Redevelopment and site intensification will provide a more optimal use of land and support local area regeneration, including provision of new housing and modern workspace. Development will also enable public realm and environmental enhancements, with opportunities to re-instate the route of the former Surrey Canal and improve connections to Deptford Park and the River Thames.

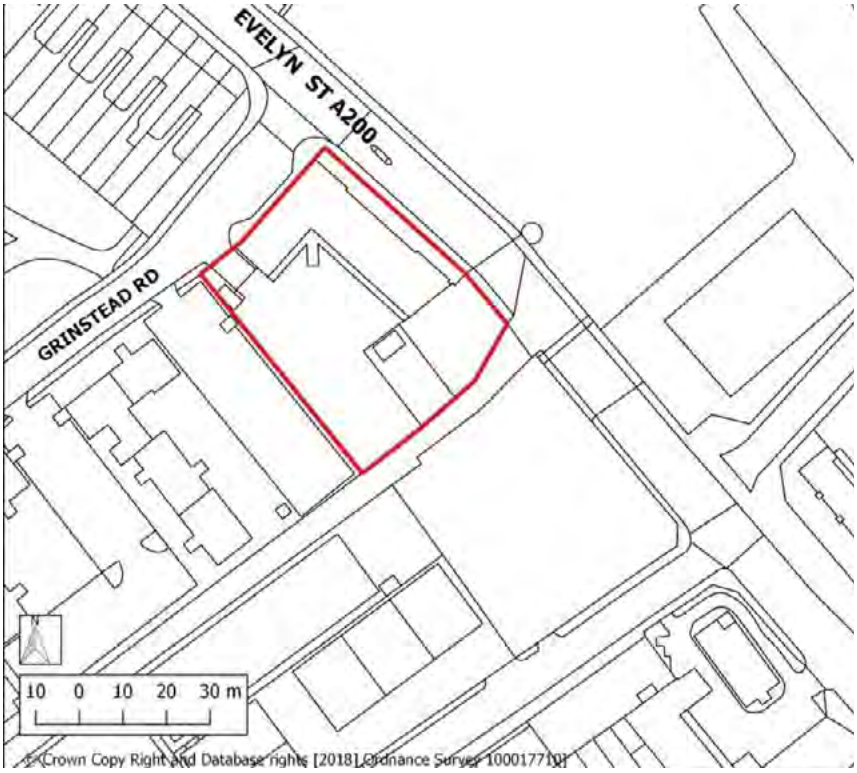
15.33 **Development requirements**

1. Development must be delivered in accordance with a masterplan (as secured through the hybrid planning consent) to ensure coordination, phasing and balance of uses across the site, and in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
   a. Re-instatement of the route of the former Surrey Canal to form a high quality public open space linked to the wider walking and cycle network.
   b. Positive frontages along Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road and other key routes, with active ground floor frontages where possible.

15.34 **Development guidelines**

1. Building heights should respond positively to the existing Victorian properties on the opposite side of Evelyn Street and the Victoria Pub and Scott House on Grove Street. Taller elements may be appropriate along Surrey Canal Way and opposite Pepys Park, to mark the significant of these open spaces and to enable more residents to benefit from outlook across them.
2. Tall buildings will be most appropriate on the corners of Evelyn Street/Oxestalls Road and Grove Street/Dragoon Road, forming corners for the urban block, aiding with legibility and wayfinding.
3. Development should respond positively to the social and built heritage of the site, whilst ensuring uses are well integrated with the surrounding communities and neighbourhoods. A range of materials should be used across the site to reflect the historic character, including the timber wharf, warehouses and Victorian Villas that existed on the site as well as to link with other buildings such as the Laban Centre.
4. Development should be designed to enable vehicular access from Grove Street and restrict access from Evelyn Street.
5. Development must address the future use of Blackhorse Bridge over the former Surrey Canal.
6. Development should enhance connections and legibility through the site, with routes running between Evelyn Street and Grove Street, and by creating a permeable streetscape with improved walking and cycle links to Evelyn Street (including the Cycle Super Highway), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront.
7. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

# 3 Evelyn Court at Surrey Canal Road Strategic Industrial Location

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Evelyn Court, Grinstead Road, London, SE8 5AD | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.27 | **Setting**<br>Urban | **PTAL**<br>2015: 2<br>2021: 2<br>2031: 2 | **Ownership**<br>Mixed, public and private | **Current use**<br>Employment |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Appropriate Location for Tall Buildings, adjacent to Strategic Industrial Location , Archaeological Priority Area, Thames Policy Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3 | | | | |
| **PLANNING STATUS** | Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014. Pre-application. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>102 | | **Gross non-residential floorspace**<br>Employment 2,381<br>Main town centre 0 | | |

### Existing planning consent

15.35 DC/14/88665 and DC/14/89442: Prior Approval for the change of use from offices (B1a) at Evelyn Court, Grinstead Road to residential (C3).

### Site allocation

15.36 Comprehensive employment-led redevelopment on this re-designated Locally Significant Industrial Site. Co-location of compatible commercial and residential uses. Public realm enhancements, including improved connections to Deptford Park.

### Opportunities

15.37 The site forms the north-eastern end of the Surrey Canal Road Strategic Industrial Location, with Deptford Trading Estate located immediately to the south-east. An office block, Evelyn Court, takes up a significant part of the site, and there is an unimplemented Prior Approval for its conversion to housing. The site also includes Parker House in different ownership. By re-designating the site from SIL to LSIS, redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and ensure the site maintains its employment function. Replacement provision of industrial land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements, including improved access to Deptford Park from the Deptford Landings site, on the opposite side of Evelyn Street.

15.38 **Development requirements**

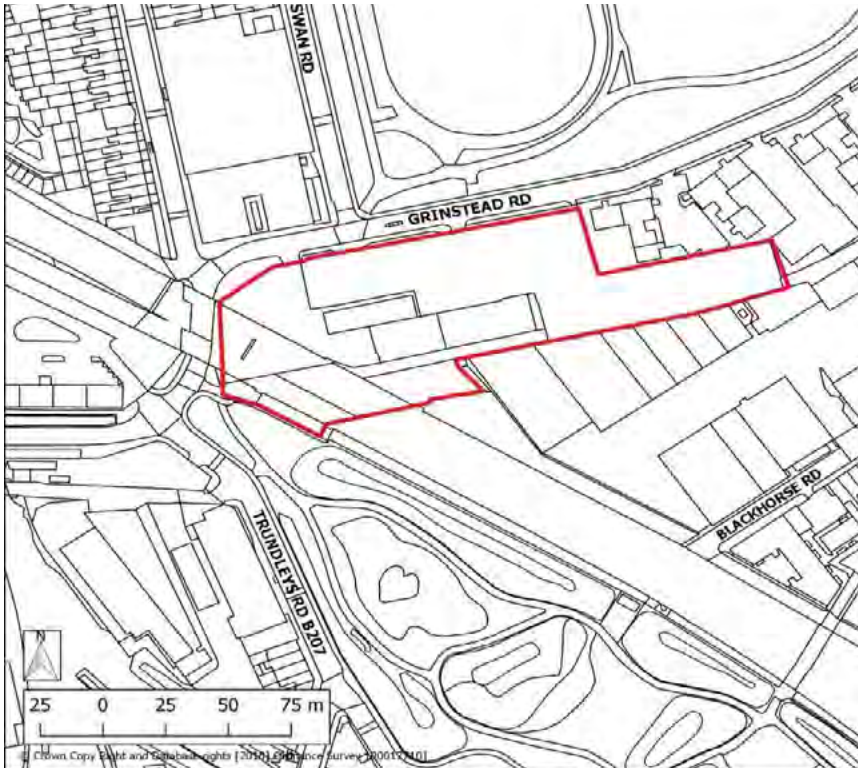
1. Landowners must work in partnership and development must take account of the existing prior approvals and be delivered in accordance with a masterplan, to ensure coordination and phasing in the co-location of uses across the site, including on the plots currently occupied by Evelyn Court and Parker House, and in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in the net loss of industrial capacity, or compromise the function of the LSIS, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Positive frontages along Evelyn Street and Grinstead Road.
4. New and improved public realm in accordance with a site-wide public realm strategy, including improved connections between The Deptford Landings development at Oxestalls Road, Deptford Park and along the route of the former Surrey Canal and to facilitate the delivery of Cycleway 4.

15.39 **Development guidelines**

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area. Further details on calculating industrial capacity are set out in with Policy EC6 (Locally Significant Industrial Sites).

2. Development should be designed to respond positively with the development at The Deptford Landings, Oxestalls Road MEL.
3. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses, including uses at the adjacent Deptford Trading Estate and in line with the Agent of Change principle.
4. The bulk, massing, scale and height of the buildings should respond positively to the existing residential properties along Grinstead Road and the three to four storey terraced properties along Evelyn Street, along with the tall buildings on the opposite side of Evelyn Street (Deptford Landings, Oxestalls Road MEL).
5. Landscaping should be designed as an integral part of the overall development, with an enhanced relationship with Deptford Park and enhancements to the amenity of the site, focused around an enhanced walking/cycle route running along the site boundary. Development should not result in a reduction in existing footway or carriageway space.
6. Development should be designed to retain existing vehicular access onto Grinstead Road.
7. The demolition of the existing office block will be supported to enable the delivery of high quality, purpose built housing as a component of an employment-led mixed-use scheme.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. New connections into the Evelyn Street trunk sewer will not be allowed.

# 4 Neptune Wharf Mixed-use Employment Location

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Neptune Works, Parkside House, Grinstead Road, SE8 5B | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.14 | **Setting**<br>Urban | **PTAL**<br>2015: 2<br>2021: 2<br>2031: 2 | **Ownership**<br>Private | **Current use**<br>Industrial |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth Node, Appropriate Location for Tall Buildings Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Strategic Open Space adjacent to Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3 | | | | |
| **PLANNING STATUS** | Full application DC/10/075331 granted in March 2012. Started construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>199 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 1,973 | | |

### Existing planning consent

15.40 DC/10/075331: The demolition of the existing buildings at Neptune Works, Grinstead Road SE8 and the phased redevelopment of the site to provide 6 blocks and 10 mews houses between 3 and 12 storeys, providing 199 residential units comprising 70 one bedroom, 100 two bedroom, 19 three bedroom and 10 four bedroom units; 1,973 m² of non-residential floorspace, comprising 1,874 m² of flexible B1/A1/A2 office space and 99 m² of café /bike repair shop uses fronting a public piazza and public realm, which links Deptford Park and Folkestone Gardens by the opening up the existing railway viaducts on the western edge of the site; parking for up to 276 cycle spaces, 10 motorbike/scooter spaces and 60 vehicular spaces including 7 disabled spaces.

### Site allocation

15.41 Comprehensive mixed-use redevelopment with compatible commercial, residential and main town centre uses. Public realm enhancements including new public open space along with improved walking and cycle links.

### Opportunities

15.42 The site comprises a Mixed-use Employment Location on Grinstead Road, which is situated between Deptford Park and Folkestone Gardens. Parts of the site have been cleared including land around the former Parkside House office block and Neptune Chemical Works, which were destroyed by fire. The remainder of the site is occupied by low intensity industrial uses, with a railway viaduct running along its western boundary. The land will be brought back into active use through site redevelopment, with the delivery of high quality workspace that forms part of a new employment-led mixed use quarter, together with Trundleys Road and Apollo Business Centre SIL sites. Development will also enable public realm enhancements, including new and improved walking and cycle connections in the local area. Access to Deptford Park and Folkestone Gardens will be enhanced, with links created by opening up the railway viaduct.

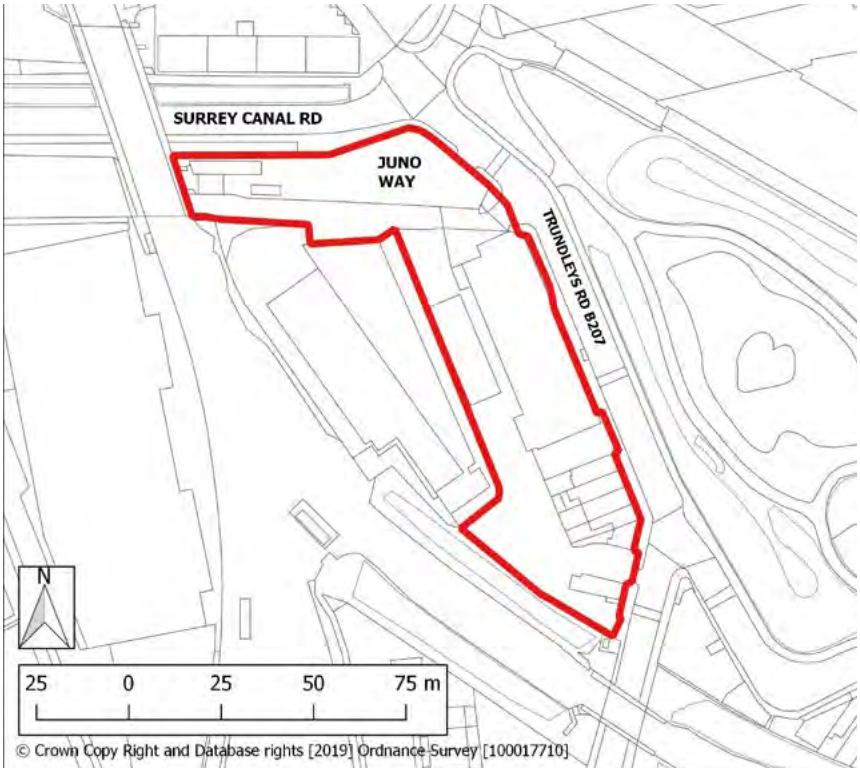
15.43 **Development requirements**

1. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
2. New and improved public realm in accordance with a site-wide public realm strategy, including:
   a. Safe and legible east-west walking routes and connections through the railway arches from Folkestone Gardens to Grinstead Road,
   b. 'Future proofing' for the Canal Approach cycle lane to the rear of the site.
3. Positive frontages at routes to and along Grinstead Road.
4. A new vehicle entrance on the eastern side of the site to make use of the Old Tow Path.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.44 **Development guidelines**

1. The rhythm of the frontage to Grinstead Road should relate well to Deptford Park, with development maximising the amenity provided by the park and active ground floor uses to improve the public realm and townscape along Grinstead Road.
2. Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of new public realm, particularly around the railway arches, along Grinstead Road, along the Old Tow Path and within communal courtyards.
3. The design of development should respond positively to Deptford Park, the neighbour-ing residential buildings, Sir Francis Drake Primary School and Old Tow Path. The tall-est building point should form a key landmark that is clearly visible from south of the vi-aduct and is located at the western edge of the site, along the railway. Two storeys of commercial floorspace should be integrated, in order to lift the residential elements above the railway. Building heights should drop down along Grinstead Road adjacent to the park, ensuring adequate daylight is provided to the existing neighbouring buildings.
4. The design of the development should allow views from Folkestone Gardens and Deptford Park, and across to Canary Wharf.
5. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
6. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.
7. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
8. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

# 5 Surrey Canal Road and Trundleys Road Locally Significant Industrial Site

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Trundleys Road, London, SE8 5J | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.55 | **Setting**<br>Urban | **PTAL**<br>2015: 1a-2,<br>2021: 1a-2<br>2031: 1a-2 | **Ownership**<br>Private | **Current use**<br>Industrial |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth Node, Appropriate Location for Tall Buildings, , Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable, adjacent to Strategic Open Space | | | | |
| **PLANNING STATUS** | DC/20/117966 granted a resolution to approve in November 2021. S96a application DC/22/127348 granted consent in October 2022. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>274 | | **Gross non-residential floorspace**<br>Employment 2,890<br>Main town centre 0 | | |

### Existing planning consent

15.45 DC/20/117966 – Full application for the demolition of existing buildings and redevelopment of the site comprising flexible commercial floorspace (Class E/B2/B8), 58 residential units and 393 purpose built student accommodation at 164-196 Trundleys Road and 1-9 Sanford Street.

15.46 DC/20/118229 – S96a application for an increase of 9 student rooms, from 393 to 402 units, change in clusters of units, change increase in the number of studio rooms, increase in shared amenity space and increase in cycle car parking spaces.

### Site allocation

15.47 Comprehensive employment-led redevelopment on this re-designated Locally Significant Industrial Site. Co-location of compatible commercial, residential and purpose built student accommodation.

### Opportunities

15.48 The site is situated within the Surrey Canal Road Strategic Industrial Location, on the south side of Surrey Canal Road and adjacent to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier at the western edge. It is occupied by a mix of industrial units and associated yard space, a scrap yard, and a small terrace of retail uses and six residential units at the southernmost end along Trundleys Road. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Apollo Business Centre SIL and Neptune Wharf MEL sites. Replacement provision of SIL land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment as well as the amenity of Folkestone Gardens and neighbouring residential areas.

15.49 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination in the co-location, phasing and balance of uses across the site including both the Trundleys Road and Juno Way parcels of land, in line with Policy DM3 (Masterplans and comprehensive development)
2. Development must not result in the net loss of industrial capacity, or compromise the function of theLSIS, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Positive frontages along Trundleys Road and Surrey Canal Road.
4. New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Trundleys Road and Surrey canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens and Deptford Park and to facilitate the delivery of Cycleway 10.
5. Development proposals mist protect and seek to enhance green infrastructure, including the SINC adjacent to the site.

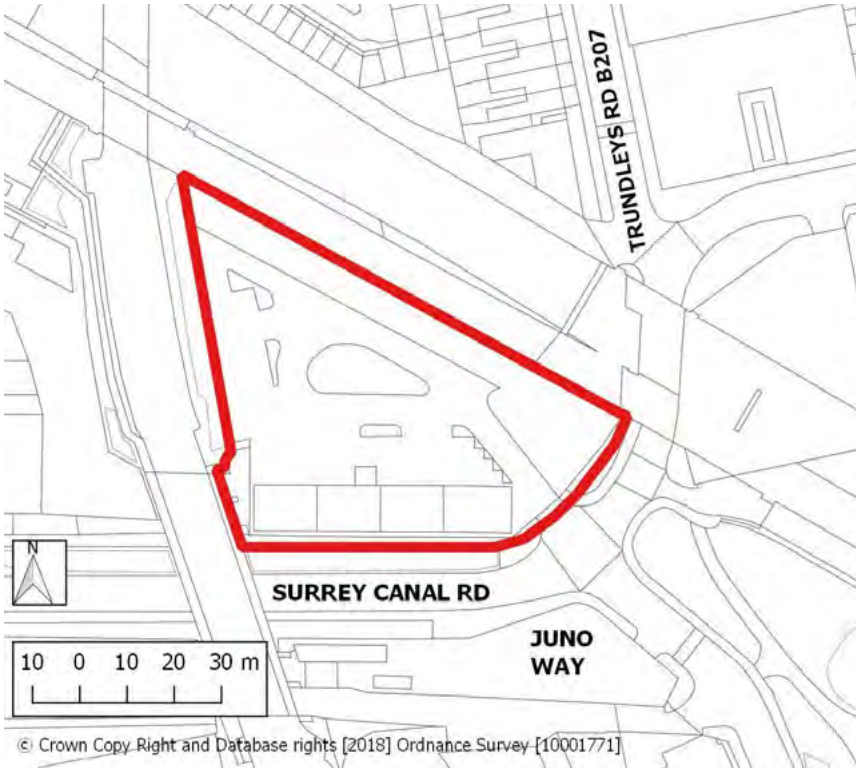
15.50 **Development guidelines**

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
2. Development will be expected to make

provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.

3. Non-employment uses, including residential uses and purpose built student accommodation, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
4. Opportunities for shared amenity space, capable of being used throughout the day, should be investigated.
5. There is an existing rail substation located outside site's western boundary, south of Surrey Canal Road. Views to the west over the substation may benefit from mature planting around the boundary of the site.
6. Proposals should investigate options to improve walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road. Development should not result in a reduction in exiting footway and carriageway space.
7. The scale, massing and height of buildings should positively respond to Folkestone Gardens, including consideration of impacts on sunlight onto the park.
8. Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.
9. Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds, particularly around the railway viaduct.
10. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
11. Network Rail should be consulted on development and design options.
12. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
13. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

# 6 Apollo Business Centre Locally Significant Industrial Site

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Trundleys Road, London, SE8 5J | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.42 | **Setting**<br>Urban | **PTAL**<br>2015: 0-2<br>2021: 0-2<br>2031: 0-2 | **Ownership**<br>Mixed, public and private | **Current use**<br>Industrial |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>98 | | **Gross non-residential floorspace**<br>Employment 3,396<br>Main town centre 0 | | |

**Site allocation**

Comprehensive employment-led redevelopment on this re-designated Locally Significant Industrial Site.. Co-location of compatible commercial and residential uses.

**Opportunities**

The site is situated within the Surrey Canal Road Strategic Industrial Location, north of Surrey Canal Road and in proximity to Folkestone Gardens. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier along the north and western edges. It is currently occupied by a business centre. Redevelopment and site intensification, along with the co-location of commercial and other uses, will deliver high quality workspace that forms part of a new employment-led mixed-use quarter, together with the Trundleys Road SIL and Neptune Wharf MEL sites. Replacement provision of employment land will be made at the Bermondsey Dive Under site. Development will also enable public realm enhancements to improve the walking and cycle environment, along with the amenity of Folkestone Gardens and neighbouring residential areas

15.51 **Development requirements**

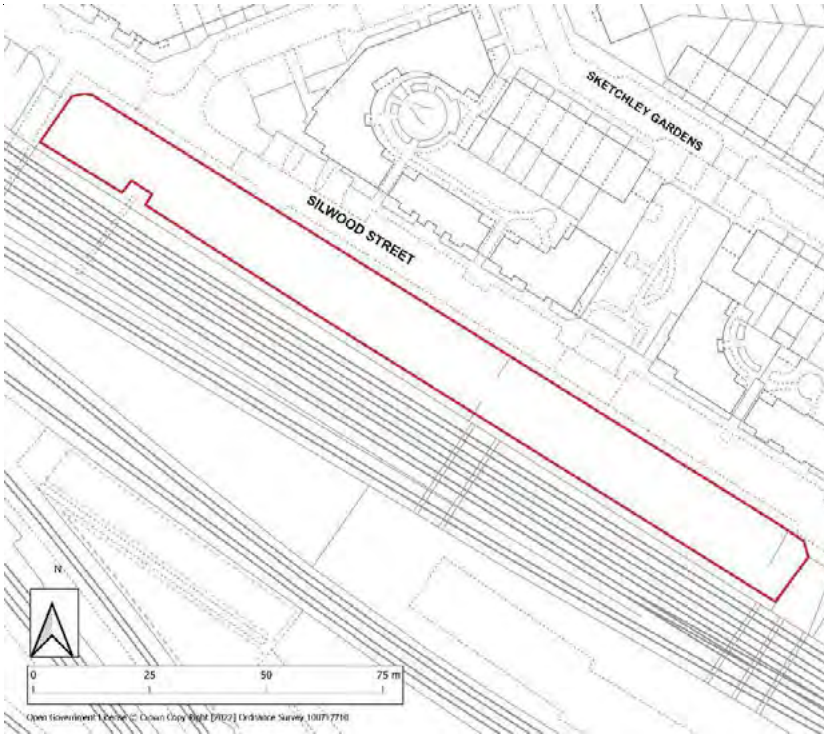
1. Development must be delivered in accordance with a masterplan to ensure coordination in the co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in the net loss of industrial capacity, or compromise the function of the LSIS, in line with Policy EC6 (Locally Significant Industrial Sites).
3. There is an existing waste use at the site (Southwark Metals). Development proposals must address this use in accordance with Local Plan policy SD12 (Reducing and sustainably managing waste) and London Plan policy SI9 (Safeguarded waste sites).
4. Positive frontages along Surrey Canal Road and across from the railway arches.
5. New and improved public realm in accordance with a site-wide public realm strategy. This includes enhancements along Surrey Canal Road to improve the walking and cycle environment, along with access to Folkestone Gardens and to facilitate the delivery of Cycleway 10.

15.52 **Development guidelines**

1. Whilst replacement provision of SIL land will be made at the Bermondsey Dive Under site, development should be demonstrably employment-led to ensure the long-term viability of commercial uses at the site and wider SIL area.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the public realm and any non-commercial elements.
3. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses

4. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone. Proposals should investigate options for improved walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Surrey Canal Road / Trundleys Road.
5. The design of development (including the scale, massing and height of buildings) should respond positively to Folkestone Gardens.
6. Proposals should investigate options to improve walking and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road. Development should not result in a reduction in exiting footway and carriageway space.
7. Development should be designed to enhance safety, including by sensitively integrated external lighting and layout to allow for natural surveillance of public realm, particularly around the railway bridges and walkways.Development should be designed with reference to, and seek to enhance, the industrial character of the site and its surrounds.
8. Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
9. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
10. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, survey the site for existing connections and divert existing sewers where applicable.

# 7 Silwood Street

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Silwood Street, London, SE16 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.25 | **Setting**<br>Urban | **PTAL**<br>2015: 2-3<br>2021: 3<br>2031: 3 | **Ownership**<br>Mixed, public and private | **Current use**<br>Vacant |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2022) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area | | | | |
| **PLANNING STATUS** | Full application DC/20/116783 was granted in March 2021. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>61 | | **Gross non-residential floorspace**<br>Employment 1,313<br>Main town centre 200 | | |

### Existing planning consent

15.53 DC/20/116783: Construction of mixed use development comprising four blocks with building heights of five to nine storeys to provide 1,616m2 of flexible light industrial/office/retail/café/community floorspace (use classes B1a, B1c, A1, A3, D1) at ground and first floors with 61 residential units on the upper floors at land at Silwood Street.

### Site allocation

15.54 Mixed-use development with flexible commercial uses and residential uses.

### Opportunities

15.55 The site is situated on a linear site to the north of an elevated railway track and south of Silwood Street. Residential properties are located on the opposite side of Silwood Street. Redevelopment of this vacant site will provide the opportunity to enhance local amenity and provide new residential units as well as a range of commercial uses.

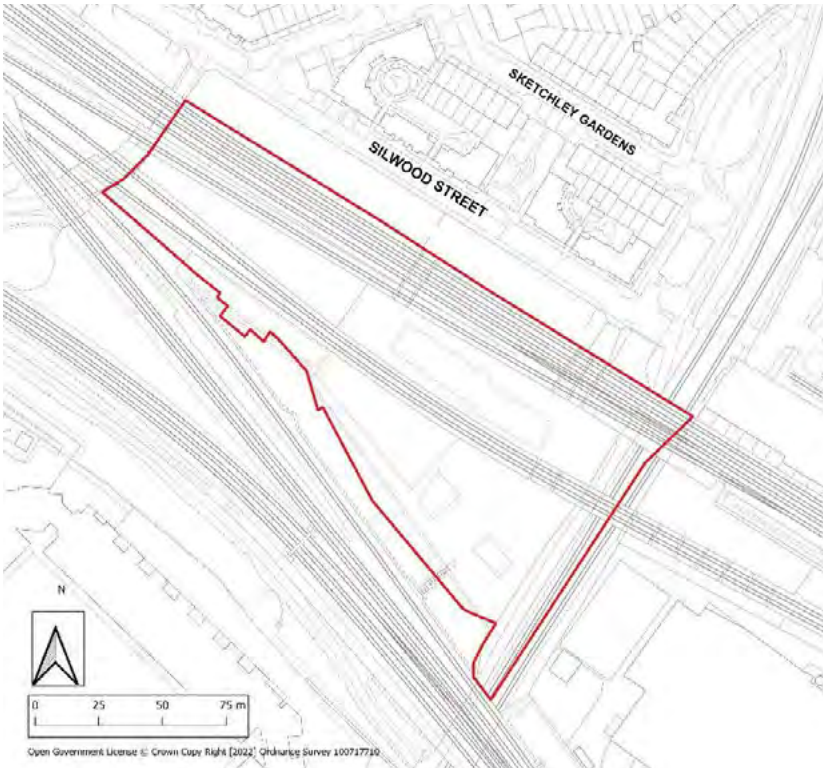
15.56 **Development requirements**

1. Provision of commercial and town centre floorspace in line with Policy EC7 (Mixed-use Employment Locations).
2. New and improved public realm in accordance with a site-wide public realm strategy, including:
   a. Improvements to Silwood Street
   b. New public space at corner of Silwood Street and Bolina Road
3. Positive frontages and along Silwood Street and Bolina Road
4. Make provision for the future use and servicing of the Railway Arches to the rear of the site.

15.57 **Development guidelines**

1. Development should ensure the long-term viability of the commercial uses at the site.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the residential properties located on the opposite side of Silwood Street.
3. Development should seek to enhance the amenity for all site users, and provide safe and convenient site access. This will require careful consideration of the operational requirements of potential future commercial uses.
4. The scale and massing of the development should respond positively to the neighbouring residential along Silwood Street.
5. Applicants should consult and work in partnership with Network Rail.

# 8 Bermondsey Dive Under

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Silwood Street, London, SE16 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.88 | **Setting**<br>Urban | **PTAL**<br>2015: 0-2<br>2021: 0-2<br>2031: 0-2 | **Ownership**<br>Mixed, public and private | **Current use**<br>Vacant |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2022) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Strategic Industrial Land (to be designated), Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area Strategic Open Space | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>0 | | **Gross non-residential floorspace**<br>Employment 5,264<br>Main town centre 0 | | |

### Site allocation

Industrial and commercial uses on land designated as Strategic Industrial Location and Locally Significant Industrial Site.

### Opportunities

The site is situated to the north of the Surrey Canal Road Strategic Industrial Location and south of Silwood Street. The presence of elevated railway tracks that run through and surround the site, together with SELCHP immediately to the east of the site, make it a wholly unsuitable site for residential development. The site is currently owned by Network Rail but is no longer in operational use. Redevelopment of the land will provide the opportunity to enhance local amenity and provide new industrial land designated as Strategic Industrial Land and Locally Significant Industrial Land. This in turn will allow the de-designated of some sites within the existing Surrey Canal SIL for mixed use development. There are also arches beneath the railway that are currently vacant and in need of significant repair. The confined nature of the arches make them less suited to industrial uses traditionally found in SIL. However, there are opportunities for this part of the site to be developed as a Locally Significant Industrial Location, to deliver high quality, small scale workspace for a range of industrial and commercial uses.

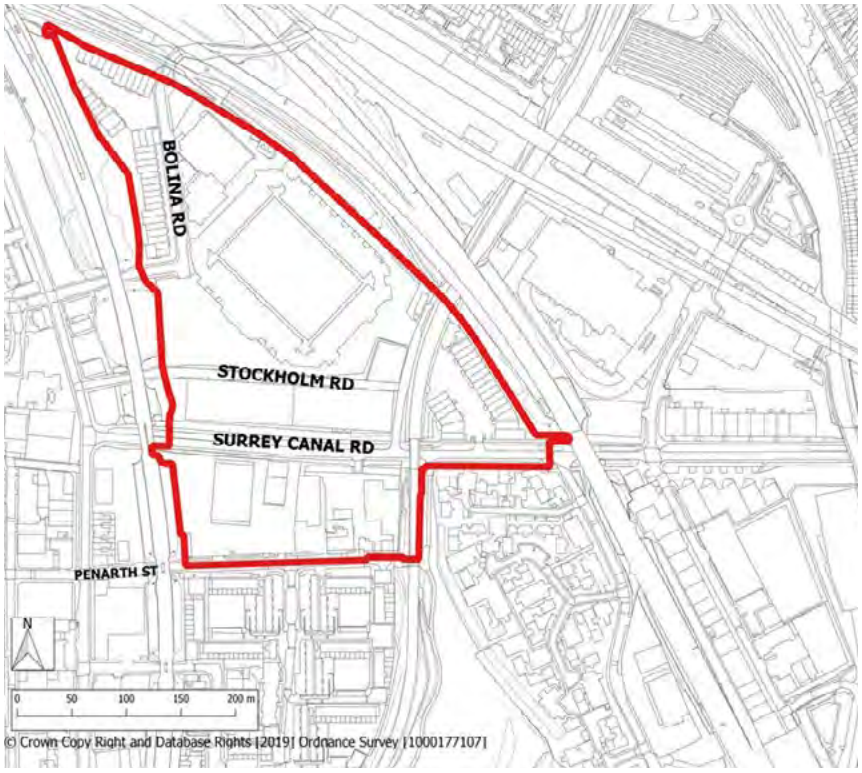
15.58 **Development requirements**

1. Development must provide substitute industrial capacity, to enable the re-configuration of the Surrey Canal Road SIL and the release of SIL at Apollo Business Centre, Trundleys Road and Evelyn Court.
2. Development proposals within the SIL part of the site will be supported where the uses fall within the industrial-type activities specified by the London Plan.
3. Development must not adversely impact on the function or effectiveness of the SIL to accommodate commercial and industrial uses or their ability to function on a 24-hour basis, in line with Policy EC5 (Strategic Industrial Locations).
4. Industrial uses will be limited to those suited to the site, taking account of the nature of the site. Uses requiring large services vehicles will not be permitted due to the restricted access of the site.
5. Development proposals within the LSIS part of the site will be supported where the uses include Class E(g) light industrial, Class B industrial, small scale Class B8 storage and distribution and related Sui Generis uses; where they can be accommodated within the confines of the railway arches and can contribute to their viability.
6. Development must not adversely impact on the function or effectiveness of the LSIS to accommodate commercial and industrial uses, in line with Policy EC6 (Locally Significant Industrial Sites).

15.59 **Development guidelines**

1. Development should ensure the long-term viability of industrial and commercial uses at the site.
2. Development will be expected to make provision for high quality and flexibly designed employment floorspace and units that are well-suited to the operational requirements of commercial and industrial occupiers. Particular consideration will need to be given to the development's functional and visual interface with the residential properties located along Silwood Street.
3. Development should seek to enhance the amenity for all site users, and provide safe and convenient site access. This will require careful consideration of the operational requirements of potential future employment uses and ensure coordination of industrial and commercial uses across the SIL and LSIS.
4. Applicants should consult and work in partnership with Network Rail, and landowners as appropriate, to optimise the use of the railway arches and create active frontages whilst retaining an appropriate clear zone.

# 9 Surrey Canal Triangle Mixed-use Employment Location

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>10.59 | **Setting**<br>Urban | **PTAL**<br>2015: 0-1b<br>2021: 0-1b<br>2031: 0-1b | **Ownership**<br>Private | **Current use**<br>Football Stadium, industrial |
| **HOW SITE WAS IDENTIFIED** | Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth node, Mixed-Use Employment Location, Archaeological Priority Area, Site of Importance for Nature Conservation, adjacent to Strategic Open Space, adjacent to Strategic Industrial Land, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, within 30m of electricity cable | | | | |
| **PLANNING STATUS** | Surrey Canal Triangle SPD was adopted in January 2020. Full Application DC/20/119706 granted a resolution to approve in January 2022. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>4,089 | | **Gross non-residential floorspace**<br>Employment 14,253<br>Main town centre 46,469 | | |

### Existing planning consent

15.60 DC/11/076357 Outline permission was approved in March 2012 for revisions for the comprehensive, phased mixed use development for up to 240,000m2 consisting of:

- Class A1/A2 (Retail) up to 3,000 m2
- Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 m2
- Class A5 (Hot Food Takeaways) up to 300 m2
- Class B1 (Business) between 10,000 m215,000 m2
- Class C1 (Hotels) up to 10,000 m2
- Class C3 (Residential) between 150,000 m2 and 200,000 m2 (up to 2,400 homes of dif-ferent sizes and types); 2,394 in line with recent pre-app discussions
- Class D1 (Community) between 400 m2 and 10,000 m2
- Class D2 (Leisure and Entertainment) between 4,120 m2 and 15,800 m2
- Ground persons store up to 140 m2
- Demolition of all existing buildings with the exception of Millwall DC Stadium, Guild House and Rollins House
- Alterations to Surrey Canal Road and realignment of Bolina Road, new streets and pedestrian/cycle paths
- Hard and soft landscaping and publically accessible open space
- District heating centre and ENVAC waste handling system.

15.61 DC/20/119706 A hybrid application for outline for phases 2 – 5 and detailed design for Phase 1 was granted a resolution to approve in January 2022 for 3,518 residential floorspace and a variety of floorspace.

### Site allocation

15.62 Comprehensive mixed-use redevelopment with compatible residential, commercial, community and main town centre uses, along with the retention, enhancement and expansion of the football stadium. New and improved transport infrastructure, including a new rail station serving the East London line (London Overground). Reconfiguration of buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm and environmental enhancements, including new public open space.

### Opportunities

15.63 Surrey Canal Triangle is a large brownfield site covering an area of more than 10 hectares. Part of the site is owned by Renewal and part is owned by the Council. The site is bounded by railway lines and bisected by Surrey Canal Road, with the Millwall Football Club stadium occupying a prominent position within it. There are 26 existing residential units located on the site. Comprehensive redevelopment of the site is integral to supporting regeneration in the area, with the creation of a new high quality mixed-use quarter and leisure destination that will help to secure a viable future for Millwall FC on this site. There is scope for transformational public realm and environmental enhancements to address existing issues of severance, and which are necessary to re-connect and better integrate the site with its surrounding neighbourhoods and communities, as well as the area's wider network of open spaces.

15.64 **Development requirements**

1. Landowners must work in partnership and development must have regard to the overarching vision and development principles set out in the Surrey Canal Triangle SPD and the permitted development scheme already consented on Renewal's land. The masterplan must consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development of the Council owned land must capitalise on the opportunities presented by Millwall FC Stadium, including options for its re-provision and expansion, helping to secure the long term future of the football club on this site.
3. Development proposals must seek to enhance the existing sports facilities, and make these accessible to the public and allow for the long term future of the Millwall Community Scheme.
4. Development proposals must demonstrate a comprehensive and coordinated approach to supporting healthy communities by integrating new and enhanced publicly accessible sports, leisure and recreation opportunities, including open spaces and community facilities, in line with Policy CI1 (Safeguarding and securing community infrastructure).
5. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations).
6. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also facilitate the delivery of Cycleway 10.
7. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
   a. A linked network of new high quality public open and green spaces as a central design feature
   b. Enhancements to Bridgehouse Meadows and Bolina Gardens, including access improvements, in partnership with infrastructure providers.
   c. High quality approaches to the existing South Bermondsey station and the future Overground station.
8. Provision for the new transport infrastructure within the site, including a new Overground station at Surrey Canal Road and an accompanying walking and cycle bridge, in partnership with TFL and infrastructure providers.
9. Positive frontages along key routes, with active ground floor frontages where possible.
10. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

15.65 **Development guidelines**

1. Development should support the creation of a new high quality, mixed-use neighbour-hood and visitor destination that is well integrated with its surrounding neighbourhoods and communities. Main town centre uses should be complementary in nature and scale and focussed on serving the development, whilst ensuring no adverse impact on exist-ing town centres.
2. A new east-west route linking Folkestone Gardens / Deptford Park and Old Kent Road should form a central design feature, along with a clear north-south route linking South Bermondsey station to Bridgehouse Meadows and the new Overground station.

3. Quietway 1 runs along the eastern edge of the site, and should form a key focus for enhancements to the cycle network.
4. The layout of the site should ensure that Millwall FC Stadium can continue to function as a large spectator destination on a long term basis and must ensure it does not preju-dice the ability of the stadium to expand. This includes appropriate arrangements for ongoing operation of the stadium, access, servicing and evacuation, without the need for relocation during construction of the Council owned land.
5. The design of development (including bulk, scale, massing and height of the buildings) should respond positively to its surrounding context and skyline including the heights of the railway viaducts, the SELCHP to the east of the site as well as Millwall FC Stadium located within the site. The site is a suitable location for tall buildings and the potential for tall buildings should be explored through the design-led process, taking into account protected views and vistas, including the panorama of the Bridge over the Serpentine.
6. New routes, public realm and open spaces should be designed to address severance within and outside of the site caused by railways, embankments, roads and SELCHP. Public realm and access enhancements should include :
   a. Walking and cycle routes along Bolina Road, and improved connectivity to Cycleway 10,
   b. Walking and cycle routes to Surrey Quays north alongside the Overground,
   c. Walking and cycle routes and access to the new railway station at Surrey Canal Road and South Bermondsey station
   d. Improved links to Bridgehouse Meadows including upgrades to the Connect 2 path running between Bridgehouse Meadows and Oldfield Grove
   e. Improvements to enable bus services within the site.
7. The design of development should respond positively to the historical and industrial character of the area, including the unlisted historic buildings at Ilderton Road. Connectivity with the old gas holders on Old Kent Road in the borough of Southwark should also be considered.
8. Proposals should maximise opportunities to for decentralised energy network development associated with South East London Combined Heat and Power Station (SELCHP).
9. Transport for London and Network Rail should be consulted on development and design options.
10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the Ilderton Road trunk sewer will not be allowed. As Bolina Road does not have capacity for the whole of the site, development should utilise the capacity at the south end of the site.

# 10 Besson Street (Kender Triangle)

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| **SITE ADDRESS** | Land on the rear of Besson Street, London, SE14 5AE | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.01 | **Setting**<br>Urban | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Vacant land |
| **HOW SITE WAS IDENTIFIED** | Site Allocation Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth Corridor, Appropriate Location for Tall Buildings, Local Centre Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, adjacent to Local Centre, adjacent to Night-time Economy Hub, Flood Zone 1, 2, 3 | | | | |
| **PLANNING STATUS** | Full application DC/19/114805 was granted consent in January 2022. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>324 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 1,064 | | |

### Previous planning consent

15.66 DC/08/068448 was approved in 2009 but has since lapsed for 173 residential units, 2,020m2 of D1 (including library, doctor's surgery, community uses), 815m2 of D2 gym, 361m2 of retail A1, A2, A3, A4 and 193m2 A3 and a public square.

### Existing planning consent

15.67 DC/19/114805 - Full application for the comprehensive redevelopment of land at corner of Briant and Besson Street comprising 324 residential units, flexible commercial floorspace (A1/A3/B1), a pharmacy (A1), GP surgery (D1) and community space (D2)

### Site allocation

15.68 Comprehensive mixed use development comprising compatible residential, main town centre and community uses.

### Opportunities

15.69 This vacant site is located in Kender Triangle, and is bounded mainly by Briant Street and Besson Street, with a small frontage onto New Cross Road to the north east. It is situated in proximity to New Cross Road local centre and New Cross Gate station. . Site redevelopment will bring a vacant site back into active use and provide a more optimal use of land, with the introduction of a complementary range of uses, including new housing and community facili-ties. Redevelopment will also enable townscape improvements and public realm enhance-ments, including new public amenity space to act as a focal point for the neighbourhood

15.70 **Development requirements**

1. Well integrated community facilities that create a new focal point for the neighbourhood.
2. The site must be fully re-integrated with the surrounding street network to improve access and permeability, with enhanced walking and cycle connections to residential areas and public spaces. This will require a hierarchy of routes with clearly articulated corridors between Briant Street, Besson Street and New Cross Road.
3. Positive frontages along Briant Street, Besson Street and New Cross Road, with active ground floor frontages.
4. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including a new public square as a central design feature.
5. Development must be designed to ensure the protection of amenity of the Music Room, having regard to the Agent of Change principle.

15.71 **Development guidelines**

1. Development should create positive frontages onto Besson Street and Briant Street to create a more coherent and unified street edge. A taller building on this junction may be appropriate to assist with wayfinding.
2. The design of development should respond positively to the surrounding area, in particular:
   a. Hatcham Conservation Area and Telegraph Hill Conservation Area.
   b. The Locally Listed Music Room, All Saints Church and the low rise villas on New Cross Road, at 116-118 New Cross Road.
   c. The small scale backland buildings visible at the end of Fisher's Court.

3. Taller buildings will be most appropriately sited along Briant Street.
4. A unique but sensitive frontage on New Cross Road should respond to its position without creating an overly dominant façade.
5. 5. Buildings should be focussed on the perimeter of the site to avoid overshadowing and wind tunnel effect.
6. There should be multiple active entrances and clear sight lines across the new public square, along with architectural differentiation of community facilities and private residential uses.
7. The layout of the site should create attractive and legible connections throughout the site, (including north-south from New Cross Road to Besson Street) enhancing links with neighbourhoods north and south of the site, and to Besson Street Gardens open space to the south west.
8. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the New Cross Road trunk sewer will not be allowed.

# 11 Former Hatcham Works, New Cross Road

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| **SITE ADDRESS** | New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>3.67 | **Setting**<br>Urban | **PTAL**<br>2015: 5-6b<br>2021: 5-6b<br>2031: 5-6b | **Ownership**<br>Private | **Current use**<br>Retail, car services, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Growth Corridor, Appropriate Location for Tall Buildings, Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Adjacent to Strategic Open Space, Bakerloo Line Safeguarding Direction, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, within 30m buffer of electricity cable | | | | |
| **PLANNING STATUS** | None (Application withdrawn) | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>800 | | **Gross non-residential floorspace**<br>Employment 7,550<br>Main town centre 10,000 | | |

### Site allocation

New and improved transport infrastructure, including land and facilities required to accommodate the Bakerloo line extension. Comprehensive mixed-use redevelopment with compatible main town centre and residential uses.

### Opportunities

The former site of the Hatcham Works is currently occupied by a retail park, including a Sainsbury's supermarket. The site is strategically located within the New Cross Gate District Centre, immediately to the west of New Cross Gate station and fronting New Cross Road. In March 2021 the Secretary of State issued a Safeguarding Direction for the BLE and this site has been identified as a temporary works site during the construction phase of the BLE. Redevelopment will enable the delivery of new and improved transport infrastructure, including a new station to accommodate the Bakerloo line extension. Development can make a more optimal use of land, with site intensification and the introduction of a wider range of uses to support the vitality and viability of the District Centre.

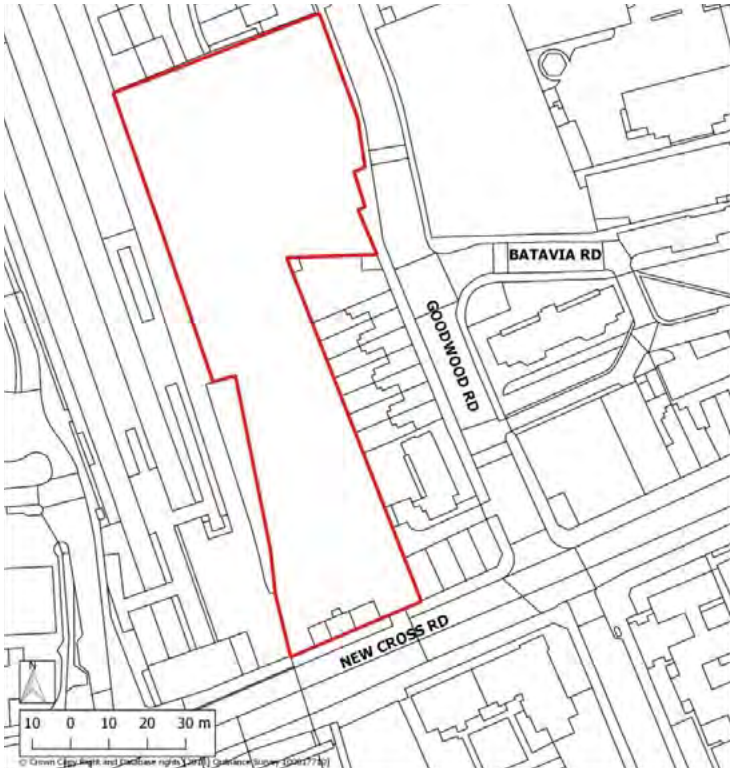
15.72 **Development requirements**

1. Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the Goodwood Road / New Cross Road site and any requirements associated with the transport network, taking into account the New Cross Area Framework SPD. The masterplan should consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development)
2. The site is safeguarded for the delivery of the BLE and as a temporary works site. This includes creation of a new Bakerloo Line station which should integrate with the existing station, in consultation with Transport for London and Network Rail. No prejudicial development should occur before the BLE is delivered.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also facilitate the delivery of Cycleway 11 along New Cross Road.
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
   a. New walking and cycle access through the site from Hatcham Park Road / Hart's Lane. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
   b. Public realm improvements to enhance the station approach and improve the walking environment, including along New Cross Road and Hearts Lane, with a well-integrated station square.
   c. Cycle parking infrastructure including a cycle hub.
5. Positive frontages along New Cross Road, Harts Lane and other key routes, with active ground floor frontages.

15.73 **Development guidelines**

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character and should seek to enhance the setting of the heritage assets in the area including within the adjoining Hatcham Conservation Area, adjoining Telegraph Hill Conservation Area and nearby Deptford Town Conservation Area. In particular:
   a. all buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street. Means of mitigating or minimising the impact of tall buildings on the setting of Hatcham and Telegraph Hill Conservation Area and on views from within them should include consideration of silhouette, location and footprint, materiality and elevational design.
   b. There should be a positive relationship with the site's western edge that enhances the junction of Hatcham Park Road and access to the site, activates the east side of Harts Lane and preserves the character of Brighton Grove.
   c. Given the low rise nature of the surroundings and the presence of designated conservation areas to the west, south and south east, proposals must be rigorously tested to demonstrate the impacts on the heritage assets in the vicinity, their setting and the neighbouring non-heritage designated townscape.
2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycling and walking.
3. Development should provide for a range of unit sizes to accommodate a rich mix of main town centre uses, with flexibly specified units that can be adapted for a variety of end users.
4. Transport for London and Network Rail should be consulted on development and design options. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into either of the trunk sewers crossing the site will not be allowed. The existing connection at the north end of the site is the most likely connection point.

# 12 Goodwood Road and New Cross Road

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.62 | **Setting**<br>Urban | **PTAL**<br>2015: 6b<br>2021: 6b<br>2031: 6b | **Ownership**<br>Private | **Current use**<br>Retail, industrial, vacant land |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Appropriate Location For Tall Buildings, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1, Groundwater Source Protection Zone 3, within 30m buffer of electricity cable, adjacent to Strategic Open Space | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>167 | | **Gross non-residential floorspace**<br>Employment 3,550<br>Main town centre 1,050 | | |

### Existing planning consent

15.74 DC/11/77418 and 19 was approved in 2012, has been implemented, but has not yet been built for a mixed use redevelopment three blocks of 3 – 8 storeys comprising 148 residential units and 200m2 of retail floorspace (A1-A5) together with car and bicycle parking, public and private amenity space, public realm and new pedestrian and servicing access onto Auburn Close and Goodwood Road.

### Site allocation

15.75 Comprehensive mixed-use redevelopment comprising compatible residential and main town centre uses. Public realm enhancements, including new and improved walking and cycle routes.

### Opportunities

15.76 This site is strategically located within New Cross Gate District Centre, to the immediate east of New Cross Gate station and fronting New Cross Road. Redevelopment can optimise the use of land by bringing the largely vacant site back into active use, and helping to support the vitality and viability of the District Centre. Development will also enable public realm and access improvements, with key opportunities to enhance the station approach as well as walking and cycle routes along and around New Cross Road.

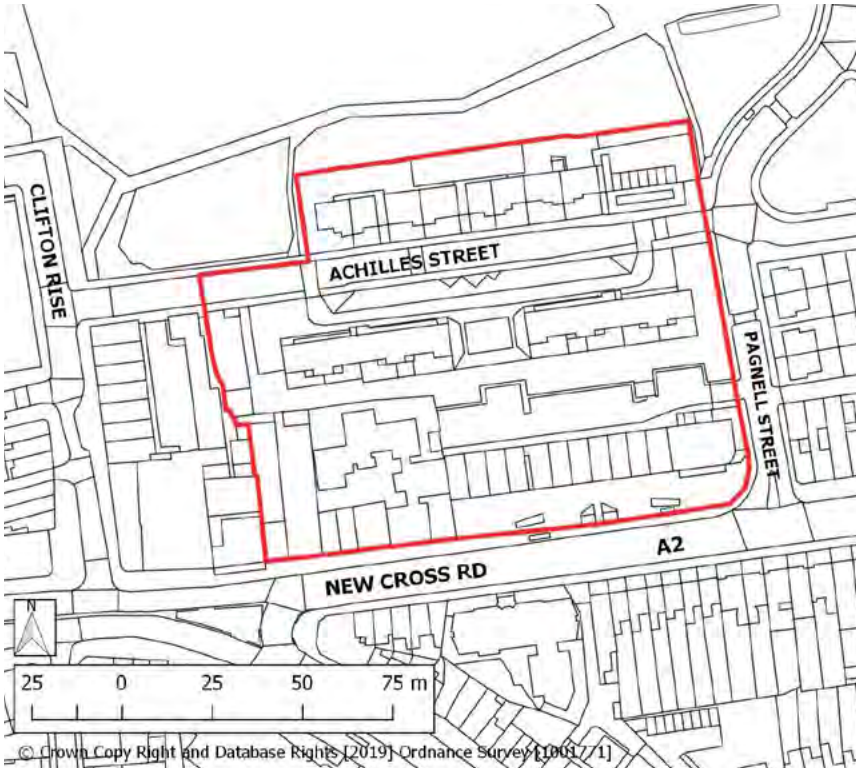
15.77 **Development requirements**

1. Landowners must work in partnership. Development must be delivered in accordance with a masterplan that addresses the site's relationship with New Cross Gate station and the former Hatcham Works site and any requirements associated with the transport network. The masterplan must consider the co-location, phasing and balance of uses across the site, taking into account the New Cross Area Framework SPD and be in line with Polcy DM3 (Masterplans and comprehensive development).
2. Safeguard land to support delivery of transport infrastructure, including where required for the Bakerloo Line extension.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections. The site must also facilitate the delivery of Cycleway 11 along New Cross Road.
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including:
   a. New walking and cycle access through the site from Goodwood Road. This must include a clearly articulated east-west route within the site, also enabling a link from Hatcham Park Road to Batavia Road via a bridge over the railway.
   b. Public realm improvements to enhance the station approach, including along New Cross Road.
5. Positive frontages along New Cross Road and Goodwood Road, with active ground floor frontages along New Cross Road.

15.78 **Development guidelines**

1. The design of development (including bulk, scale, massing and height of buildings) must respond positively to local character, and should seek to enhance the setting of the heritage assets in the area including within the adjoining Deptford Town Conservation Areas and nearby Hatcham Conservation Area. In particular:
   a. Tall buildings, as defined within the context of New Cross Gate, should be set back from New Cross Road and should be located more centrally in the site to minimise visual conflict with the heritage designed street frontages to the south and south east, and with the modestly scaled residential character of the areas to the east and west. In particular, there should be no tall buildings visible over the roofscape of New Cross Road as viewed from the junction with Lewisham Way. There should be no tall buildings close to New Cross Road so as to allow a contextual re-creation of the street frontage that protects and maintain the character of the street.
   b. Given the low rise nature of the prevailing, historic context any tall buildings as defined within the context of New Cross Gate must be rigorously tested against their conservation area context, views, adjacencies and impacts.
2. The layout of the site should incorporate sufficient space to accommodate interchange between bus, tube, rail, cycle, with generous space for movement by walking
3. Transport for London and Network Rail should be consulted on development and design options.
4. Development proposals should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the west of the site.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. There is sufficient capacity in the sewers on Goodwood Road and New Cross Road.

# 13 Achilles Street

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|---|---|---|---|---|---|
| **SITE ADDRESS** | New Cross Road, SE14 6AT | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.40 | **Setting**<br>Urban | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Residential, main town centre uses |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Appropriate Location for Tall Buildings, Archaeological Priority Area, adjacent to Conservation Area, adjacent to Listed Building, adjacent to Strategic Open Space, Air Quality Management Area , Air Quality Focus Area , Creative Enterprise Zone, District Centre, Primary Shopping Area, Night-time Economy Hub, Flood Zone 1 , Groundwater Source Protection Zone 2, Cultural Quarter | | | | |
| **PLANNING STATUS** | Pre-application | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>363 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 2,716 | | |

### Site allocation

15.79 Regeneration of existing housing estate. Comprehensive redevelopment with residential, community and main town centre uses. Public realm and environmental enhancements, including improved walking and cycle routes and new public open space.

### Opportunities

15.80 The Achilles Street Estate is located to the north of New Cross Road and adjacent to Fordham Park and consists of 87 existing residential units. A residents' ballot was undertaken, which resulted in support for regeneration of the estate. Site redevelopment will provide a more optimal use of land, with the creation of 450 new high quality housing, including the re-provision of existing affordable housing . Redevelopment will also enable the reconfiguration of buildings and spaces to improve the site's relationship with Fordham Park and maximise the amenity value provided by it.

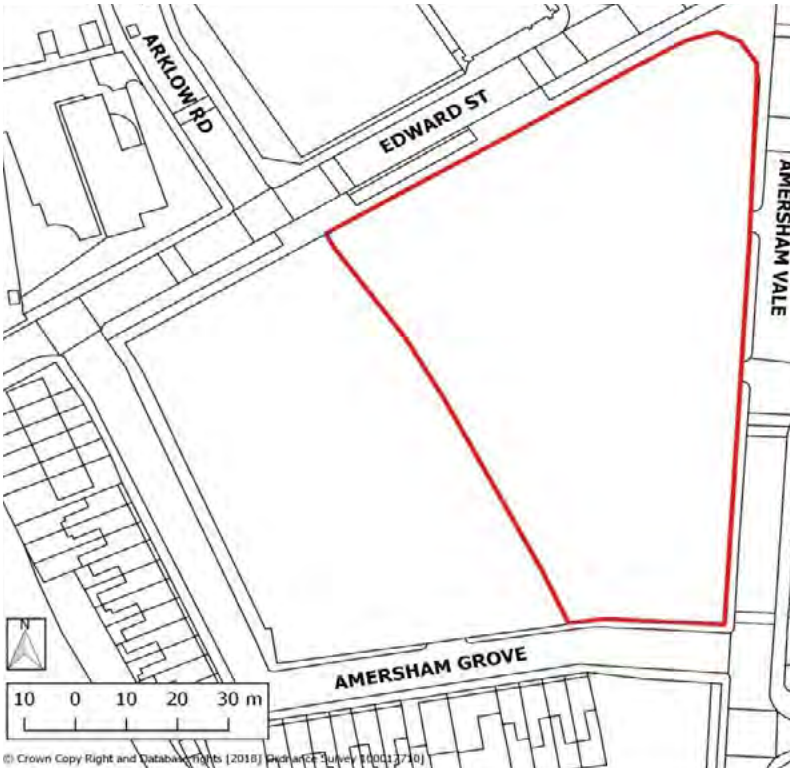
15.81 **Development requirements**

1. No net loss of affordable housing, including appropriate re-provision of existing housing on the estate, in line with Policy HO4 (Housing estate maintenance, renewal and regeneration).
2. Estate regeneration, including the design of development proposals, must be carried out in consultation with existing residents and the local community, in line with the London Mayor's Good Practice Guide to Estate Regeneration.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including north-south routes through the site connecting the High Street to the park.
4. Development design must respond positively to the character and enhance the amenity value of Fordham Park.
5. Main town centre uses along New Cross Road, with positive frontages the street including active ground floor frontages.
6. Positive frontages along Achilles Street and Fordham Park, with a high quality interface and improved connections to Fordham Park.

15.82 **Development guidelines**

1. Development should be designed to respect and respond positively to the scale and grain of the High Street.
2. Proposals should provide for an increase on the amount of town centre floorspace and existing number of shop units on the ground floor.
3. Spaces between buildings facing Fordham Park should be designed as public spaces
4. Development must be designed to protect the amenity of The Venue, having regard to the Agent of Change principle
5. Development should be designed to improve access and permeability within and through the site, with particular consideration to routes to Fordham Park, as well as Lewisham Route 1.
6. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the New Cross Road trunk sewer will not be allowed.

# 14 Former Deptford Green School (Upper School Site)

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| **SITE ADDRESS** | Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.68 | **Setting**<br>Urban | **PTAL**<br>2015: 5<br>2021: 5<br>2031: 5 | **Ownership**<br>Public | **Current use**<br>Former school |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Archaeological Priority Area, Creative Enterprise Zone, Air Quality Management Area, Flood Zone 3, Groundwater Source protection Zone 2,Adjacent to Strategic Open Space | | | | |
| **PLANNING STATUS** | Full application DC/15/095027 granted in July 2018. Now complete. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>120 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Existing planning consent

15.83 DC/15/095027 - Full application for the construction of residential blocks ranging between 1 and 5 storeys in height comprising 120 residential flats, maisonettes and houses, together with the provision of refuse and cycle storage and associated landscaping at the land of the former Deptford Green School, Amersham Vale, SE14.

### Site allocation

15.84 Redevelopment for residential uses.

### Opportunities

15.85 This site comprises the former Deptford Green School, Upper School site, and associated grounds. It has been cleared and is now vacant following the relocation of the school. A new public park, Charlottenburg Park, has recently been created to the site's western boundary at the former Lower School site. The land will be brought back into active use through redevelopment, with new high quality housing that benefits from the amenity provided by the park.

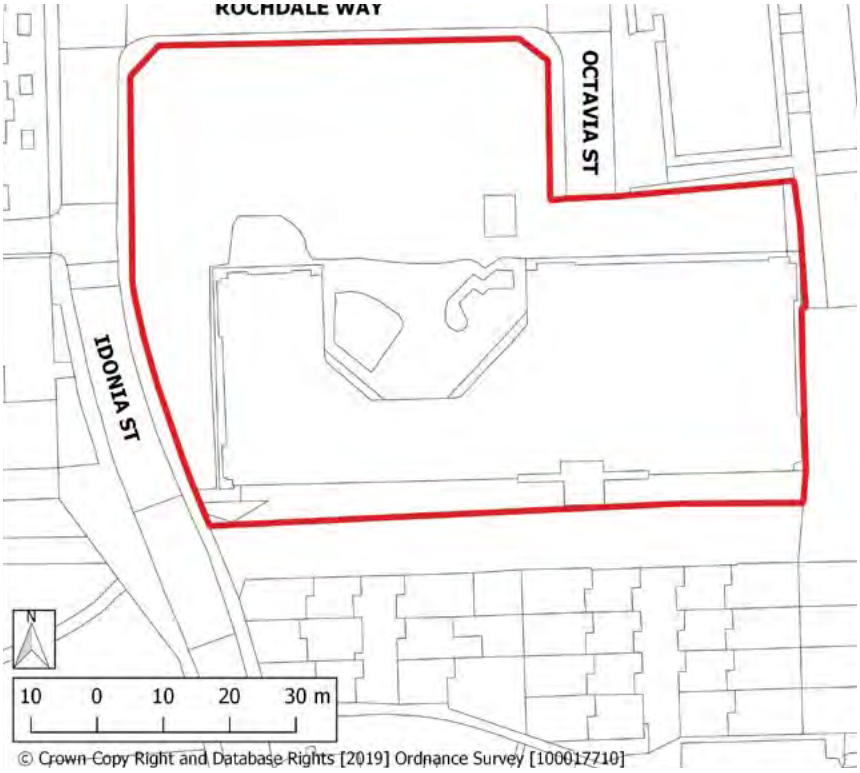
15.86 **Development requirements**

1. Positive frontages along Amersham Grove, Edward Street and Amersham Vale.
2. New and improved public realm in accordance with a site-wide public realm strategy, including safe and legible walking and cycle routes through the site to Charlottenburg Park.
3. Protect and enhance the amenity value provided by Charlottenburg Park.

15.87 **Development guidelines**

1. The layout of the site should be designed to open up the site for walking and cycle routes that are well-integrated with the surrounding street network. This may include a central mews street that creates a route across the site.
2. Larger and taller building elements facing Charlottenburg Park may be appropriate in order to maximise the amenity value of the park, but careful consideration will be needed to ensure this is not compromised. A taller element at the northeast corner of the site, marking the corner of Amersham Vale and Edward Street, may also be acceptable.
3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
4. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. New connections into the trunk sewer at the south of the site will not be allowed.

# 15 Albany Theatre

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| **SITE ADDRESS** | Douglas Way, London, SE8 4AG | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.61 | **Setting**<br>Central | **PTAL**<br>2015: 6a<br>2021: 6a<br>2031: 6a | **Ownership**<br>Private | **Current use**<br>Theatre |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, District Centre, Creative Enterprise Zone, Flood Zone 1, Groundwater Source Protection Zone 2, Night-time Economy Hub, Cultural Quarter | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>119 | | **Gross non-residential floorspace**<br>Employment 758<br>Main town centre 3,032 | | |

### Site allocation

15.88 Comprehensive mixed-use redevelopment comprising compatible main town centre and residential uses, including retention and enhancement of the Albany Theatre. Public realm enhancements, including public open space.

### Opportunities

15.89 The Albany Theatre is situated within Deptford District Centre. It is of local historical, social and cultural significance, and a key feature of the Deptford Creekside Cultural Quarter. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable enhancements to the theatre that will help to secure its long-term future at this prominent location.

15.90 **Development requirements**

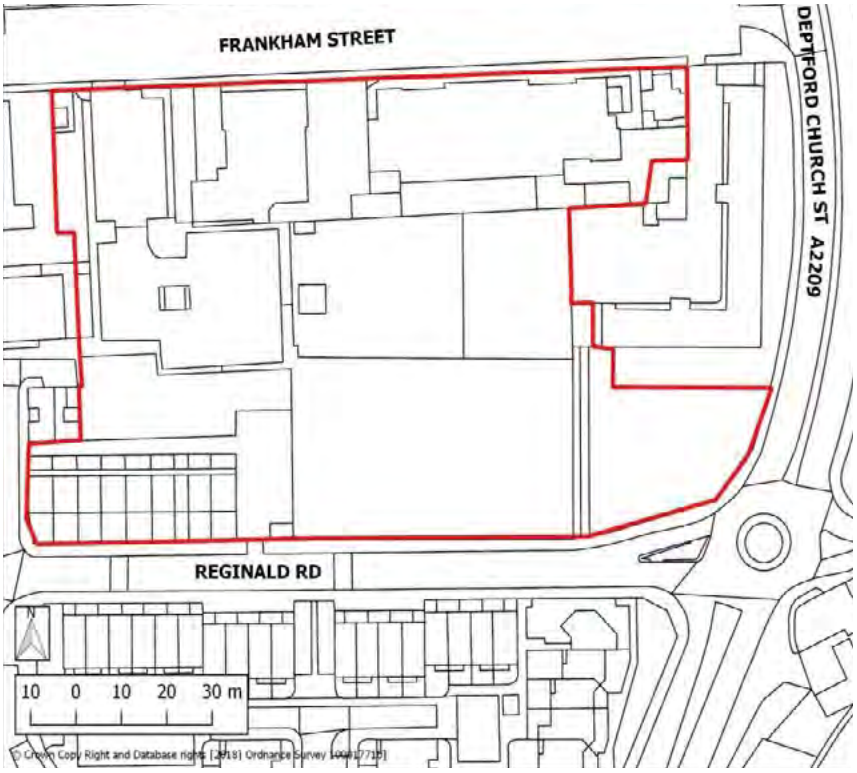
1. Development must delivered in accordance with a site masterplan, to ensure coordination, phasing and balance of uses across the site, including the Albany Theatre, and the market at Douglas Way adjacent to it, in line with Policy DM3 (Masterplan and comprehensive development) .
2. Retention or appropriate re-provision of the Albany Theatre on the site, in line with Policy CI1 (Safeguarding and securing community infrastructure).
3. Development must be designed to respond positively to the setting of the Conservation Area and the Grade II listed Deptford Ramp.
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
5. Positive frontages along Douglas Way and Idonia Street to protect and enhance the amenity of the market along Douglas Way.

15.91 **Development guidelines**

1. The bulk, scale, massing and height of buildings should ensure no unacceptable level of over shadowing of the existing open space in the northern part of the site, or any re-provided open space, and the residential properties to the north of the site. To avoid overshadowing taller elements should be concentrated to west of the site where the building would need to 'turn the corner' successfully.
2. Development should create positive frontages onto Idonia Street and Douglas Way, with active ground floor frontages incorporated into the development wherever possible, taking into account the operational requirements of the theatre and the need to protect the public realm and the market at Douglas Way.
3. The Albany Theatre is a non-designated heritage asset of historical, social and cultural significance. Deptford Conservation Area lies immediately east of the site. To the east of the site lies the Grade II listed Deptford Ramp, the oldest surviving railway structure in London, and was restored as part of the Deptford Market Yard development. The site also lies within an Area of Archaeological Priority.

4. The community gardens are Neighbourhood Open Space and development proposals will be considered with reference to GR2 Open Space.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the Douglas Way trunk sewer will not be allowed.

# 16 Land north of Reginald Road and south of Frankham Street (former Tidemill School)

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| **SITE ADDRESS** | Land North of Reginald Road and South of Frankham Street, London, SE8 4RL | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.26 | **Setting**<br>Urban | **PTAL**<br>2015: 5<br>2021: 6a<br>2031: 6a | **Ownership**<br>Public | **Current use**<br>Former school, caretakers house |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Conservation Area, Archaeological Priority Area, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, District Centre, Night-time Economy Hub, Flood Zone 2, Groundwater Source Protection Zone 1 | | | | |
| **PLANNING STATUS** | Full application DC/16/095039 granted in July 2018. Started construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>193 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Existing planning consent

15.92 DC/16/095039 - Full application for the demolition of the former caretaker's house on Frankham Street and 2-30A Reginald Road, partial demolition, conversion and extension of the former Tidemill School buildings and the construction of three new buildings ranging from 2 to 6 storeys at Land North of Reginald Road & South of Frankham Street SE8, to provide 209 residential units (80 x one bedroom, 95 x two bedroom, 26 x three bedroom, 8 x four bedroom) together with amenity space, landscaping, car and cycle parking.

### Site allocation

15.93 Comprehensive redevelopment for residential uses.

### Opportunities

15.94 This site comprises the former Tidemill Primary School and associated grounds, the Old Tidemill Wildlife Gardens and 16 existing properties. It is located within Deptford District Centre. It is now vacant following the relocation of the school. The site immediately to the north comprises the Deptford Lounge library and community facility. The land will be brought back into active use through redevelopment, with new high quality housing. Development will also enable public realm enhancements to improve the site's relationship with the Deptford Lounge, and also support the vitality and viability of the town centre.

15.95 **Development requirements**

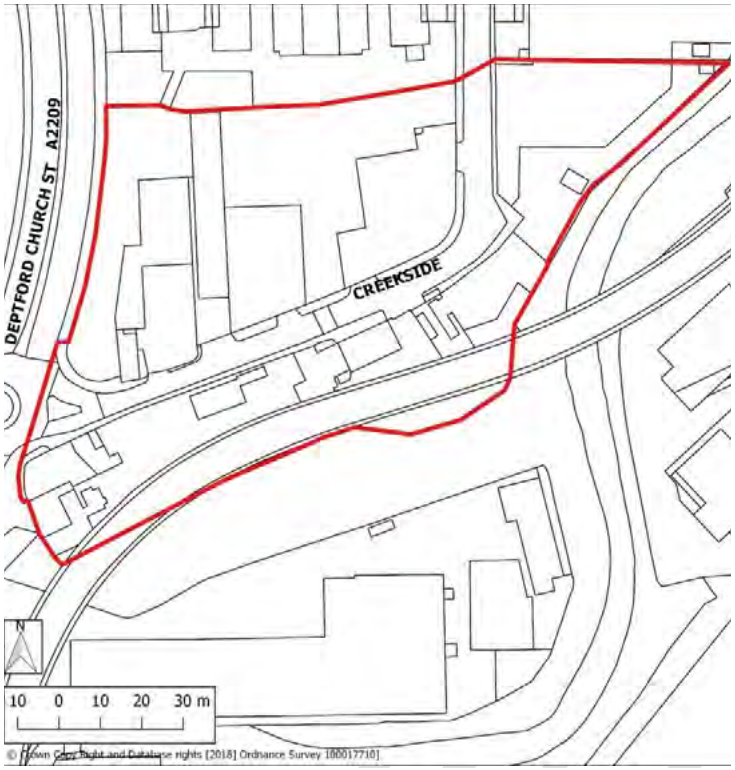
1. Retention of the former main school building and annexe, with conversions and roof extensions and the development of new additional buildings.
2. Positive frontages along Frankham Street and Reginald Road.
3. Delivery of new and improved public realm and public open space in accordance with a site-wide public realm strategy, including a new landscaped square, framed by new and converted buildings.
4. The site must be fully re-integrated with the surrounding street network to improve ac-cess and permeability into and through the town centre, with enhanced walking and cy-cle connections to the Deptford Lounge, Griffin Square, and the wider town centre ar-ea. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors. The site must also facilitate cycle lanes along Deptford Church Street.

15.96 **Development guidelines**

1. The design of development should respond positively to the surrounding building heights, particularly the retained school buildings, and take account of the proximity to the adjoining Deptford High Street and St Paul's Church Conservation Area and nearby Deptford Creek Conservation Area, including the Crossfield estate, which is of heritage significance. Development should not be visible from within Deptford High Street and should not detract from the setting, character and appearance of Griffin Square.

2. To create a distinctive identity, different designs and scales across the site should be used to reflect different site conditions, spatial character and distinctive features and buildings that already exist on-site.
3. A cohesive public realm should create strong relationships to public realm elsewhere in Deptford. New public realm should be able to accommodate a range of appropriate activities whilst retaining an overall tranquil environment. Destinations should be created through a series of courtyard spaces and landscaping should be used to soften spaces and create an interesting streetscape.
4. Consideration should be given to the retention of mature trees, especially those adjacent to the annexe and along the Frankham House boundary.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge in Deptford Creek. New connections into the Deptford Church Street trunk sewer will not be allowed and impacts on the Deptford Storm Overflow should be avoided.

# 17 Lower Creekside Locally Significant Industrial Site

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| **SITE ADDRESS** | Creekside, London, SE8 4SA | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.10 | **Setting**<br>Central | **PTAL**<br>2015: 0-6a<br>2021: 0-6a<br>2031: 0-6a | **Ownership**<br>Mixed, public and private | **Current use**<br>Industrial, wharf |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Regeneration Node, Conservation Area, Locally Significant Industrial Site, Archaeological Priority Area, Waterlink Way, adjacent to Site of Importance for Nature Conservation, Air Quality Management Area, Air Quality Focus Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site, Groundwater Source Protection Zone 1 | | | | |
| **PLANNING STATUS** | Full application DC/18/106708 was granted consent in May 2020. Started construction. Pre-applications for remainder of the site. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>162 | | **Gross non-residential floorspace**<br>Employment 8,201<br>Main town centre 0 | | |

**Existing planning consent:**

15.97 DC/18/106708 – Full application for part of the site, demolition of existing buildings at 1 Creekside and construction of 56 residential units and 1541m2 commercial space (B1).

**Site allocation**

15.98 Comprehensive employment led redevelopment. Co-location of compatible commercial, residential and complementary uses. Public realm enhancements, including improved connections to Deptford Creek.

**Opportunities**

15.99 The site comprises a Locally Significant Industrial Site located within the Deptford Creekside Cultural Quarter, in proximity to the Faircharm estate and Trinity Laban Centre. It is located within the Deptford Creek/Greenwich Riverside Opportunity Area that seeks to deliver new jobs and homes. It is occupied by a range of commercial uses, including workshops and offices focussed around the creative industries and has 7 existing residential units. Creekside Road runs through the site. Redevelopment and site intensification, along with the co-location of commercial and other uses will provide a more optimal use of land and support local area regeneration and the Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area

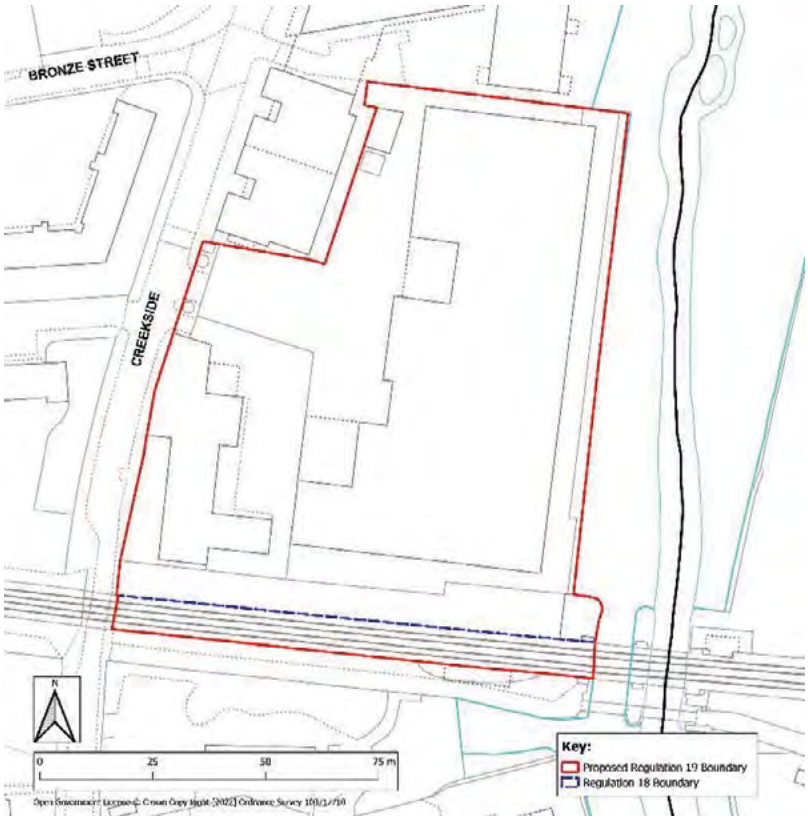
15.100 **Development requirements**

1. Landowner must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site and the emerging character of consented development schemes, in line with Policy DM3 (Masterplans and comprehensive development)
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Positive frontages along Deptford Creek, Deptford Church Street and Creekside, with active ground floor frontages incorporated into the strong street edge provided by the historic boundary walls.
4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including:
   a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way,
   b. widened pavements at pinch points in Creekside, and
   c. the creation of new yards behind the street frontage.
   d. better inter-connectivity with Deptford High Street through a green corridor.
5. Development proposals must protect and seek to enhance green infrastructure, includ-ing the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.
6. Development proposals must protect and sustain the existing boat houses, Lewisham's boat dwelling community, as this distinctive riverside setting forms part of one of the important characteristics of the Creekside Conservation Area.

15.101 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter and other uses, including residential uses, must not adversely impact on the Cultural Quarter, in line with the Agent of Change principle.
3. The development should be designed having regard to the character and appearance of the Conservation Area, the buildings within it that make a positive contribution, the green and open spaces that are integral to the character of the Crossfield's estate and provide amenity for residents and the Creek itself.
4. Building heights will need to have regard to impacts on the existing boundaries that make a positive contribution to the character and appearance of the Creekside Conservation Area, (including the historic Crossfield's Estate) and create a drop in scale from the heights on Deptford Church Street. They should also have regard to the setting of Grade I Listed St Paul's Church in Deptford, grade II listed Mumford's Mill (RBG), grade II listed Railway Viaduct and the setting of Deptford High Street and St Paul's Church Conservation Area.
5. Development should be informed by an understanding of the site's historic significance, in particular it's past river related industrial activity, and respond to this through improving access to the Creek, creating new views of it and of significant historic buildings on its banks, creating opportunities for river related occupations, and revealing its history and presence through art, design, materials, layout and uses.
6. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable, and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. There is potential for discharge into Deptford Creek.

# 18 Sun Wharf Mixed-Use Employment Location (including Network Rail Arches)

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| **SITE ADDRESS** | Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.00 | **Setting**<br>Urban | **PTAL**<br>2015: 0-3<br>2021: 0-3<br>2031: 0-3 | **Ownership**<br>Private | **Current use**<br>Industrial, wharf |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Appropriate Location for Tall Buidlings, Mixed-Use Employment Location, adjacent Conservation Area, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site, Groundwater Source Protection Zone 3 | | | | |
| **PLANNING STATUS** | Full application DC/22/125674 for Cockpit Arts Centre was granted in May 2022. Full application DC/20/118229 was considered at Strategic Planning Committee on 1st September 2022 | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>220 | | **Gross non-residential floorspace**<br>Employment 1,443<br>Main town centre 0 | | |

### Existing planning consent

15.102 DC/22/125674 – Full application for the reconfiguration of the main building at Cockpit Arts Centre, 18-22 Creekside to provide café, educational facility, foyer and visitor entrance.

### Site allocation

15.103 Comprehensive mixed-use employment led redevelopment with compatible commercial, cultural, main town centre and residential uses. Public realm and environmental enhancements, including riverside improvements and new links to Ha'penny Bridge.

### Opportunities

15.104 The site is a Mixed-Use Employment Location comprising a mix of storage sheds and warehouse buildings. Existing occupiers include the Cockpit Arts, a business incubator facility supporting the creative industries. The site is bounded by the Grade II listed railway viaduct to the south and Deptford Creek to the east. The Deptford Creekside Conservation Area boundaries lies to the south and west. The safeguarded Brewery Wharf, within the Royal Borough of Greenwich, is nearby. Redevelopment and site intensification, along with the integration of commercial, cultural and other uses, will provide a more optimal use of land to support the Deptford Creekside Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area, along with the immediate setting of the Deptford Creekside Conservation Area.

15.105 **Development requirements**

1. Landowners should work in partnership and development must be delivered to ensure coordination, phasing and balance of uses across the site including the Cockpit Arts Centre and Sun Wharf parcels of land,, in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations) including all types of studio space that meets the needs for space for creative industries
3. Positive frontage along Deptford Creek, Creekside and to the southern site boundary, with active ground floor frontages where possible.
4. Development must provide physical and visual links to the roadway adjacent to the railway arches and optimise the future potential for commercial, cultural and/or community activities.
5. The site must be fully re-integrated with the surrounding street network to improve ac-cess and permeability. The site must also facilitate the delivery of Cycleway 10 which runs over Ha'penny Bridge and Cycleway 35 running along Creeskide.
6. 6Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
   a. A new public square,;
   b. New and enhanced waterside access including provision of a new public path along Deptford Creek and potential for new public access to this path by the route to the north of the railway viaduct arches;
   c. Potential for a new walking link through the viaduct arches to Ha'penny Bridge.

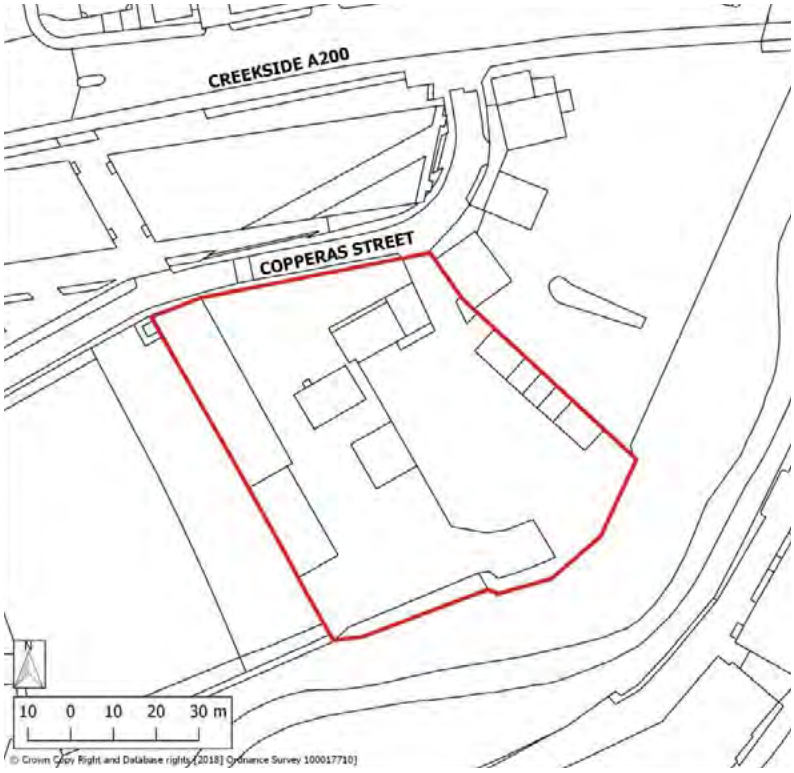
7. Development must improve the ecological quality and amenity value of the riverside environment at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.
8. 8. Development proposals must protect and seek to enhance green infrastructure, the intertidal terrace, the sand martin bank at Deptford Creek and the SINC at Creekside Discovery Centre, The Creek and at Sue Godfrey Park.
9. Development proposals must incorporate ways of revealing and conveying the history and heritage of the site and its surroundings, including riverine, railway, industrial and social history, as well as marking the entrance to Deptford and the borough by train.
10. Development should not impact on the World Heritage Site or other heritage assets within Royal Greenwich such as the Grade II Listed former Greenwich Town Hall and its' prominent tower.

15.106 **Development guidelines**

1. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street.
2. The development should be designed so that the Cockpit Arts building retains a visual presence from Creekside, including where the building is to be re-provided.
3. The design of the development should enable the viaduct arches to be opened up and refurbished for commercial, cultural and/or community uses.
4. Artist studio space should be provided to complement creative uses that exist to the north and south of the site (Kent Wharf, Faircharm and Cockpit Arts), which together form an important cluster in the Cultural Quarter.
5. The potential for taller building elements to reflect the surroundings should be considered as part of a design led approach, and should ensure minimal impact on the Grade II listed railway viaduct and the Lifting Bridge Structure as well as the setting of the Grade I Listed St Paul's Church in Deptford and the LVMF panoramic view from Blackheath Point. Taller elements should be located in the south eastern corner of the site, marking the junction of Creek and the railway viaduct.
6. The proposed residential development located in close proximity to the safeguarded Brewery Wharf should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle.
7. The design of the development should respond positively to the character and nature of Deptford Creek and the existing street pattern and ensure increased permeability through the site with public access to a route running along Deptford Creek that connects into the wider Waterlink Way. Development should not result in a reduction in existing footway or carriageway space.
8. Connections running south through the railway viaduct and east-west from Creekside along the northern edge of the viaduct should also be explored.

9. The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside, from the east bank of the Creek and from within Sue Godfrey Park Site of Importance for Nature Conservation. Development should ensure new buildings maximise the aspect over the waterway and enable longer distance views beyond the waterway.
10. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
11. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, allow access for maintenance and repair of sewers and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek. New connections into the Creekside trunk sewer will not be allowed.
12. Network Rail should be consulted on development and design options including an east-west link along the northern side of the viaduct and access through the arch for a potential north-south link.

# 19 Creekside Village East, Thanet Wharf Mixed-Use Employment Location




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.61 | **Setting**<br>Urban | **PTAL**<br>2015: 0-2<br>2021: 0-2<br>2031: 0-2 | **Ownership**<br>Mixed, public and private | **Current use**<br>Industrial, wharf |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Appropriate Location for Tall Buildings, Mixed-Use Employment Location, Archaeological Priority Area, adjacent to Site of Importance for Nature Conservation, Waterlink Way, Air Quality Management Area, Creative Enterprise Zone, Cultural Quarter, Flood Zone 3, adjacent to River Ravensbourne, Tidal defences adjacent to site | | | | |
| **PLANNING STATUS** | Full application DC/18/108548 was granted a resolution to approve in November 2020 | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>393 | | **Gross non-residential floorspace**<br>Employment 114<br>Main town centre 7,962 | | |

### Existing planning consent

15.107 DC/18/108548 – Full application for the demolition of existing buildings and on land bound by Copperas Street and Deptford Creek comprising 393 residential units, 757m2 commercial floorspace and a cultural/ performance venue, dance studios and education space for Trinity Laban.

### Site allocation

15.108 Comprehensive mixed-use employment led redevelopment with compatible commercial, cultural, community, main town centre and residential uses. Public realm enhancements, including improved connections to Deptford Creek.

### Opportunities

15.109 This site comprises a Mixed Use Employment Location which is currently vacant. The site occupies an important position within the Deptford Creekside Cultural Quarter, with the Trinity Laban Centre to the immediate west and Deptford Creek to the south. The safeguarded Brewery Wharf, within the Royal Borough of Greenwich, is nearby. The land will be brought back into active use through redevelopment, with the integration of new commercial, cultural and other complementary uses that support the Deptford Creekside Cultural Quarter. Development will also enable public realm and environmental enhancements to improve the quality of the Creekside area, including access improvements via Waterlink Way.

15.110 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Provision of commercial floorspace in line with Policy EC7 (Mixed-use Employment Locations
3. Positive frontage along Copperas Street, Deptford Creek and at the western boundary of the site (facing Trinity Laban Centre), with active ground floor frontages where possible.
4. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy, including:
   a. Waterside access and amenity space, with provision of a new public path along Deptford Creek linking to Waterlink Way; and
   b. Clearly articulated routes, and street level views, to Trinity Laban Centre and Deptford Creek.
5. .Development proposals must protect and seek to enhance green infrastructure, includ-ing the SINC, the intertidal terrace and the sand martin bank at Deptford Creek, taking into account the River Corridor Improvement Plan SPD.

15.111 **Development guidelines**

1. Development proposals should prioritise the integration of new workspace, artists' studio space and cultural facilities that contribute to the Deptford Creekside Cultural Quarter. Other main town centre uses should be complementary in nature, ensuring no adverse impact on the vitality and viability of Deptford High Street. A new education / community facility will be supported in principle, particularly where this enhances existing provision associated with the Trinity Laban Centre.

2. The potential for tall buildings to reflect the surroundings, including the emerging cluster of tall buildings, should be considered through the design process, Potential impacts on the setting of the grade I listed St Paul's Church, Deptford and the nearby Deptford Creek Conservation Area, Deptford High Street and St Paul's Church Conservation Area, the Maritime Greenwich World Heritage Site and the Trinity Laban Centre must be assessed and harm avoided.
3. The proposed residential development located in close proximity to the safeguarded Brewery Wharf should be designed to minimise the potential for conflicts of use and disturbance, including utilising the site layout, building orientation, uses and appropriate materials to design out potential conflicts, in line with the Agent of Change principle.
4. Development should respond positively to Deptford Creek, which is a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way. Protection should be given to the intertidal terrace and sand martin bank that have been previously enhanced, create ecological zones and a new tidal terrace, whilst retaining the right to navigate.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable, and ensure infrastructure upgrades are delivered ahead of the site being occupied. There is potential for discharge into Deptford Creek.
7. Development should be designed to protect the biodiversity and amenity value of the nearby Sue Godfrey Park, which is partly a Site of Importance for Nature Conservation.
8. SUDS should be an integral part of the development, seeking to reduce rainwater runoff into Deptford Creek.

# 16 LEWISHAM'S EAST AREA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## Context and character

16.1 Lewisham's East Area comprises the neighbourhoods of Blackheath, Lee and Grove Park. It is made up of historic villages that formed along the route to Greenwich, which expanded dramatically with the arrival of the railways. Burnt Ash Hill is an important historic north-south route that connects from Blackheath to Lee. The area forms the eastern edge of the Borough and this is reinforced by the continuous stretch of green and open spaces that run from the riverside and Blackheath in the area's north to Elmstead Wood in the south. This network of green infrastructure, including the heath at Blackheath and the Green Chain Walk connecting green spaces, is one of the area's defining features.

16.2 The East Area has a predominantly suburban character. This is reflected by the built form and layout of the Victorian terraces, the formal historic village of Blackheath, Georgian and Regency villas, as well as 20th century housing, interwar homes and Council estates. Residential developments typically feature wide plots, large gardens and generous street sections. The area's neighbourhoods are therefore some of the lowest density in the Borough.

16.3 The East Area contains the District Centres of Blackheath and Lee Green. Blackheath is a significant historic area whose character centres on its heritage assets and strong village identity, along with the open expanses of the heath. Blackheath town centre has a rich character and village qualities that make it a key visitor destination, with an active evening and night-time economy. Lee Green has a distinctive historic character with a significant number of listed buildings. It is one of the Borough's smallest District Centres thatserves the local neighbourhood and communities with a mix of shops and services. It includes several large format retail units and the Leegate Shopping Centre, the latter of which was built in the 1960s. The centre suffers from areas of poorer quality public realm, with two busy roads forming a junction that dominates the centre of the High Street. Vacancy rates indicate that Lee Green is not performing as well as other District Centres in the Borough.

16.4 Grove Park is located to the southeast of the Borough and is somewhat disconnected from its surrounding neighbourhoods. This is in part owing to railway lines to the northeast and southwest, as well as the South Circular, which create physical barriers to movement and contribute to severance. Baring Road is a key route within the neighbourhood, as well as the historic corridor of Burnt Ash Road. They are dominated by vehicles, suffer from traffic and congestion, and have a poorer quality public realm, limiting opportunities for movement by walking and cycling. Grove Park station and the Local Centre comprise a gateway and focal point in the neighbourhood.

16.5 The Quaggy River, the upper reaches of which are known as Kyd Brook, passes through parts of Lewisham's East Area at Chinbrook Meadows in Grove Park and Lee Green. At Chinbrook Meadows, the river channel has been naturalised with river banks reintroduced to encourage wildlife. Much of the subsequent length of the river to the boundary with the London Borough of Bromley is within concrete channels, or has been culverted.

# Vision

16.6 By 2040 the abundance of high quality parks, green and open spaces in the East area will make it a distinctive part of Lewisham. This includes the open expanses of heath at Blackheath which provide the setting for the Maritime Greenwich World Heritage Site and the village character of Blackheath District Centre. These assets will help to strengthen the area's visitor economy and reinforce its role as a key destination in London. The character and function of the town centres that formed along the historic route to Blackheath, including Grove Park and Lee Green, will be re-examined to ensure they remain thriving and vital hubs of community, commercial and cultural activity. Public realm improvements along and across major roads and railways will enhance movement between town centres and green spaces, opening opportunities for everyone to benefit from.

16.7 The revitalisation of the area's District and Local Centres will ensure they remain thriving hubs of community and commercial activity as well as focal points for new housing, including a high proportion of genuinely affordable housing. The redevelopment of Leegate Shopping Centre will act as a catalyst for the renewal and revitalisation of Lee Green District Centre, making it a vibrant, welcoming and accessible place. The centre will feature enhanced gateways, aided by the transformation of Lee High Road (A20) and other roads by applying the Healthy Streets Approach, with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. The Local Centres of Lee Station, Staplehurst Road and Grove Park will play an integral role in supporting their neighbourhoods. New development will deliver public realm and access improvements, enhancing the station approaches, making the centres more attractive for visitors and businesses. Blackheath Village District Centre will build on its unique qualities as a visitor destination with a vibrant evening and night-time economy. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

16.8 Residents and visitors will benefit from excellent access to high quality parks, heath, open and green spaces. The area's linear network of green infrastructure, which spans from the riverside and Blackheath in the north to Chinbrook Meadows in the south, will remain one of its predominant features. This will be celebrated by the distinction of an 'urban national park' in Grove Park, forming part of an integrated District Park, along with the open spaces at Blackheath. A network of high quality walking and cycle routes, including the Green Chain Walk, will link open and green spaces both within and outside of the borough.

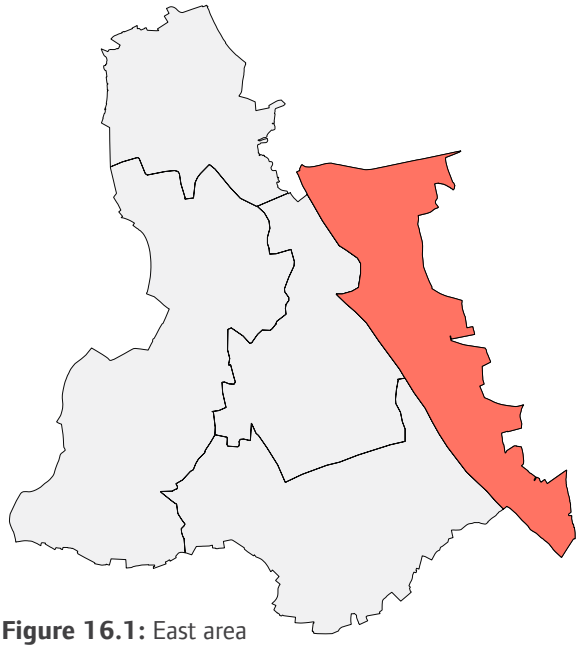


**Figure 16.1:** East area

# Key spatial objectives

| TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO: | |
|---|---|
| 1 | Re-establish Lee Green District Centre as a welcoming and thriving hub of commercial, cultural and community activity. Deliver public realm improvements together with high quality, mixed-use developments through the renewal of Leegate Shopping Centre and other town centre sites. Improve movement and safety within and through the centre by addressing the dominance of vehicles and traffic congestion at the centre's main junction. |
| 2 | Preserve and enhance the distinctive qualities of Blackheath Village District Centre whilst building on its strengths as a key visitor destination. |
| 3 | Reinforce the role of Grove Park Local Centre in supporting the neighbourhood and local communities. Improve the quality of the centre, including its streetscape, townscape and environment, through the redevelopment of larger sites within the centre and the delivery public realm enhancements, particularly around the station approach. |
| 4 | Strengthen the role of Lee Station Local Centre in supporting the neighbourhood and local communities. Improve the quality of the townscape around Lee Station, and the station approach, through the renewal of sites near to the Local Centre. |
| 5 | Protect and enable the renewal of industrial land at Blackheath Hill LSIS and other smaller industrial sites through the delivery of new employment-led mixed-use development. |
| 6 | Transform the South Circular (A205), Lee High Road (A20), Burnt Ash Road/Baring Road (A2212), Lee Road (A212) and other major roads using the Healthy Streets Approach, with public realm improvements that make walking, cycling and use of public transport safer and more convenient. |
| 7 | Preserve the Outstanding Universal Value of the Maritime Greenwich World Heritage Site Buffer Zone at Blackheath, along with protecting strategic views to and from it. |
| 8 | Protect and enhance the linear network of heath, open and green spaces, along with improving public access to them. |
| 9 | Deliver a connected network of high quality walking and cycle routes that link open and green spaces, taking advantage of the Green Chain Walk. Deliver public realm enhancements along these routes to address existing barriers to movement, such as those caused by railways and major roads. |
| 10 | Enhance the environmental quality and amenity value of the River Quaggy, including by re-naturalising and improving public access to the river near Lee High Road. |

Opposite: Eliot Place, Blackheath

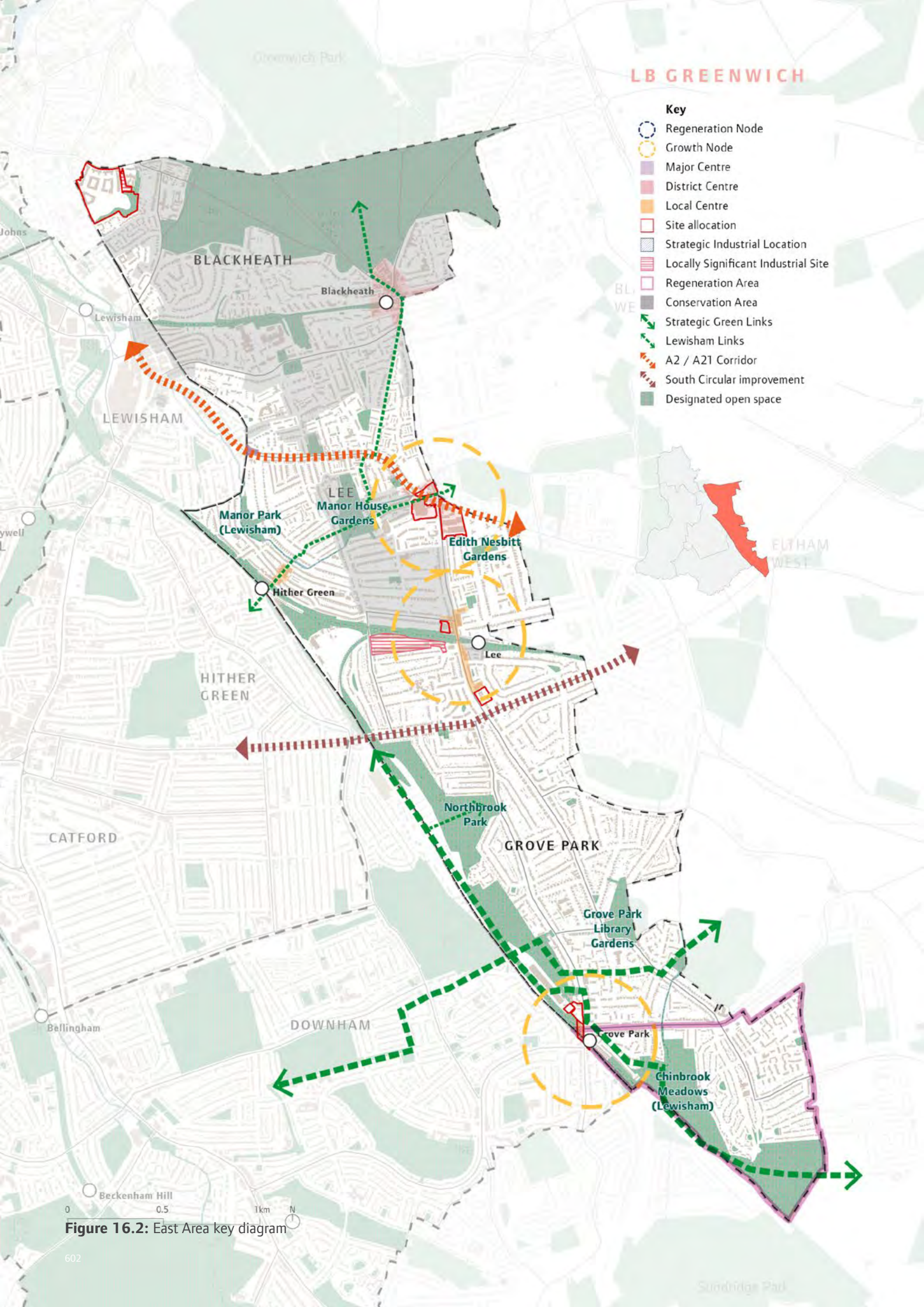



**Figure 16.2:** East Area key diagram

# LEA1 **East Area place principles**

A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the East Area.

B Development proposals affecting the Maritime Greenwich World Heritage Site Buffer Zone must protect and preserve the significance, integrity and authenticity of its 'Outstanding Universal Value', as well as its setting and the views to and from it, with reference to Policy HE2 (Designated heritage assets).

C Development proposals must respond positively to the historic and village character of Blackheath District Centre and its wider setting, as well the architectural qualities of buildings that contribute to its local distinctiveness. A wide range of commercial, cultural and community uses will be supported within the centre in order to secure its long-term vitality and viability. A carefully managed approach to new development will be taken to maintain the centre's village character and reinforce its role in supporting the visitor, evening and night-time economy, whilst ensuring the locality benefits from a high standard of amenity. The Healthy Streets Approach will be supported in and around Blackheath Village to improve accessibility by walking and cycling.

D Development proposals must support the transformation of the South Circular (A205), Lee High Road (A20), Burnt Ash Road/Baring Road (A2212) and Lee Road (A212) by applying the Healthy Streets Approach in accordance with Policy TR3 (Healthy streets as part of healthy neighbourhoods). They must be designed to create or enhance walking routes and cycleways through the provision of public realm improvements, positive frontages and active ground floor frontages along the roads, where appropriate.

E The redevelopment and intensification of sites within the Lee Green District Centre and brownfield land fronting the key corridors of Lee High Road (between Weigall Road and Boone Street/Old Road), Baring Road (between Grove Park station and Heather Road/Bramdean Crescent), and along the South Circular will be supported where development proposals respond positively to local character.

F Development proposals should seek to address elements of the built environment that segregate neighbourhoods and places from one another. This includes the consideration of public realm improvements to address severance caused by the South Circular (A205), other major roads and rail lines, particularly within the northeast and southwest parts of the East Area.

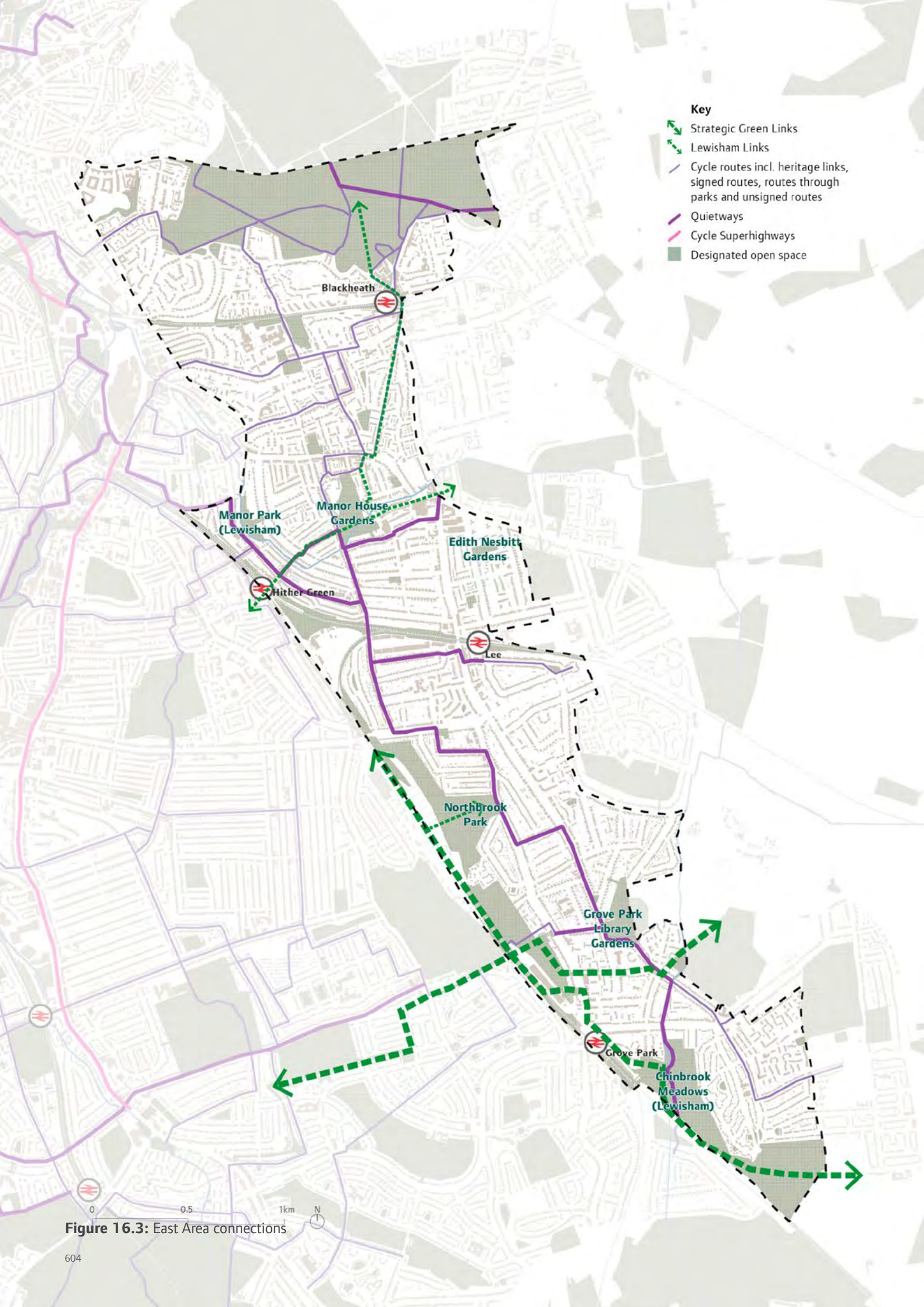



**Figure 16.3:** East Area connections

G Lee Station is designated a Local Centre reflecting the role it plays in the provision of local services and community facilities, along with its accessible location near Lee station. To help secure the long-term vitality and viability of the centre, development proposals should:

a. Be designed to enhance the character of the townscape, access to and along the station approach and the centre, including by improving shopfronts, public realm and the legibility of walking routes and cycleways; and
b. Facilitate the renewal of employment sites in proximity to the centre and station to secure a complementary mix of commercial uses and modern workspace.

H The sensitive intensification of established residential neighbourhoods will be supported where new development proposals respond positively to their distinctive local and historic character, including the landscape setting. Development proposals must have regard to the Small Sites Guidance SPD, where appropriate.

I Opportunities should be taken to direct new investment to the Grove Park neighbourhood with reference to Policy LEA3 (Strategic Area for Regeneration, Grove Park). Development proposals should respond positively to the character and design qualities of the Chinbrook Estate.

J The network of green infrastructure within the East Area and its surrounds, including outside of the Borough, contributes to the area's distinctive character and environmental qualities. Development proposals must contribute to protecting and enhancing this network of green infrastructure, with reference to Policy LEA4 (Linear network of green infrastructure).

K Development proposals must help to ensure the East Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links).

L The River Quaggy is a defining feature of the East Area which development proposals must respond positively to. Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment, including by facilitating the provision of new and enhanced connections to and along the waterfront. This includes opportunities to deculvert and naturalise the River Quaggy near Lee High Road, as well as to deliver improved access and views to it, particularly around the town centre.

# LEA2 **Lee Green district centre and surrounds**

A Development proposals must demonstrate how they will contribute to securing the long-term vitality and viability of Lee Green District centre, including by enhancing the place qualities of the centre as well as reinforcing its role as a key focal point for community activity in the East Area. Development proposals must contribute to a coordinated process of town centre renewal that responds positively to the area's distinctive character. They must also deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant commercial and community role is maintained and enhanced.

B The comprehensive redevelopment of the sites at Leegate Shopping Centre, Sainsbury's Lee Green and the land at Lee High Road and Lee Road will together form a central focus for the renewal and revitalisation of the District Centre. Development proposals at these sites must be delivered in accordance with relevant site allocation policies.

C Development proposals must contribute to enhancing the public realm by applying the Healthy Streets Approach. They should promote and enable movement by walking, cycling and the use of public transport to make the town centre a significantly more accessible, safer, healthier and attractive environment. This will require that a clear hierarchy of streets is established within the wider town centre area, along with a cohesive and legible network of walking routes and cycleways running through and/or connecting key commercial, leisure and cultural destinations, public transport nodes, public open spaces and residential areas. Particular consideration will need to be given to movements along and across the main junction, Lee High Road, Lee Road, Burnt Ash Road, Taunton Road, Leyland Road and Hedgley Street.

D Development proposals should respond positively to the evolving urban character of the town centre and its immediate surrounds. Development should be designed to provide for an appropriate transition in scale, bulk, mass, height and character between the centre, its edges and surrounding residential neighbourhoods, with generous setbacks provided along major roads and movement corridors.

E Development proposals should be designed with positive frontages and active ground floor frontages within the town centre and at its edges. In order to ensure development creates a positive relationship with the public realm, special attention should be given to design at the ground floor and podium levels of buildings.

F Development proposals must maximise opportunities to improve the ecological quality and amenity value of the river environment. This includes measures to deculvert and naturalise the River Quaggy and to improve public access to it around Lee High Road.

# LEA3 **Strategic Area for Regeneration, Grove Park**

A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of South Area and parts of Grove Park neighbourhood in the East Area, as defined by the Local Plan. A partnership approach will be pursued in order to ensure that public and private sector investment is secured within the area, and that this investment is coordinated to successfully deliver regeneration and area improvements in collaboration with local communities.

B Development proposals and stakeholders should seek opportunities to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, taking into account policies for the wider Strategic Area for Regeneration in the Borough's south, as set out in Policy LSA2 (Strategic Area for Regeneration).

CHINBROOK
MEADOWS
KEY

# LEA4 **Linear network of green infrastructure**

A The East Area contains a linear network of green infrastructure that will be protected and enhanced. Development proposals must respond positively to the linear network of green infrastructure and its multifunctional value, with reference to Policy GR1 (Green infrastructure and Lewisham's Green Grid). This includes its role as a vital environmental and recreational asset within the Borough and feature which contributes to the distinctiveness of the Blackheath, Lee and Grove Park neighbourhoods.

B Development proposals should maximise opportunities to reinforce and enhance the character, amenity and environmental value of the linear network of green infrastructure, including by:

a. Integrating greening measures to enhance existing green linkages, and create new linkages, between the different elements of green infrastructure within the area, particularly to support the achievement of a continuous linear and connected ecological network;
b. Seeking opportunities to restore or introduce habitats, particularly priority habitats, to support species and enhance the biodiversity value of the network;
c. Maintaining and enhancing the Green Chain walk as a key route for public access to and between spaces within the network;
d. Making provision for safe public access to and throughout the network, where appropriate, including by improving or introducing east-west and north-south walking routes and cycleways, pathways and access points, such as gates; and
e. Ensuring that development is designed in a manner that is sensitive to character of the network and the landscape setting.

C The effective management of the linear network of green infrastructure, including initiatives that promote interpretation and appreciation of the network (including its local, historical and ecological significance), will be encouraged.

Opposite: Chinbrook Meadows, Grove Park

# Lewisham's East Area

16.9 Lewisham's East Area is largely made of up the historic villages that formed along the route to Greenwich. These greatly influenced the area's development and the predominantly suburban character that persists today. The East Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. Yet generating investment to improve the quality of neighbourhoods and opportunities for local people remains a priority. This is particularly in the Borough's Area for Regeneration, which extends to parts of Grove Park, where interventions are required to address the causes of deprivation. The Local Plan sets out a strategy to help facilitate new investment within the East Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets. This includes Blackheath, the heath and the Maritime Greenwich World Heritage Site Buffer Zone.

16.10 Town and local centres present the main opportunities for accommodating growth and securing new investment. The East Area's strategic development sites are generally located within or around these centres. There is significant potential to reinforce the role of Lee Green District Centre through targeted renewal. It contains a number of sites, including the Leegate Shopping Centre, whose comprehensive redevelopment will significantly enhance the place qualities of the centre whilst delivering new housing, improved retail provision and community facilities. There are also a number of local centres that play a vital role as community hubs serving the area's neighbourhoods, and where new development can help to support their long-term vitality and viability. This includes Grove Park, Lee Station and Staplehurst Road. Blackheath Village is an important visitor destination whose strategic role as a Night Time Economy hub is supported through the plan.

16.11 To make the best use of land and maximise opportunities for new investment in the East Area, the Local Plan seeks to facilitate the intensification of its neighbourhoods. The development of small housing sites provides a key means to realise the sensitive intensification of established residential areas. The Lewisham Characterisation Study (2019) has informed this approach and is useful in indicating where there is such scope in the East Area. We have prepared the Small Sites SPD to identify opportunities and to help ensure that all such development responds positively to its local context. Intensification of employment land is also promoted, particularly to deliver new workspace and secure the long-term viability of employment sites. Site intensification will be delivered primarily through the co-location of employment and other compatible uses on LSIS at Blackheath Hill and Manor Lane.

16.12 The Local Plan seeks to deliver a well-integrated network of high quality walking and cycle routes. The main aim is to realise a significant shift in journeys made by vehicles to more sustainable modes. The transformation of the South Circular (A205, Baring Road) and Lee High Road (A20) into Healthy Streets underpins this approach. These are principal movement corridors within the East Area, and have potential for accommodating growth and improving connections between neighbourhoods and places. Elsewhere, the Healthy Streets Approach will be supported in order to deliver high quality walking and cycling corridors thorugh the East Area from Blackheath Village, via Lee Road, through Lee Green junction, along Burnt Ash Road and Baring Road up to and including Grove Park town centre.

16.13 The linear network of green infrastructure is a defining feature of the Blackheath, Lee and Grove Park neighbourhoods and contributes to the East Area's distinctiveness. The network includes an expansive series of open spaces and parks, the heath at Blackheath, nature conservation sites and the river corridor, along with walking and cycle routes that are of strategic importance, including the Green Chain Walk. It is imperative that the environmental and place qualities of this network of green infrastructure are protected and enhanced. The Local Plan sets the strategic priorities for the network which community groups, including neighbourhood forums, are encouraged to support, whether through community projects or neighbourhood plans. The East Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it, particularly by walking and cycling.

Chinbrook Meadows, Grove Park

Baring Road, Grove Park

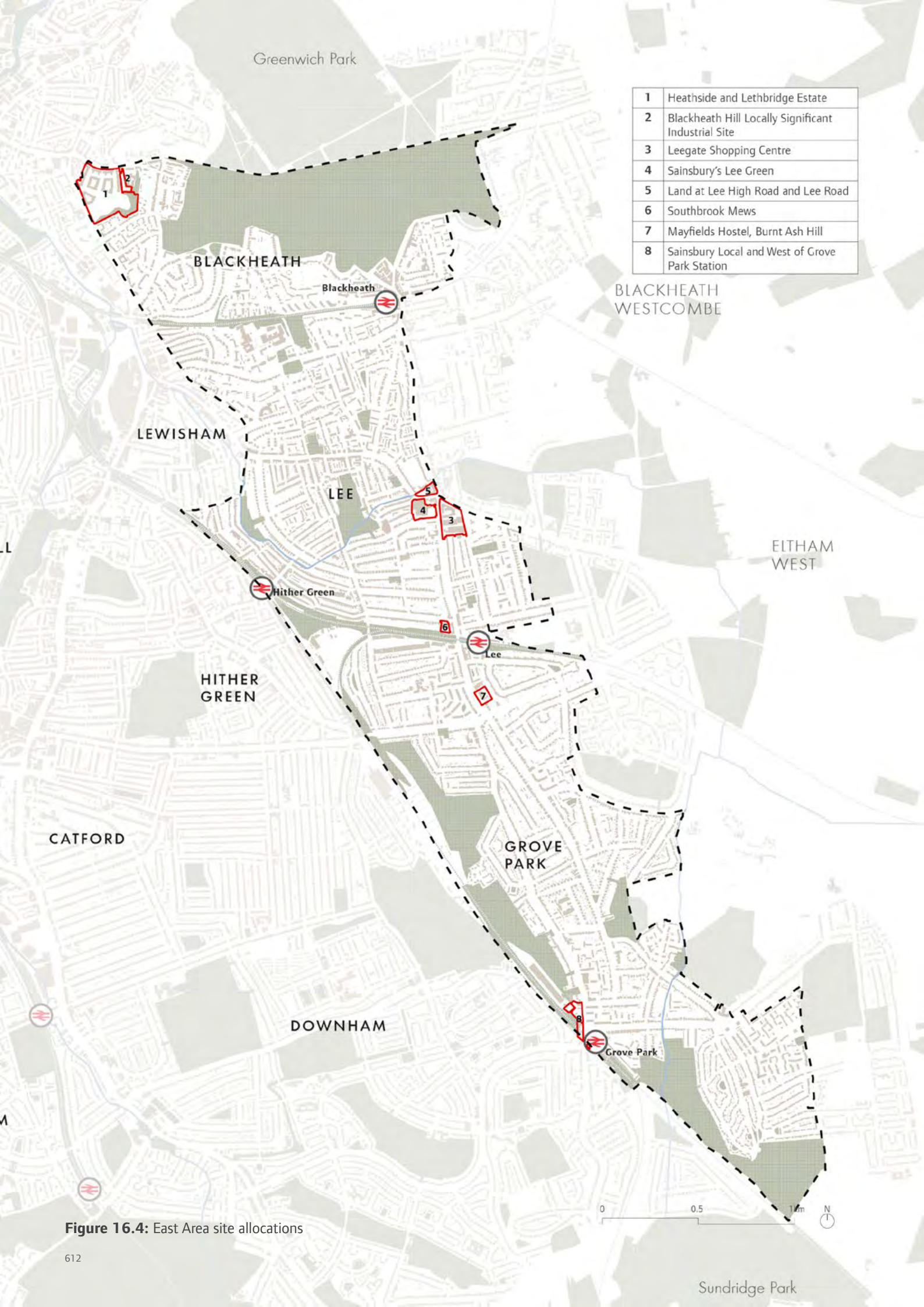



**Figure 16.4:** East Area site allocations

# Site allocations

1 Heathside and Lethbridge Estate ..... 615

2 Blackheath Hill Locally Significant Industrial Site ..... 618

3 Leegate Shopping Centre ..... 620

4 Sainsbury's Lee Green ..... 623

5 Land at Lee High Road and Lee Road ..... 626

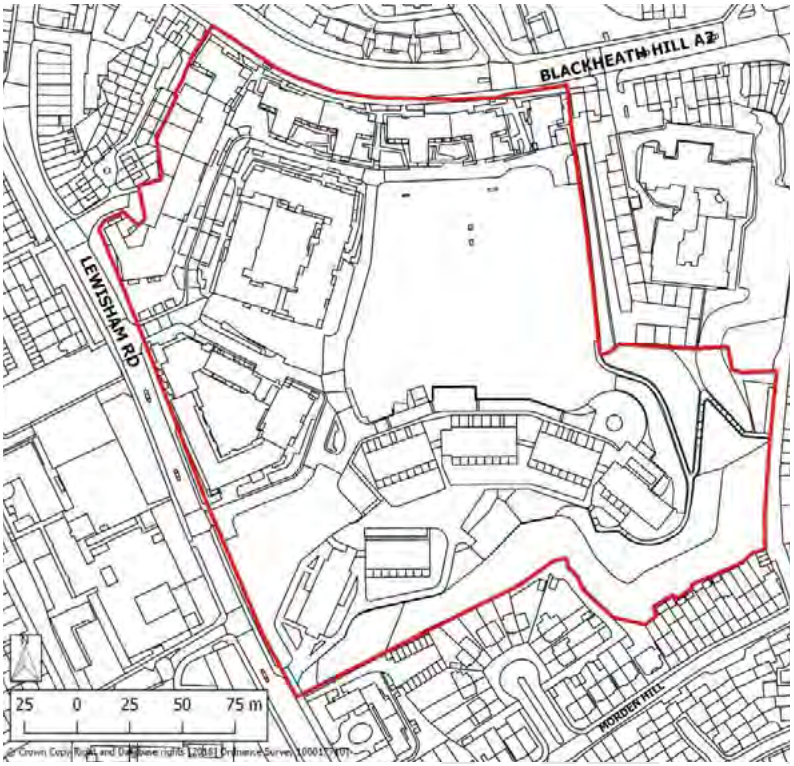
6 Southbrook Mews ..... 628

7 Mayfields Hostel, Burnt Ash Hill ..... 630

8 Sainsbury Local and West of Grove Park Station ..... 632

New development at Heathside and Lethbridge (BPTW)

# 1 Heathside and Lethbridge Estate




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>6.07 | **Setting**<br>Urban | **PTAL**<br>2015: 2-5<br>2021: 2-5<br>2031: 2-5 | **Ownership**<br>Public | **Current use**<br>Housing estate |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, adjacent Conservation Area, Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1. | | | | |
| **PLANNING STATUS** | Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. Phases 1-4 have been completed and have delivered 782 residential units. Phases 5 and 6 consisting of 443 units are currently under construction. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>660 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 1,280 | | |
| **REMAINING NET UNITS TO BE BUILT:** | 443 | | | | |

### Existing planning consent

16.14 DC/09/072554 as amended by DC/10/075627, DC/10/075395, DC/10/075536, DC/12/081165, DC/12/081169, DC/14/087835, DC/14/087333, DC/14/087335, DC/15/090624, DC/15/092670, DC/17/101616, DC/17/101686, DC/17/104709, DC/18/106053, DC/18/107715 and 19/111861, - for 512 square metres of retail floorspace, 768 square metres of community floorspace, an energy centre and buildings ranging from 3 to 17 storeys in height, together with car and cycle parking, associated highway infrastructure, public realm works and provision of open space; and phase 1 (138 residential units), phase 2 (190 units), phase 3 (218 units), phase 4 (236 units), phase 5 (284 units) and phase 6 (159 units).

### Site allocation

16.15 Comprehensive regeneration of 565 existing residential units within a housing estate to pro-vide 1,225 residential units (net 660), community and ancillary main town centre uses. Rede-velopment of existing buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site, along with open space, public realm and environmental enhancements.

### Opportunities

16.16 The Heathside and Lethbridge estate is located to the north of Lewisham major town centre and situated within a predominantly residential area. A Site of Importance for Nature Conser-vation is located at the eastern and south eastern boundaries. Regeneration of the housing estate is currently in progress, with the some phases now built and construction started on the remaining phases. Regeneration of the estate will secure a new high quality residential area including affordable housing, community facilities and public realm enhancements.

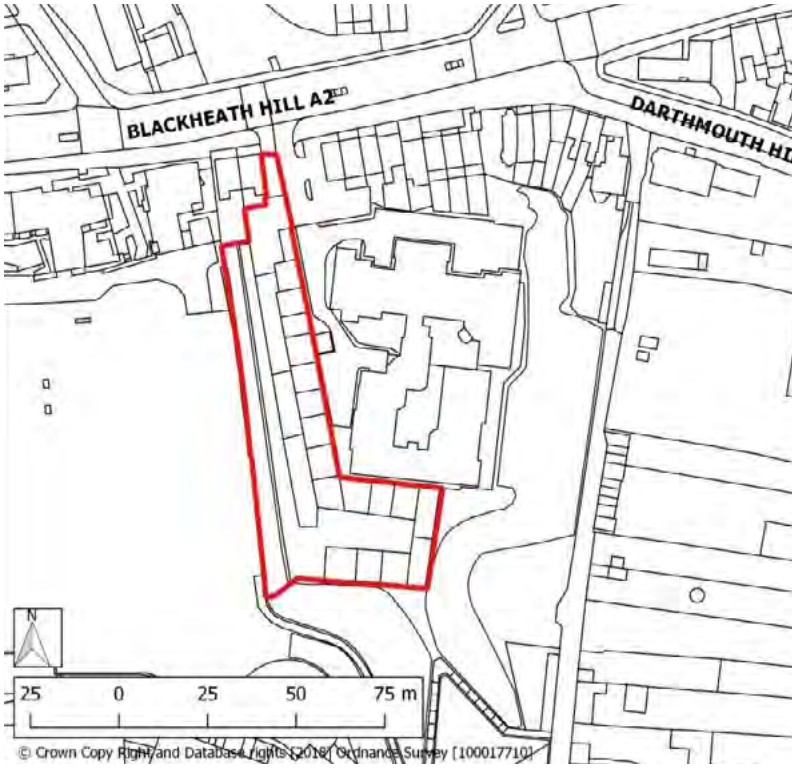
16.17 **Development requirements**

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site, as well as the surrounding area.
2. Delivery of new and improved public realm, including new public open space as a central design feature,
3. Provision of community facilities, in line with Policy CI1 (Safeguarding and securing community infrastructure).
4. 4. Development proposals must protect and seek to enhance green infrastructure, including the SINC.

16.18 **Development guidelines**

1. The remaining phases should be designed to respond positively to the surrounding residential area. This includes integration of perimeter blocks with views through to internal courtyards, along with through-routes between Blackheath Hill and Lewisham Road,
2. Site topography should be addressed to ensure that taller elements are located and designed to avoid adverse impacts on local character. This includes consideration of the Blackheath Conservation Area, along with Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.
3. The design of development should respond positively to the character of existing residential properties surrounding the site. In particular, the heights and style of adjacent properties within the Blackheath Conservation Area to the south and east of the site and the Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row.
4. Development should have regard to the woodland area designated as SINC along the eastern and southern site boundaries.
5. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
6. Applicants should work in partnership with Thames Water to manage surface water and divert existing sewers where applicable.

# 2 Blackheath Hill Locally Significant Industrial Site




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.31 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Industrial |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and Lewisham Call for Sites (2015 and 2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Opportunity Area, Locally Significant Industrial Site, Archaeological Priority Area, adjacent Site of Importance for Nature Conservation, adjacent to Strategic Open Space, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 1 | | | | |
| **PLANNING STATUS** | Full application DC/20/117309 granted in April 2021. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>63 | | **Gross non-residential floorspace**<br>Employment 2,288<br>Main town centre 0 | | |

### Existing planning consent

16.19 DC/20/117309 – Full application for the redevelopment of site to provide a mixed-use scheme comprising a residential building consisting of 63 flats and 2,888m2 flexible light industrial space in a separate building.

### Site allocation

16.20 Comprehensive employment-led redevelopment. Co-location of compatible commercial and residential uses.

### Opportunities

16.21 The site comprises the Blackheath Hill Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of the land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also provide public realm and environmental enhancements to improve local area amenity.

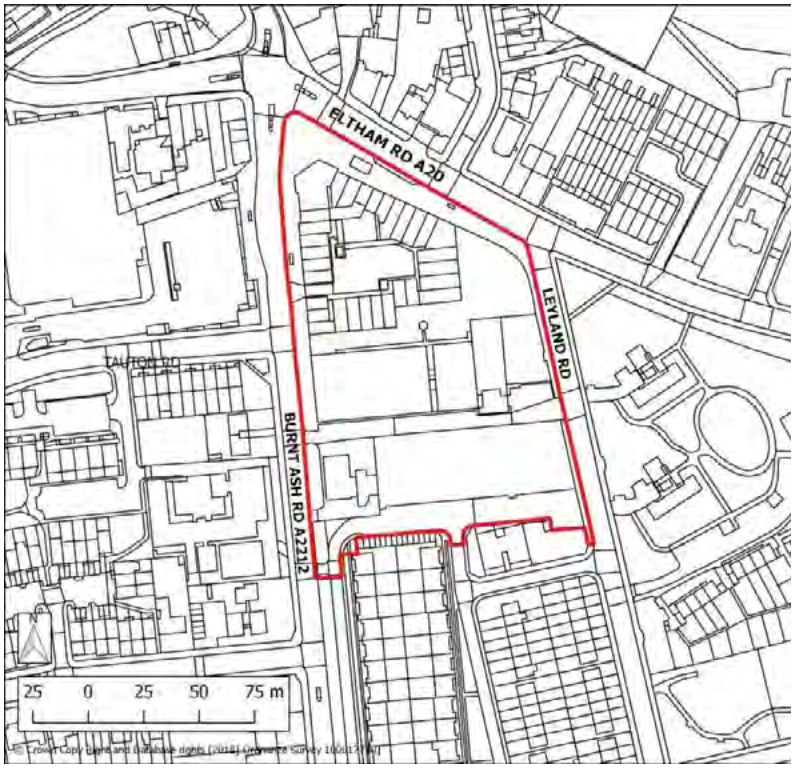
16.22 **Development requirements**

1. All development must be delivered in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Development proposals must protect and seek to enhance green infrastructure, including the SINC that abuts the site at its south and eastern boundaries.

16.23 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development should be designed having regard to the heritage assets adjacent to the site, including the setting of the Blackheath Conservation Area, as well as Listed and Locally Listed Buildings to the east, on Dartmouth Row.
3. The irregular shape of the site will require careful consideration of site access and layout, particularly for commercial and servicing vehicles.
4. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
5. Applicants should work in partnership with Thames Water to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.

# 3 Leegate Shopping Centre




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Leegate Shopping Centre, London, SE12 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.90 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, employment, residential, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocation Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Appropriate Location for Tall Buildings, adjacent to Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Flood Zone 1, 2, 3, Groundwater Source Protection Zone 2 | | | | |
| **PLANNING STATUS** | Full application DC/14/090032 received resolution to grant permission in May 2016. Full application DC/18/107468 submitted in June 2018 was not determined. Pre-application. New application to be submitted in 2022.. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>450 | | **Gross non-residential floorspace**<br>Employment 805<br>Main town centre 5,449 | | |

### Existing planning consent

16.24 DC/14/090032 - proposed development at Leegate Shopping Centre for the demolition of the existing buildings and redevelopment to provide a retail led mixed use development, including residential (Use Class C3), food store (Use Class A1), retail units (Use Class A1-A4), assembly and leisure (Use Class D2), non-residential institutions (Use Class D1), public realm, associated car and cycle parking, highways and access works and landscaping. This application received a resolution to grant permission but the section 106 was not agreed.

16.25 DC/18/107468 – Full application was submitted in June 2018 but was not determined.

### Site allocation

16.26 Comprehensive mixed-use redevelopment of existing shopping centre comprising compatible main town centre, commercial, community and residential uses. Redevelopment of existing buildings and reconfiguration of spaces to facilitate a street-based layout with new and improved routes, both into and through the site, along with public open space and public realm enhancements.

### Opportunities

16.27 This site takes up a prominent position within Lee Green district town centre. It is currently occupied by the 1960s Leegate Shopping Centre, two office blocks (Leegate House and Cantilever House), a multi-level car park, a community centre and housing. It is key to the renewal and revitalisation of the town centre, and will play a critical role in linking sites and neighbourhoods surrounding it. Comprehensive redevelopment will deliver a significant amount of new housing together with modern retail and employment space, leisure, community and cultural facilities to support the long-term vitality and viability of the town centre. Development will also enable public realm enhancements to improve connections to and through the area.

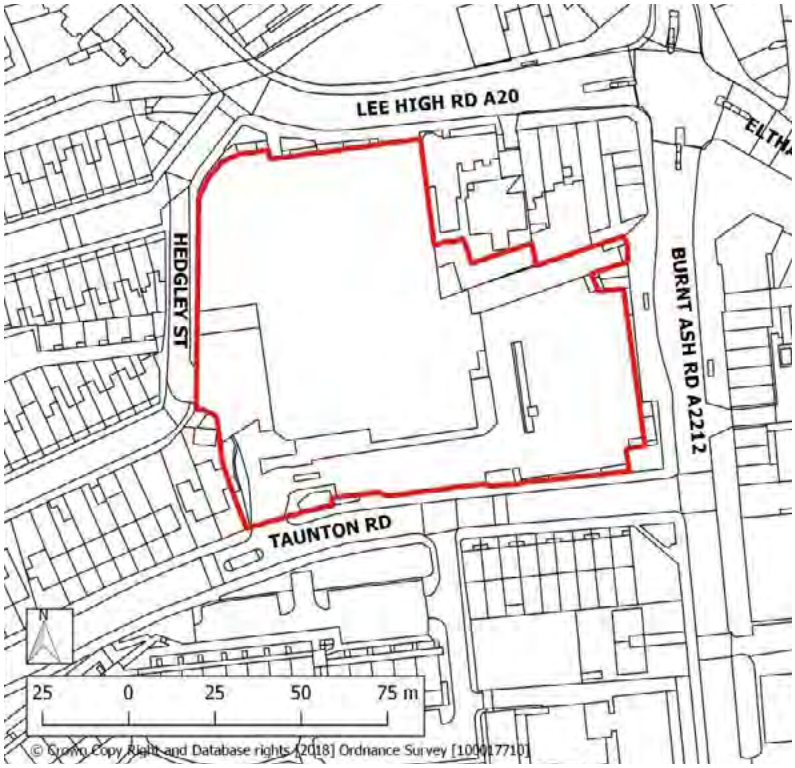
16.28 **Development requirements**

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration and re-orientation of existing buildings and spaces to achieve a hierarchy of routes with clearly articulated east-west and north-south corridors.
2. Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
4. Provision of community infrastructure to meet demand arising from the development, including a new health facility in partnership with the CCG, NHS and other health bodies.

16.29 **Development guidelines**

1. Careful consideration must be given to the integration of walking and cycle routes through the site to Eltham Road, Burnt Ash Road, Leyland Road and Taunton Road.
2. Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses.
3. Development should make more optimal use of the land by reviewing options for the existing multi-storey car park.
4. Public realm should be redistributed across the site, with a new public square set back from Burnt Ash Road. Consideration should be given to external seating areas, landscaping and playspace as well as communal courtyard gardens, private amenity spaces and improved public realm along Eltham Road and Burnt Ash Road.
5. Development should contribute to a healthy streets corridor and take account of the strategic cycle routes running north-south along B212 Lee Road and A2212 Burnt Ash Road/Baring Road and east-west along A20 Lee High Road/Eltham Road.
6. Large canopy tree planting on south east corner and along Burnt Ash Road should be used to improve the public realm and link the Burnt Ash Road Avenue of trees on the opposite side of the street with the mature trees on the site.
7. Development should take account of a Grade II listed fire station and a locally listed Old Tigers Head Pub and seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area. The local history information board that currently exists on the south east side of the site should be protected or replaced and incorporated into the new scheme.
8. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
9. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer will not be allowed.

# 4 Sainsbury's Lee Green




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 14 Burnt Ash Road, Lee, London, SE12 8PZ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.05 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Appropiate Location for Tall Buildings, Archaeological Priority Area, adjacent Conservation Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Flood Zones 3, River Quaggy nearby, Groundwater Source Protection Zone 2, adjacent Listed Building | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>111 | | **Gross non-residential floorspace**<br>Employment 625<br>Main town centre 4,123 | | |

### Site allocation

16.30 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Reconfiguration of existing buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm enhancements.

### Opportunities

16.31 This site takes up a prominent position within Lee Green district town centre. It is currently occupied by a large format retail building and surface level car parking. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment will also enable public realm enhancements, better connecting the site to its immediate surrounds and wider town centre area.

16.32 **Development requirements**

1. The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
2. Positive frontages, with active ground floor frontages within the Primary Shopping Area and along key routes.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

16.33 **Development guidelines**

1. Development should make provision for a range of floorplate sizes to accommodate a variety of main town centre uses and allow for the re-provision of a supermarket.
2. Development should make more optimal use of the land by reviewing options for the existing car park.
3. Development should be designed to enhance movement by walking and cycling, with improved permeability through the site, in particular providing new routes between Hedgley Street, Brightfield Road, Taunton Road and Lee High Road.
4. Development should contribute to a healthy streets corridor and take account of the strategic cycle routes running north-south along B212 Lee Road and A2212 Burnt Ash Road/Baring Road and east-west along A20 Lee High Road/Eltham
5. Development should create a positive frontage along Burnt Ash Road and Lee High Road, aligned with adjacent properties. Tree planting should be introduced to improve amenity and the public realm, filling in the gaps in the avenue of trees on Burnt Ash Road.
6. Development should respond positively to the adjoining Lee Manor Conservation Area and the Grade II Listed Building Police Station.
7. Staggered building heights should be used to respect the surroundings, with smaller grained development in the western side of the site to avoid overshadowing of existing residential units along Brightfield Road and with taller buildings located along the southern edge and in the north eastern corner of the site, away from the Listed Building.

8. Development should take account of a locally listed Old Tigers Head Pub and seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.
9. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
10. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 5 Land at Lee High Road and Lee Road

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Lee High Road and Lee Road, SE12 8RU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.43 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Commercial, Residential |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Archaeological Priority Area, District Centre, Primary Shopping Area, Air Quality Management Area, Area of Special Local Character, Locally Listed Building on site, within 30m buffer of electricity cable, Flood Zone 3, adjacent to Rivers Quaggy and Kidbrooke, Groundwater Source Protection Zone 2 | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>55 | | **Gross non-residential floorspace**<br>Employment 256<br>Main town centre 1,023 | | |

### Site allocation

16.34 Mixed-use redevelopment of existing car dealers comprising compatible main town centre and residential uses. Public realm enhancements including improved access to the River Quaggy.

### Opportunities

16.35 This site is located within Lee Green district town centre. The western part of the site is occupied by a car dealers and its associated showroom parking. The eastern part of the site comprises a terrace of properties with a mix of residential and main town centre uses, including a locally listed public house, and is an integral feature of the townscape. The River Quaggy runs along the back of the site. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm enhancements, with improved access to the River Quaggy.

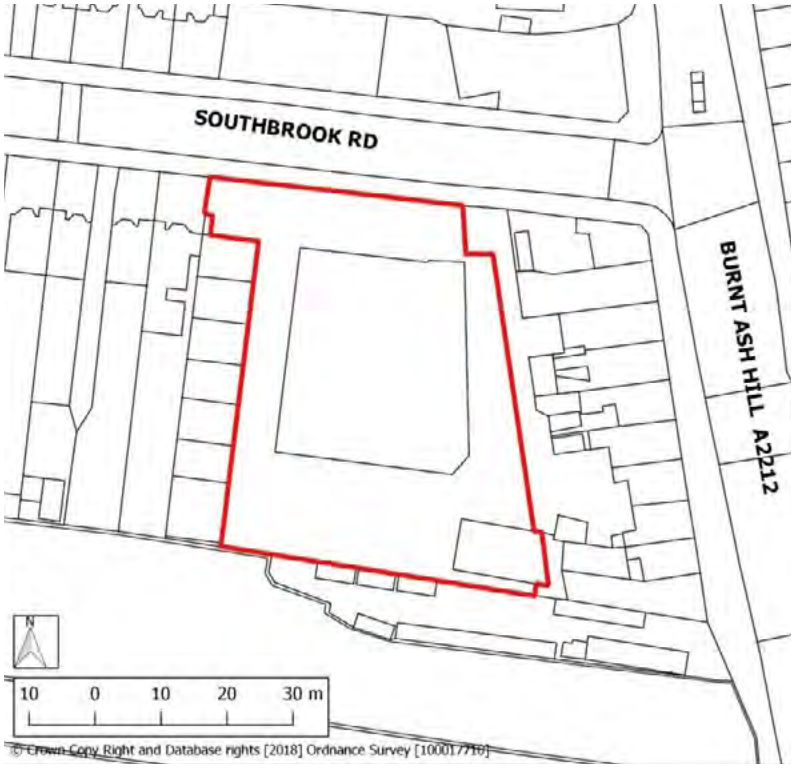
16.36 **Development requirements**

1. Retention of the existing terrace of properties at the eastern part of the site, including the locally listed public house.
2. Positive frontages with active ground floor frontages within the Primary Shopping Area, including at Lee High Road.
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, including:
   a. Improvements to enhance access to and amenity value of the River Quaggy, taking into account the River Corridor Improvement Plan SPD.
   b. Along Lee High Road and Lee Road, improvements to the forecourt at the road junction
4. Enhance access to the River Quaggy which runs along the northern edge of the site, and to improve its ecological quality and amenity value.

16.37 **Development guidelines**

1. The design of development should respond positively to the existing terrace at the eastern edge of the site, and protect the street scene along Lee Road.
2. Development should contribute to a healthy streets corridor and take account of the strategic cycle routes running north-south along B212 Lee Road and A2212 Burnt Ash Road/Baring Road and east-west along A20 Lee High Road/Eltham Road.
3. Applicants should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against flood risk.
4. Development should take account of a locally listed Old Tigers Head Pub and seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.

# 6 Southbrook Mews




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Southbrook Mews, Lee, London, SE12 8LG | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.24 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 2-3<br>2031: 2-3 | **Ownership**<br>Private | **Current use**<br>Employment, commercial |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Adjacent to Strategic Open Space, Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Flood Zone 1, Groundwater Source Protection Zone 2, adjacent 5 locally listed buildings, within 30m of an electricity cable | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>23 | | **Gross non-residential floorspace**<br>Employment 804<br>Main town centre 0 | | |

### Site allocation

16.38 Employment led mixed-used redevelopment with compatible commercial, main town centre and residential uses.

### Opportunities

16.39 This site comprises a non-designated employment site which is located adjacent to Burnt Ash local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will enable the delivery of new and improved workspace and help to support the long-term vitality and viability of the local centre. Development will also provide public realm enhancements that improve local area amenity, with potential new access to Lee station.

16.40 **Development requirements**

1. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
2. A positive frontage and public realm improvements along Southbrook Road.
3. Investigate opportunities to, and where feasible, improve access to Lee station by creating a new access to the site at its south east corner.
4. Development must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

16.41 **Development guidelines**

1. There may be scope for the integration of main town centre uses, but these uses should be restricted to the frontage along Southbrook Road and function to complement the existing provision at Burnt Ash local centre.
2. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
3. Building heights should be staggered, with taller elements located away from existing residential properties, the locally listed Northbrook Public House and the locally listed two storey mews building. Taller elements will be more appropriately located adjacent to the railway in the southern part of the site.
4. Opportunities should be investigated to remove the boundary wall.Screening or communal amenity space should be considered to shield the back of existing properties on Burnt Ash Road.
5. In order to support commercial uses, development should be designed to ensure vehicular access from Southbrook Road.
6. Development should contribute to a Healthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road.
7. Development should respond positively to the Lee Manor Conservation Area and the locally listed buildings adjacent to the site.
8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 7 Mayfields Hostel, Burnt Ash Hill

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.49 | **Setting**<br>Central | **PTAL**<br>2015: 2-3<br>2021: 2-3<br>2031: 2-3 | **Ownership**<br>Private | **Current use**<br>Hostel |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 2, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None, consent has lapsed | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>21 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Existing planning consent

16.42 DC/17/103886 - Full application has lapsed for the demolition of the existing hostel and the construction of a five/six storey building comprising 24 two bedroom, 16 three bedroomed self-contained flats, a two storey commercial space (flexible use classes A1 / A2 / A3 / B1(a) / D1 (crèche, education, museum, art gallery) and 7 two storey houses at Mayfields 47 Burnt Ash Hill, disabled car parking and bicycle spaces, bins storage and associated landscaping.

### Site allocation

16.43 Residential-led mixed use redevelopment with compatible residential, main town centre, commercial and community uses.

### Opportunities

16.44 This site is located on Burnt Ash Hill, south of Burnt Ash local centre. It is currently occupied by Mayfields Hostel providing 26 exiting specialist accommodation units. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and facilitate the re-provision of high quality housing, along with delivering new services and/or community facilities.

16.45 **Development requirements**

1. Development must make provision for an appropriate mix of non-residential uses, including community and cultural uses, which are ancillary to and complement the principal residential use.
2. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
3. Retention of existing mature trees and trees of value.
4. A positive frontage along Burnt Ash Hill.

16.46 **Development guidelines**

1. The design of development should respond positively to the character of the site surroundings, including the adjacent church and residential development on Pitfold Road and Burnt Ash Hill.
2. Development should be set back from Burnt Ash Hill to ensure alignment with adjacent properties and the retention of the existing line of mature trees.
3. Development should contribute to a Healthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road.
4. Landscaping should contribute positively to the setting of the area, including the existing mature tree planting to the north, east and west boundaries.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 8 Sainsbury Local and West of Grove Park Station

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Sainsbury's Local and West of Grove Park Station, London, SE12 0DU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.90 | **Setting**<br>Urban | **PTAL**<br>2015: 5<br>2021: 6a<br>2031: 6a | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, transport, garage, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Local Centre, Strategic Area of Regeneration, adjacent to Strategic Open Space, Flood Zone 1, Groundwater Source Protection Zone 3, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>78 | | **Gross non-residential floorspace**<br>Employment 362<br>Main town centre 1,449 | | |

### Site allocation

16.47 Mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements including improvements to the Grove Park station approach.

### Opportunities

16.48 The site allocation comprises of a number of sites located within Grove Park local centre, which are situated in proximity to Grove Park station. The sites are currently occupied by a range of main town centre uses along with a petrol station, bus station and housing. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of the local centre. Redevelopment can also enable public realm enhancements, including improvements to the station approach.

16.49 **Development requirements**

1. The site must be well integrated with the surrounding street network to improve access and permeability through the centre, and along the station approach.
2. Positive frontage with active ground floor frontages along Baring Road.
3. Applicants must consult with Transport for London to investigate options for the existing bus station, including retention or appropriate re-provision, where necessary.
4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
5. Development must protect and seek to enhance green infrastructure, including the green corridor along the railway embankment and enhance links to existing green infrastructure such as Chinbrook Meadows and the Grove Park Urban National Park.

16.50 **Development guidelines**

1. The bus stand is in operational use. Applicants should consult with Transport for London to investigate future options for the bus stand, including the continued operational function of either the existing, or re-provided, bus facility, which the site masterplan should address.
2. Development should contribute to a Healthy Streets corridor and take account of the strategic cycle routes running north-south along A2212 Burnt Ash Hill/Baring Road.
3. Development must be designed to conserve or enhance the significance of the Grade II Listed Building Baring Hall Hotel, which is a prominent feature within the townscape.
4. The design of development should reflect the historic development of Grove Park, taking into account the early development of an artistic colony.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewer to the north of the site will not be allowed.

# 17 LEWISHAM'S SOUTH AREA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# Context and character

17.1 Lewisham's South Area includes the neighbourhoods of Bellingham, Downham and Bell Green. It derives much of its character from the interwar homes constructed by the London County Council (LCC). These estates were influenced by 'garden city' principles and provide for a relatively homogenous form of low density housing throughout the area. There are clusters of higher density residential uses around Grove Park and Beckenham Hill stations, and pockets of Victorian housing in Bell Green. The South Area contains a number of historic buildings and Conservation Areas that also contribute to its local character.

17.2 The South Area includes the district town centre of Downham that serves local neighbourhoods however it has a more limited range of shops and services than other district centres. The LCC estates strongly influence the character Bellingham and Downham, and the area is generally characterised by wide residential streets punctuated by smaller shopping parades, with comparatively fewer community facilities and local employment opportunities than elsewhere in the Borough. This means that residents often have to travel out of the area to access key services and jobs. The area experiences some of the Borough's highest levels of deprivation with some localities ranking within the 20 per cent most deprived in the country.

17.3 Many of the train stations and town centres in the South Area are poorly connected to their surrounding neighbourhoods. There are low levels of public transport access throughout the area and barriers to movement between key destinations. The quality of the public realm is poor along key routes such as Bromley Road, Southend Lane, Perry Hill, and Stanton Way, with many of these roads dominated by vehicles.

17.4 In addition to established residential areas the Bell Green neighbourhood contains an expansive out-of-centre retail park, which includes large format commercial buildings and associated car parks. These retail uses are adjoined by the site of a former gas holders which has been dismantled. Several developments have recently been built around the edges of the retail park.

17.5 The South Area is characterised by its green and open spaces, including waterways. The Pool and Ravensbourne rivers run north-south through the area. The Pool River, in particular, is a key feature and provides a valuable natural corridor of significant ecological and biodiversity value, along with public access to the Waterlink Way. Beckenham Place Park is emerging as a key visitor destination in London and has recently received significant investment, including by a new outdoor swimming pond, landscape and public realm improvements.

# Vision

17.6 By 2040 the distinctive character of the South area, derived from its open spaces, river valleys and garden city / cottage estates, will be celebrated and reinforced. These assets and features will provide the wider setting for regeneration, building on new and improved transport links, including the Bakerloo line extension and cycleways. The role and character of large tracts of commercial land in Bell Green and Lower Sydenham, along with major roads, will be re-imagined to provide a high quality, mixed-use neighbourhood. This new focus for community and commercial activity in Lewisham will act as a catalyst for growth and investment. Stakeholders will work together and alongside communities to deliver improvements that address the causes of deprivation in the Borough's south, opening opportunities for everyone to benefit from.

17.7 The regeneration of brownfield sites in Bell Green and Lower Sydenham will deliver a significant amount of new housing, including a high proportion of genuinely affordable housing, workspace and jobs, community facilities and open space. A new mixed-use neighbourhood, focussed around a new local centre, will be created through the redevelopment of out-of-centre retail buildings, the former gasholders, industrial land around Stanton Way and other sites. This will be coordinated by a masterplan, prepared through consultation with the local community, ensuring the area is well integrated with existing neighbourhoods and communities. The garden city and cottage character of neighbourhoods in Bellingham and Downham will be reinforced, with their sensitive intensification providing for area improvements and helping to ensure people have access to high quality housing and living environments.

17.8 The A21 (Bromley Road) and Ringway (Southend Lane and Whitefoot Lane) corridors will be transformed through the Healthy Streets Approach. This will better connect neighbourhoods with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. Along these corridors, opportunities will be taken to renew brownfield land and underused sites to create new homes, jobs and community facilities. New development within and around town and local centres along the corridors, such as Downham District Centre and Southend Village, will help them to become more thriving and vibrant places.

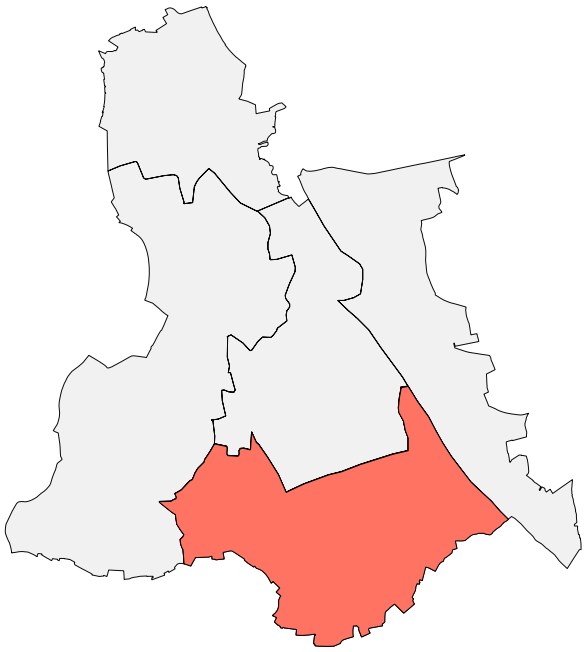

**Figure 17.1:** South Area

17.9 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Beckenham Place Park will continue to evolve as one of the Borough's most important green spaces and a key visitor destination in south London. The river valley network will have greater prominence. Improvements to the environmental quality and amenity value of the Ravensbourne and Pool rivers will be realised through their re-naturalisation. Waterlink Way and the Pool River Linear Walk, along with the Green Chain Walk, will be enhanced to form key features of a network of walking routes and cycleways that link open and green spaces both within and outside of the Borough.

Opposite: Beckenham Place Park (BDP)

# Key spatial objectives

| TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO: | |
|---|---|
| 1 | Secure the delivery the Bakerloo line extension and other infrastructure to significantly improve transport accessibility, address existing barriers to movement and unlock the area's development potential. |
| 2 | Coordinate new investment in the Bell Green and Lower Sydenham area to enable it to become a London Plan Opportunity Area in a future update to the London Plan. |
| 3 | Deliver the regeneration of the former gasholders, Bell Green Retail Park and other sites nearby to create a new high quality residential-led mixed-use area, with a new Local Centre, that is well integrated with existing neighbourhoods and communities. Preserve and enhance the heritage value of the Livesey Memorial Hall and Gardens whilst creating a more positive relationship with the buildings and spaces surrounding them. |
| 4 | Develop decentralised energy networks by taking advantage of opportunities presented by the redevelopment of larger sites around Bell Greenand Lower Sydenham. |
| 5 | Create a high quality employment-led, mixed-used quarter through the renewal of industrial land at Stanton Way and Worsley Bridge Road. |
| 6 | Transform the Ringway Corridor (Southend Lane and Whitefoot Lane) and the A21 Corridor (Bromley Road) by applying the Healthy Streets Approach, with public realm improvements that make walking, cycling and use of public transport safer and more convenient. Address severance caused by the Bell Green gyratory. |
| 7 | Enhance the place qualities of the Ringway and A21 Corridors by integrating new high quality housing development and revitalising centres along them, particularly to secure the long term viability of Downham district centre. |
| 8 | Reinstate and enhance the historic character and identity of Southend Village and its surrounds, building on the presence of local assets including the Green Man centre and Peter Pan pond, and through the redevelopment of the out-of-centre retail park opposite. |
| 9 | Maintain the garden city and cottage estate character of residential areas in Bellingham and Downham whilst attracting inward investment and delivering new homes through their sensitive intensification. |
| 10 | Enhance the place qualities of Perry Rise (B227), Perry Hill (A212) and Alan Pegg Place by applying the Healthy Streets Approach, including by creating a safer and more coherent public realm at their convergence. Reinforce and enhance the character of established residential areas around Perry Hill and Perry Vale and deliver new homes through their sensitive intensification. |
| 11 | Support inclusive and mixed neighbourhoods and communities by effectively managing Houses in Multiple Occupation and preventing the harmful overconcentration of HMOs. |
| 12 | Protect and enhance open and green spaces, including by expanding the role of Beckenham Place Park as a key visitor destination. Deliver the Lewisham Links, a connected network of high quality walking routes and cycle routesways link these spaces, taking advantage of the Green Chain Walk. |
| 13 | Enhance the environmental quality and amenity value of the Ravensbourne and Pool Rivers. Improve public access to the rivers with new and improved routes and public realm enhancements, focussing on Waterlink Way and the Pool River Linear Park. |

**Key**

- Regeneration Node
- Growth Node
- Major Centre
- District Centre
- Local Centre
- Site allocation
- Strategic Industrial Location
- Locally Significant Industrial Site
- Regeneration Area
- Conservation Area
- Strategic Green Links
- Lewisham Links
- A2 / A21 Corridor
- South Circular improvement
- Bakerloo Line Extension
- Designated open space

LADYWELL
Crofton Park
CROFTON PARK
Honor Oak Park
Hither Green
Lee
HITHER GREEN
BLYTHE HILL
CATFORD
GROVE PARK
Pool River Linear Park
Bellingham Play Park
BELL GREEN
Bellingham
Forster Memorial Park
DOWNHAM
Riverview Walk
Bellingham Green
SYDENHAM
BELLINGHAM
Home Park
Southend Park
Peter Pan's Park
Durham Hill
Beckenham Hill
Downham Playing Fields
Beckenham Place Park
LB BROMLEY

0 0.5 1km N

**Figure 17.2:** South Area key diagram

# LSA1 **South Area place principles**

A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the South Area.

B Development proposals within the South Area must demonstrate how they will help to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation, in line with Policies LSA2 (Strategic Area for Regeneration) and LSA3 (Bell Green and Lower Sydenham).

C Development proposals must optimise the use of land taking into account the Bakerloo line extension and other infrastructure that will enable significant improvements to transport access in the South Area. The Council will seek that development is appropriately phased in order to ensure there is adequate infrastructure capacity in place, including transport and community infrastructure, to cope with the additional demands generated by new development, in line with other Local Plan policies.

D Development proposals must respond positively to distinctive and historic character of Southend Village and its surrounds. They should seek opportunities to enhance the unique place qualities, commercial and community functions of the Village, with reference to Policy LSA3 (A21 Corridor / Bromley Road).

E Opportunities should be taken to direct new investment to the established residential neighbourhoods of Bellingham and Downham, including new high quality housing, provision of community infrastructure and public realm improvements. The sensitive intensification of these neighbourhoods will be supported where new development responds positively to their distinctive local and historic character. This includes the predominant garden city and cottage estate character associated with the London County Council estates.

F Development proposals must respond positively to the role of Downham District Centre in supporting local neighbourhoods and communities, particularly for day-to-day shopping and service needs. A wide range of commercial, leisure, community and cultural uses will be supported within the centre in order to secure its long-term vitality and viability. Development proposals will be supported where they:

a. Retain or re-provide units suitable to accommodate main town centre uses, particularly for Class E retail uses; and
b. Are designed to enhance the quality of the streetscape, townscape, and environment, including through the improvements to shopfronts and the public realm.

G Bellingham is designated a Local Centre reflecting the role it plays in the provision of local shops, services and community facilities, along with its accessible location near Bellingham station and the A21 Corridor. To help secure the long-term vitality and viability of the centre, development proposals must be designed to:

a. Improve access to and along the centre and station approach, including public realm enhancements that make walking routes and cycleways safer and more legible;

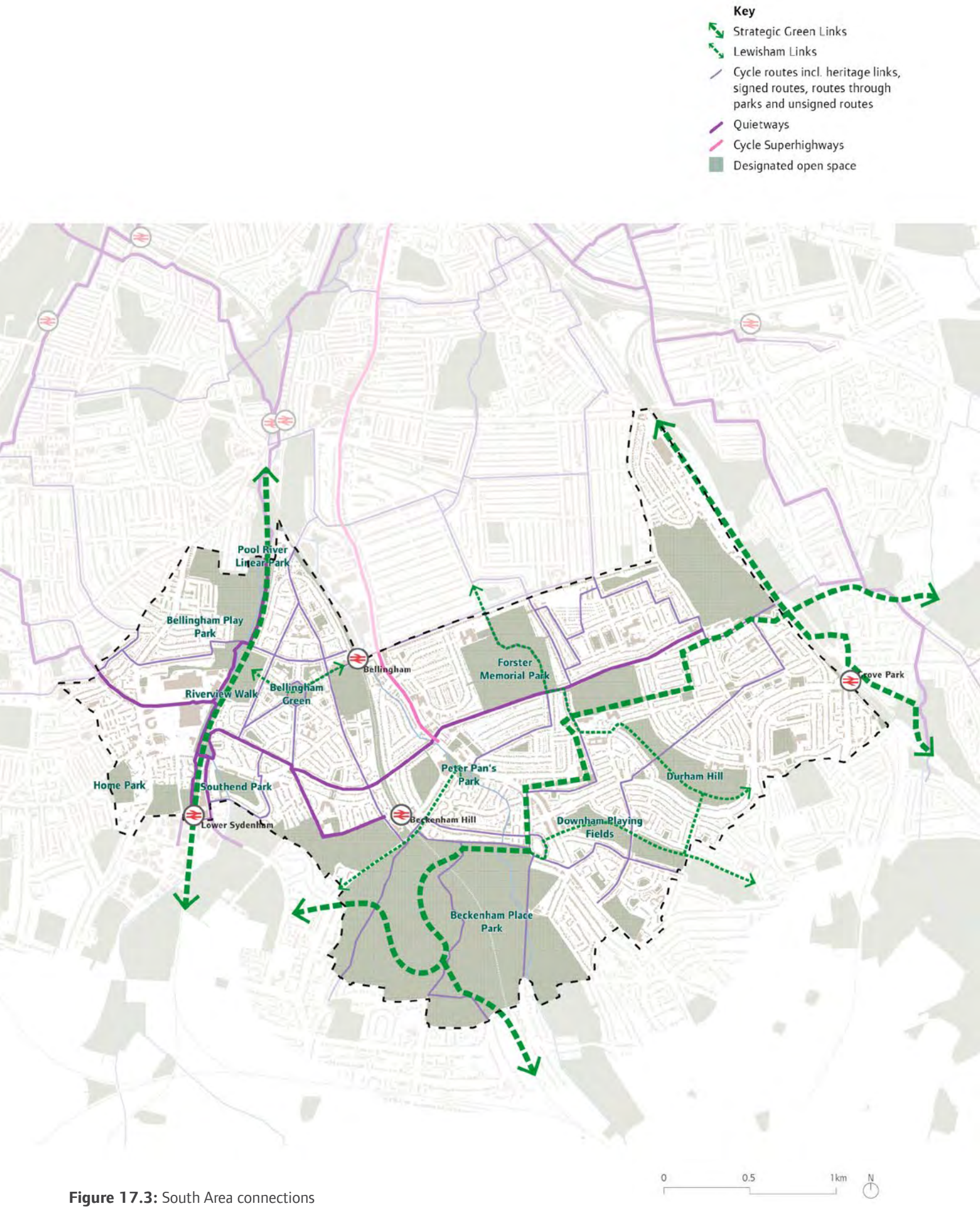


**Figure 17.3:** South Area connections

b. Enhance the character of the area through townscape and streetscape improvements, including to shopfronts; and
c. Facilitate the renewal of employment land at the southern end of Bromley Road SIL, particularly at the junction at Randlesdown Road.

H Development proposals must contribute to inclusive and mixed neighbourhoods and communities, including by protecting family housing and ensuring there is no harmful overconcentration of Houses in Multiple Occupation, with reference to Policy HO8 (Housing with shared facilities).

I Development proposals must help to ensure the South Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places, including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). They should maximise opportunities to enhance or introduce new cycleways, particularly in the established residential areas with wider street layouts.

J Public realm and access improvements should be introduced along the A21 Corridor / Bromley Road (including active frontages uses along the edge of the Bromley Road retail park and the bus garage) and in Bellingham town centre (including active frontages and shopfront improvements to the parade of shops to the east of Bellingham station and on Randlesdown Road).

K The Council will work with Network Rail and other stakeholders to investigate the feasibility of delivering improvements to the bridge at Southend Lane to address issues of safety and movement within the area, including options for widening the bridge and increasing its height.

L The South Area's network of green infrastructure, including open spaces, will be protected and enhanced, in line with other Local Plan policies. Investment at Beckenham Place Park will continue to be supported to ensure the park is maintained as a high quality open space of regional significance, and a key leisure and visitor destination in London and the wider southeast. Development proposals within the immediate vicinity of the park should provide for enhanced legibility, wayfinding and access to and from its entrances, and be designed having regard to the park's landscape and historic setting. This includes consideration for the un-adopted walkway on Bromley Road and other links at the east side of the park. The Council will work with stakeholders to deliver flood alleviation measures at the park, in line with the River Corridor Improvement Plan SPD.

M The river valley network is a defining feature of the South Area which development proposals must respond positively to by:

a. Ensuring that development is designed to improve the ecological quality of the Ravensbourne and Pool rivers, including by naturalising the rivers, wherever opportunities arise;
b. Ensuring the layout and design of development gives prominence to the rivers and the river valley, and enhances their amenity value, including by better revealing them; and
c. Facilitating the provision of new and enhanced connections to and along, and wherever possible across, the rivers and river valleys, including by improving the Waterlink Way and access to the Pool River Linear Park.

**Figure 17.4:** Strategic area of regeneration

# LSA2 **Strategic Area for Regeneration**

A A Strategic Area for Regeneration is designated in the Local Plan. This covers the entirety of the South Area and parts of Grove Park neighbourhood in the East Area. A partnership approach will be pursued in order to ensure that new public and private sector investment is secured within this area, and that this investment is coordinated to successfully deliver regeneration in collaboration with local communities.

B In order to tackle inequalities and the environmental, economic and social barriers that contribute to deprivation and the need for regeneration in this area, stakeholders and development proposals should seek opportunities to:

a. Significantly improve transport accessibility in the area, particularly by:
   i. Enhancing provision of and access to high quality public transport infrastructure, including bus services; and
   ii. Addressing barriers to movement by enhancing the network of walking routes and cycleways connecting to transport nodes, town and local centres, schools and training facilities, and employment locations.
b. Plan positively for social infrastructure to meet local needs, particularly community facilities and services catered to children and young people;
c. Support the vitality and viability of town and local centres, helping to ensure they make provision for a wide range of accessible shops and services;
d. Improve the environmental quality of neighbourhoods, including by reducing and mitigating air and noise pollution along main roads and junctions; and
e. Address deficiencies in access to open space by making provision for new and improved publicly accessible open space and improving links to green and open spaces.

C Investment to support the achievement of safe, healthy and liveable neighbourhoods within the Strategic Area for Regeneration should be facilitated through a variety of approaches, including:

a. Partnership working between key stakeholders to secure the delivery of new and improved infrastructure in Lewisham, including transport infrastructure such as the Bakerloo line extension, to significantly improve access to high quality services and community facilities, along with training and employment opportunities, whether within the Borough or elsewhere in London and beyond;
b. The comprehensive redevelopment of site allocations, and renewal of town centres and employment locations, in the Bell Green and Lower Sydenham area, to help shift the focus and spread the benefits of investment southwards within the Borough; and
c. The sensitive intensification of sites and residential neighbourhoods, to support incremental but transformational improvement in the quality of housing and living environments.

# LSA3 **Bell Green and Lower Sydenham**

A The designation of an Opportunity Area at Bell Green and Lower Sydenham in a future review of the London Plan will be strongly supported by the Council.

B To help realise the growth and regeneration potential of Bell Green and Lower Sydenham, and to ensure that new development within the area supports the delivery of the spatial strategy for the Borough, the Council intends to prepare a Supplementary Planning Document and/or Masterplan through consultation with the local community. This will complement the Local Plan in setting a long-term development and investment framework for the area. Development proposals must demonstrate how they have engaged positively with planning guidance endorsed or adopted by the Council.

C To ensure that regeneration in Bell Green and Lower Sydenham is delivered in a coordinated manner, development proposals must:

a. Ensure that development will not prejudice the delivery of the Bakerloo line extension , taking into account any Ministerial Safeguarding Directions and Mayor of London / Transport for London infrastructure requirements and/or feasibility studies associated with BLE Phase 2, with reference to Policy TR2 (Bakerloo line extension);
b. Optimise the capacity of sites having regard to future improvements in Public Transport Access Levels enabled by the BLE and other transport infrastructure;
c. Deliver the comprehensive redevelopment of the former Bell Green gas holders, Bell Green Retail Park and Sainsbury's Bell Green, and through this process make provision for a residential-led mixed-use quarter with a distinctive urban character that is supported by a new Local Centre, the scale of which is informed by a Retail Impact Assessment;
d. Protect the employment function of the LSIS at Stanton Square and Worsley Bridge Road, whilst exploring opportunities to deliver new high quality workspace, including through the co-location of employment and other compatible uses;
e. Deliver public realm improvements to help reduce car use and barriers to movement, improve permeability and enhance the walking and cycle environment, particularly around the Bell Green gyratory and along major roads, including the A212 (Sydenham Road, Bell Green Lane, Perry Hill), A2218 (Stanton Way, Southend Lane) and Worsley Bridge Road;
f. Enable the reconfiguration, re-routing and/or redesign of roads where this is necessary to support the area masterplan; and
g. Ensure adequate provision of infrastructure, including community facilities, taking into account existing need and any additional demand arising from new development.

D Development proposals should contribute to enhancing the place qualities of Bell Green and Lower Sydenham, including by:

a. Ensuring that the layout and design of development improves permeability and circulation within the local area, and promotes the area's integration with surrounding neighbourhoods and places. This includes enhanced walking routes and cycleways to Sydenham town centre and new connections to Bellingham, over the Pool River where feasible;
b. Integrating new publicly accessible open space into development;
c. Responding positively to heritage assets and their setting, including the Livesey Hall War Memorial and gardens; and
d. Maximising opportunities to improve the ecological quality and amenity value of the river environment, including by enhancing access to Riverview Walk and Pool River Linear Park, and securing views to the Pool River.

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# LSA4 **A21 corridor / Bromley Road**

A The transformation of the A21 Corridor (Bromley Road) and its immediate surrounds into a network of liveable, healthy neighbourhoods with a distinctive urban character is integral to the delivery of the spatial strategy. Development proposals must demonstrate how they have responded positively to the A21 Development Framework through the design-led approach.

B Development proposals along the A21 Corridor and its immediate surrounds must contribute to enhancing the place qualities of the Corridor by:

a. Responding positively to the evolving urban character of the area through the sensitive intensification of sites, where appropriate;
b. Helping to establish a distinctive and legible urban grain along and around the Corridor, including clusters of development of an urban scale situated at major road junctions, particularly at Southend Lane;
c. Ensuring new development reinforces or creates a positive relationship with the public realm, including through the provision of positive frontages along the Corridor, and active ground floor frontages incorporating commercial and community uses, where appropriate, including at Southend Village and Downham District Centre;
d. Maximising opportunities to integrate urban greening measures; and
e. Enhancing connections between neighbourhoods along and surrounding the Corridor through the delivery of new and improved public realm.

C Development proposals must respond positively to the distinctive and historic character of Southend Village and its surrounds, whilst supporting the long term viability and vitality of the shopping parade by:

a. Enhancing the place qualities of the Village by designing development to create a more coherent urban grain along Bromley Road;
b. Making provision for a complementary mix of main town uses within the parade,; and
c. Improving visitor access to Southend Village through public realm enhancements:
   i. Around the junctions at Beckenham Hill Road and Southend Lane/Whitefood Lane;
   ii. To and along Coninsborough Crescent; and
   iii. At the route connecting Whitefoot Lane with Beechborough Green and Gardens.

D Development proposals must reinforce and enhance the role of the A21 as a strategic movement corridor by applying the Healthy Streets Approach. This principal north-south route should be supported by a complementary network of legible, safe and accessible walking routes and cycleways that link with it to enhance connections between neighbourhoods and places, including open spaces such as Beckenham Place Park, Forster Park, and Downham Fields.

E Development proposals should investigate and maximise opportunities to reinstate or enhance the network of finer grain east-west connections for walking and cycling to and from the A21 Corridor, and the river valley, particularly where sites are to be delivered through comprehensive redevelopment.

Opposite: Bromley Road, Downham

# Lewisham's South Area

17.10 Lewisham's South Area will play an important role in helping to deliver inclusive, healthy and liveable neighbourhoods in the Borough. It has the potential to accommodate a significant amount of growth over the plan period. However, the level of this growth will be contingent on the delivery of infrastructure necessary to support both new developments and existing neighbourhoods. This includes transport infrastructure and particularly the Bakerloo line extension. The South Area does not benefit from the same Public Transport Access Levels as many other parts of the Borough. This is one of the key factors contributing to inequality and the levels of deprivation experienced locally, and the need to designate a Strategic Area for Regeneration. Targeted interventions are required to tackle inequalities and the social, economic and environmental barriers that contribute to deprivation. The Local Plan sets out a strategy to ensure that growth and regeneration in the South Area is effectively coordinated, with a clear framework in place to facilitate the delivery of the Bakerloo line extension and maximise opportunities associated with it. This will require that stakeholders work together and alongside local communities to tackle deprivation by directing investment in a joined up way. The phasing of new development on larger site allocations will be critical to delivering area improvements and transformational change for the benefit of everyone.

17.11 The Bell Green and Lower Sydenham area is poised to become one of London's next Opportunity Areas, and the Council will support this designation in a future review of the London Plan. There are a number of large sites in proximity to one another with the potential to be comprehensively redeveloped. They include the former Bell Green Gas Holders, an out-of-centre retail park and buildings, and several designated employment locations. The Local Plan establishes the principles for their regeneration and renewal. The Council intends to prepare a more detailed framework to ensure coordination between landowners in the delivery of a new high quality, residential-led mixed-use neighbourhood, which will be informed by consultation with local communities and other key stakeholders. Development proposals will need to address the area's relationship with and connections to Sydenham District Centre.

17.12 A new Local Centre in the Bell Green and Lower Sydenham area will be enabled through the comprehensive redevelopment of the existing out-of-centre retail park and the reconfiguration of commercial uses. A preliminary assessment has considered the potential impacts on existing town centres, such as trade diversion, that might result from the introduction of a new centre at this location. It suggests a Local Centre is appropriate in terms of function and scale, and should principally serve demands generated by new development. Planning applications may be required to include a Retail Impact Assessment to ensure there will be no adverse impact on the vitality and viability of existing centres. The boundaries and frontages of the new Local Centre will be established through the development management process and formalised through a Local Plan review.

17.13 The South Area derives much of its character from the interwar homes constructed by the London County Council, particularly in Bellingham and Downham. The housing estates were influenced by 'garden city' principles and provide for a distinctive but relatively homogenous pattern of lower density development. These neighbourhoods experience some of the highest levels of deprivation in Lewisham. Many localities are within the 20 per cent most deprived in the country. Given the character of the established residential neighbourhoods and the scarcity of large sites suitable for redevelopment, a more tailored approach to investment is required to address inequalities and the causes of deprivation. Area improvements will be generated mainly through the sensitive intensification of established neighbourhoods and collaborative working between stakeholders to deliver new and improved infrastructure.

17.14 The Local Plan seeks to deliver a well-integrated network of high quality walking routes and cycleways that link to public transport nodes and other key destinations. The main aim is to encourage and enable modal shift and to significantly reduce journeys made by car. This will be supported through the transformation of the A21 (Bromley Road) and Southend Lane using the Healthy Streets Approach. These principal movement corridors within the South Area which have the potential to accommodating growth, and where new development can deliver public realm enhancements to improve connections between neighbourhoods and places. Focussed investment will also help to support the vitality and viability of centres along or in proximity to the routes, including Downham District Centre, Southend Village and Bellingham Local Centre. Regeneration of Bell Green and Lower Sydenham presents opportunities to improve the environment for walking and cycling, particularly at major road junctions, including at Southend Lane.

17.15 The South Area's network of green infrastructure includes parks, open spaces and waterways. Beckenham Place Park is the Borough's largest green space, featuring much ancient woodland, and is an important local asset. A significant amount of investment has been delivered here in recent years and the park will play an increasingly important role as a local and wider regional visitor destination. The river valley network is also a defining feature of the area, with the Ravensbourne and Pool Rivers traversing it. Opportunities must be taken to re-naturalise the rivers wherever possible in order to improve their ecological and amenity value. The Lewisham Links are centred on the network of green infrastructure, recognising the priority given to improving public access to it by walking and cycling. The Council will work with other local authorities, including Bromley, to investigate opportunities to improve connections from the South Area to green spaces outside of Lewisham.

| | |
|---|---|
| 1 | Former Bell Green Gas Holders and Livesey Memorial Hall |
| 2 | Bell Green Retail Park |
| 3 | Sainsbury's Bell Green |
| 4 | Stanton Square Locally Significant Industrial Site |
| 5 | Sydenham Green Group Practice |
| 6 | Worsley Bridge Road Locally Significant Industrial Site |
| 7 | Lidl, Southend Lane |

| | |
|---|---|
| 8 | Land at Pool Court |
| 9 | Catford Police station |
| 10 | Homebase/Argos, Bromley Road |
| 11 | Beadles Garage |
| 12 | Downham Co-op |
| 13 | Excalibur Estate |
| 14 | Bestway Cash and Carry |

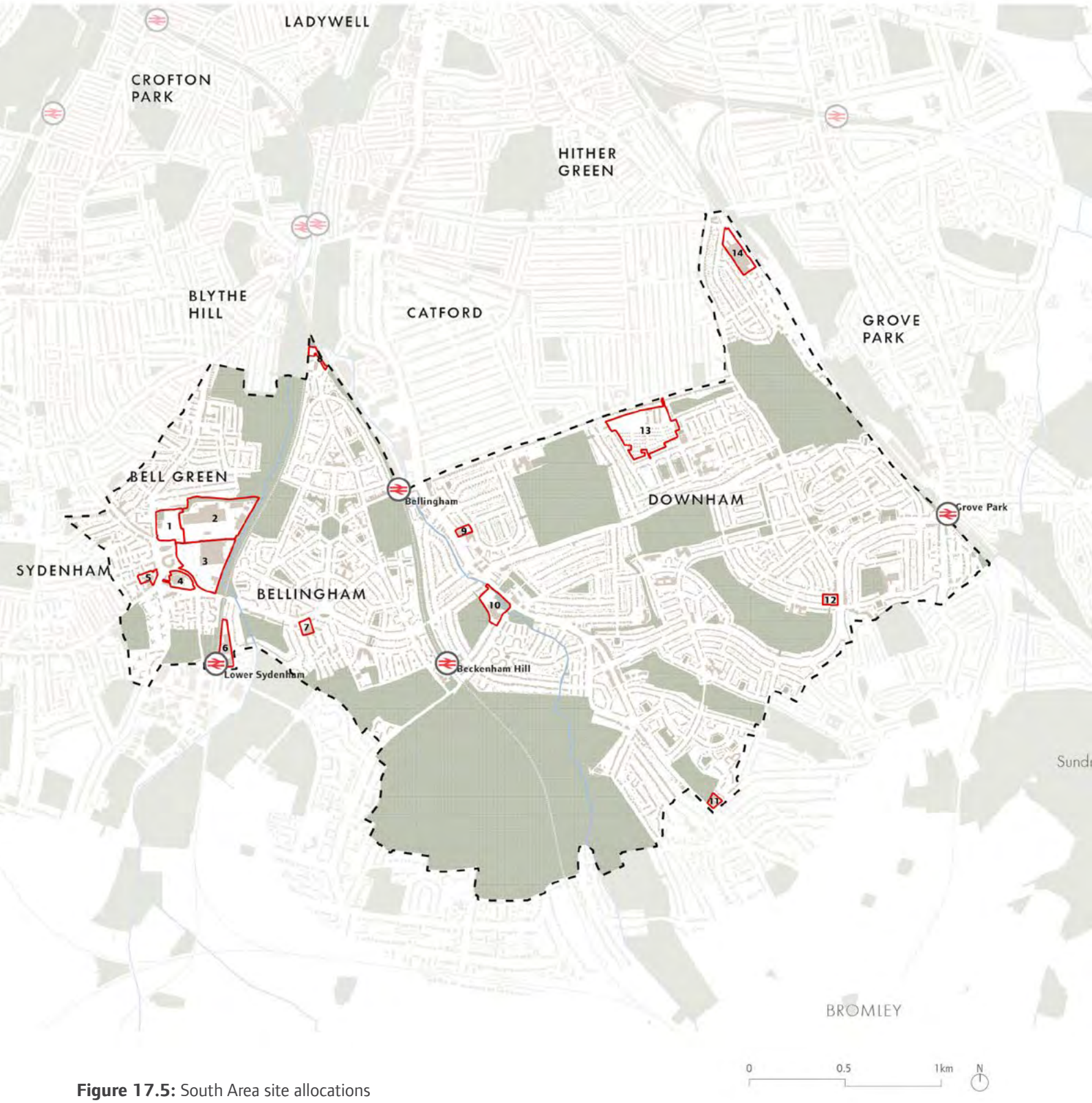



**Figure 17.5:** South Area site allocations

# Site allocations

1 Former Bell Green Gas Holders and Livesey Memorial Hall ..... 656

2 Bell Green Retail Park ..... 659

3 Sainsbury's Bell Green ..... 662

4 Stanton Square Locally Significant Industrial Site ..... 665

5 Sydenham Green Group Practice ..... 668

6 Worsley Bridge Road Locally Significant Industrial Site ..... 670

7 Lidl, Southend Lane ..... 672

8 Land at Pool Court ..... 674

9 Catford Police station ..... 676

10 Homebase/Argos, Bromley Road ..... 678

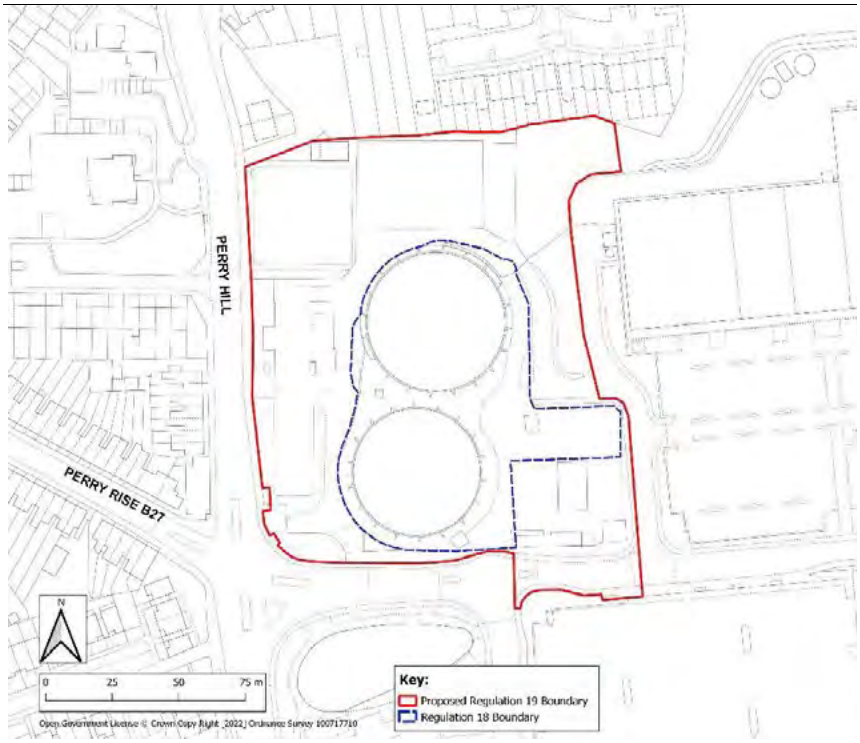
11 Beadles Garage ..... 681

12 Downham Co-op ..... 683

13 Excalibur Estate ..... 685

14 Bestway Cash and Carry ..... 688

# 1 Former Bell Green Gas Holders and Livesey Memorial Hall




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Sydenham Gas Holders, Alan Pegg Place, SE26 4PX | | | | |
| **SITE DETAILS** (excluding Livesey Memorial Hall, bowling green and tennis courts 1.66) | **Site size* (ha)** 2.16 | **Setting** Urban | **PTAL** 2015: 2 2021: 2 2031: 2 | **Ownership** Private | **Current use** Vacant (former gas holders) and community facility |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Appropriate Location For Tall Buildings, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area, adjacent Listed Building, Locally Listed Building on site, Strategic Open Space | | | | |
| **PLANNING STATUS** | Pre-application for part of the site. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units** 100 - 442 | | **Gross non-residential floorspace** Employment 465 Main town centre 1,859 | | |

*excluding Livesey Memorial Hall, bowling green and tennis courts 1.66

### Site allocation

17.16 Comprehensive mixed-use redevelopment with compatible residential, commercial main town centre and community uses. Refurbished community facilities in heritage assets at Livesey Memorial Hall site. Public realm and environmental enhancements, including new walking and cycle routes, and public open space.

### Opportunities

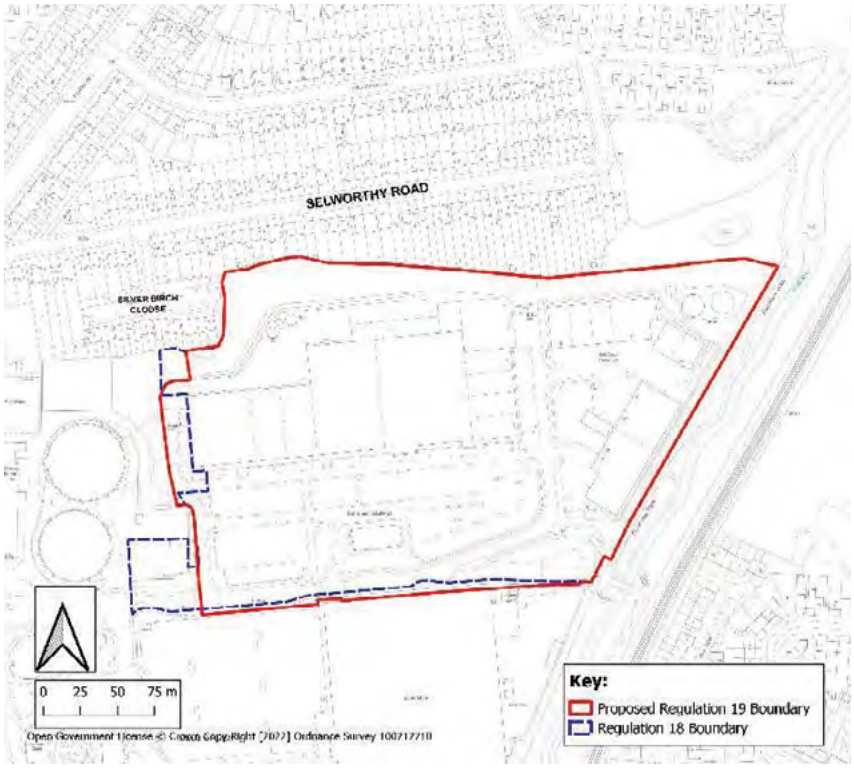
17.17 The site comprises a former gas works that formed a significant landmark in the local area and the site of the Livesey Memorial Hall and grounds. The site is largely vacant, with the gasholders having been dismantled, but community uses continue in the Livesey Memorial Hall and grounds. Redevelopment and site intensification, along with the introduction of a range of uses, will bring the land back into active use and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. Development requirements

1. Landowners must work in partnership and in accordance with a master plan for the wider Bell Green and Lower Sydenham area and including a site masterplan, to ensure appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. The site must be fully re-integrated with the surrounding street network, including Perry Hill to the west, Alan Pegg Place to the south and forthcoming development to the east,to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy that takes account of, and provides links to, the nearby SINC to the north of the site, and is of beneficial use for local residents without impacting on the on-site heritage assets.
4. Positive frontage on Alan Pegg Place and onto the South West Corner at the junction of Alan Pegg Place and Perry Hill..
5. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension
6. Development must be sensitive to the setting of the listed Livesey Memorial Hall and its curtilage open spaces and structures, and the listed boundary wall and War Memorial, and should incorporate it into the wider townscape by creating a positive relationship with new development
7. The history and heritage of the South Suburban Gas Works site should be revealed through a site wide interpretation strategy including the heritage assets and their curtilage, re-use of the retained elements of the gasholder structures, and through hard and soft landscaping, architecture, public art and street/place naming.

17.18 **Development guidelines**

1. Development should deliver a more cohesive street pattern, in coordination with other neighbouring site allocations. There is an opportunity to open up new walking and cycle links to the east and south of the site, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
2. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo Line extension.
3. Applicants should consider increasing bus services through the site, in partnership with TFL.
4. Development should be designed to provide an appropriate transition in bulk, scale and massing through the site and from the site to its surrounds, which are predominantly suburban in character to the north and west. Tall buildings will not be appropriate in the western part of the site where maintaining the setting of the heritage assets should be prioritised. Tall buildings may be considered along the site's eastern boundary, where they can be designed so as to contribute positively to the streetscene and without detriment to the heritage assets on site.
5. Development must retain the listed structures at the west of the site and incorporate them sensitively into the redevelopment of the remainder of the site in a way that enhances their setting and improves access to the Livesey Memorial Hall. The hall should continue to be a focal point within the design of the site and be used as a community asset. Public realm and open space should form an integral part of the design of the site, ensuring that the open spaces in the curtilage of the Lively Memorial Hall to the north (bowling green) and south (tennis courts) are retained as open space, ancillary to the use of the hall. Public access through and from the site to the nearby Waterlink Way and SINC should also be integral to the site's layout and design.
6. The site is constrained by existing utilities restrictions, easements; a Hazardous Substances Consent; a former gas holder and significant service infrastructure that supported its former use, including a gas mains and gas 'governor' and a bentonite wall. Ground surveys will need to identify the nature and extent of ground contamination and environmental pollution, with remedial works and/or mitigation measures implemented, where necessary, in partnership with utility providers. The Council recognises the challenges associated with significant decontamination and remediation of the site.
7. Development proposals should investigate opportunities to deliver a decentralised energy network.
8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into the trunk sewers will not be allowed.

# 2 Bell Green Retail Park




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Bell Green Retail Park, London, SE6 4RS | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>7.37 | **Setting**<br>Urban | **PTAL**<br>2015: 1b-2<br>2021: 1b-2<br>2031: 1b-2 | **Ownership**<br>Private | **Current use**<br>Out of centre retail, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Appropriate Location for Tall Buildings, Archaeological Priority Area, Strategic Open Space,Site of Importance for Nature Conservation, Strategic Area of Regeneration, adjacent Waterlink Way, adjacent Metropolitan Open Land, Flood Zones 1 and 2, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>748 - 1,831 | | **Gross non-residential floorspace**<br>Employment 3,740<br>Main town centre 14,961 | | |

### Site allocation

17.19 Comprehensive mixed-use redevelopment of the existing out-of-centre retail park with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including provision of new walking and cycle routes, public open space and river restoration.

### Opportunities

17.20 The site comprises an out-of-centre retail park with large format buildings and car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and development will enable measures to enhance the environmental quality and amenity value of the river, including by improving public access to it via Waterlink Way.

17.21 **Development requirements**

1. Landowners must work in partnership and in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in lin with DM3 (Masterplans and comprehensive development).
2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail. 5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan SPD.

17.22 **Development guidelines**

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood areas.
2. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.
3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.
4. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
5. Applicants should consider increasing bus services through the site, in partnership with TFL.
6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to its surrounds. Neighbourhoods to the immediate north and east of the site are predominantly suburban and residential in character.
7. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).
8. Parking provision should reflect future improvements to public transport accessibility levels in the area.
9. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
10. Development proposals should investigate opportunities to deliver a decentralised energy network.
11. Applicants should work in partnership with Sothern Gas Networks and Fulcrum Pipelines Ltd and engage with them early at pre-application stage, to investigate existing gas infrastructure and the need for gas supply within the new development.

# 3 Sainsbury's Bell Green

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Sainsbury's, Southend Lane, London, SE26 4PU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>5.42 | **Setting**<br>Urban | **PTAL**<br>2015: 2-3<br>2021: 2-3<br>2031: 2-3 | **Ownership**<br>Private | **Current use**<br>Out of centre retail, car park |
| **HOW SITE WAS IDENTIFIED** | Lewisham Call for Sites (2015) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Appropriate Location for Tall Buildings, Strategic Area of Regeneration, adjacent to Strategic Open Space, Air Quality Management Area, adjacent Metropolitan Open Land, adjacent Waterlink Way, Flood Zones 1 and 2, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>550 - 1,347 | | **Gross non-residential floorspace**<br>Employment 2,751<br>Main town centre 11,003 | | |

### Site allocation

17.23 Comprehensive mixed-use redevelopment of the existing out-of-centre supermarket with compatible residential, commercial, main town centre and community uses. Reconfiguration of existing buildings and spaces to facilitate a new layout with improved routes, both into and through the site. Public realm and environmental enhancements, including new walking and cycle routes, public open space and river restoration.

### Opportunities

17.24 The site comprises an out-of-centre supermarket and car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham. The Pool River is adjacent to the site at its eastern edge, and development will enable measures to enhance the environmental quality and amenity value of the river, including by improving public access to it via Waterlink Way.

17.25 **Development requirements**

1. Landowners must work in partnership and in accordance with a master plan for the Bell Green and Lower Sydenham area, including a site masterplan, to ensure the appropriate co-location, phasing and balance of uses across the site, in line with Policy DM3 (Masterplan and comprehensive development)
2. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including enhanced public access to Waterlink Way.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension and consider options for the provision of a new railway station across the Bell Green Masterplan area, in partnership with TFL and Network Rail.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, green corridor, Metropolitan Open Land and the Pool River, taking into account the River Corridor Improvement Plan SPD.

17.26 **Development guidelines**

1. Development should deliver a more cohesive and rational road network and street pattern, in coordination with other site allocations. There is an opportunity to open up new east-west and north-south walking and cycle links, to create a legible and more permeable network of routes that connect to the surrounding neighbourhood area. Proposals will be expected to investigate opportunities to reconfigure or remove the gyratory as part of an area-wide strategy.
2. High quality public realm along Southend Lane, with generous setbacks and tree planting, should be provided to create a buffer between new buildings and public spaces.

3. Public access through and from the site to the nearby Waterlink Way and SINC should be integral to the site's layout and design.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.
5. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
6. Applicants should consider increasing bus services through the site, in partnership with TFL.
7. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area. Neighbourhoods to the immediate east and south of the site are predominantly suburban and residential in character.
8. The site is identified as a suitable location for tall buildings, in line with Policy QD4 (Building heights).
9. Parking provision should reflect future improvements to public transport accessibility levels in the area.
10. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
11. Development proposals should investigate opportunities to deliver a decentralised energy network.

# 4 Stanton Square Locally Significant Industrial Site

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Stanton Way, London, SE26 5SP | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.97 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Industrial and commercial |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018) for part of site | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Appropriate Location for Tall Buildings, Locally Significant Industrial Site, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>94-231 | | **Gross non-residential floorspace**<br>Employment 3,249<br>Main town centre 0 | | |

### Site allocation

17.27 Comprehensive employment led redevelopment. Co-location of compatible commercial and residential uses. Public realm and environmental enhancements.

### Opportunities

17.28 The site comprises the Stanton Square Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements around the gyratory in coordination with other strategic sites.

17.29 **Development requirements**

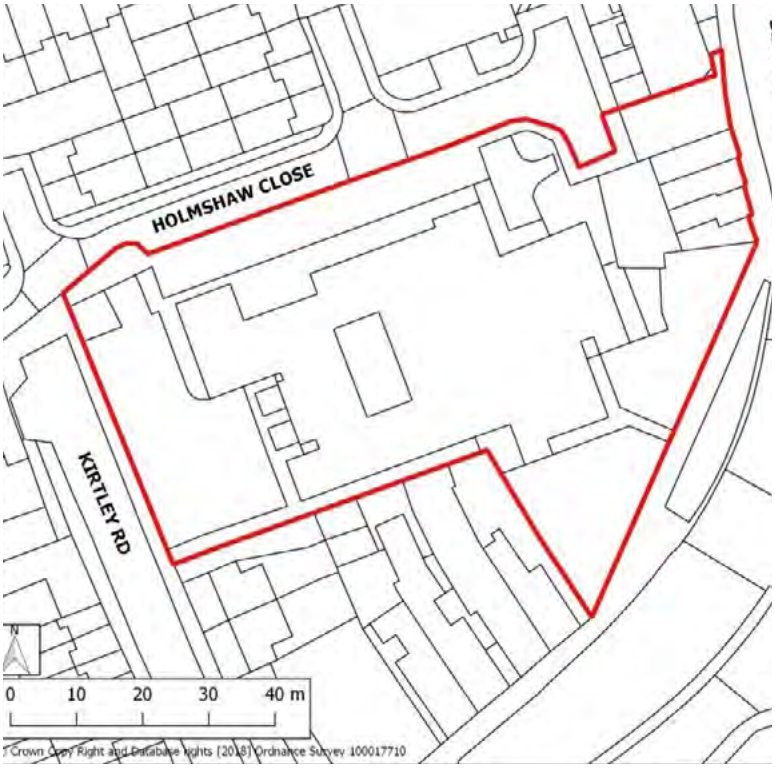
1. Landowners must work in partnership and development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, with particular attention given to the site's relationship with Stanton Way and Southend Lane.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo line extension.

17.30 **Development guidelines**

1. Development should better integrate the site with the surrounding street network, addressing the island nature of the site and opportunities to reconfigure or remove the gyratory as part of an area-wide strategy, and in coordination with other site allocations. Proposals should enhance walking and cycle routes, particularly along and across Southend Lane.
2. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
3. To achieve the optimal capacity of the site, development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
4. Development should respond positively to the amenity of the primary school, located on the opposite side of Stanton Way.
5. The retention and incorporation of the well-preserved 20th Century art deco building should be considered as part of the overall design. Consideration should also be given to the well-preserved set of Victorian buildings, the architectural salvage building, and the Bell public house, to ensure that the design of the site contributes to the character of the wider area.
6. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area.

7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed.
8. Development proposals should investigate opportunities to deliver a decentralised energy network.

# 5 Sydenham Green Group Practice




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 26 Holmshaw Close, London, SE26 4TG | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.49 | **Setting**<br>Urban | **PTAL**<br>2015: 2-3<br>2021: 2-3<br>2031: 2-3 | **Ownership**<br>Mixed, public and private | **Current use**<br>GP surgery |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2019) and landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>36-87 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 2,487 | | |

### Site allocation

17.31 Mixed-use redevelopment with residential and community uses, including re-provision of the existing health care facility.

### Opportunities

17.32 The site is currently occupied by a health care facility. Redevelopment and site intensification, along with the introduction of a wider range of uses, can provide a more optimal use of land and support local area regeneration.

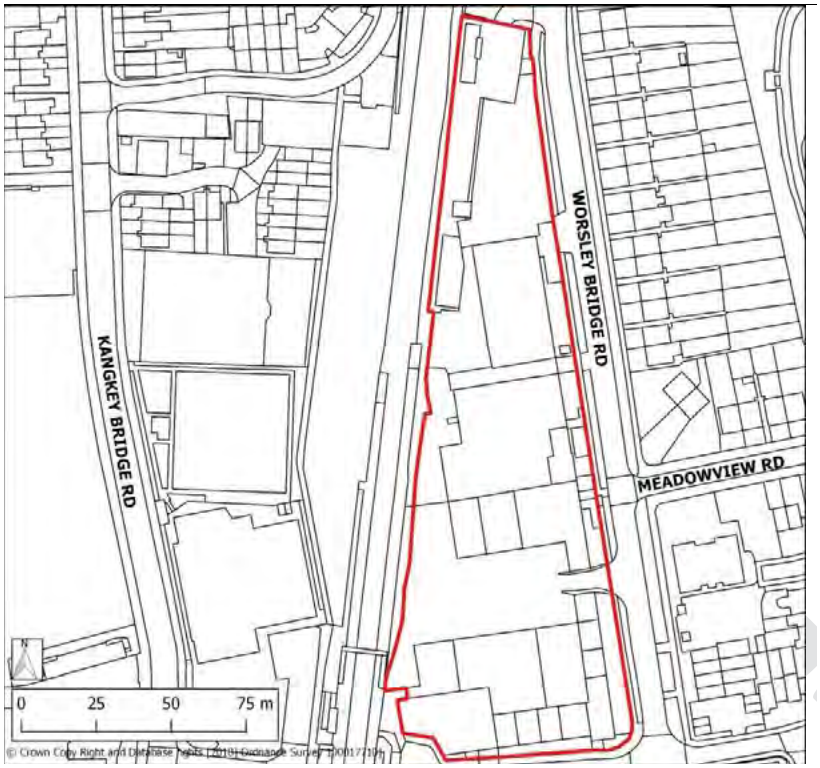
17.33 **Development requirements**

1. Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area.
2. Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
3. Positive frontages and improved public realm along Bell Green, Holmshaw Close, Kirtley Road and Sydenham Road.

17.34 **Development guidelines**

1. Development should respond positively to the character and amenity of the residential properties surrounding the site.
2. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.
3. Consideration should be given to the introduction of a new walking route connecting Kirtley Road and Bell Green and Sydenham Road.
4. Development should be designed to provide an appropriate transition in bulk, scale and massing from the site to the surrounding area.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. New connections into trunk sewers will not be allowed.

# 6 Worsley Bridge Road Locally Significant Industrial Site




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Kangley Bridge Rd, Lower Sydenham, London SE26 5AQ, Bellingham | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.26 | **Setting**<br>Urban | **PTAL**<br>2015: 2-3<br>2021: 2-3<br>2031: 2-3 | **Ownership**<br>Private | **Current use**<br>Industrial, commercial, residential, vacant land, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Regeneration Node, Appropriate Location for Tall Buildings, adjacent to Strategic Open, adjacent to Site of Importance for Nature Conservation, Locally Significant Industrial Site, Strategic Area of Regeneration, Flood Zones 1 and 2, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>113-179 | | **Gross non-residential floorspace**<br>Employment 11,907<br>Main town centre 0 | | |

### Site allocation

17.35 Comprehensive employment led redevelopment. Co-location of compatible commercial and residential uses.

### Opportunities

17.36 The site comprises the Worsley Bridge Road Locally Significant Industrial Site. There are a mix of commercial and industrial uses, with a number of automotive trades at Broomsleigh Business Park. The age and quality of buildings varies across the site. Kelvin House, a former office block, has been converted to housing through the prior approval process. Redevelopment and site intensification, along with the co-location of commercial and other uses, can provide a more optimal use of land and support local area regeneration. There is scope to facilitate transformational public realm and environmental enhancements around Lower Sydenham station, in coordination with other sites, and in accordance with an area framework for Bell Green and Lower Sydenham.

17.37 **Development requirements**

1. Development must be delivered in accordance with a master plan for the Bell Green and Lower Sydenham area including a site masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans ad comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the Lower Sydenham station approach and to facilitate the delivery of a cycleway running from Lower Sydenham to Bromley.
4. Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension.
5. Positive frontages along Worsley Bridge Road.
6. Development proposals must protect and seek to enhance green infrastructure, including urban green space, SINC land, and green corridor.

17.38 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. To achieve the optimal capacity of the site development proposals should take into account future public transport accessibility levels, as associated with the Bakerloo line extension.
3. Consideration should be given to the development options for Kelvin House in order to deliver higher quality residential accommodation as part of a coordinated and masterplanned approach.
4. Proposals should investigate options to improve walking and cycle connections including to the nearby Waterlink Way and SINC. Development should not result in a reduction in exiting footway and carriageway space.
5. Development proposals should address the station approach as a key element of the public realm strategy.
6. Transport for London and Network Rail should be consulted on development and design options.
7. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Surface water sewers that drain to the River Pool are preferable.

# 7 Lidl, Southend Lane

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 235 Southend Lane, SE6 3QH, Bellingham | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.43 | **Setting**<br>Urban | **PTAL**<br>2015: 1a<br>2021: 1a<br>2031: §. | **Ownership**<br>Private | **Current use**<br>Out of centre retail, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Archaeological Priority Area, Strategic Area of Regeneration, Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>17 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 1,204 | | |

### Site allocation

17.39 Mixed-use redevelopment with residential and main town centre uses.

### Opportunities

17.40 The site comprises an out-of-centre retail building with car parking. Redevelopment and site intensification, along with the introduction of residential uses, will provide a more optimal use of land and buildings that complement the character of the surrounding properties. Development will also enable public realm enhancements to support movement by walking and cycling along Southend Lane.

17.41 **Development requirements**

1. Positive frontage along Southend Lane.
2. The development design must create a positive relationship with the adjoining and neighbouring properties, particularly the residential properties around Maroons Way and Meadowview Road.
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

17.42 **Development guidelines**

1. There is an opportunity to reintroduce a new building frontage, aligned along Southend Lane.
2. Consideration should be given to the integration of a buffer zone along the site's southern boundary to protect and enhance the amenity of properties on and around Maroons Way and Meadowview Road.
3. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.
4. Development should support the Area of Special Local Character by conserving and enhancing the characteristics that contribute to the area's significance.

# 8 Land at Pool Court

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Land at Pool Court, Pool Court, SE6 3JQ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.30 | **Setting**<br>Central | **PTAL**<br>2015: 2<br>2021: 2<br>2031: 2 | **Ownership**<br>Public Ownership – part LBL and part Network Rail | **Current use**<br>Scaffolding site and green space |
| **HOW SITE WAS IDENTIFIED** | LBL stepped approach to identifying a gypsy and traveller site | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Strategic Area of Regeneration, Area of Special Local Character, Archaeological Priority Area, Critical Drainage Area, Flood Zone 2, Site of Importance for Nature Conservation, Adjacent to Strategic Open Space. | | | | |
| **PLANNING STATUS** | Pre-application | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>**6** | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

**Site allocation**

Development for residential use (gypsy and traveller accommodation).

**Opportunities**

The site will contribute to addressing identified need arising in the Borough for gypsy and traveller accommodation.

17.43 **Development requirements**

1. Residential uses will be restricted to provision required for gypsy and traveller accommodation, where there is an identified need for such accommodation arising in the borough.
2. Development proposals must protect and seek to enhance green infrastructure and biodiversity, including the SINC.
3. Development must be designed to mitigate against flood risk, working in partnership with the Environment Agency.
4. The design of development must suitably address public health and safety, including the safe functioning of the railway.

17.44 **Development guidelines**

1. Development proposals will be considered having regard to Policy HO10 (Gypsy and traveller accommodation).
2. Applicants should consult with Network Rail and Transport for London on design and development options.

# 9 Catford Police station

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 333 Bromley Rd, London SE6 2RJ | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.32 | **Setting**<br>Urban | **PTAL**<br>2015: 3-4<br>2021: 3-4<br>2031: 3-4 | **Ownership** | **Current use**<br>Police Station |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2019) and Landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Archaeological Priority Area, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area, Strategic Area of Regeneration. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>24 | | **Gross non-residential floorspace**<br>Employment 1,072<br>Main town centre 0 | | |

### Site allocation

17.45 Mixed use redevelopment with compatible residential, commercial, community and main town centre uses.

### Opportunities

17.46 The site offers the potential for redevelopment, with the introduction of a wider range of complementary uses. Redevelopment of buildings and spaces to the rear of the existing station can help to enhance local character, along with the site's relationship with the surrounding residential properties.

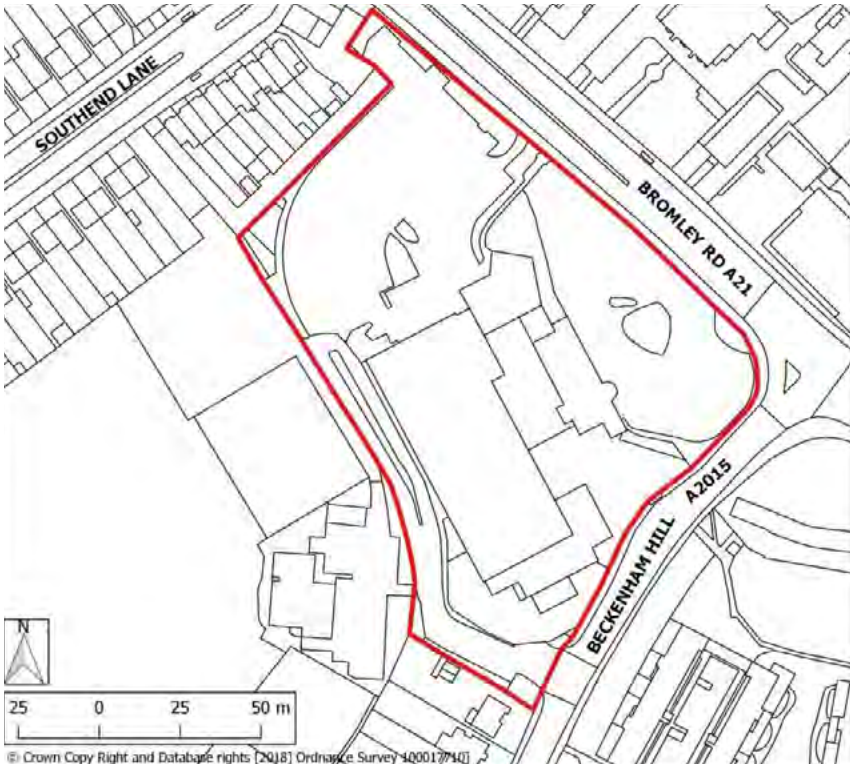
17.47 **Development requirements**

1. Positive frontages along Bromley Road and Conisborough Crescent.
2. Delivery of new and improved public realm in accordance with a site-wide public realm strategy.
3. Development must be delivered in accordance with the A21Development Framework.

17.48 **Development guidelines**

1. Development should respond positively to the proportions and features of terraced homes along Conisborough Crescent along the eastern edge of the site. Visual amenity should be enhanced with green buffers introduced along the street frontage.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.
3. Opportunities should be taken to investigate the viability for the adaptive re-use of the existing buildings which are non-designated heritage assets.
4. Development should respond positively to the adjacent Locally Listed Army Reserves building, Hudson House.
5. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable.

# 10 Homebase/Argos, Bromley Road




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 10 Beckenham Hill Road, Catford, London SE6 3NU, Downham | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.70 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Private | **Current use**<br>Out of centre retail, car park |
| **HOW SITE WAS IDENTIFIED** | Supplementary Planning Document (Southend Village) (2009), Lewisham Call for Sites (2015) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Archaeological Priority Area, Site of Importance for Nature Conservation, Strategic Open Space, Air Quality Management Area, Flood Zones 1 and 2, Critical Drainage Area | | | | |
| **PLANNING STATUS** | Pre-application. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>141 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 5,694 | | |

### Site allocation

17.49 Comprehensive residential-led mixed use redevelopment with compatible main town centre, commercial and community uses. Reconfiguration of existing buildings to facilitate a new layout with new and improved routes, both into and through the site, along with public realm and environmental enhancements.

### Opportunities

17.50 The site comprises large format out-of-centre retail buildings and associated car parking. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. The site benefits from relatively good levels of transport accessibility, and being situated on the A21 corridor offers scope for public realm improvements to support movement by walking and cycling. Development will also help to enhance the amenity and character of the historic Southend Village, which is situated opposite the site.

17.51 **Development requirements**

1. Development proposals must be delivered in accordance with the A21 Development Framework and consider co-location, phasing and balance of uses across the site, in line with Policy DM3 (masterplans and comprehensive development) Longer term redevelopment of the site should not prejudice the continued operation of the site's retail uses in the short to medium term.
2. Positive frontages along Bromley Road and Beckenham Hill.
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area, with enhanced walking and cycle connections between public spaces, the site's surrounding neighbourhoods and Southend Village. This will require a hierarchy of routes with clearly articulated east-west and north-south corridors.
4. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, including retention of the pond.
5. Development proposals must protect and seek to enhance green infrastructure, including SINC, urban green space and public open space.

17.52 **Development guidelines**

1. Re-provision of the existing retail use is acceptable, providing other objectives for redeveloping the site (such as improved layout, walking, cycling, landscaping and alternative use of the surface car park) can be achieved.
2. Development should be designed to enhance walking and cycle movement, with improved permeability through the site, in particular from Bromley Road through to Beckenham Hill Road and from Bromley Road through to the sports ground to the west of the site.
3. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.
4. Landscaping design should optimise linkages to and opportunities associated with the many green features within and surrounding the site. The pond (designated SINC) in the eastern corner of the site, should form a key feature of the development and its biodiversity value should be enhanced. Proposals will also be expected to retain the existing mature tree coverage, whilst improving the amenity of the remainder of the site.

5. Development should respond positively to Southend Village and heritage assets located opposite the site on Bromley Road, including the three Grade II listed buildings associated with St John the Baptist Church, and their setting.
6. Development should create a positive relationship with the sports ground, which adjoins the site at its western boundary.
7. Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
8. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan. Given the adjacent watercourse, surface water should not be discharged to the public network. New connections into trunk sewers will not be allowed.

# 11 Beadles Garage

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Beadles Volkswagen, Bromley, Bromley Hill BR1 4JS | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.33 | **Setting**<br>Urban | **PTAL**<br>2015: 2<br>2021: 2<br>2031: 2 | **Ownership**<br>Private | **Current use**<br>Car showroom / MOT |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Adjacent Site of Importance for Nature Conservation, adjacent Public Open Space, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>25 | | **Gross non-residential floorspace**<br>Employment 610<br>Main town centre 0 | | |

### Site allocation

17.53 Mixed-use redevelopment with compatible residential and commercial or ancillary main town centre uses.

### Opportunities

17.54 This corner site, which is currently in use as a car showroom and MOT, is bounded by Bromley Hill and Avondale Road. Redevelopment and site intensification can make a more optimal use of land along with enabling public realm enhancements along the A21 corridor.

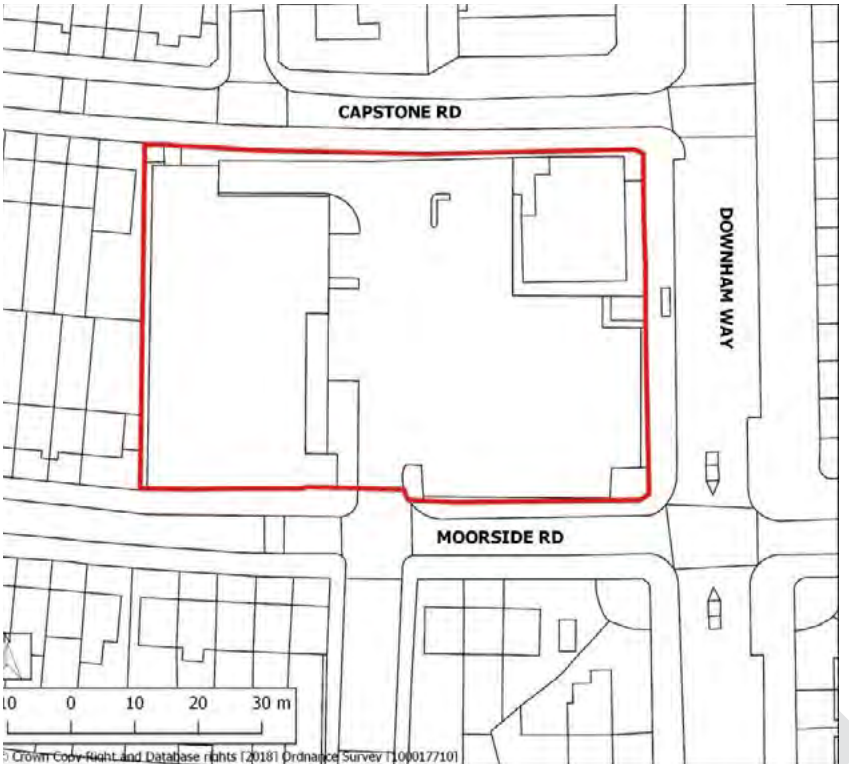
17.55 **Development requirements**

1. Positive frontages and public realm enhancements along Bromley Hill and Avondale Road with active ground floor frontages.
2. Development must be delivered in accordance with the A21 Development Framework.
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
4. Development proposals must protect and seek to enhance green infrastructure, including an adjacent cemetery, designated as SINC land and public open space.

17.56 **Development guidelines**

1. Development should create positive frontages along Bromley Hill and Avondale Road along with public realm enhancements to strengthen the prevailing urban boulevard characteristic.
2. Development should improve opportunities for walking, cycling and other active travel modes, contributing to the A21 Healthy Streets Corridor.
3. Consideration should be given to enhancing the relationship between the site and the designated public open space and SINC immediately to the north of the site, whilst respecting its character and context as an historic cemetery with archaeological value.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water and divert existing sewers where applicable.

# 12 Downham Co-op




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 431-435 Downham Way, Bromley BR1 5HR | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.43 | **Setting**<br>Suburban | **PTAL**<br>2015: 3<br>2021: 4<br>2031: 4 | **Ownership**<br>Private | **Current use**<br>Retail, public house, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017), and landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Local Centre, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>42 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 1,440 | | |

### Site allocation

17.57 Mixed-use redevelopment with compatible main town centre and residential uses.

### Opportunities

17.58 This site comprises a single storey retail building with car parking, along with a public house. It is located within Downham Way local centre and surrounded by a mix of residential, retail and community uses. Redevelopment and site intensification, along with the introduction of a wider range of uses, will make a more optimal use of land and help to enhance the vitality and viability of the local centre. Public realm enhancements will also improve access to the Downham Health and Leisure Centre.

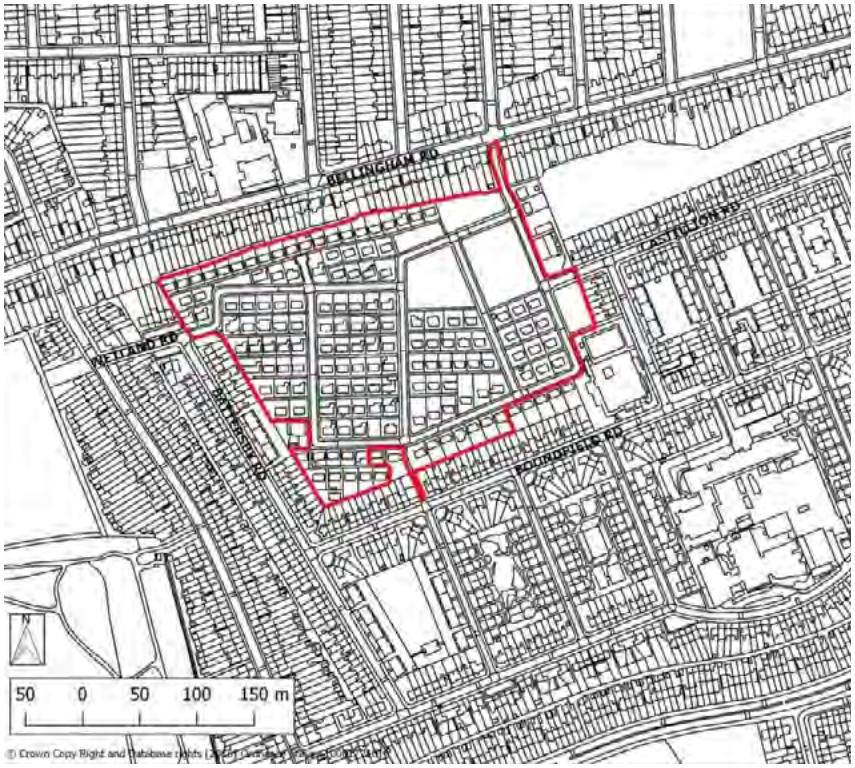
17.59 **Development requirements**

1. Positive frontages along Downham Way, Captsone Road and Moorside Road, with active ground floor frontages on Downham Way.
2. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
3. Retention or appropriate re-provision of the public house, in line with Policy EC19 (Public houses).

17.60 **Development guidelines**

1. Development should create positive frontages with public realm enhancements along Capstone Road, Downham way, Moorside Road.
2. The development should respond positively to the Downham Health and Leisure Centre, on the opposite site of Moorside Road, with public realm enhancements to improve access to the facility from Downham Way, particularly by walking and cycling.
3. Development should be designed to protect the amenity of neighbouring properties, including the public house in line with the Agent of Change principle.
4. Development proposals should make a more optimal use of the land by reviewing options for the existing car park.
5. Existing trees along the site boundary should be retained.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

# 13 Excalibur Estate




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Excalibur Estate, Baudwin Road, Whitefoot, SE6 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>6.14 | **Setting**<br>Urban | **PTAL**<br>2015: 1b<br>2021: 1b<br>2031: 1b | **Ownership**<br>Public | **Current use**<br>Housing estate |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area, adjacent 6 Listed Buildings. | | | | |
| **PLANNING STATUS** | Full application DC/10/075973 granted March 2012. Various subsequent reserved matters and S73 applications granted up till November 2021. Started construction and 57 units have already been completed. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5**<br>Yes | **Years 6-10** | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>287 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |
| **REMAINING NET UNITS TO BE DELIVERED** | 230 | | | | |

### Existing planning consent

17.61 DC/10/75973 - The redevelopment of the Excalibur Estate SE6, seeking full planning permission (Phase 1) for 152 residential units, and outline planning permission (Phase 2) for 219 residential units, creating a total of 371 residential together with associated highway infrastructure, soft and hard landscaping including the provision of open space.

17.62 DC/17/100865 - Reserved Matters of design (internal layout, external appearance), landscaping, scale and massing (height), resulting in a reduction to 210 residential units for phases 4 and 5.

17.63 DC/21/120231 – S73 application for changes to the spine road and three additional residential units in Phase 1c.

### Site allocation

17.64 Housing estate regeneration. Comprehensive redevelopment for residential uses.

### Opportunities

17.65 The site is a housing estate is located in Bellingham within a predominantly residential area. Estate regeneration will replace 178 existing residential units with 362 new units to provide net 184 high quality affordable housing units, alongside public realm enhancements. 57 of the residential units in phases 1a and 1bhave already been completed. Construction, with an additional three residential units, for phase 1c has started. Phase 2 (previously named Phases 4 and 5) has not yet started construction and is seeking to accommodate approximately addi-tional 100 residential units above the initial consent.

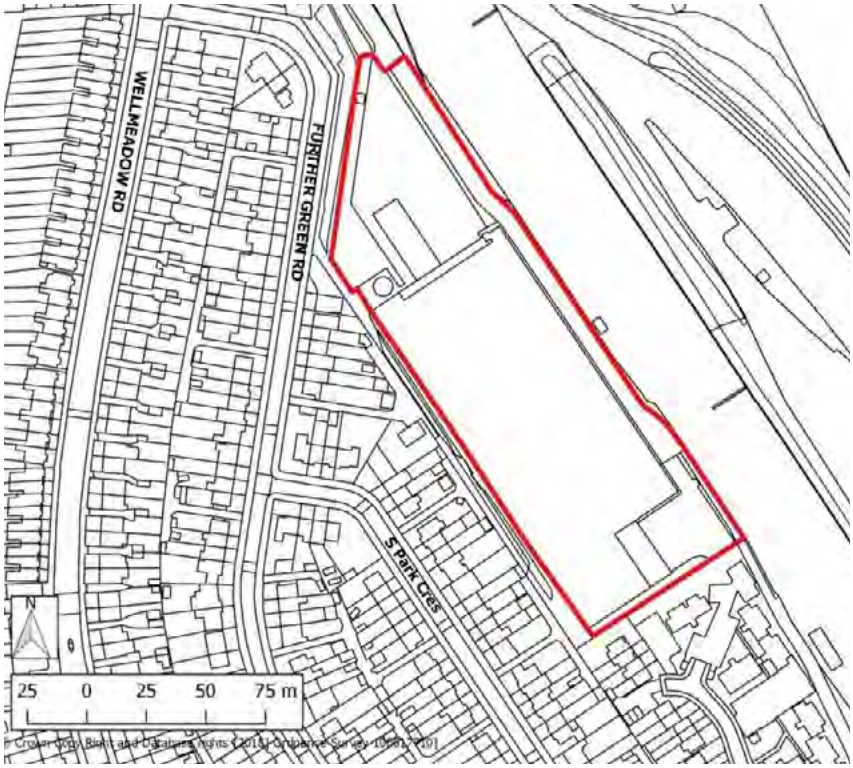
17.66 **Development requirements**

1. Provision of residential accommodation consistent with the planning consent.
2. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
3. Support conservation objectives for heritage assets including Grade II Listed Buildings - a row of six locally listed pre-fabricated buildings along Persant Road.
4. Development proposals must protect and seek to enhance green infrastructure, including Urban Green Space and allotment gardens, which run alongside the railway, and adjoin the site's eastern boundary.

17.67 **Development guidelines**

1. Connectivity through the site should be improved via a central landscaped spine route, with connecting home zones, and integrating with the existing street pattern and road network. Car parking should be integrated with soft and hard landscaping to ensure cars are not prominent in the streetscape.
2. The design of development should respond positively to the existing residential properties surrounding the site. A reduced scale should be used in the vicinity of the locally listed buildings adjoining the site's southern boundary.
3. Development should provide a clear pattern of public and private space, with a range of gardens and amenity areas and high quality landscape designed to integrate into the overall scheme. A range of play spaces should be provided for children, including pocket play spaces, local play spaces and youth spaces.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. New connections into the Evelyn Street trunk sewers will not be allowed.

# 14 Bestway Cash and Carry




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 1 St Mildreds Road, London, SE12 0RS | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.70 | **Setting**<br>Urban | **PTAL**<br>2015: 1b<br>2021: 1b<br>2031: 1b | **Ownership**<br>Private | **Current use**<br>Retail warehouse, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Air Quality Focus Area, Strategic Area of Regeneration, Flood Zone 1, Critical Drainage Area. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>136 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

**Site allocation**

17.68 Redevelopment for residential use.

**Opportunities**

17.69 The site comprises a large format retail warehouse on non-designated employment land, which is situated within a predominantly residential area. The nature of the existing use along with the site's low level of public transport accessibility leads to a significant amount of vehicular traffic in the locality. Site redevelopment will introduce residential uses that better complement the neighbouring properties.

17.70 **Development requirements**

1. Residential-led development with a design that responds positively to the site's suburban location.
2. Development proposals must protect and seek to enhance green infrastructure, including SINC, Urban Green Space, allotment gardens and Metropolitan Open Land.
3. Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy.

17.71 **Development guidelines**

1. Development should provide an appropriate transition in scale from the railway to the existing residential properties, with the potential for taller elements at the eastern part of the site.
2. Landscaping should be an integral part of the scheme and take into account existing mature trees.
3. Residential units should be designed so as to protecting amenity and minimise noise disturbance from the railway.
4. Applicants should work in partnership with Thames Water and engage with them early to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 18 LEWISHAM'S WEST AREA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LWA2 Connected network of town centres ..... 700

LWA3 Forest Hill district centre and surrounds ..... 703

Site allocations ..... 707

# Context and character

18.1 The West Area comprises the neighbourhoods of Telegraph Hill, Brockley, Ladywell, Crofton Park, Honor Oak, Blythe Hill, Forest Hill, Sydenham, and Sydenham Hill. These neighbourhoods have a distinctive character which is derived their historical development as a series of villages that formed around railway stations.

18.2 The area is characterised by its topography with open spaces at high ground providing views towards London and Kent, as well as prominent green spaces with remnants of the Great North Wood. The area remains noticeably wooded, with prominent mature street and garden trees. The railway line dissects the area and limits movement between many neighbourhoods. However, the sidings and embankments also support a significant variety of biodiversity and wildlife, which reinforce the area's green character. The Ravensbourne River and river valley corridor provide an important natural corridor through the area. Whilst there are many parks and open spaces the number and quality of walking and cycle links between these are varied, and many open spaces are poorly connected.

18.3 The residential areas are predominantly low-rise with linear terraces and narrow street sections resulting in relatively high densities. The West Area has a diverse built character that includes historic Victorian and Edwardian terraces, interwar 'garden city' inspired housing, post-war flats and Council estates, and 20th century infill. There  are a number Conservation Areas and listed buildings, which strongly inform the character of the area.

18.4 The West Area contains the District Centres of Sydenham and Forest Hill that have a diverse town centre offer and serve their wider neighbourhoods.  There are also a number of complementary Local Centres and parades catering to the day-to-day needs of residents and visitors. Some of the area's town centres contain a number of vacant buildings and underused sites, and have a poorer quality public realm. The area has a diverse land use mix, with a strong creative and digital industry clusters in Brockley and Forest Hill with links to Goldsmiths College and Lewisham College. The West Area contains the Horniman Museum which is a significant cultural destination within London and the southeast.

18.5 Ther West Area has a number of train stations and transport corridors, including the B218 Brockley Road/Brockley Rise and the A205 South Circular. The public realm is generally of a poorer quality along these roads and they are also dominated by vehicles, inhibiting movement by walking and cycling. Whilst many train stations are well positioned and in accessible locations, a number of stations have a poor sense of arrival and are not well-sited within the neighbourhood they serve.

# Vision

18.6 By 2040 the historic fabric, landscape and woodland character of the West Area will be reinforced so that its neighbourhoods and centres retain their village qualities, including valued views towards London and Kent. The area will feature a distinctive, thriving and well-connected network of town and Local Centres that complement one another. The character and role of the main routes along which centres and train stations are located, including Brockley Rise / Brockley Road (B218), will be re-examined to enhance links between them. The delivery of the Brockley station interchange and other transport improvements will enhance access to central London, opening opportunities for everyone to benefit from.

18.7 The revitalisation of the area's District and Local Centres will ensure they remain thriving hubs of community and commercial activity, as well as focal points for new housing, including a high proportion of genuinely affordable housing. Public realm enhancements at the main entrances to the centres, as well as at their stations and approaches, will make them more accessible and inviting places. Forest Hill District Centre will evolve as a key employment location and lively Cultural Quarter, building on the presence of the Horniman Museum and Gardens and studios at Havelock Walk. New workspace will be delivered through the renewal of industrial sites within and around the centres, particularly at Forest Hill and Kirkdale. The B218 and South Circular (A205) will be transformed using the Healthy Streets Approach, with public realm enhancements that make walking, cycling and the use of public transport safer and more convenient. Elsewhere, the character of established residential areas will be reinforced, with their sensitive intensification providing for improvements throughout the wider area.

18.8 Residents and visitors will benefit from excellent access to high quality parks, open and green spaces. Many of these spaces will feature extensive views across Lewisham as well as natural woodland, the remnants of the Great North Wood. The river valley will have greater prominence with the River Ravensbourne better revealed around Ladywell. A connected network of high quality walking routes and cycleways will link open and green spaces both within and outside of the Borough.

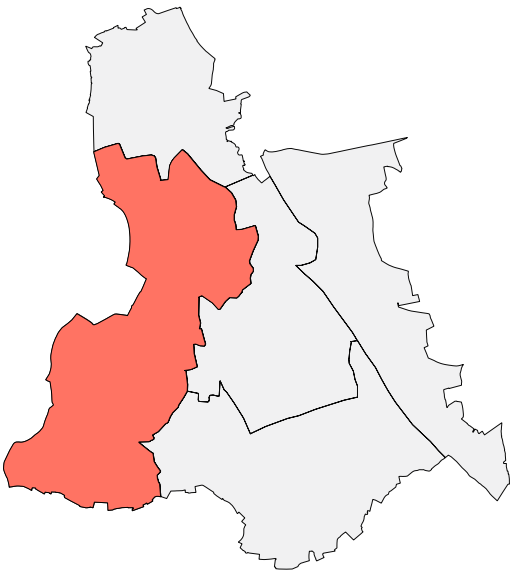


**Figure 18.1:** West area

SIX
8

# Key spatial objectives

| TO ACHIEVE THIS VISION OUR KEY SPATIAL OBJECTIVES (NOT LISTED IN ORDER OF PRIORITY) ARE TO: | |
|---|---|
| 1 | Secure the delivery of the Brockley station interchange to improve transport access and help ensure growth is appropriately supported by infrastructure. |
| 2 | Secure the long-term vitality and viability of the area's network of District and Local centres, and enhance walking and cycling connections between them. Ensure the centres retain their distinctive character and complement each other with a unique offer of shops, services and facilities. |
| 3 | Reinforce the role of Sydenham District Centre in supporting the neighbourhood. Deliver public realm improvements at key arrival points to make the centre a more accessible and welcoming place. Support new high quality development, including mixed-use development, on sites which detract from the distinctive character of the centre. |
| 4 | Strengthen and expand the role of Forest Hill District Centre as hub of community, commercial and cultural activity and a key employment location. Establish a new Cultural Quarter in the area, building on the presence of the Horniman Museum and Gardens and the cluster of creative industries at Havelock Walk and 118 Stansted Road. |
| 5 | Strengthen the role of Kirkdale Local Centre in supporting the neighbourhood. Deliver the renewal of industrial land at Willow Way to better complement the centre with new workspace and a wider mix of uses, along with improvements to the townscape and public realm. |
| 6 | Enable the delivery of new workspace and housing along with enhancements to the Forest Hill station approach through the renewal of industrial land at Perry Vale and Clyde Vale, as well as the redevelopment of sites around the station. |
| 7 | Protect and enhance the employment quarter at Malham Road, including by extending the employment area to include units at 118 Stanstead Road. |
| 8 | Transform the South Circular (A205) and Brockley Rise / Brockley Road (B218) by applying the Healthy Streets Approach, with public realm improvements that make walking, cycling and the use of public transport safer and more convenient. |
| 9 | Protect and enhance open and green spaces, including waterways, along with the distinctive woodland character of the area. Deliver a connected network of high quality walking routes and cycleways that link these spaces. |

Opposite: Havelock Walk, Forest Hill

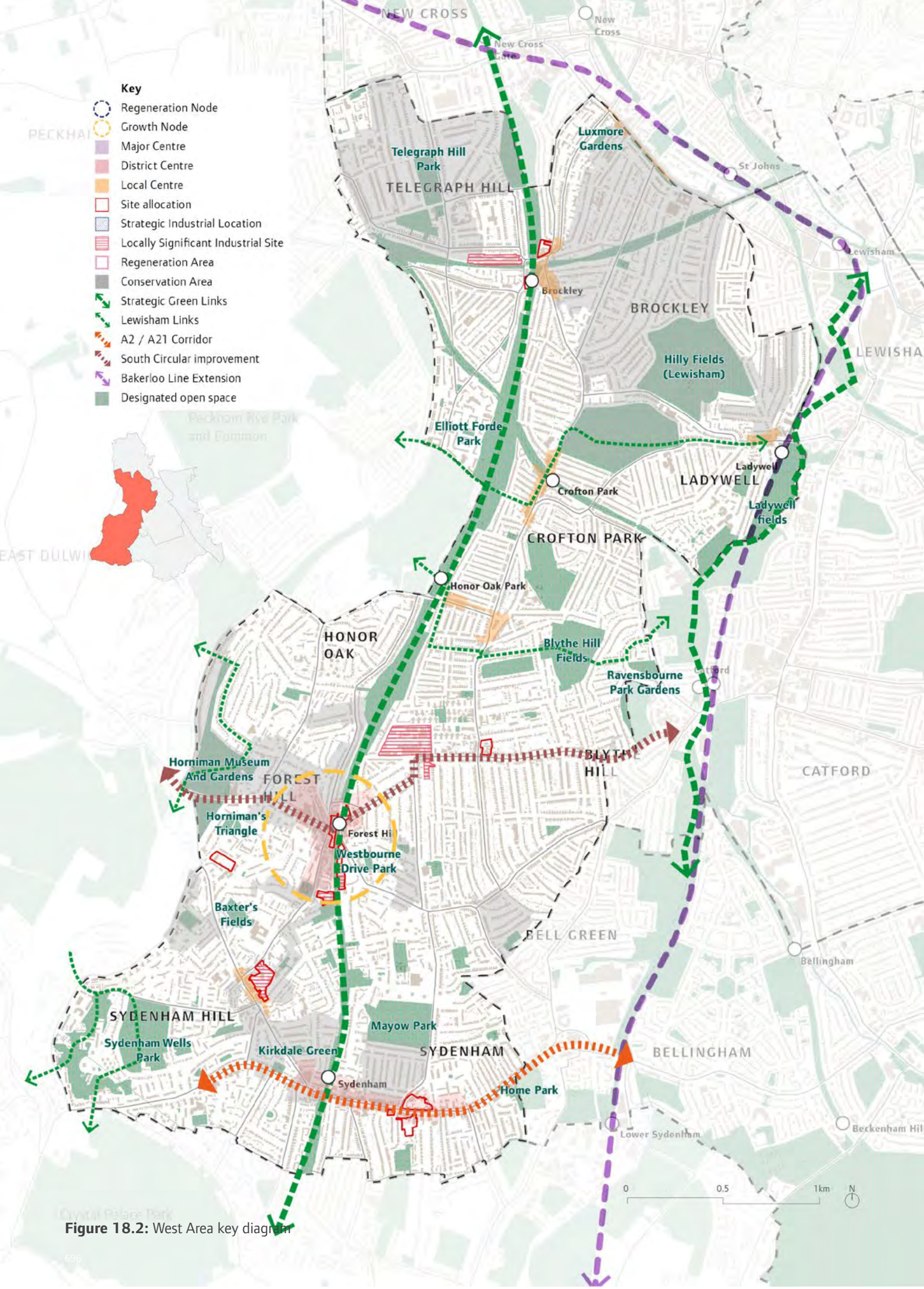



**Figure 18.2:** West Area key diagram

# LWA1 **West Area place principles**

A Development proposals must contribute to the delivery of Good Growth with reference to Policy OL1 (Delivering an Open Lewisham) and in doing so, demonstrate how they have responded positively to and will support the achievement of the key spatial objectives for the West Area.

a. The redevelopment of strategic sites, and the renewal of other sites, within and around the area's linear network of town centres is facilitated to better connect the centres and to secure their long-term vitality and viability; in line with Policy LWA2 (Connected network of centres);
b. New development within and around Forest Hill district town centre supports and reinforces the centre's role as a key commercial, community and cultural hub, in line with Policy LWA3 (Forest Hill district centre and surrounds);
c. New development is directed to the main corridors of Brockley Road (B218) and Stanstead Road (A205 / South Circular), including for high quality housing, workspace, town centre and community uses, along with supporting infrastructure;
d. New employment development is concentrated within town centres and the Locally Significant Industrial Sites at Endwell Road, Malham Road, Perry Vale, Clyde Vale and Willow Way;
e. Opportunities are taken to deliver new and improved workspace through the intensification of sites and renewal of industrial land, including through the co-location of employment and other compatible uses on selected LSIS, along with improving the environmental quality of employment locations;
f. The Forest Hill Cultural Quarter plays an integral and expanded role in supporting the cultural and creative industries; and
g. Land is safeguarded to secure the delivery of strategic transport infrastructure, including Brockley Station and Interchange, in line with Policy. TR1 (Sustainable transport and movement).

B Development proposals must respond positively to the character and heritage value of established residential areas. This includes the historic character of the area's neighbourhoods, and particularly their town centres which are defined by their Victorian shopping parades and make an important contribution to local distinctiveness. The historic landscape character, including woodland and topography, is also a defining feature of the West Area, which was once covered by the Great North Wood. Development proposals must maximise opportunities to integrate urban greening measures to respond to and connect the remnants of the woodland, along with protecting and enhancing important views and vistas.

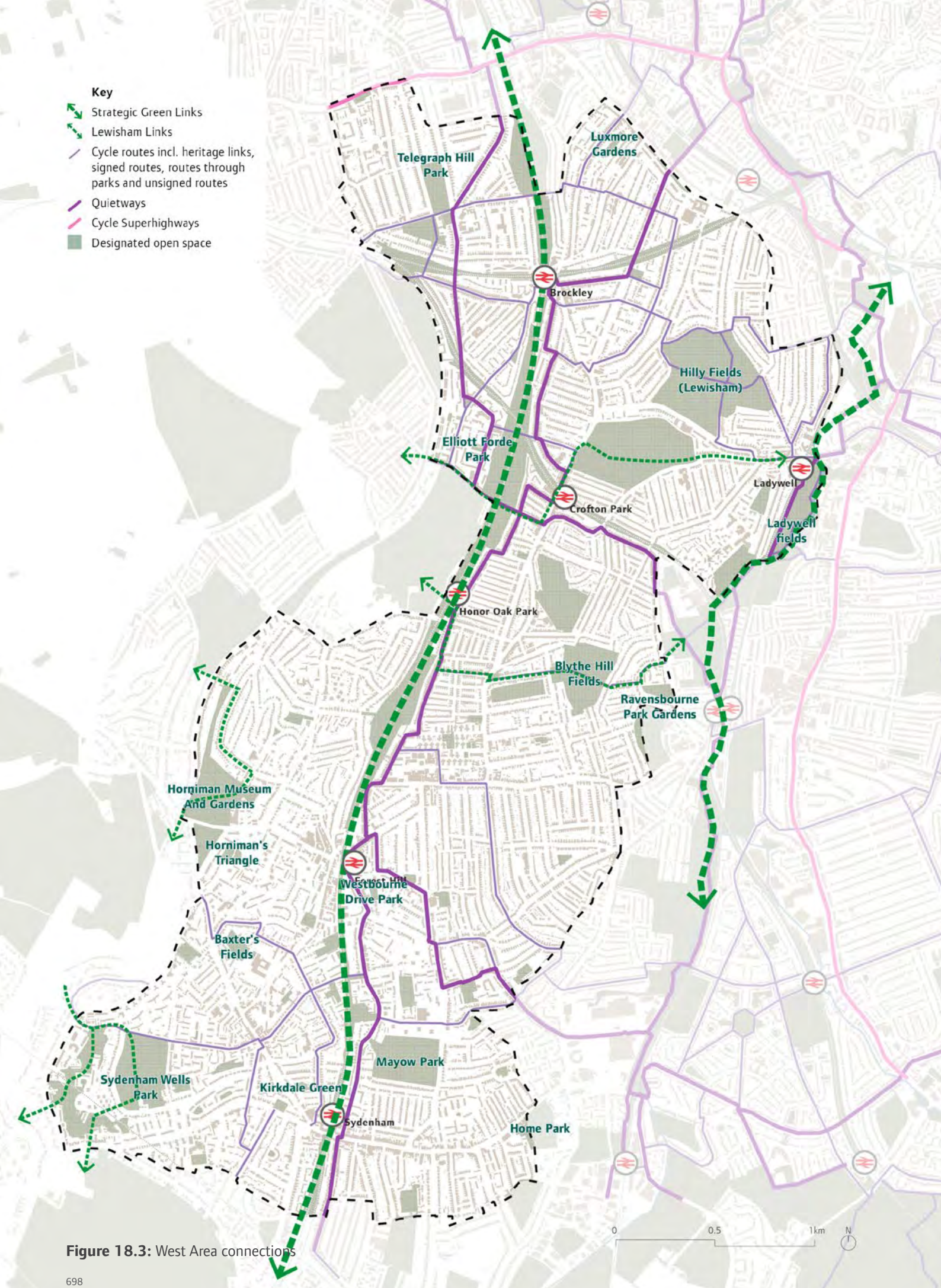



**Figure 18.3:** West Area connections

C Development proposals incorporating new or re-purposed workspace should seek to ensure that this provision is designed to accommodate micro, small and medium-sized businesses, to complement and support existing clusters of cultural and creative industries, including in Brockley and Forest Hill.

D The comprehensive redevelopment of sites within Willow Way LSIS will be supported where this retains and enhances industrial capacity and local employment provision, as well as improves the quality of the environment and townscape. Development proposals within the LSIS must ensure the design provides for a positive relationship with Kirkdale Local Centre, particularly to ensure the protection of amenity as well as to maximise opportunities to create safe and legible routes between and around the LSIS and the Local Centre. Development proposals must deliver high quality designs that help to establish a more cohesive, employment-led mixed-use quarter.

E The sensitive intensification of established residential neighbourhoods will be supported where new development responds positively to their distinctive local and historic character, including the landscape setting. Development proposals must have regard to the Small Sites SPD, where appropriate.

F Development proposals must help to ensure the West Area benefits from a high quality network of walking routes and cycleways that connect neighbourhoods and places including green spaces and waterways, with reference to Policy GR4 (Lewisham Links). Consideration should be given to improving connections between parks and open spaces that are located outside of the Borough, but which are within comfortable walking or cycling distance from the West area.

G Development proposals must respond positively to the historic character and setting of the Horniman Museum and Gardens, particularly to support its role as a key visitor destination within London and the southeast. Development proposals within the vicinity of the museum should provide for public realm enhancements to improve way finding and access to and from the museum.

H Development proposals must contribute to delivery of high quality public realm using the Healthy Streets Approach. Particular consideration should be given to enhancements at station entrances and around their approaches and along key movement corridors including Ladywell Road, South Circular (A205), Sydenham Road, Dartmouth Road, Brockley Road/Brockley Rise, and Drakefell Road/Gellatly Road.Development proposals should to contribute to delivery of high quality public realm, particularly on and around approaches to and from train stations, and along key movement routes including Ladywell Road, the South Circular, Sydenham Road, Dartmouth Road, and Brockley Road/ Brockley Rise.

# LWA2 **Connected network of town centres**

A The West Area contains an historic network of town centres that serve its neighbourhoods and communities. Development proposals must respond positively to this network and help to secure the long-term vitality and viability of the centres by:

a. Preserving and enhancing their distinctive and historic character, including townscape, building and shopfront features;
b. Making provision for a wide range of appropriate main town centre uses that build on the economic strengths and unique attributes of each of the centres, whilst seeking to ensure they complement and do not compete with one another; and
c. Improving connections between the centres by:
   i. Delivering public realm enhancements to facilitate safe and convenient movement by walking and cycling along main roads and routes linking the centres; and
   ii. Making provision for highly accessible, safe and attractive interchanges at key public transport nodes, including stations.

B Brockley Cross, Crofton Park, Honor Oak / Brockley Rise and Kirkdale and Ladywell are designated as Local Centres reflecting the complementary role each plays in the provision of local services and community facilities within their neighbourhoods.

C Within the West Area's town and local centres, development proposals for meanwhile uses on vacant sites and properties will be supported in order to facilitate their return to active use, in line with Policy DM5 (Meanwhile uses). Meanwhile uses of spaces catered for micro businesses, including independent traders, and community uses will be strongly encouraged.

D Development proposals should support the growth and evolution of Forest Hill district centre and its surrounds as a key hub of creative, cultural and community activity, in line with Policy LWA2 (Forest hill district centre and surrounds).

E The renewal of Sydenham District Centre will be supported in order to secure its long-term vitality and viability. Development proposals should contribute to the renewal and revitalisation of the town centre by:

a. Seeking opportunities to repair the structure and fabric of the centre through the sensitive redevelopment and infilling of sites, particularly those which detract from the historic character and urban grain that is still evident;
b. Delivering public realm improvements to make the centre a more accessible, welcoming and attractive place to visit, particularly at key arrival points around Sydenham station and at the western and eastern edges of the centre, along Kirkdale and Sydenham Road; and
c. Making provision for a diverse mix of main town centre uses (including shops, services and community facilities) that reinforce the role of the centre in Lewisham's town centre hierarchy, and ensure it both supports and complements significant new development planned in the Bell Green and Lower Sydenham area.

F The renewal of Kirkdale Local Centre will be supported in order to secure its long-term vitality and viability. Development proposals must contribute to area improvements through high quality designs that help to create a more cohesive and positive relationship between the centre and neighbouring properties and sites, including the Willow Way LSIS and redeveloped former Sydenham police station.

G The continued renewal of Brockley Cross Local Centre will be supported in order to secure its long-term vitality and viability. Development proposals must contribute to the renewal and revitalisation of the centre by:

a. Reinforcing its distinctive character, particularly by maintaining a diverse mix of uses and responding positively to its historic character;
b. Seeking opportunities to support and make provision of workspace for the cultural and creative industries, building on the existing cluster of activities to complement and strengthen relationships with the Forest Hill Cultural Quarter and Lewisham Creative Enterprise Zone; and
c. Delivering public realm improvements at the western approach to Brockley station to improve access and sense of arrival.

H Development proposals should help to secure the long-term vitality and viability of the Local Centres at Crofton Park, Ladywell, and Honor Oak/Brockley Rise by:

a. Reinforcing their distinctive and historic character, particularly by maintaining a diverse mix of main town centre uses and improving shopfronts;
b. Delivering public realm enhancements to improve access and sense of arrival to and around train stations located in proximity to the centres; and
c. Seeking to alleviate vehicle congestion by improving the walking and cycle environment.

# LWA3 **Forest Hill district centre and surrounds**

A Development proposals must support the long-term vitality and viability of Forest Hill District Centre by enhancing the townscape and other place qualities of the centre and its surrounds, as well as reinforcing its role as a key focal point for commercial, cultural and community activity. They must demonstrate how they will contribute to a coordinated process of town centre improvement that responds positively to the area's distinctive character. They must also deliver a complementary mix of main town centre uses, along with new housing, whilst ensuring that the centre's predominant commercial, cultural and community role is maintained and enhanced.

B The growth and evolution of Forest Hill District Centre and its surrounds as a key hub of creative, cultural and community activity will be supported and reinforced by:

a. Designating the Forest Hill Cultural Quarter along with promoting and seeking to protect cultural and creative uses and activities within it, in line with Policy EC18 (Culture and the night-time economy);
b. Designating the town centre as an area of local significance of night-time economic activity, and strengthening its role as a visitor destination, in line with Policy EC18 (Culture and the night time economy);
c. Promoting Havelock Walk as an important asset with the Cultural Quarter and ensuring development proposals within this location:
   i. Respond positively to its distinctive character and employment function;
   ii. Do not result in a net loss of workspace (including workspace associated with authorised live-work development); and
   iii. Clearly demonstrate that proposals for live-work development will secure dedicated provision of workspace that is appropriate to the location;
d. Extending the boundary of the Malham Road LSIS to include 118 Stansted Road, along with protecting and enhancing uses within the LSIS that make a positive contribution to the Cultural Quarter; and
e. Promoting and protecting the Horniman Museum and Gardens as a significant cultural asset, along with securing public realm enhancements that improve wayfinding and safe access to it.

C Development proposals must contribute to enhancing the public realm in order to promote and enable walking and cycling within and around the centre, as well as to make it a significantly more accessible, safer, healthier and attractive place. Particular consideration will need to be given to movements along and across:

a. The main junction and major roads, including the South Circular (A205), Dartmouth Road (A2216), Clyde Vale, Perry Vale and Waldram Park Road; and
b. Station approaches and forecourts.

D Development proposals designed to improve the quality of the station underpass (including its visibility, legibility and safe use) will be strongly supported.

E Development proposals must respond positively to the evolving urban character of the town centre and its immediate surrounds. They must be designed to provide for an appropriate transition in scale, bulk, mass, height and character between the commercial core of the centre, its edges and surrounding residential neighbourhoods, taking into account the area's distinctive townscape, landscape and topography features.

Opposite: Forest Hill Pools, Louise House and Forest Hill Library, Dartmouth Road, Forest Hill

# Lewisham's West Area

18.9 Lewisham's West Area is characterised by the remnants of the Great North Wood along with its development as a series of historic villages on a north-south spine which have grown around railway stations. The West Area will play a more complementary role in accommodating the Borough's future growth. This is owing to its expansive historic and natural environments along with the scarcity of large development sites. Together these factors limit opportunities for bringing forward substantial new development. The area's topography is another consideration. Its position at high ground, providing views towards London and Kent as well as to local landmarks, contributes to local character but also constrains certain types of development, such as tall buildings. Yet there remains a need to deliver new development in order to improve the liveability of the area's neighbourhoods as well as the viability of its centres and other employment locations. The Local Plan sets out a strategy to help facilitate new investment within the West Area, maximising opportunities that are available whilst ensuring growth is effectively coordinated, with a clear framework that responds to the area's valued built and natural assets, including its topography.

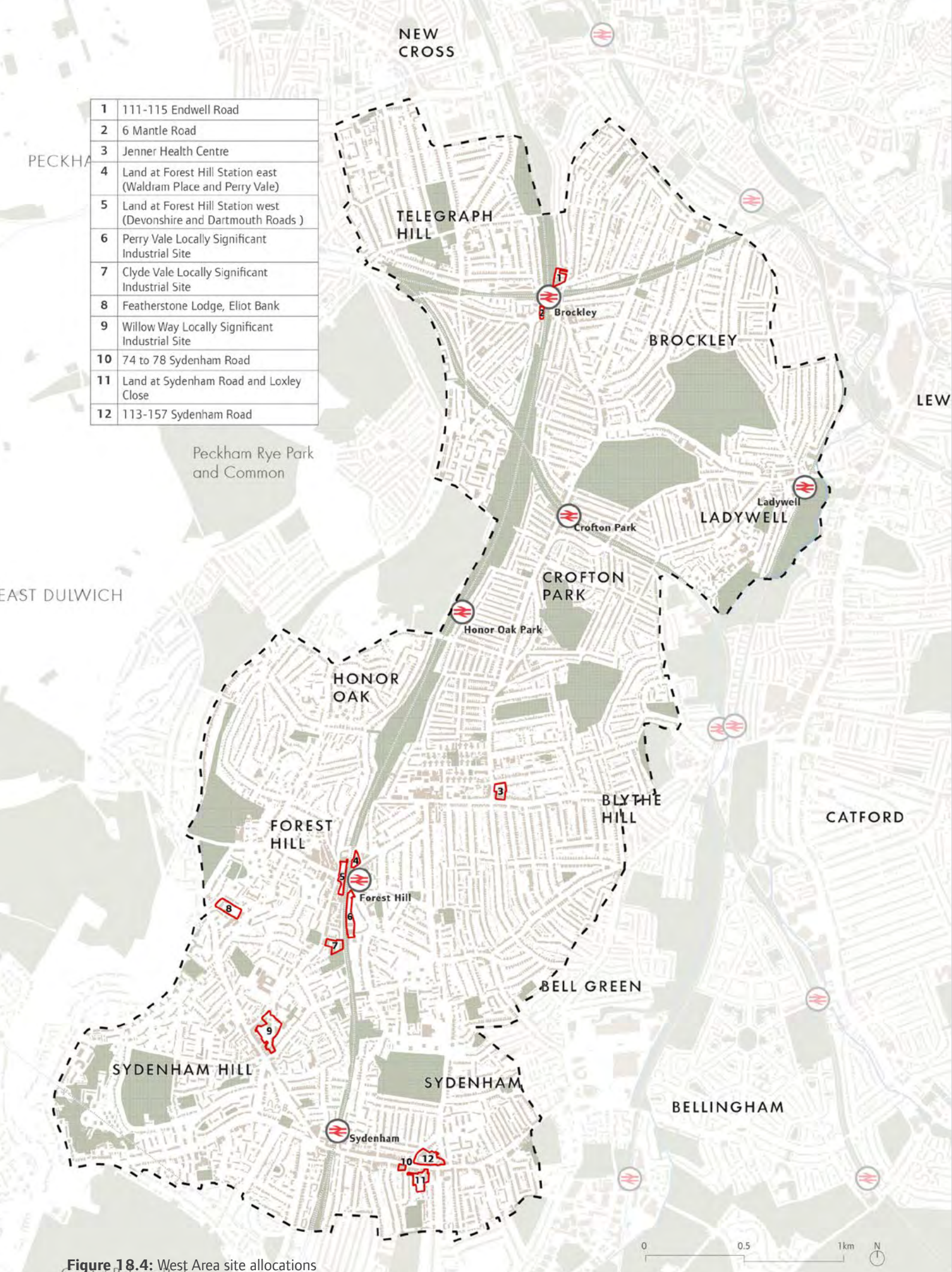
18.10 The West Area's network of town and local centres is one of its defining features. It also presents some of the main opportunities for accommodating growth. A key strategic priority is to secure the long-term viability and vitality of these centres by improving their place qualities, also responding to their position near stations and other transport routes. This can be achieved by facilitating new investment within the centres and enhancing connections between them. Public realm enhancements along the B218, Stanstead Road (South Circular) and other key routes, using the Healthy Streets Approach, is necessary to support safe and convenient movement by walking and cycling, and to help make travel by public transport more efficient. The sensitive intensification of these strategic movement corridors will therefore be supported as a means to secure new investment. It is imperative that the town centres retain their distinctive qualities and maintain a complementary offer of retail provision, services and community facilities. Most of the area's main development opportunities are at site allocations located within or around the centres, particularly the District Centres of Forest Hill and Sydenham as well as the Local Centres of Brockley and Kirkdale. The redevelopment of these sites will help to generate new investment locally.

18.11 The continued evolution of Forest Hill District Centre into a thriving community, commercial and cultural hub is an important aspect of the spatial strategy for the Borough. The Local Plan seeks to build on the existing strengths of the centre as a key visitor destination. This includes taking advantage of its position as a gateway to the Horniman Museum and Gardens, and ensuring the centre is supported by a wide range of daytime and night time activities. Havelock Walk and 118 Stansted Road are unique commercial locations with a mix of cultural and creative industries. Their presence and value is recognised through the designation of the Forest Hill Cultural Quarter. Live-work accommodation has been successfully integrated at Havelock Walk, and is the only location in the Borough where this development typology is supported. Whilst the District Centre is well served by public transport its amenity is adversely impacted by

the South Circular. We will therefore work with key stakeholders, including Transport for London and Network Rail, to secure the delivery of public realm enhancements wherever feasible. This may include, for instance, improvements to road crossings, and the station approach.

18.12 There are a number of designated and non-designated employment sites in close proximity to the town centres that make an important contribution to the local economy. The renewal of these sites will be encouraged in order to deliver new modern workspace and jobs, as well as to improve the relationship between commercial and other neighbouring uses. In selected Locally Significant Industrial Sites, the co-location of commercial and other complementary uses will be supported. This includes sites in Forest Hill as well as Kirkdale, near Willow Way.

18.13 The West Area was once covered by the Great North Wood, which extended from New Cross to Croydon south of the Borough. Much of the woodland was lost by the 18h century, but a strong woodland character prevails with the abundance of large mature street and garden trees, nature reserves and green corridors along the railway embankments and cuttings, and allotments and other green spaces. The Lewisham Links are centred on the network of green infrastructure and other valued places, recognising the priority given to improving public access to them by walking and cycling.




| | |
|---|---|
| 1 | 111-115 Endwell Road |
| 2 | 6 Mantle Road |
| 3 | Jenner Health Centre |
| 4 | Land at Forest Hill Station east (Waldram Place and Perry Vale) |
| 5 | Land at Forest Hill Station west (Devonshire and Dartmouth Roads ) |
| 6 | Perry Vale Locally Significant Industrial Site |
| 7 | Clyde Vale Locally Significant Industrial Site |
| 8 | Featherstone Lodge, Eliot Bank |
| 9 | Willow Way Locally Significant Industrial Site |
| 10 | 74 to 78 Sydenham Road |
| 11 | Land at Sydenham Road and Loxley Close |
| 12 | 113-157 Sydenham Road |

**Figure 18.4:** West Area site allocations

# Site allocations

1 111-115 Endwell Road ..... 708

2 6 Mantle Road ..... 710

3 Jenner Health Centre ..... 712

4 Land at Forest Hill Station east (Waldram Place and Perry Vale) ..... 714

5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads) ..... 716

6 Perry Vale Locally Significant Industrial Site ..... 718

7 Clyde Vale Locally Significant Industrial Site ..... 720

8 Featherstone Lodge, Eliot Bank ..... 722

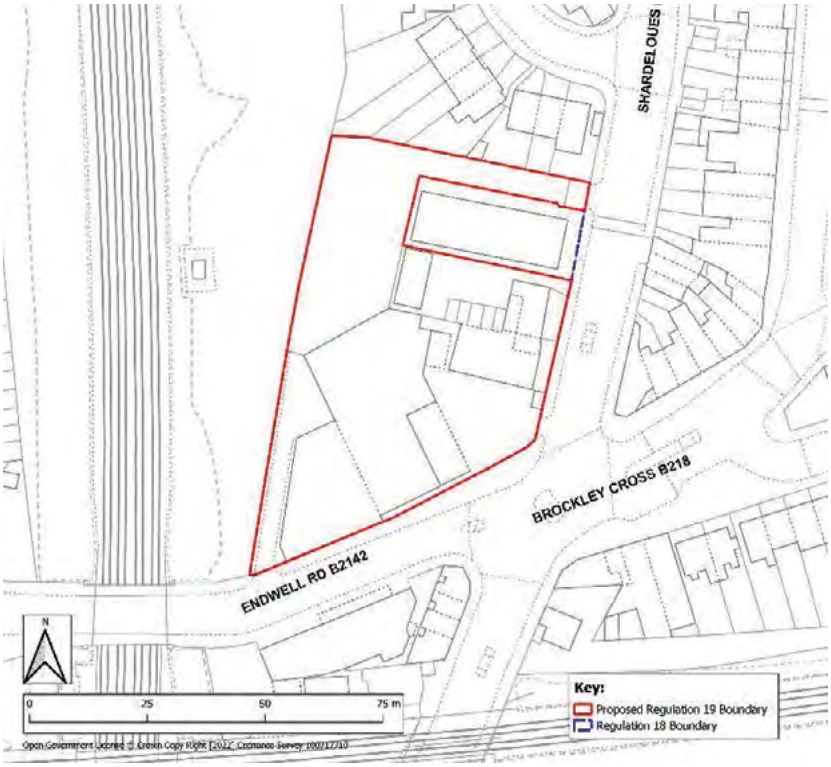
9 Willow Way Locally Significant Industrial Site (LSIS) ..... 724

10 74 to 78 Sydenham Road ..... 727

11 Land at Sydenham Road and Loxley Close ..... 729

12 113-157 Sydenham Road ..... 731

# 1 111-115 Endwell Road




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 111-115, Endwell Road, SE4 2PE | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.38 | **Setting**<br>Urban | **PTAL**<br>2015: 4<br>2021: 4<br>2031: 4 | **Ownership**<br>Private | **Current use**<br>Industrial, car services, place of worship |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Adjacent to Conservation Area, adjacent Site of Importance for Nature Conservation, adjacent Local Centre, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 3, adjacent to Metropolitan Open Land. | | | | |
| **PLANNING STATUS** | Full application DC/19/110715 granted in May 2019 (part of the site) | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>57 | | **Gross non-residential floorspace**<br>Employment 1,975<br>Main town centre 0 | | |

### Existing planning consent

18.14 DC/19/110715 – Full application for part of the site with demolition of the existing single storey buildings on the site at R L Watson and Son, Shardeloes Road SE4 and construction of a part one/part two storey building to provide an MOT centre facilities.

### Site allocation

18.15 Employment led mixed-use redevelopment with compatible commercial, community and residential uses.

### Opportunities

18.16 The southern part of this site is located within Brockley Cross local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the local centre, including with new and improved workspace. Development will also enable public realm enhancements, including improvements to the station approach.

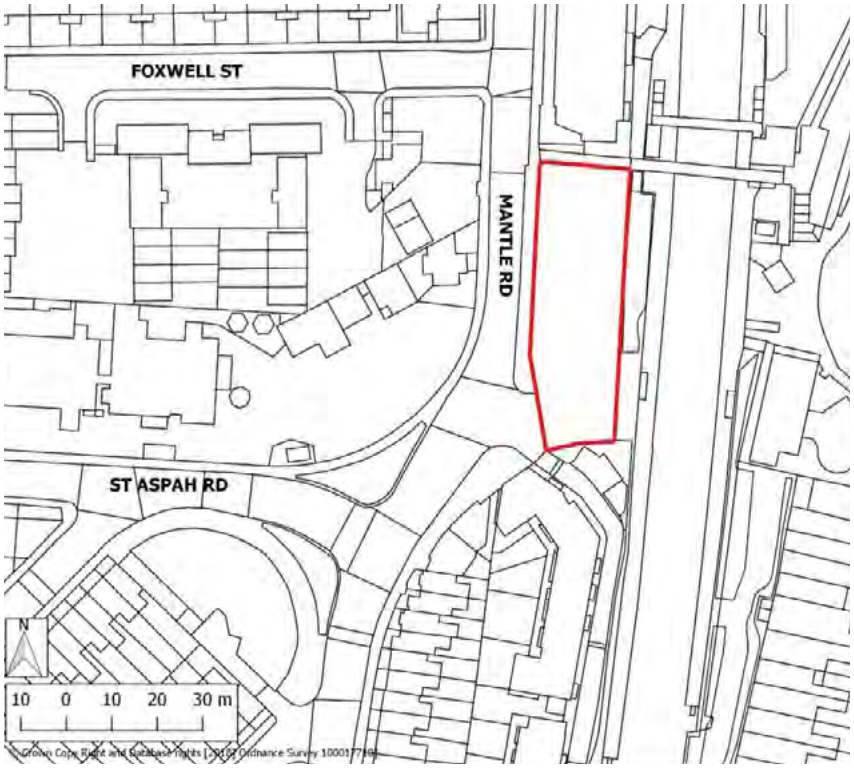
18.17 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure coordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
3. Positive frontages with active ground floor frontages on Endwell Road and Shardeloes Road,
4. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to improve legibility, safety and access to the station.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

18.18 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Building heights should respond positively to the site surroundings including the residential buildings along the site's northern and eastern boundaries. Taller elements should be sited on the western side of the site, facing the railway.
3. The wall surrounding the timber yard and the blank, ground level façade along Endwell Road should be removed in order to enhance natural surveillance, and the public realm.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

# 2 6 Mantle Road




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 6 Mantle Rd, London, SE4 2EX | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.12 | **Setting**<br>Suburban | **PTAL**<br>2015: 4-5<br>2021: 4-5<br>2031: 4-5 | **Ownership**<br>Private | **Current use**<br>Industrial |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Adjacent Conservation Area, Site of Metropolitan Importance for Nature Conservation, adjacent Local Centre, South East London Green Chain Area, Air Quality Management Area , Air Quality Focus Area, Flood Zone 1, Groundwater Source Protection Zone 3. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>20 | | **Gross non-residential floorspace**<br>Employment 95<br>Main town centre 378 | | |

### Site allocation

18.19 Mixed-use development with compatible residential, commercial and main town centre uses.

### Opportunities

18.20 The site lies adjacent to Brockley Cross local centre and in proximity to Brockley station. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land. Development will also enable the introduction of positive frontages and public realm enhancements along Mantle Road to improve the townscape and station approach.

18.21 **Development requirements**

1. Positive frontages with active non-residential ground floor frontages along Mantle Road.
2. New and improved public realm in accordance with a site-wide public realm strategy, including to improve legibility and safe access to the station entrance from the western side of the railway.
3. Development proposals must protect and seek to enhance green infrastructure, including the Site of Metropolitan Importance for Nature Conservation and green corridor along the railway embankment.

18.22 **Development guidelines**

1. Consideration should be given to extending the existing parade of shops southwards on Mantle Road.
2. Transport for London and Network Rail should be consulted on development and design options, particularly for the railway station approach and entrance.
3. Building heights should respond positively to the site surroundings including the residential properties along the site's northern boundary, on the opposite side of the railway and the primary school on the opposite side of Mantle Road, which has historic interest. The Brockley Conservation Area is situated on the opposite side of the railway.
4. The wall that establishes a blank façade along Mantle Road and across the footbridge to the station should be removed, in order to enhance natural surveillance and the public realm.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

# 3 Jenner Health Centre

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Jenner Health Centre, 201-203 Stanstead Rd, London SE23 1HU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.41 | **Setting**<br>Urban | **PTAL**<br>2015: 3<br>2021: 3<br>2031: 3 | **Ownership**<br>Public | **Current use**<br>Doctors surgery |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) and Lewisham Call for Sites (2018) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Air Quality Management Area, Flood Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>30 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 2,081 | | |

### Site allocation

18.23 Comprehensive mixed use redevelopment of existing health centre with residential and community uses.

### Opportunities

18.24 The site comprises a health centre and associated car park. It is located on a corner plot, north of Stanstead Road (South Circular) and east of Brockley Rise. Redevelopment and site intensification will provide a more optimal use of the land whilst ensuring appropriate re-provision of health facilities.

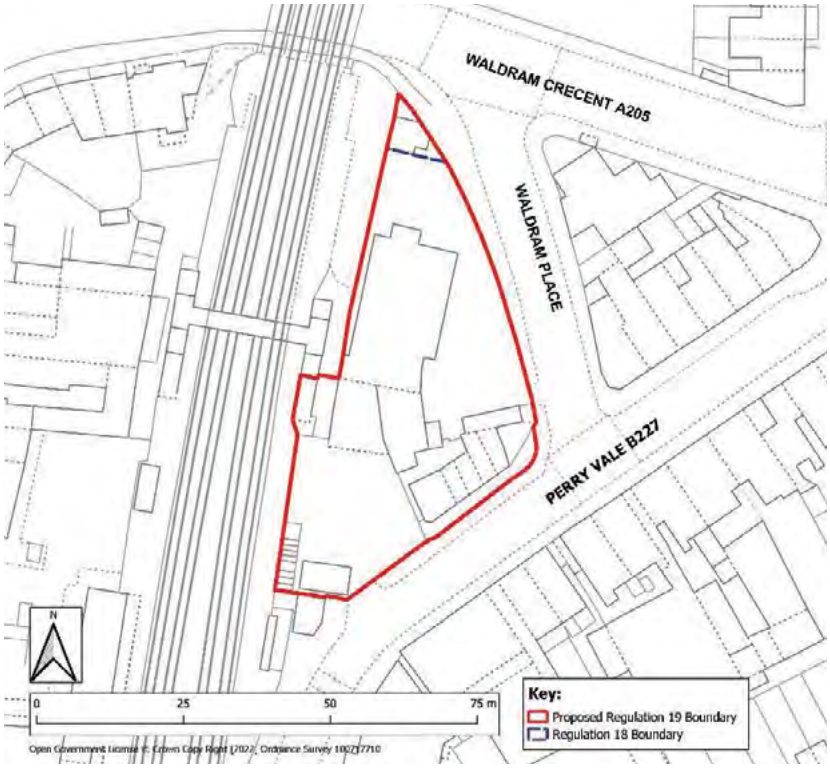
18.25 **Development requirements**

1. Appropriate re-provision of the existing health care facility, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
2. Positive frontages along Stanstead Road, Brockley Rise and St Germans Road.
3. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.26 **Development guidelines**

1. The design of the development should take into account the operational requirements of any community uses, as well as their interface with residential and other uses.
2. The existing surface car park should be removed and redesigned.
3. Consideration should be given to realigning the street frontage along Stanstead Road, to align with, and respect, the existing buildings on either side of the site.
4. Development should respond positively to the retained properties on the corner of Brockley Rise and Stanstead Road.
5. Building heights should respond positively to the site surroundings. The central portion of the site may be suitable for taller buildings.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable.

# 4 Land at Forest Hill Station east (Waldram Place and Perry Vale)

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|---|---|---|---|---|---|
| **SITE ADDRESS** | East of Forest Hill railway line & west side of Waldram Place/ Perry Vale, SE23 2LD | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.21 | **Setting**<br>Urban | **PTAL**<br>2015: 5<br>2021: 5<br>2031: 5 | **Ownership**<br>Private | **Current use**<br>Car services |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and landowner engagement (2019). | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Conservation Area, adjacent Site of Importance for Nature Conservation, District Centre, Night-time Economy Hub, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area | | | | |
| **PLANNING STATUS** | None. | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>41 | | **Gross non-residential floorspace**<br>Employment 191<br>Main town centre 764 | | |

### Site allocation

18.27 Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements to Forest Hill station approach.

### Opportunities

18.28 This non-designated employment site is located near Forest Hill Station, east of the railway line, and within Forest Hill district centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also deliver public realm enhancements to improve the station approach and townscape.

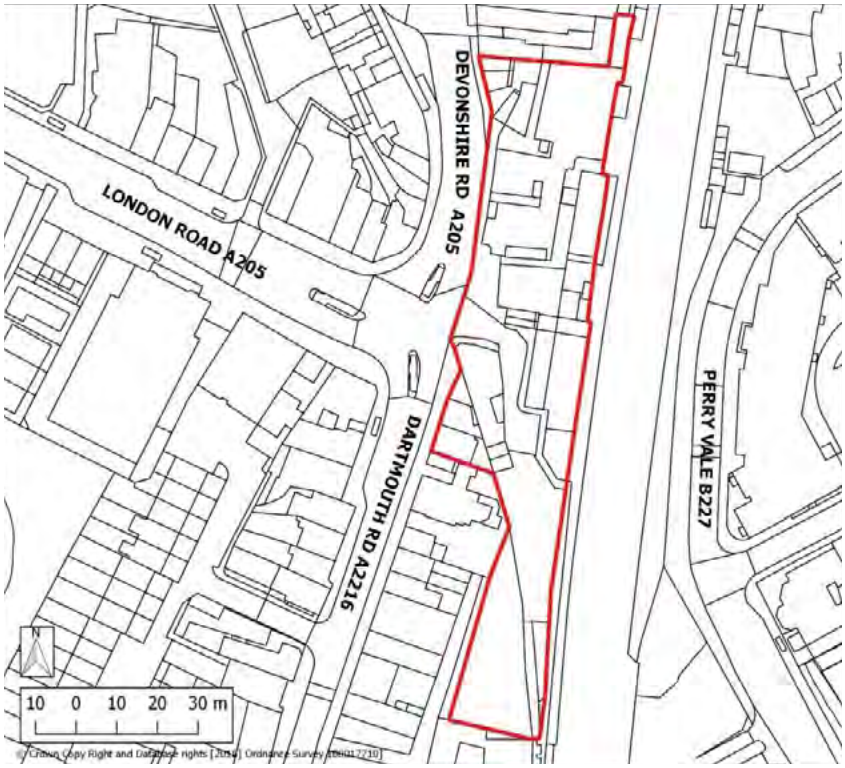
18.29 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
3. Positive frontages along Waldram Place and Perry Vale, with active ground floor frontages.
4. New and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.
5. Development proposals must protect and seek to enhance green infrastructure, including the SINC along the railway.

18.30 **Development guidelines**

1. Development and design options should be considered through early consultation with Transport for London and Network Rail.
2. Generous setbacks should be provided, particularly along Perry Vale, to deliver public realm enhancements and an improved sense of arrival at the station.
3. Development should improve opportunities for walking, cycling and other active travel modes, creating a sense of arrival into the District Centre. Development should not result in a reduction in existing footway or carriageway space and where possible the width of the pavements should be increased. Development should also provide a new pedestrian crossing and should consider improvements to the layout and configuration of Perry Vale from its junction with Waldram Place to the South Circular.
4. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter
5. The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 5 Land at Forest Hill Station west (Devonshire and Dartmouth Roads)

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Station forecourt, Dartmouth Road, west of railway line, London, SE23 3HB | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.44 | **Setting**<br>Urban | **PTAL**<br>2015: 5<br>2021: 5<br>2031: 5 | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, dentist, industrial, car services, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018). | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Conservation Area, District Centre, Primary Shopping Area, Night-time Economy Hub, Cultural Quarter, Air Quality Management Area, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building, adjacent to Strategic Open Space | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>80 | | **Gross non-residential floorspace**<br>Employment 801<br>Main town centre 1,602 | | |

### Site allocation

18.31 Comprehensive mixed-use development with compatible, main town centre, commercial, community and residential uses. Public realm enhancements to improve Forest Hill station approach and forecourt.

### Opportunities

18.32 The site is located adjacent to Forest Hill Station, west of the railway line and within Forest Hill district centre. Redevelopment and site intensification will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm enhancements to improve the station approach and forecourt.

18.33 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Positive frontages along Devonshire (A205) and Dartmouth Roads, including active ground floor frontages
3. Appropriate re-provision of the existing dental surgery, in line with Policy CI 1 (Safeguarding and securing community infrastructure).
4. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
5. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. This must address legibility, safety and access to the station, including public realm enhancements at the station approach and forecourt.

18.34 **Development guidelines**

1. Development and design options should be considered through early consultation with Transport for London and Network Rail.
2. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
3. Public realm should form an integral part of the design, taking into account the existing trees and the slope of the ground that provides the opportunity to create different site levels and form public/semi-private/private spaces. Consideration should be given to creating a new public square outside of the station entrance, helping to enhance a sense of arrival, with improved interchange with buses.
4. The design of development, including building heights, should respond positively to the setting of the Forest Hill Conservation Area, and the locally listed building adjacent to the site's western boundary. New buildings should provide a strong relationship with the existing built form on the other side of Waldram Place and Perry Vale.

5. Development should improve opportunities for walking, cycling and other active travel modes, creating a sense of arrival into the District Centre. Development should not result in a reduction in existing footway or carriageway space and where possible the width of the pavements should be increased. Development should also enhance the pedestrian crossings across the South Circular.6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There are no anticipated capacity concerns for the sewer on Devonshire Road.

# 6 Perry Vale Locally Significant Industrial Site

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 67A Perry Vale, London, SE23 3HW | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.72 | **Setting**<br>Urban | **PTAL**<br>2015: 4<br>2021: 3<br>2031: 3 | **Ownership**<br>Mixed, public and private | **Current use**<br>Industrial, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2018). | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Locally Significant Industrial Site, District Centre, Night-time Economy Hub, Air Quality Focus Area, Flood Zone 1, Critical Drainage Area, adjacent to Strategic Open Space. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>146 | | **Gross non-residential floorspace**<br>Employment 10,206<br>Main town centre 0 | | |

### Site allocation

18.35 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial, main town centre and residential uses.

### Opportunities

18.36 The site comprises a Locally Significant Industrial Site and public car park. The LSIS is currently occupied by warehouse units and a mail depot. The site is located within Forest Hill District Centre, in proximity to Forest Hill station and along the approach to its east entrance from Perry Vale. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS and town centre.

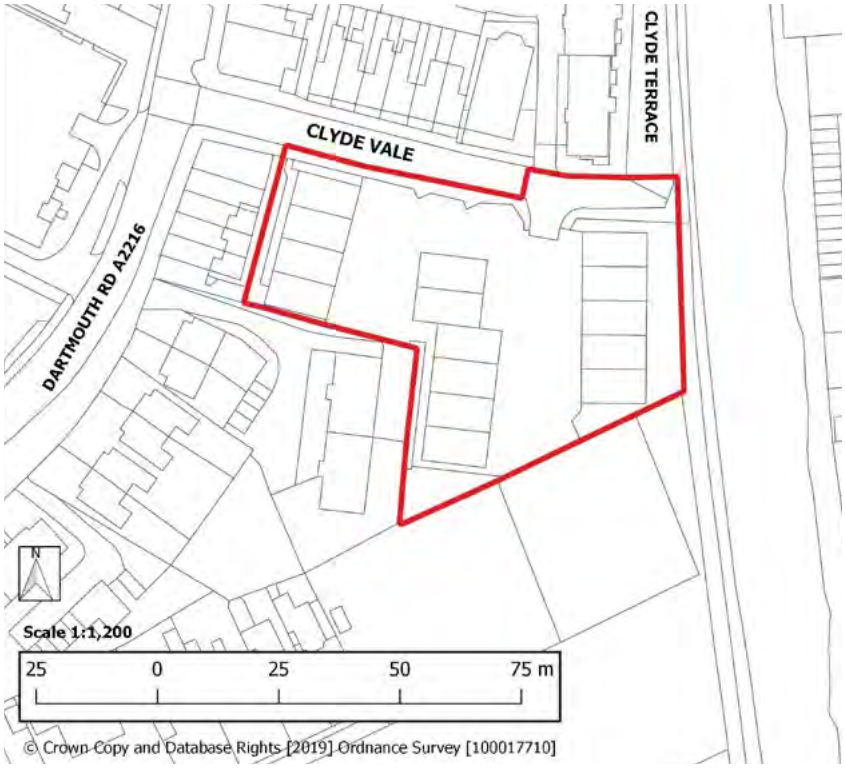
18.37 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Delivery of new and improved public realm in accordance with a site-wide public realm strategy, including enhancements to the station approach.

18.38 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Development should be designed to provide for improved legibility and access to Forest Hill station through the site, and from Perry Vale.
3. 3For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter. The site is large enough to accommodate the retention or re-provision of some larger commercial / light industrial units.
4. Development proposals should investigate opportunities to widen the site access from Perry Vale to better accommodate commercial and servicing vehicles.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 7 Clyde Vale Locally Significant Industrial Site

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Clyde Vale, London SE23 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.12 | **Setting**<br>Urban | **PTAL**<br>2015: 4<br>2021: 4<br>2031: 4 | **Ownership**<br>Mixed, public and private | **Current use**<br>Industrial |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Locally Significant Industrial Site, adjacent Conservation Area, adjacent to Strategic, Open Space, District Centre, Night-time Economy Hub, Cultural Quarter, Flood Zone 1, Critical Drainage Area, Adjacent to Site of Importance for Nature Conservation. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>21 | | **Gross non-residential floorspace**<br>Employment 1,701<br>Main town centre 0 | | |

### Site allocation

18.39 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial and residential uses.

### Opportunities

18.40 The site comprises a Locally Significant Industrial Site, located adjacent to the railway and in proximity to Forest Hill District Centre as well as 3 residential units. The existing commercial units are older and site access via Clyde Vale is constrained by the road's narrow width. Redevelopment and site intensification, along with the co-location of commercial and other uses, will enable the delivery of new and improved workspace to complement the Forest Hill Cultural Quarter, and help to support the vitality and viability of the LSIS and town centre.

18.41 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-location, phasing and balance of employment and other uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).
2. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
3. Positive frontages along Clyde Vale.
4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.

18.42 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. For commercial uses, priority should be given to flexible workspace that complements provision in the Forest Hill Cultural Quarter.
3. Development should be designed taking into account the green infrastructure towards the site's southern boundary, which provides a natural buffer between commercial and surrounding residential uses.
4. Development proposals should investigate opportunities to widen Clyde Vale to improve access for commercial and servicing vehicles.
5. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There is an opportunity to expand the surface water network and attenuation through green infrastructure to the south of the site.

# 8 Featherstone Lodge, Eliot Bank

| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | Featherstone Lodge, Eliot Bank, London, SE23 | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.64 | **Setting**<br>Urban | **PTAL**<br>2015: 2<br>2021: 2<br>2031: 2 | **Ownership**<br>Public | **Current use**<br>Housing estate |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Node, Flood Zone 1, Critical Drainage Area, Locally Listed Building on Site | | | | |
| **PLANNING STATUS** | None, consent has lapsed | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>33 | | **Gross non-residential floorspace**<br>Employment 0<br>Main town centre 0 | | |

### Existing planning consent

18.43 DC/14/086666 – this application was granted in November 2015 but has now lapsed for . al-terations and additions to the existing lodge building, demolition of existing out buildings and construction of 4 terrace houses and a 3 – 4 storey block of flats to the rear, totalling 33 new residential units for over 55s housing.

### Site allocation

18.44 Redevelopment for residential use.

### Opportunities

18.45 Featherstone Lodge is a locally listed mid-19th Century house located at Eliot Bank and sits within gardens. Redevelopment of the site will provide for new high quality specialist housing in a characterful setting.

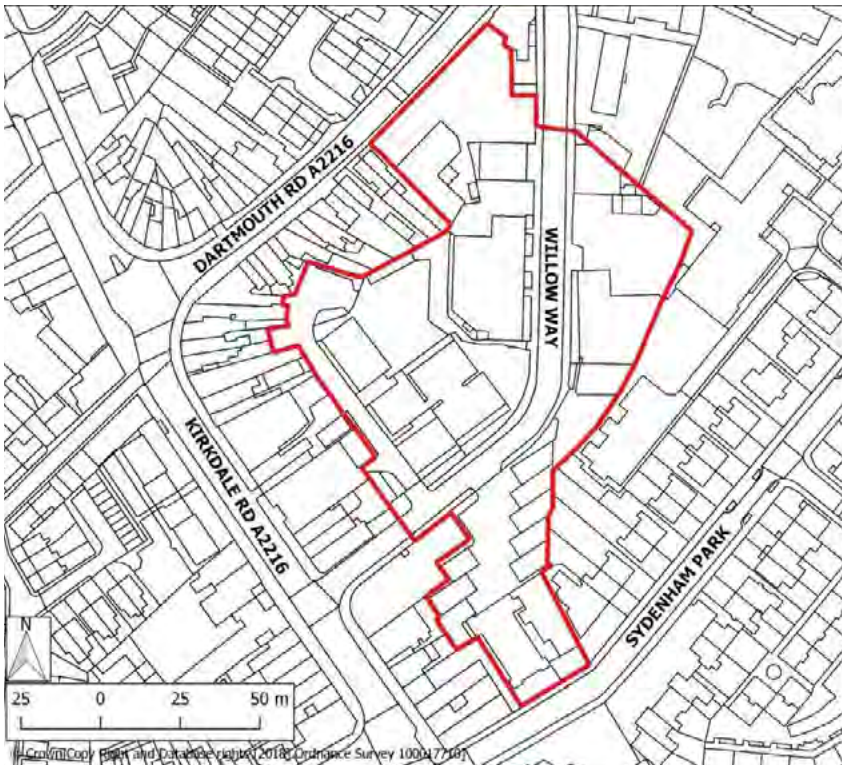
18.46 **Development requirements**

1. Delivery of predominantly specialist housing, with priority given to specialist older person's accommodation.
2. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy, taking account of existing mature trees.
3. Retention and re-use of the main building, which is locally listed.

18.47 **Development guidelines**

1. The design of development should incorporate the re-use of the existing lodge as well as the provision of new buildings, in an integrated way across the whole site. Extensions to the Lodge should include pitched roofs to replicate the existing roofline.
2. 2A range of housing units should be provided to cater for varying needs of occupants, including flats within the Lodge as well as flats and houses set within the garden.
3. Consideration should be given to creating different elevational treatments for each building block, with architectural elements that match their surroundings and are appropriate to the rich visual character of the Lodge, and heritage assets within and adjacent to the site
4. The design of development should cater for the site elevations, sloping down from north-west to south-east.
5. A tree survey will be required to identify healthy, mature trees to be retained within the garden. Development should be respectful of the natural landscaping and mature landscape setting and create a public realm space to evoke the feeling of a village green.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water and divert existing sewers where applicable. There are potential capacity concerns if connecting into Eliot Bank, connection should be downstream of manhole TQ34727802 where it increases to 229mm.

# 9 Willow Way Locally Significant Industrial Site (LSIS)

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|---|---|---|---|---|---|
| **SITE ADDRESS** | Willow Way Employment Location (comprising10-24, 21-57, Council Offices and Depot Willow Way, Units 1-8 Willow Business Park and Church Hall and 1 Sydenham Park), SE26. | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>1.29 | **Setting**<br>Urban | **PTAL**<br>2015: 4<br>2021: 4<br>2031: 4 | **Ownership**<br>Mixed, public and private | **Current use**<br>Main town centre uses, retail, employment, industrial, car services, car park |
| **HOW SITE WAS IDENTIFIED** | Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Sites (2015 and 2018). | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Locally Significant Industrial Site, adjacent Conservation Area, adjacent Local Centre, Area of Special Local Character, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10**<br>Yes | **Years 11-15** | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>175 | | **Gross non-residential floorspace**<br>Employment 6,705<br>Main town centre 0 | | |

### Site allocation

18.48 Comprehensive employment led mixed-use redevelopment. Co-location of compatible commercial, main town centre and residential uses. Reconfiguration of buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site along with public realm and environmental enhancements.

### Opportunities

18.49 The site comprises the Willow Way Locally Significant Industrial Site, which is located adjacent to Upper Sydenham/Kirkdale local centre and spans both sides of Willow Way. The site includes vacant land and a mix of lower density employment uses and 19 existing residential units. Redevelopment and site intensification, along with the co-location of commercial and other uses, will provide a more optimal use of land and enable the delivery of new and improved workspace to support the long-term viability of the LSIS. Development will also enable public realm enhancements to improve the quality of the townscape around the local centre, and help to make the area a safer and more attractive place for business and community activity.

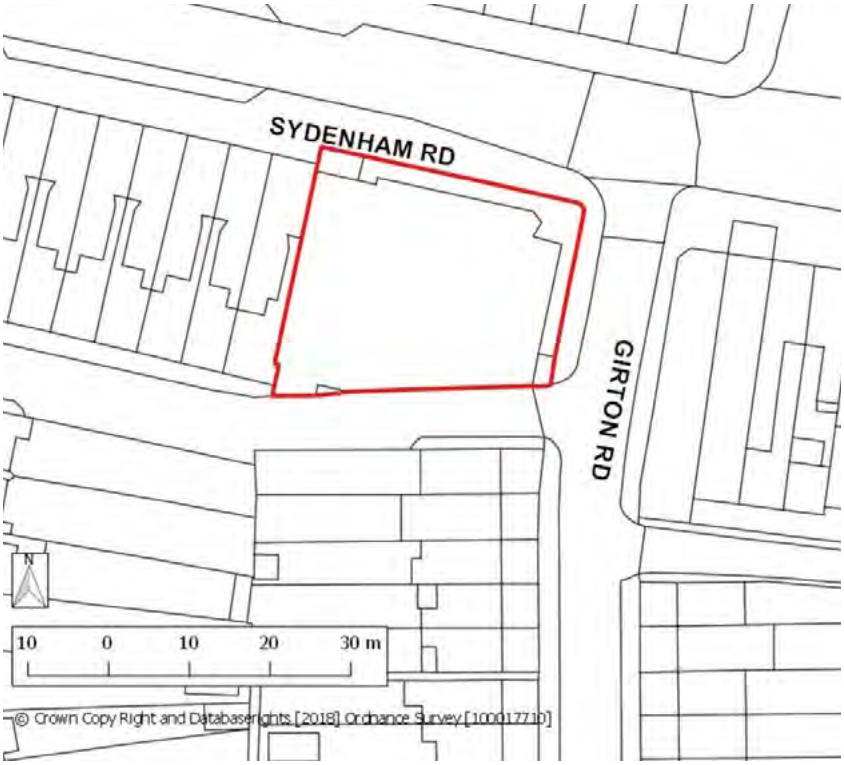
18.50 **Development requirements**

1. Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). This must address the site's relationship with the Upper Sydenham / Kirkdale local centre, to improve the functional relationship with neighbouring uses and the public realm, along with townscape character.
2. The site contains an MOT centre which is in active use. Development proposals must adequately address the operational requirements of the MOT centre in order to secure a viable future for it. The landowner of the MOT centre must be consulted through the masterplan process.
3. Development must not result in a net loss of industrial capacity, or compromise the function of the employment location, in line with Policy EC6 (Locally Significant Industrial Sites).
4. Positive frontages along Willow Way, Dartmouth Road and Sydenham Park, with active ground floor frontages. Positive frontages elsewhere throughout the site, where new routes are introduced.
5. The site must be fully re-integrated with the surrounding street network to improve access and permeability in the local area. This includes a clear hierarchy of routes, with a legible and safe network of walking and cycle routes, through the site. Particular consideration must be given to the access and servicing arrangements for commercial uses.
6. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
7. Development proposals must not adversely impact on the amenity of the public house located outside of the site boundary, in line with Policy EC19 (Public houses).

18.51 **Development guidelines**

1. Non-employment uses, including residential uses, must be sensitively integrated into the development in order to ensure the protection of amenity for all site users, along with safe and convenient access. This will require careful consideration of the operational requirements of existing and potential future employment uses.
2. Main town centre uses may be acceptable but these must be ancillary to the commercial uses and not detract from viability of the local centre.
3. Enhanced permeability off Willow Way will be an essential element of the design. Proposals will be expected to investigate, and where feasible, deliver a new route(s) linking from Willow Way to Kirkdale and Dartmouth Roads.
4. Additional planting and landscaping should be integrated to enhance the public realm and encourage movement by walking and cycling along Willow Way.
5. Development should provide for a coherent building line along Willow Way, taking into account the redevelopment of the former Sydenham Police Station site.
6. The design of development must respond positively to the local context, giving particular consideration to heritage assets, including the Sydenham Park Conservation Area, Halifax Street Conservation Area, Jews Walk Conservation Area, Area of Special Local Character, as well as listed building and locally listed buildings along Kirkdale.
7. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infra-structure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 10 74 to 78 Sydenham Road

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| **SITE ADDRESS** | 74 to 78 Sydenham Road, SE26 5QE | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.09 | **Setting**<br>Other centre | **PTAL**<br>2015: 5<br>2021: 5<br>2031: 5 | **Ownership**<br>Private | **Current use**<br>Gym |
| **HOW SITE WAS IDENTIFIED** | Strategic Planning Team (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Archaeological Priority Area, District Centre, Primary Shopping Area, Flood Zone 1. | | | | |
| **PLANNING STATUS** | Full application DC/19/115113 was granted consent in July 2020 and has been implemented. None for future redevelopment | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>16 | | **Gross non-residential floorspace**<br>Employment 164<br>Main town centre 328 | | |

### Existing Planning Consent

18.52 DC/19/115113 - Full application for change of use from retail unit (Class A1) to a gym/leisure use unit (Class D2) at 74-78 Sydenham Road.

### Site allocation

18.53 Mixed-use redevelopment with compatible main town centre and residential uses.

### Opportunities

18.54 The site is located within Sydenham District Centre and situated at a prominent position on the High Street at Sydenham Road and Girton Road. It comprises of a two-storey building occupied by a gym. Future redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. The introduction of a new high quality building will also enhance the townscape and better complement the character of neighbouring properties.

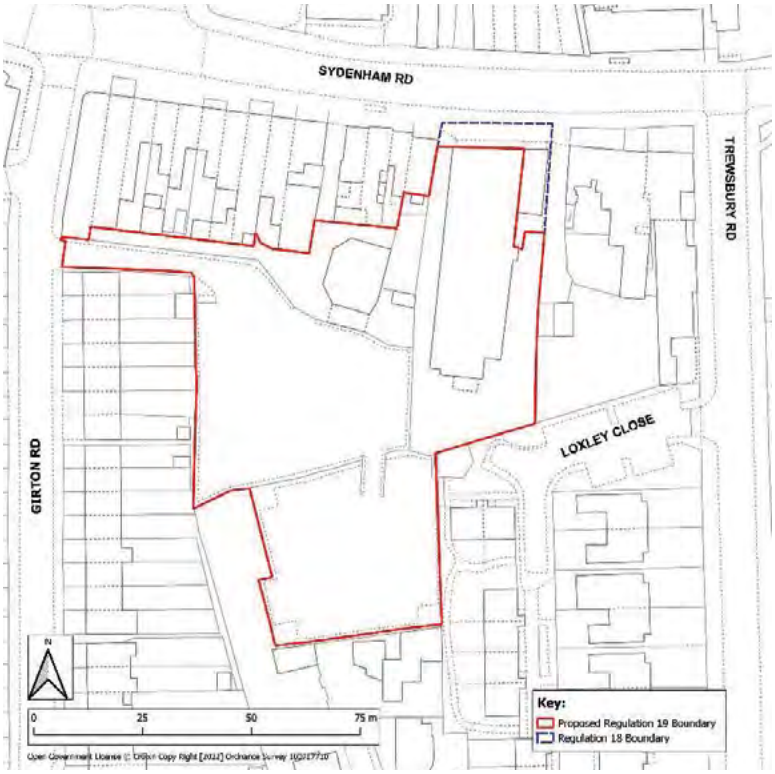
18.55 **Development requirements**

1. Positive frontages along Sydenham Road and Girton Road, with active ground floor frontages.
2. Public realm enhancements along Sydenham Road.

18.56 **Development guidelines**

1. Development should respond positively to the character of adjoining and neighbouring properties, particularly the terraced buildings along the High Street.
2. Consideration will need to be given to the amenity of residential properties and gardens to the rear of the site, along Girton Road and Tannsfeld Road.
3. Public realm enhancements should include tree planting to complement existing trees along this part of the High Street.
4. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 11 Land at Sydenham Road and Loxley Close

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| **SITE ADDRESS** | Loxley Close, Sydenham, SE26 5DU | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.64 | **Setting**<br>Other Centre | **PTAL**<br>2015: 4-5<br>2021: 4-5<br>2031: 4-5 | **Ownership**<br>Private | **Current use**<br>Retail, residential, car park |
| **HOW SITE WAS IDENTIFIED** | London SHLAA (2017), Strategic Planning Team (2019) and landowner engagement (2019) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Archaeological Priority Area, District Centre, Flood Zone 1, Critical Drainage Area, adjacent Locally Listed Building. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15** | **Beyond 15 years**<br>Yes | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>125 | | **Gross non-residential floorspace**<br>Employment 528<br>Main town centre 2,330 | | |

### Site allocation

18.57 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre and residential uses. Public realm and environmental enhancements.

### Opportunities

18.58 The site is located within Sydenham District Centre, with buildings at the northern part of the site fronting the High Street, and a car park behind. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm enhancements and overall improvements to the townscape.

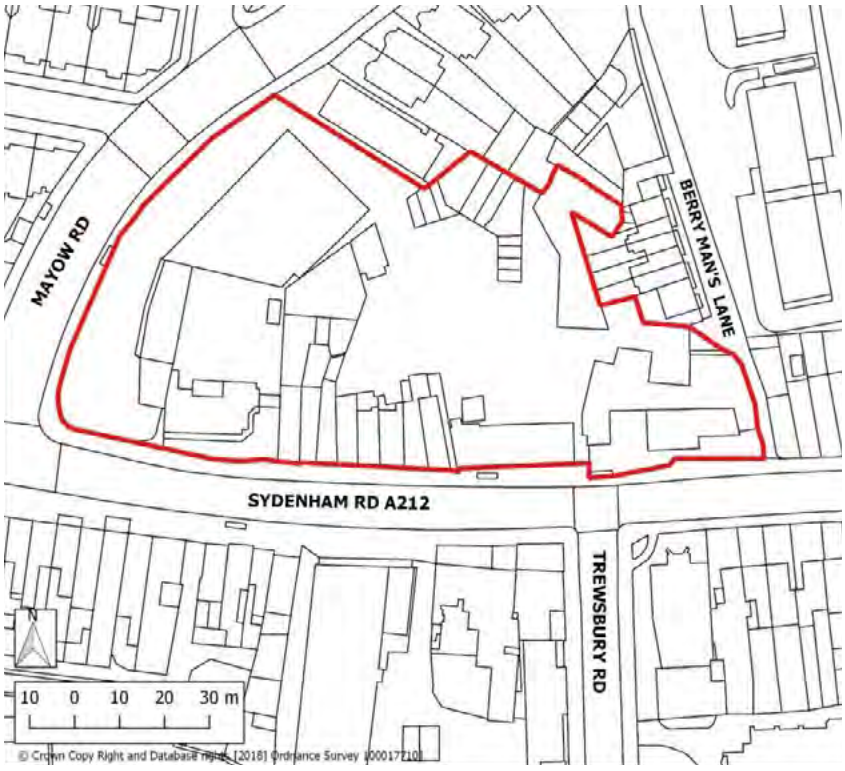
18.59 **Development requirements**

1. Positive frontages along Sydenham Road and Loxley Close, with active ground floor frontage on the High Street. The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
2. Development must not adversely impact on the public house near to the site's eastern boundary, in line with the Agent of Change principle.
3. Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.

18.60 **Development guidelines**

1. Development should make a more optimal use of land by considering options for the car park, including rationalising the existing level of provision, taking into account needs of visitors and businesses along with public transport accessibility levels.
2. Development, including building heights, should be designed to transition from the urban character along the High Street, to the predominantly residential character at the south.
3. Boundary landscaping should be used to protect and enhance the amenity of neighbouring residential properties.
4. The design of development should respond positively to the Sydenham Thorpes Conservation Area, the listed building on Trewsbury Road, and locally listed building on the eastern part of the site.
5. Opportunities should be investigated to provide for new or improved access to the allotments adjacent to the site at its southern boundary.
6. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# 12 113-157 Sydenham Road




| | | | | | |
|---|---|---|---|---|---|
| **SITE ADDRESS** | 113-157 Sydenham Road, London, SE26 5UA | | | | |
| **SITE DETAILS** | **Site size (ha)**<br>0.86 | **Setting**<br>Urban | **PTAL**<br>2015: 4-5<br>2021: 3-5<br>2031: 3-5 | **Ownership**<br>Private | **Current use**<br>Main town centre uses, retail, public house, car services |
| **HOW SITE WAS IDENTIFIED** | Site Allocations Local Plan (2013) and London SHLAA (2017) | | | | |
| **PLANNING DESIGNATIONS AND SITE CONSIDERATIONS** | Growth Corridor, Archaeological Priority Area, adjacent Conservation Area, District Centre, Flood Zone 1, Critical Drainage Area, Locally Listed Building on site. | | | | |
| **PLANNING STATUS** | None | | | | |
| **TIMEFRAME FOR DELIVERY** | **Years 1-5** | **Years 6-10** | **Years 11-15**<br>Yes | **Beyond 15 years** | |
| **INDICATIVE DEVELOPMENT CAPACITY** | **Net residential units**<br>157 | | **Gross non-residential floorspace**<br>Employment 1,565<br>Main town centre 3,130 | | |

### Site allocation

18.61 Comprehensive town centre led, mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm and environmental enhancements.

### Opportunities

18.62 The site is located within Sydenham District Centre, and fronts the northern side of the High Street. It is occupied predominantly by automotive commercial operators, including a car dealers and parts supplier. Redevelopment and site intensification, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the vitality and viability of the town centre. Development will also enable public realm and townscape improvements, along with uses that better complement the neighbouring residential properties.

18.63 **Development requirements**

1. Positive frontages along Sydenham Road, Mayow Road and Berry Man's Lane, with active ground floor frontages on the High Street.
2. The maximum viable amount of employment floorspace must be re-provided, in line with Policy EC8 (Non-designated employment sites).
3. The site must be fully re-integrated with the surrounding street network to improve access and permeability through the site and within the town centre, with new and enhanced walking and cycle routes.
4. Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
5. Development must not adversely impact character or amenity of the public house within the site, which is locally listed.

18.64 **Development guidelines**

1. An assessment should be carried out to determine which buildings and spaces are of heritage value; which should be retained and those that may be more suitable for redevelopment. The locally listed Dolphin public house and garden must be retained, and development must conserve and enhance its historic significance and setting, including the attractive views of the west-facing gable end of the pub.
2. The design of development should respond positively to the existing residential properties surrounding the site. In particular it should preserve the setting of the Sydenham Thorpes Conservation Area to the west and provide a contextual response to the terrace of Victorian cottages on Berrymans Lane to the east.
3. Applicants should work in partnership with Thames Water and engage with them early to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied through a housing phasing plan.

# PART

# DELIVERY & MONITORING

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# FOUR

# 19 DELIVERY AND MONITORING

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EXIT
LEWISHAM CHARACTERISATION

# DM1 **Working with stakeholders to deliver the Local Plan**

A The Council will take a proactive and positive approach to working with and alongside stakeholders, including local communities and community groups, landowners, development industry partners, public sector bodies and the wider public to deliver the Local Plan.

B Progress towards the delivery of the Local Plan will be regularly monitored and assessed, in line with Policy DM7 (Monitoring and review). Where revisions to planning policies are necessary in order to ensure the successful implementation of the spatial strategy for the Borough, along with beneficial social, economic and environmental outcomes, these will be undertaken through the Local Plan review process.

C The Council use powers available to it where this is necessary to support the delivery of the Local Plan, including planning enforcement.

Opposite: Characterisation Study workshop

## Explanation

19.1 The Local Plan sets out an ambitious strategy to secure new investment in the Borough and coordinate this to support Good Growth. It has been informed by an Infrastructure Delivery Plan (IDP). This provides a detailed assessment of the infrastructure required to support Lewisham's neighbourhoods and communities now and in the future, taking into account the levels of growth planned over the long-term. The Local Plan and its companion IDP are intended to be used both by the Council and its partners. These documents have therefore been prepared through extensive public consultation and engagement. The Local Plan will help to ensure that infrastructure providers, including public sector bodies, understand Lewisham's future needs so that they can appropriately plan for and allocate funding towards these.

19.2 The Council is legally required to review its Local Plan every five-years in order to ensure it is up-to-date. Authority Monitoring Reports are published annually and help to assess progress on the delivery of the Local Plan. The IDP will also be subject to regular review and updating over the plan period. This will ensure it takes account of infrastructure that has been delivered and new infrastructure programmes and service priorities that come to light. The Council will continue to liaise with infrastructure providers to inform updates to the IDP.

19.3 We will continue to work positively and proactively with key stakeholders including local communities and community groups, businesses,, landowners, developers, public sector bodies and the wider public to ensure the successful delivery of the Local Plan.. The Statement of Community Involvement (SCI) sets out the Council's procedures for consulting the public on planning decisions. This includes the preparation of the Local Plan and guidance documents as well as the determination of planning applications. The SCI supports our wider corporate aims to increase public involvement in Council decisions, enhance transparency and openness in local democracy, and promote effective decision making. This includes implementation of the recommendations of the Lewisham Local Democracy Review.[126]

[126] The 57 recommendations made by the Local Democracy Review were agreed by Mayor & Cabinet and Full Council in spring 2019. Full Council also approved the appointment of eight councillors to the renewed Local Democracy Working Group, which will oversee delivery of the recommendations.

Glass Mill Leisure Centre

# DM2 Infrastructure funding and planning obligations

**Community infrastructure levy**

A The Council will set a Lewisham Community Infrastructure Levy which is payable on all qualifying development. CIL funding will be used to secure the delivery of inclusive, healthy and liveable neighbourhoods across the Borough that are well supported by infrastructure. A CIL Charging Schedule will be published and this will be subject to periodic review over the plan period.

B A portion of Lewisham CIL collected will be allocated towards neighbourhood priorities to help ensure that local areas are appropriately supported with infrastructure and benefit from investment generated by new development. The Council will work proactively with local communities to set priorities for the spending of neighbourhood CIL in Lewisham.

C Neighbourhood forums are strongly encouraged to identify priorities for the use of neighbourhood CIL in neighbourhood plans.

**Planning obligations**

D The Council will seek planning obligations on a case-by-case basis having regard to the relevant policy requirements of the statutory Development Plan, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations. Where financial contributions are required these will be index linked, on an upward basis only, in order to maintain the value of the planning obligation.

E The following is a list of areas where planning obligations may be sought, recognising that other types of obligations may be necessary depending on the nature of a proposal and individual site circumstances:

a. Affordable housing
b. Transport and highways infrastructure and works
c. Sustainable transport and Healthy Streets
d. Public transport improvements
e. Parking controls and restrictions
f. Community and social infrastructure
g. Employment and skills training
h. Affordable workspace
i. Public realm
j. Public art
k. Community safety measures
l. Amenity space
m. Play space and recreational facilities
n. Open space
o. Green and blue infrastructure
p. Biodiversity and wildlife habitats
q. Communications infrastructure
r. Management and maintenance arrangements
s. Low carbon and renewable energy
t. Flood risk management
u. Utilities

Opposite: Leisure Centre

## Explanation

19.4 A wide range of strategic infrastructure projects will be required to support the levels of planned growth within Lewisham over the long-term. As well, specific measures may be needed on a site-by-site basis to ensure that additional needs for infrastructure generated by new development are positively managed and that any impacts arising are appropriately mitigated. The following section describes the main funding tools that are available to the Council to support the successful delivery of the Local Plan.

**Community Infrastructure Levy**

19.5 Both the Mayor of London and the Council have legal powers to introduce a Community Infrastructure Levy. This is a charge levied on certain types of new development and is non-negotiable. It is an important tool to help fund the delivery of strategic infrastructure that is essential to support growth across London, particularly transport infrastructure. CIL is also vital to helping the Council secure infrastructure required for inclusive, healthy and liveable neighbourhoods across the Borough.

19.6 Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy. Some developments may be eligible for relief or exemption from the levy. This includes social housing, residential annexes and extensions, and houses and flats which are built by 'self-builders'. There are strict criteria that must be met, and procedures that must be followed, to obtain the relief or exemption. Applicants are advised to refer to the Government's Planning Practice Guidance for general information on the setting, collection and use of the levy.

19.7 The London Mayor has introduced a CIL that is applicable to qualifying development across London. The Council assists in administering the collection of CIL funding generated in Lewisham on behalf of the Mayor. We will seek to advise applicants on the latest information on the Mayoral CIL.

19.8 In addition, the Council adopted a CIL Charging Schedule in February 2015 which sets out the local levy rates within the Borough. This will be subject to periodic review and potential updating over the plan period. Changes to the CIL Charging Schedule may be necessary to respond to significant changes in the level of infrastructure provision required to support the planned levels of growth, or to take into account new evidence on development viability. Further information is available on the Council's planning website.

19.9 A portion of the local CIL collected in Lewisham is set aside to be spent on neighbourhood priorities. The Council has formally agreed governance arrangements for the use of this neighbourhood Community Infrastructure Levy (NCIL). There are NCIL funds available to each ward within the Borough. Local residents and community groups are encouraged to assist in setting priorities for the use of these funds within the local area. Neighbourhood forums are strongly encouraged to set out priorities for the use of NCIL within neighbourhood plans. This will allow for an additional level of public engagement in the process of priority setting and help to ensure there are clear priorities in place to address neighbourhood plan objectives. Further information on the governance arrangements for NCIL, and opportunities to assist in priority setting, is available on the Council's planning webpage.

### Planning obligations

19.10 As part of the process of determining planning applications, the Council may seek to enter into legal agreements with landowners and developers, and/or secure planning contributions. This is particularly where infrastructure is required to address the additional demand generated by new development proposals. The purpose of planning obligations is to make development acceptable in planning terms. Planning obligations will be sought to compensate and/or mitigate the impact of a development, which without that mitigation, would render the development unacceptable in planning terms. Legal agreements and/or contributions will be negotiated on a case-by-case basis, taking into account the individual site circumstances and the mitigation measures required for the development proposed. Planning applications will be refused where appropriate mitigation measures are not provided or cannot otherwise be secured.

19.11 We have published a Planning Obligations Supplementary Planning Document. This sets out guidance on the types and scale of planning obligations that are likely to be sought in accordance with Lewisham's statutory Development Plan. The SPD sets out our expectations on the process for securing planning obligations. Reduced contributions, where necessary (for example due to the exceptional costs of redeveloping a particular site) will be negotiated on an 'open book' basis based on the financial viability of the scheme. The Council will review and update its Planning Obligations SPD to ensure it appropriately aligns with the Development Plan.

19.12 The London Plan sets out that planning contributions towards affordable housing and transport infrastructure share the equal highest priority, and this will be a key consideration where there is a need to prioritise contributions owing to reasons of financial viability of a development.

19.13 Financial obligations will be index linked (on an upwards basis only) in order to maintain the value of the obligation, from the date of the resolution to grant planning permission until the date that the full payment is received. In most cases the Retail Price Index (RPI) will be used for non-capital financial contributions (e.g. workplace training contributions) and the Building Cost Information Service (BCIS) index, or equivalent agreed by the Council, will be used for financial contributions towards a specific building or facility as it relates more closely to the cost of delivering a scheme.

BRONZESHIELD
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HUTCHINSON
ENGINEERING SERVICES LTD
HEAVY
SITE SAFETY
Safety helmets must be worn
Protective footwear must be worn
High visibility jackets must be worn

# DM3 **Masterplans and comprehensive development**

A Development proposals must be accompanied by a site masterplan where they form all or part of a site allocation, or in other circumstances specified by the Local Plan. The site masterplan will be expected to set out how development will contribute to delivery of the spatial strategy for the Borough. It must also suitably demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area.

B The site masterplan must be submitted at the outline or full planning application stage. Where an outline application is submitted, it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to comprise of:

a. An assessment of the site and its context to inform the overall development strategy;
b. A detailed site-wide masterplan that responds positively to the spatial strategy for the Borough, site specific development principles and guidelines, and other relevant planning policies; and
c. A delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for planning obligations and/or planning conditions, where appropriate.

C Proposals must address how the development site relates to neighbouring properties and the surrounding area, particularly in contributing to the delivery of the spatial strategy for the Borough. Where appropriate, applications will be required to be supported by a masterplan covering multiple sites in order to demonstrate the acceptability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required by (A) and (B) above.

D Applicants must demonstrate that they have appropriately consulted the public through the masterplan process, including active engagement with the landowners and occupiers of the subject site along with those in other parts of the allocated site.

Opposite: PLACE Ladywell (RSHP)

## Explanation

19.14 In order to achieve the Local Plan's vision and strategic objectives it will be important that all development proposals positively engage with and seek to deliver the spatial strategy for the Borough. This is particularly vital for those sites that have been allocated for their strategic role and potential to deliver new and improved housing, business space, public realm, facilities and other infrastructure to support our communities. The site allocations are comparatively large brownfield sites and can therefore add complexity in terms of their redevelopment. This may include a situation of multiple land ownership, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. The Council considers that these constraints are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively and in line with a site-wide masterplan.

19.15 To help ensure certainty of outcomes, the Council will seek that masterplans are submitted at the outline or full planning application stage. The masterplan should be informed by a baseline assessment of the site and its surrounds, drawing on the latest available evidence. This may include demographic data, economic and social indicators and/or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development. The level of detail included in the masterplan should be commensurate with nature and scale of development proposed, along with site specific requirements. Depending on individual circumstances, matters to be addressed may include: historical and cultural context; land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; and infrastructure (including transport, community and green infrastructure).

19.16 The delivery strategy is important to ensuring certainty on outcomes sought both for the individual scheme and the site allocation. One of the key aims of the masterplan process is to ensure that landowners and/or developers are liaising with each other and made aware of the planning objectives for the site and wider area. Coordination between landowners and other stakeholders, including infrastructure providers, will help to ensure that proposals do not prejudice each other, or the wider development aspirations for the Borough. Sites that are designed and brought forward comprehensively through the master plan process will help to alleviate issues that may arise through piecemeal development, are more likely to maximise wider public benefits.

# DM4 **Land assembly**

A To enable the delivery of the Local Plan and the spatial strategy for the Borough the Council will support land assembly to achieve comprehensive development. The Council will use compulsory purchase powers, only where necessary, to assemble land for development within the Borough where:

a. Landowners and/or developers, as appropriate, can demonstrate that:
   i. There is a viable and deliverable development proposal that appropriately satisfies the Local Plan requirements; and
   ii. They have made all reasonable efforts to acquire, or secure an option over, the land and/or building(s) needed, through negotiation.
b. Comprehensive redevelopment of the assembled site is necessary to deliver a strategic site allocation contained in the Local Plan (including the requirements of a masterplan where required); and
c. The development proposal for the assembled site will contribute to the delivery of the spatial strategy for the Borough, having particular regard to the Vision and place principle policies for the area within which the development is located.

B Where compulsory purchase is necessary, and determined to be an appropriate option for securing development that supports the delivery of the spatial strategy, applicants will be required to demonstrate how the associated costs will impact upon development viability.

## Explanation

19.17 A comprehensive approach to development of sites will often be in the public interest, particularly to secure the successful delivery of the spatial strategy for the Borough. On larger sites, including site allocations, the piecemeal development or incremental building out of schemes might be more easily delivered in certain circumstances. However the constraints posed by site boundaries, neighbouring developments or land uses, along with infrastructure and utilities (whether at or below the surface), all have potentially limiting consequences for the design, scale, land use mix and viability of schemes. Across Lewisham and particularly in key strategic locations - such as Opportunity Areas, Areas for Regeneration and town centres - such consequences could depress the optimal use of land or impose limitations on coordinated planning and development of a site or an area. A comprehensive approach to development is advocated in order to ensure the achievement of wider regeneration and strategic growth objectives.

19.18 The necessity to use compulsory purchase powers is more likely on complicated strategic sites, particularly where there are multiple landowners and leaseholders. The Council will always assess the most appropriate options for securing the successful delivery of the Local Plan. It will carefully consider the use of powers available to it in order to ensure new development is brought forward in a coordinated way, and delivered in the wider public interest.

# DM5 **Meanwhile uses**

A Development proposals for the meanwhile (temporary) use of vacant land or buildings will only be supported where the site or unit:

a. Is being actively marketed; or
b. Falls within the boundary of a site allocation that is not expected to come forward for comprehensive redevelopment in the short term; or
c. Is located on land within a consented major development scheme, which is being delivered in phases; and
d. The meanwhile use sought:
   i. Is appropriate to its location, with priority given to suitable employment generating, community or cultural uses;
   ii. Will not adversely impact on the amenity of adjoining and neighbouring occupiers, in line with the Agent of Change principle;
   iii. Does not preclude the permanent use of the site for appropriate commercial or main town centre uses, or prohibit delivery of the site allocation; and
   iv. Will be temporary in nature.

B Development proposals for the meanwhile (temporary) use of vacant land and buildings within town centres and designated employment areas must not adversely impact on the viability of the town centre or function of the employment area in supporting commercial uses and activities.

## Explanation

19.19 Vacant buildings and sites can have a detrimental impact on the vitality and viability of commercial and other areas. This is especially in town centre locations where vacant units can visually detract from local character and result in lower levels of footfall. The Local Plan seeks that the optimal use of land is made in the Borough including by ensuring that land and buildings do not go unnecessarily unused. The meanwhile (temporary) use of vacant buildings (including building units) or sites, where they provide for beneficial uses. This includes uses that support business development, community and cultural activities (particularly in Cultural Quarters) and those that help to address acute local housing needs.

19.20 Where meanwhile uses are proposed, applicants must submit evidence to demonstrate that the vacant unit or site is being actively marketed, including during the period of meanwhile activity, at market rates that are reasonable to the local economic area. The intention here is to ensure that sites or units are taken up for their intended use whilst recognising some flexibility is needed to respond to fluctuations in the market or other factors. If we consider that a site or unit has been made deliberately vacant in order to secure a temporary consent, the application will be refused.

19.21 The Local Plan includes a number of strategic site allocations, some of which are expected to come forward over the medium to long-term. Our priority is to ensure that development is delivered as quickly as possible. However, there are circumstances where site allocations may take longer to be realised, such as when development is phased or time is needed to allow for coordination between different landowners. In the interim period we are keen to ensure that active uses are maintained wherever appropriate.

19.22 Development proposals for meanwhile uses must not preclude the future permanent occupation of the site or unit for an appropriate main town centre, commercial or other use, taking into account relevant site allocation policies. Meanwhile uses must not have an adverse impact on the amenity of neighbouring properties or the local area. Where located in town centres or employment areas, meanwhile uses must not compromise the employment generating function of nearby sites in line with the Agent of Change principle, or otherwise harm the viability of the town centre.

19.23 The Council may consider the future use of Local Development Orders (LDO) allowing temporary uses in specific locations subject to certain conditions being satisfied.

19.24 Where meanwhile uses are approved they will be considered for monitoring purposes. This includes meanwhile residential uses, where conventional units and non-conventional bedrooms will be counted towards the Borough's housing target. This approach is consistent with that advocated in the London Plan.

# DM6 **Health impact assessments**

A A desktop Health Impact Assessment (HIA) must be submitted with the following types of development proposals:

a. Major developments;
b. Developments located within an Air Quality Focus Area; and
c. Developments including the following uses:
   i. Hot-food takeaways
   ii. Betting shops;
   iii. Education facilities;
   iv. Health and social care facilities;
   v. Leisure and community facilities; and
   vi. Publicly accessible open space.

B Development proposals of a scale referable to the Greater London Authority must submit a detailed Health Impact Assessment.

## Explanation

19.25 This policy supports the London Plan aims to create a healthy city by improving Londoners' health and reducing health inequalities. It also supports the objectives set out in Lewisham's Health and Wellbeing Strategy. HIAs will required for development proposals which are most likely to impact on public health outcomes whether by virtue of their large scale, nature of uses or location in an area of poor air quality.

19.26 The London Healthy Urban Development Unit (HUDU) provides guidance on completing HIAs, which applicants should refer. This uses a checklist approach that can normally be completed as a desktop study. The HIA should be undertaken as early as possible in the planning and design process in order to identify opportunities for maximising public health benefits, minimising harm and addressing health inequalities. Development proposals must demonstrate how the HIA has been used to inform the design. The HIA can be completed as a standalone assessment or form part of an Integrated Impact Assessment, where appropriate. The scope of the HIA will depend on the nature, scale and location of development along with the potential impacts on public health and wellbeing.

19.27 Development proposals of a scale referable to the Greater London Authority must complete and submit a more extensive and full HIA.

# DM7 **Monitoring and review**

A The implementation of the Lewisham Local Plan will be kept under review throughout the plan period, taking into account the Local Performance Indicators set out in **Table 19.1**. Progress and performance outcomes towards the delivery of the Vision for Lewisham and the spatial strategy will be published annually in the statutory Authority Monitoring Report (AMR).

B Development viability in the Lewisham will be regularly reviewed over the plan period. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas of across the Borough, the Council will consider the need for a review of strategic approaches or policies.

## Explanation

19.28 Monitoring is necessary to assess progress towards the implementation of the Local Plan over the plan period. The section sets out the monitoring framework against which the successful delivery of the Local Plan will be measured. The monitors will help to assess yearly performance. However, it is recognised that that spatial strategy is underpinned by the need for sensitively managed change and transformational investment (for example, in public transport infrastructure), which in some local areas or specific circumstances may take several years to begin to materialise.

19.29 Performance against Lewisham's Local Performance Indicators (LPIs) will be published in the statutory Authority Monitoring Report (AMR). Performance metrics and figures will be accompanied by commentary to make reports more legible and user-friendly, and may be supported by additional monitoring information. The LPIs will help to supplement, and should be read alongside, the Key Performance Indictors (KPIs) used for monitoring of the London Plan.

19.30 The LPIs are considered to be the key indicators for assessing policy performance and overall implementation of the Local Plan. The AMR will include a more comprehensive and detailed set of data, which will help to complement and put into context the LPIs. This may include data that is not made available on an annual basis, such as the Indices of Multiple Deprivation and Census data, information within research reports and other technical evidence, and Council strategies. The AMR is therefore expected to evolve over time, however continuity will be ensured through a focus on the LPIs.

19.31 Where monitoring clearly indicates that a strategic objective, elements of the Local Plan spatial strategy or specific plan targets are not being delivered, we will assess the reasons for this and may consider, as appropriate, contingency measures or other actions. This may include single issue reviews and corresponding updates to the Local Plan.

19.32 We will regularly monitor development viability as part of the Local Plan monitoring. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether in particular areas of across the Borough, the Council will consider the need for a review of strategic approaches or policies. This is particularly in respect of requirements for affordable housing. For example, where land values increase as a result of investment in strategic infrastructure (such as the Bakerloo line extension), we will seek to ensure that the maximum viable amount of genuinely affordable housing is secured on a site by site basis.

**Table 19.1:** Monitoring framework

| REF | MEASURE | INDICATOR |
|---|---|---|
| **DELIVERING AN OPEN LEWISHAM** | | |
| **LPI 1** | Open Lewisham | Positive reduction in multiple deprivation over the plan period, measured against the baseline 2019 Indices of Multiple Deprivation. |
| **LPI 2** | Departures from the Development Plan | Number of developments consented as advertised departures from Lewisham's Development Plan. |
| **LPI 3** | Planning appeals | Performance on planning appeals, reviewed annually. |
| **LPI 4** | Planning enforcement | Performance on planning enforcement, reviewed annually by number and type of planning enforcement cases registered, enforcement notices issued and appeals won. |
| **HIGH QUALITY DESIGN AND HERITAGE** | | |
| **LPI 5** | Design Review Panel | Number of development proposals considered by Lewisham Design Review Panel, measured annually. |
| **PLI 6** | Density of housing | Density of consented housing developments consented and delivered, measured annually. |
| **LPI 7** | Tall buildings | Number and location of tall buildings consented and delivered, measured annually. |
| **LPI 8** | Historic environment | Adoption of Area Appraisals and Management Plans for all Conservation Areas. |
| **LPI 9** | Heritage at risk | Number of assets on the Heritage at Risk Register and assets removed from the Register through targeted action. |
| **LPI 10** | Listed buildings | Development approvals resulting in the loss of listed buildings. |
| **LPI 11** | Archaeology | Completion of review of Archaeological Priority Areas. |
| **HOUSING** | | |
| **LPI 12** | Housing supply | Increase in supply in new homes over the plan period, measured by housing completions and net pipeline of approved housing units. |
| **LPI 13** | Housing delivery | Increase in supply in new homes, measured against housing completions towards the borough's strategic housing target to-date. |
| **LPI 14** | Small housing sites | Housing completions on small sites, measured against draft London Plan small sites target of 379 units annually, and as a proportion of overall housing completions. |

**Table 19.1:** Monitoring framework

| REF | MEASURE | INDICATOR |
|---|---|---|
| **LPI 15** | Affordable housing | Positive trend in percentage of housing completions that are for affordable housing, on schemes of 10 units or more, measured against the borough's strategic affordable housing target of 50 percent. |
| **LPI 16** | Genuinely affordable housing delivery | Positive trend in percentage of housing completions that are for genuinely affordable housing. |
| **LPI 17** | Affordable housing planning contributions | Planning contributions secured towards affordable housing on schemes of less than 10 units, measured annually. |
| **LPI 18** | Housing size mix | Dwelling size mix (e.g. bedrooms) for consented and delivered development, measured annually. |
| **LPI 19** | Purpose Built Student Accommodation | Number of PBSA developments and bed spaces consented and delivered, measured annually. |
| **LPI 20** | Houses in Multiple Occupation | For HMOs requiring planning permission, location and number developments consented and delivered, measured annually. |
| **LPI 21** | Gypsy and traveller accommodation | Delivery of 6 additional permanent gypsy and traveller pitches up to 2031. |
| **ECONOMY AND CULTURE** | | |
| **LPI 22** | Industrial land availability | No overall loss of industrial floorspace in Strategic Industrial Locations and Locally Significant Industrial Sites. |
| **LPI 23** | Mixed-use employment locations | Industrial floorspace re-provided through comprehensive redevelopment of MEL sites, measured as the proportion of industrial floorspace of the overall floorspace delivered. |
| **LPI 24** | Non-designated employment sites | Industrial floorspace re-provided through the redevelopment of non-designated sites, measured as the proportion of industrial and other employment generating floorspace of the overall floorspace delivered. |
| **LPI 25** | New workspace | Positive trend in supply of towards a target of 21,800 net sqm light industrial floorspace by 2040. |
| **LPI 26** | Affordable workspace | Positive trend in affordable workspace as a share of total light industrial floorspace in planning approvals, along with planning contributions secured towards affordable workspace. |
| **LPI 27** | Skills and training | Planning contributions and/or legal agreements secured for skills and training. |
| **LPI 28** | Retail floorspace | Increase in supply of retail floorspace, measured against the target of an additional 8,397 gross square metres of floorspace up to 2035 (overall total comprises +10,641 square metres for convenience goods, -3,651 for comparison goods and +1,407 for food and beverage retail). |

**Table 19.1:** Monitoring framework

| REF | MEASURE | INDICATOR |
|---|---|---|
| **LPI 29** | Town centre vitality and viability | Reduction and stabilisation of town centre vacancy rates in major, district and local town centres, towards a target of 5% vacancy rates for each centre. |
| **LPI 30** | Cultural infrastructure | No net loss of cultural venues and facilities. |
| **LPI 31** | Public houses | No net loss of public houses. |
| **COMMUNITY INFRASTRUCTURE** | | |
| **LPI 32** | Safeguarding community infrastructure | No net loss of community infrastructure. |
| **LPI 33** | New community infrastructure | Development including provision of new community infrastructure consented and delivered, measured annually and by type of infrastructure. |
| **GREEN INFRASTRUCTURE** | | |
| **LPI 34** | Open space | No net loss of designated open space. |
| **LPI 35** | Neighbourhood Open Space | Number of consented developments resulting in the net loss of Neighbourhood Open Space and amount of open space lost, measured annually. |
| **LPI 36** | Biodiversity | No net loss of designated biodiversity sites. |
| **LPI 37** | Biodiversity Net Gain | Biodiversity net gain measured over plan period. |
| **LPI 38** | Nature Recovery | Adoption and implementation of Local Nature Recovery Strategy. |
| **LPI 39** | Urban Greening | Percentage of qualifying major developments for which target Urban Greening Factor was met on-site. |
| **SUSTAINABLE DESIGN AND INFRASTRUCTURE** | | |
| **LPI 40** | Carbon neutral Lewisham | Reduction in borough-wide carbon emissions towards a local target of net zero carbon by 2030, contributing toward the London Mayor' strategic target for London to become a zero carbon by 2050. |
| **LPI 41** | Carbon emissions on new development | Average on-site carbon emission reductions of at least 35% compared to Building Regulations 2013 for approved major development applications. |
| **LPI 42** | Carbon offsetting | Number of carbon offset payments and amount of funding secured through relevant legal agreements. |
| **LPI 43** | Air quality - major development | Positive trend in approved major development applications demonstrating that they meet at least air quality neutral standard for emissions. |

**Table 19.1:** Monitoring framework

| REF | MEASURE | INDICATOR |
|---|---|---|
| **LPI 44** | Air quality – borough-wide | Achievement of air quality objectives for Nitrogen Oxide and Particulate Matter, in accordance with Lewisham Air Quality Management Plan. |
| **LPI 45** | Environmental incidents | Positive trend in reduction of environmental incidents reported to the Environment Agency.[127] |
| **LPI 46** | Net waste self sufficiency | 100% of Borough's municipal waste managed within London by 2026. |
| **LPI 47** | Municipal waste recycling | Positive trend towards achievement of London Plan target for 65% municipal waste (household and business) recycled by 2030. |
| **LPI 48** | Construction and demolition waste and excavation. | Positive trend towards achievement of London Plan target for 95% of construction and demolition waste sent for re-use/ recycling/recovery by 2030, and 95% of excavation waste for beneficial re-use. |
| **LPI 49** | Composting | Positive trend towards achievement of London Plan target for zero biodegradable and recyclable waste to landfill by 2026. |
| **TRANSPORT AND CONNECTIVITY** | | |
| **LPI 50** | Strategic infrastructure | Progress in the delivery of strategic transport infrastructure, as measured by projects set out in **Table 12.1** of the Local Plan. |
| **LPI 51** | Modal share | Increasing mode share for walking, cycling and public transport (excluding taxis) towards the London Mayor's target of 90% in inner-London by 2041. |
| **NEIGHBOURHOODS AND PLACES** | | |
| **LPI 52** | Allocated sites committed | Number and proportion of total allocated sites committed by way of planning consent towards target of 100% by 2040. |
| **LPI 53** | Allocated sites delivered | Number and proportion of total allocated sites delivered by way of completion, towards target of 100% by 2040. |
| **LPI 54** | Housing supply by character area | Increase in supply in new homes in the character area over the plan period, measured by housing completions and net pipeline of approved housing units. |
| **LPI 55** | Housing delivery by character area | Increase in supply in new homes in the character area, measured against housing completions to-date. |
| **LPI 56** | Workspace delivery by character area | Positive trend in amount of workspace completed in the character area. |
| **LPI 57** | Retail floorspace delivery by character area | Net change in Class E retail floorspace by character area. |
| **LPI 58** | Lewisham links | Delivery of Lewisham links routes by character area. |

[127] This refers to environmental incidents reported to the Environment Agency national incident hotline and may include, for example, water pollution, waste management issues, fish kills, odour issues, blocked drains, dust, misconnection issues, odour and low flow in rivers.

# PART

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# FIVE

# 20 APPENDICES

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# Appendix 1: Abbreviations

**Table 20.1:** Table of abbreviations use

| | |
|---|---|
| ACV | Asset of Community Value |
| ALGG | All London Green Grid |
| APA | Archaeological Priority Area |
| ASLC | Area of special local character |
| AQA | Air Quality Assessment |
| AQFA | Air Quality Focus Area |
| AQMA | Air Quality Management Area |
| BLE | Bakerloo Line Extension |
| BREEAM | Building Research Establishment Environmental Assessment Method |
| CAZ | Central Activities Zone |
| CEZ | Creative Enterprise Zone |
| CHP | Combined heat and power |
| CIBSE | Chartered Institution of Building Services Engineers |
| CiGL | Greenspace Information for Greater London |
| CIL | Community Infrastructure Levy |
| CO2 | Carbon dioxide |
| DLR | Docklands Light Railway |
| EA | Environment Agency |
| EqIA | Equalities Impact Assessment |
| GLAAS | Greater London Archaeological Advisory Service |
| GIA | Gross Internal Area |
| GLA | Greater London Authority |
| GLHER | Greater London Historic Environment Record |
| Ha | Hectare |
| HIA | Health Impact Assessment |
| HMO | House in Multiple Occupation |

**Table 20.1:** Table of abbreviations use

| | |
|---|---|
| HRA | Habitats Regulations Assessment |
| HSE | Health and Safety Executive |
| IIA | Integrated Impact Assessment |
| IMD | Index of Multiple Deprivation |
| kWh | Kilowatt hour |
| LDD | London Development Database |
| LEL | Local Employment Location |
| LHN | Local Housing Need |
| LSIS | Locally Significant Industrial Sites |
| LVMF | London View Management Framework |
| MEL | Mixed Use Employment Location |
| MHGLC | Ministry of Housing Communities and Local Government |
| MMO | Marine Management Organisation |
| MOL | Metropolitan Open Land |
| NHS | National Health Service |
| NO2 | Nitrogen dioxide |
| NOx | Oxides of nitrogen, or nitrogen oxides: a mixture of nitric oxide and nitrogen dioxide |
| NPPG | National Planning Practice Guidance |
| NPPF | National Planning Policy Framework |
| OA | Opportunity Area |
| PBSA | Purpose-Built Student Accommodation |
| POS | Public Open Space |
| PSA | Primary Shopping Area |
| PTAL | Public Transport Access Level |
| RIGS | Regionally-Important Geological Sites |
| SAC | Special Areas of Conservation |
| SEA | Strategic Environmental Assessment |

**Table 20.1:** Table of abbreviations use

| | |
|---|---|
| SELCHP | The South East London Combined Heat and Power Plant |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SIL | Strategic Industrial Location |
| SINC | Site of Importance for Nature Conservation |
| SFRA | Strategic Flood Risk Assessment |
| SMEs | Small and medium-sized enterprises (including micro-businesses) |
| SPA | Special Protection Areas |
| SPG | Supplementary Planning Guidance |
| Sqm | Square metres |
| SUDs | Sustainable Urban Drainage Systems |
| TE2100 | Thames Estuary 2100 Plan |
| TER | Target Emission Rate |
| TfL | Transport for London |
| UGS | Urban Green Space |
| UGF | Urban Greening Factor |
| VBC | Vacant Building Credit |
| WHS | World Heritage Sites |
| WFD | European Water Framework Directive (WFD) |

# Appendix 2: Glossary

## A

**Active frontage**

Design principle in which the the front of a building is designed to generate visual interest, activity and engagement between the building interior and the space outside of it, particularly at the ground floor or street level. An active frontage normally forms part of a positive frontage of a building located within a town centre. See also Positive frontage.

**Affordable housing**

See National Planning Policy Framework and London Plan policy H4. See also Genuinely affordable housing.

**Affordable workspace**

Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

**Agent of Change**

A principle that places the responsibility of mitigating the impact of nuisances from existing nuisance generating uses on the proposed new development.. See London Plan Policy D13.

**Air Quality Management Area (AQMA)**

An area which a local authority had designated for action, based upon a prediction that air quality objectives will be exceeded.

**Air quality neutral**

An air quality neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the Greater London Authority.

**Amenity**

Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

**Amenity space**

The outside space of a building normally associated with housing. It may be private or shared, depending on the building it serves.

**Ancient or veteran tree**

A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

**Ancient woodland**

An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

**Archaeological interest**

There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

**Areas of deficiency in access to nature**

Areas where people have to walk more than one kilometre to reach a publicly accessible Metropolitan or Borough Site of Importance for Nature (SINC).

**Areas of deficiency in access to public open space**

Areas lacking in sufficient publicly accessible open space, as defined by a set of standards in Policy G4 of the London Plan.

**Article 4 Direction**

A tool used by local planning authorities to remove some or all permitted development rights that apply to a particular site or area.

## B

**Back gardens**

Private amenity areas that were the entire back garden of a dwelling or dwellings as originally designed.

**Backland site**

Landlocked site to the rear of street frontages not historically in garden use such as builders yards, small workshops and warehouses, and garages.

**Biodiversity**

This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

**Biodiversity offsets**

Measures to improve existing or create replacement habitat where there are unavoidable impacts on wildlife habitats resulting from development or change of land use.

**Brownfield Land**

Previously developed land.

**Build to Rent**

See London Plan policy H11.

## C

**Carbon dioxide (Co2)**

Principal greenhouse gas related to climate change.

**Car club**

A short-term vehicle rental service that allows members access to cars parked locally.

**Car free development**

Car free development has no general parking but should still provide disabled persons parking. See London Plan policy T6.

**Central Activities Zone (CAZ)**

The vibrant heart and globally iconic core of London. The CAZ contains a broad range of functions that have London-wide, national and international significance.

**Circular economy**

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

**Combined Heat and Power (CHP)**

The combined production of electricity and usable heat is known as Combined Heat and Power. Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

**Commercial waste**

Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992.

**Communal heating system**

A communal heating system supplies heat to multiple properties from a common heat source. It may range from a district system heating many buildings to a system serving an individual block of flats.

**Community infrastructure**

See Social infrastructure.

**Community Infrastructure Levy (CIL)**

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area to pay for infrastructure projects identified by the Local Authority and/or the Mayor of London.

**Conservation (heritage)**

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance

**Conservation Area**

Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

**Creative Enterprise Zone (CEZ)**

A Mayor of London initiative to establish clusters of creative production, which provide affordable premises and enterprise-related incentives for artists and creative businesses, pro-culture planning and housing policies, and offer career pathways and creative jobs for local communities and young people.

**Creative industries**

Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

**Cultural Quarters**

Areas where a critical mass of cultural activities and related uses, usually in historic or interesting environments, are designated as Cultural Quarters.

## D

**Decentralised energy**

Local renewable and local low-carbon energy sources.

**Design and Access statement**

A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with.

**Designated heritage asset**

World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Development Plan**

For Lewisham this comprises The London Plan, Lewisham Local Plan and Neighbourhood Plans.

**Digital infrastructure**

Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.

**District Centre**

See London Plan, Annex 1.

**District heating network**

A network of pipes carrying hot water or steam, usually underground that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length.

**Dual aspect dwelling**

A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. The provision of a bay window does not constitute dual aspect.

**Dwelling**

A self-contained unit of residential accommodation; also referred to as a 'residential unit'.

## E

**Embodied carbon / energy / emissions**

The total life cycle carbon, energy, greenhouse gases used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

**Energy efficiency**

Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience

**Energy Hierarchy**

Tiered approach to reducing carbon dioxide emissions in the built environment. See London Plan policy SI 2.

## F

### Family housing

A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has or more bedrooms. Also referred to as family-sized housing or homes.

### Flood Risk Assessment (FRA)

An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.

## G

### Genuinely affordable aousing

In Lewisham, genuinely affordable housing is housing at social rent levels or the GLA London Affordable Rent level (in Lewisham this is GLA London Affordable Rent minus the 1 per cent above Consumer Price Index uplift).

### Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

### Good Growth

This is growth that is socially and economically inclusive and environmentally sustainable. See also London Plan, Chapter 1.

### Green Belt

A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

### Green corridor

Relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible to each other and to the Green Belt or Metropolitan Open Land. They often consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

### Green cover

The total area covered by vegetation and water across London. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens

### Green industries

Business sector that produces goods or services which, compared to other more commonly used goods and services, are less harmful to the environment.

### Green infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Green roofs and walls**

Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.

**Green space**

All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape

**Greenfield runoff rate**

The runoff rate from a site in its natural state, prior to any development.

**Greenhouse gas**

Any gas that induces the greenhouse effect, trapping heat within the atmosphere that would normally be lost to space, resulting in an increase in average atmospheric temperatures, contributing to climate change. Examples include carbon dioxide, methane and nitrous oxides.

**Greening**

The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping use of vegetation or water.

**Gypsy and Traveller**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

## H

**Habitable room**

A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

**Health Impact Assessment (HIA)**

Used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise.

**Heritage asset**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic environment**

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic Environment**

Record Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

**House in Multiple Occupation (HMO)**

Dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 (except for areas affected by an Article 4 Direction) whereas HMOs for more than six people are Sui Generis.

**Household waste**

Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, and any other household waste collected by the waste authorities.

## I

**Inclusive design**

Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

**Infill development**

Development that takes place on vacant or undeveloped sites between other developments and/or built form.

**Infrastructure**

Term used to describe the facilities and services for local people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new road or school, to the creation of a local play-space.

**Intermediate Housing**

See National Planning Policy Framework and London Plan policy H6.

## L

**Legibility**

The extent to which a place can be easily understood and traversed.

**Lewisham Transport Interchange**

This includes the mainline railway station, the DLR station and the bus layover site that covers the area sandwiched between both station buildings and the large roundabout that links the A20 and the A21.

**Listed Building**

Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

**Liveable neighbourhood**

A neighbourhood that supports living, working, commerce and culture within its area, along with encouraging and enabling sustainable modes of travel, particularly walking and cycling. It also refers to the suitability and desirability of an environment for people of all backgrounds, ages and abilities.

**Local Centre**

See London Plan, Annex 1.

**Local view**

A local line of sight from a particular point to an important local landmark, view or skyline.

**Locally listed buildings**

These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

**London Panorama**

A broad prospect seen from an elevated public viewing place.

**London Plan**

The London Plan is the spatial development strategy for all of London. It is prepared by the Mayor of London / Greater London Authority. In London, Local Plans must be in general conformity with the London Plan.

**Low Emission Zone**

Charging zone across most of Greater London for vehicles (excluding cars) that do not meet emissions standards.

## M

**Main Town Centre Uses**

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). See also National Planning Policy Framework.

**Major Centre**

See London Plan, Annex 1.

**Major Development**

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Masterplan**

A document which sets out land use principles and/or proposals for the layout and design of buildings, spaces, transport and movement of people and vehicles, and supporting infrastructure along with a delivery strategy. A masterplan can cover an individual site, multiple sites and/or a wider strategic area, such as a town centre.

**Metropolitan Open Land**

Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

**Metropolitan Town Centre**

See London Plan, Annex 1.

**Mixed use Employment Location (MEL)**

Designated land within Lewisham's employment land hierarchy. MELs consist of large redundant and/or underused industrial sites where plan-led, mixed-use redevelopment is permitted to support strategic regeneration objectives. Some MEL sites have now been comprehensively redeveloped.

**Mixed-use development**

Development for a variety of activities on single sites or across wider areas such as town centres.

## N

**Natural surveillance**

When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

**Nature conservation**

Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

**Neighbourhood Plan**

A statutory plan prepared by a designated neighbourhood forum that contains non-strategic planning policies for a designated neighbourhood area.

**Noise and vibration assessment**

An assessment of noise and vibration that is either; existing and may impact upon future development, or that would be caused by new development and could impact upon the existing environment.

**North facing**

North facing windows are generally defined as any windows within 45 degrees of due north.

## O

**Older people**

People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs

**Open space**

Land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within Lewisham, both designated and non-designated, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

**Opportunity Area**

London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

**Original Building**

A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

**Outstanding Universal Value**

Cultural and/or natural significance that is so exceptional that it transcends national boundaries and is of common importance for both present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site at the time of its inscription. This Value can be expressed by physical, architectural or intangible attributes that are embodied in the buildings, spaces, monuments, artefacts and archaeological deposits within the site, the setting and views of and from it.

## P

### People with disabilities

People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

### Permeability

The extent to which an area has a variety of pleasant, convenient and safe routes through it by walking and cycling.

### Permitted Development Rights

A general planning permission granted not by the local authority but by Parliament. Legislation (currently the Town and Country Planning (General Permitted Development (England) Order 2015) sets out classes of development for which a grant of planning permission is automatically given, provided that no restrictive condition is attached or that the development is exempt from the permitted development rights.

### Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

### Planning obligation

A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. See also Section 106 agreements.

### Playing field

The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### Policies Map

A part of the Local Plan illustrating the policies and showing the location of proposals on an Ordnance Survey base map.

### Positive frontage

Design principle in which the front of the building is designed to create or enhance visual interest, provide a clear and legible articulation of buildings and their facades, and add vitality to the street or public realm. A positive frontage may incorporate an active frontage at the ground floor or street level. See also Active frontage.

### Previously Developed Land

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land

in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Primary Shopping Area (PSA)**

Defined area where retail development is concentrated.

**Priority habitats**

Habitats of principal importance identified under section 41 of the Natural Environment and Rural Communities Act 2006. Most areas of priority habitat are protected within Sites of importance for Nature Conservation

**Priority species**

Species that are a conservation priority because they are under particular threat, or they are characteristic of a particular region.

**Private rented sector**

All non-owner-occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).

**Protected species**

Certain plant and animal species protected to various degrees in law, particularly the Wildlife and Countryside Act, 1981 (as amended).

**Public realm**

The publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces

**Public Transport Access Level (PTAL)**

The extent and ease of access by public transport, or, where it can reasonably be used as a proxy, the degree of access to the public transport network. PTALsare calculated across London using a grid of points at 100m intervals. For each point walk time to the public transport network is combined with service wait time (frequency) to give a measure of public transport network density.

## Q

**Quiet Areas**

The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations (including much of Greater London) include provisions that aim to protect any formally identified 'Quiet Areas' from an increase in road, railway, aircraft and industrial noise.

## R

**Recycling**

Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

**Renewable Energy**

Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

**Retrofitting**

The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

**Riverside**

The bank or area alongside a river.

## S

**Safeguarded Wharves**

A network of sites that have been safeguarded for cargo handling uses such as intraport or transhipment movements and freight-related purposes by Safeguarding Directions.

**Secondary heat**

To recover useful energy, in the form of heat, from sources where processes or activities produce heat which is normally wasted (for example recovering heat from the Underground network) or from heat that exists naturally within the environment (air, ground and water).

**Section 106 agreements**

These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. See also Planning obligation.

**Self-build and custom-build housing**

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

**Sequential approach**

As defined in the National Planning Policy Framework, paragraph 86 in relation to planning applications for town centre uses and paragraph 158 in relation to flood risk.

**Serviced accommodation**

In the context of visitor accommodation this includes hotels, bed & breakfasts, guest houses, and hostels where services such as catering and cleaning are provided to guests.

**Setting of a heritage asset**

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Shell and core**

A commercial development where all internal finishes and services are left out, for provision by the tenant.

**Significance of a heritage asset**

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

**Single family house**

Self-contained house occupied by a single family. Also referred to as single family home.

**Site allocation**

A type of Local Plan policy which establishes land-use principles andrequirements for new development within a specific location.

**Site of Importance for Nature Conservation (SINC)**

Areas of land chosen to represent the best wildlife habitats in London and areas of land where people can experience nature close to where they live and work. Sites are classified into Sites of Metropolitan, Borough and Local Importance depending on their relative value. Unlike SSSIs, SINCs are not legally protected, but their value must be considered in any land use planning decision. Procedures for the identification of SINCs are set out in Appendix 5 of the Mayor's London Environment Strategy.

**Social infrastructure**

Covers facilities such as health provision, early years provision, schools, colleges and universities, community, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure. Also referred to as Community infrastructure.

**Special Areas of Conservation**

Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

**Statement of Community Involvement (SCI)**

The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

**Strategic Areas for Regeneration**

These areas are the Census Local Super Output Areas (LSOAs) in greatest socio-economic need. They fall within the 20 per cent most deprived LSOAs in England, using the Index of Multiple Deprivation.

**Strategic Flood Risk Assessment (SFRA)**

An assessment usually under taken by a Local Authority at a borough–wide level that considers flood risk, both fluvial and tidal and examines the risks involved for developing certain areas within the borough in accordance with the NPPF.

**Strategic Housing Land Availability Assessment (SHLAA)**

An assessment of land availability for housing which informs the London Plan and borough local development documents

**Strategic Housing Market Assessment (SHMA)**

An assessment of housing need and demand which informs the London Plan and borough local development documents

**Strategic Industrial Location (SIL)**

London's largest concentrations main reservoirs of industrial, logistics and related capacity for uses that support the functioning of London's economy.

**Streetscape**

The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.

**Supplementary Planning Document (SPD)**

Document which adds further detail to the policies in the development plan. SPDs are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainable development**

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. See also National Planning Policy Framework.

**Sustainable Drainage Systems (SuDS)**

Using sustainable drainage techniques and managing surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

**Sustainable transport modes**

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, cycling and public transport.

## T

**Thames Policy Area**

A special policy area to be defined by boroughs in which detailed appraisals of the riverside will be required.

**Town Centre**

Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

**Transport Assessment**

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development

**Transport for London**

One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

**Transport statement**

A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

**Travel plan**

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed

**Tree Preservation Order (TPO)**

May be made to protect individual trees or groups of trees. The Order gives protection against unauthorised felling, lopping, or other tree works.

**Trees of value**

Trees that have the capacity to deliver eco-system benefits in the form of absorbing carbon dioxide and producing oxygen and to filter, absorb and reduce other pollutant gasses including sulphur dioxide, carbon monoxide, nitrogen dioxide and ozone. To achieve improved air quality, trees of value will have large deciduous canopies or have the potential to develop such in the future.

## U

**Urban greening**

The process of adding green infrastructure elements, such as street trees and green roofs, in urban areas..

**Urban Greening Factor (UGF)**

A land-use planning tool to help determine the amount of greening required in new developments.

## V

**Viability assessment**

An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements where relevant. These should be undertaken in line with the methodology and approach set out in London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG.

**Viability review mechanism**

A review of development viability defined with a Section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early, mid or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision over the lifetime of a proposal.

**Visitor accommodation**

Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans and camping.

## W

**Water spaces**

Areas covered by water including the River Thames and other rivers, canals, reservoirs, lakes and ponds.

**Waterlink Way**

A long distance cycle/pedestrian route following the River Ravensbourne from the south of the borough to the Thames at Deptford.

**Windfall development (sites)**

Sites not specifically allocated in the development plan.

## Z

**Zero-carbon**

Zero-carbon Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

*These definitions have been referenced primarily from the NPPF (2021)and The London Plan (2021).

# Appendix 3: Non-strategic policies

The NPPF (2019), paragraph 21, sets out that local plans should identify and distinguish strategic policies from other non-strategic policies. All policies within this Local Plan, including the site allocations, are strategic policies except for the non-strategic policies identified in the table below.

**Table 20.2:** Non-strategic policies

| PART | SECTION | REFERENCE | POLICY TITLE |
|---|---|---|---|
| Two | 5 | QD8 | Noise and vibration |
| Two | 5 | QD9 | External lighting |
| Two | 5 | QD12 | Shopfronts |
| Two | 5 | QD13 | Outdoor advertisements, digital displays and hoardings |
| Two | 8 | EC16 | Shopping parades, corner shops and other service points |
| Two | 8 | EC21 | Visitor accommodation |
| Two | 9 | CI4 | Nurseries and childcare facilities |
| Two | 9 | CI5 | Burial space |
| Two | 10 | GR5 | Food growing |
| Two | 12 | TR6 | Taxis and private hire vehicles |

# Appendix 4:
# Policy replacement table and deleted policies

The following documents are superseded by the Lewisham Local Plan and are therefore deleted.

**Table 20.4:** Table of documents superseded by the Lewisham Local Plan

| DEVELOPMENT PLAN DOCUMENTS | STATUS |
|---|---|
| Lewisham Core Strategy | Deleted. |
| Sites Allocations Local Plan | Deleted. |
| Lewisham Town Centre Local Plan. | Deleted. |
| Development Management Local Plan | Deleted. |
| **GUIDANCE DOCUMENTS** | **STATUS** |
| Bromley Road, Southend Village Supplementary Planning Document. | Deleted. |

# Appendix 5: Further information on proposals for public houses

This Appendix must be read in conjunction with draft Local Plan policy EC19 (Public Houses), which sets out requirements for submission of viability and marketing information to support certain typThis Appendix must be read in conjunction with Local Plan policy EC19 (Public Houses), which sets out requirements for submission of viability and marketing information to support certain types of development proposals. The Council may use its discretion in the application of the requirements on a case-by-case basis. This may include, for instance, to take provide flexibility where development proposals involve the retention of a public house in-situ.

**Viability statement**

In order to ensure that the Council can make a sound assessment when a change of use is proposed, applicants will be required to submit a Viability Statement.

This will need to include:

1. Evidence in the form of at least the last three trading years of audited accounts.
2. All reasonable efforts have been made to preserve the public house (including all diversification options explored) and evidence supplied to illustrate that it would not be economically viable to retain the building or site for its existing use class. Examples of the initiatives or proposals that could be explored are as follows:
   a. a. adding a kitchen and serving food, or improving the existing food offer
   b. making the pub, garden, food offer more 'family-friendly'
   c. providing events and entertainment such as quiz nights, amplified or non-amplified live music, comedy/cabaret nights
   d. hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children's day nurseries
   e. offering take-away food and off-licence services
   f. f. provision of bed & breakfast or other guest accommodation
   g. sharing the premises with other businesses
   h. altering business and operating hours.

**Marketing statement**

The Council will require clear evidence of appropriate marketing to show a lack of demand for the public house. This will mean the submission of a Marketing statement including the following information:

1. Details of the company/person who carried out the marketing exercise.
2. The marketing process should last for at least 36 months.
3. The asking price should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is not engaged to market the property.

4. The marketing exercise should be sufficiently thorough and utilise all available forms of advertising media and therefore include as a minimum:
   a. a for Sale/for Rent signboard
   b. b. adverts in the local press
   c. adverts in appropriate trade magazines/ journals
   d. adverts on appropriate trade websites
   e. adverts through both national and local estate agents (including their websites) and
   f. a targeted mail shot or email to an agreed list of potential purchasers.

**Local consultation and use of the public house by community and voluntary organisations**

The use of public house space for community groups is a valued resource and evidence will be required demonstrating consultation has taken place with local community and voluntary organisations. The applicant will be required to carry out an assessment of the needs of the community for community facilities to show that the existing or former public house is no longer needed and that alternative provision is available in the area.

Where there is local need, this use should be retained or replaced within the building, unless an alternative approach can be identified and agreed. The retention of the ground floor for non-residential use will help maintain street activity and a mixed use neighbourhood.

The Council may also consider adding certain public houses to the Community Assets register if the community support for their retention is significant

# Appendix 6: Housing Trajectory and Five Year Housing Land Supply

The trajectory has been updated, informed by the latest Starts and Completions Survey (which had not been undertaken at the time the trajectory was previously published for the September 2022 Mayor and Cabinet). This update provides an opportunity to align the site phasing with the results of the survey and ensure site delivery is more realistic and less ambitious than before. The trajectory will continue to be updated as the Plan progresses towards adoption.

Site progress column:

| | |
|---|---|
| None | No progress made so far |
| A21, NX, CTCF | Masterplan/Framework has been prepared |
| Adopted SA | Site was adopted in the Site Allocations Local Plan |
| App | Application submitted or advanced pre-application discussions have started |
| Lapsed | Planning consent has recently lapsed |
| NS | Planning permission or resolution to approve has been granted but construction has not yet started |
| UC | Planning permission has been granted and the site is under construction |
| Comp | Site has been completed |

The 5 and 15 year supply start from 2023/24, to coincide with the anticipated adoption of the Plan.

Years before and after the 15 year supply are also shown, in order to assess the supply against different targets.

The uplift from the Bell Green sites represents the additional units that could be delivered if a higher growth scenario was adopted, based on an increase in PTAL levels resulting from the Bakerloo Line Extension and/or Bell Green/ Lower Sydenham becoming an Opportunity Area.

| Site allocation number | Site name | Site size (ha) Italicised = sites less than 1 hectare | Site progress | Pre Plan period | Pre 15 year supply | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Net units completed prior to April 2019 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 Yr 1 | 24/25 Yr 2 |
| **LARGE SITES** | **25 units or more or 0.25 hectatres or more** * less than 25 units but contributes to the spatial strategy or non self-contained supply | | | | | | | | | |
| **CENTRAL AREA** | | | | | | | | | | |
| **Central Area draft site allocations** | | | | | | | | | | |
| 1 | Lewisham Gateway | 1.53 | UC | 362 | | | | | 324 | 325 |
| 2 | Lewisham Shopping Centre | 6.38 | App | | | | | | | |
| 3 | Land at Engate Street | *0.81* | A21 | | | | | | | |
| 4 | Conington Road | 1.11 | UC | | | | | | 121 | 123 |
| 5 | Land at Conington Road and Lewisham Road (Tesco) | 1.53 | App | | | | | | | |
| 7 | Lewisham Retail Park, Loampit Vale | 1.13 | NS | | | | | | | |
| 8 | 110-114 Loampit Vale | *0.12* | None | | | | | | | |
| 9 | Silver Road and Axion House | *0.48* | UC | | | | | | 141 | |
| 10 | House on the Hill, Slaithwaite Road | *0.31* | A21/App | | | | | | | |
| 11 | Church Grove Self-Build | *0.35* | UC | | | | | 36 | | |
| 12 | Ladywell Play Tower | *0.32* | NS | | | | | | | |
| 13 | PLACE/Ladywell (Former Ladywell Leisure Centre) | *0.93* | App | | | | | | | |
| 14 | Driving Test Centre, Nightingale Grove | *0.41* | Adopted SA | | | | | | | |
| 15 | Land at Nightingale Grove and Maythorne Cottages * | *0.43* | NS | | | | | | | |
| 16 | Land at Rushey Green and Bradgate Road (Aldi) | *0.50* | A21 | | | | | | | |
| 17 | Catford Shopping Centre and Milford Towers | 3.42 | CTCF/App | | | | | | | |
| 18 | Catford Island | 2.28 | CTCF/App | | | | | | | |
| 19 | Laurence House and Civic Centre | 2.21 | CTCF | | | | | | | |
| 21 | Wickes and Halfords, Catford Road | 2.06 | CTCF | | | | | | | |
| 22 | Ravensbourne Retail Park | 2.46 | A21/App | | | | | | | |
| | **Total: Central Area site allocations** | | | **362** | **0** | **0** | **0** | **36** | **586** | **448** |
| **Central Area other large consented sites** | | | | | | | | | | |
| | Land to rear of Chiddingstone House, Lewisham Park | *0.50* | Comp | | 53 | | | | | |
| | St Mungos, Spring Gardens, Arlington Close | *0.96* | Comp | | 28 | | | | | |
| | Pheobes Garden Centre | *0.42* | Comp | | 27 | | | | | |
| | Lewisham Exchange (former Carpetright) (NSC student housing with ratio 2.5:1 applied) * | *0.26* | Comp | | | 370 | | | | |
| | 320 Brownhill Road (NSC care home with 1.1 ratio applied) | *0.11* | Comp | | | | 26 | | | |
| | 9-19 Rushey Green,(former job centre) | *0.13* | UC | | | | | 45 | | |
| | Lewisham House, 25 Molesworth Street | *0.96* | NS | | | | | | | |
| | Catford Timber Yard | *0.17* | NS | | | | | | | |
| | 73 Lewisham High Street * | | NS | | | | | | | |
| | Colfe and Hatcliffe Glebe (NSC over 60s sheltered units with 1:1 ratio applied) * | *0.12* | NS | | | | | | | |
| | **Total: Central Area other large consented sites** | | | **0** | **108** | **370** | **26** | **45** | **0** | **0** |
| | **Total: Central Area** | | | **362** | **108** | **370** | **26** | **81** | **586** | **448** |
| **NORTH AREA** | | | | | | | | | | |
| **North Area draft site allocations** | | | | | | | | | | |
| 1 | Convoys Wharf MEL | 20.46 | UC | | | | | | 200 | 225 |
| 2 | Deptford Landings MEL (formerly known as Oxestalls Road) and Scott House | 4.71 | UC | | 203 | | | | 100 | 200 |
| 3 | Evelyn Court LSIS | *0.27* | App | | | | | | | |
| 4 | Neptune Wharf MEL | 1.14 | UC | | | | | | 199 | |
| 5 | Surrey Canal Road and Trundleys Road LSIS (NSC 393 student beds with 2.5:1 ratio applied + 58 units) | *0.55* | NS | | | | | | | |
| 6 | Apollo Business Centre LSIS | *0.42* | App | | | | | | | |
| 7 | Silwood Estate | *0.25* | NS | | | | | | | |
| 9 | Surrey Canal Triangle MEL | 8.49 | NS | | | | | | | |

| 15 year supply | | | | | | | | | | | | | Post 15 year supply | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25/26** | **26/27** | **27/28** | **28/29** | **29/30** | **30/31** | **31/32** | **32/33** | **33/34** | **34/35** | **35/36** | **36/37** | **37/38** | **38/39** | **39/40** |
| **Yr 3** | **Yr 4** | **Yr 5** | **Yr 6** | **Yr 7** | **Yr 8** | **Yr 9** | **Yr 10** | **Yr 11** | **Yr 12** | **Yr 13** | **Yr 14** | **Yr 15** | | |
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| | | | | | | | | | | | | | | |
| | 160 | | 157 | 157 | 157 | 158 | 158 | 158 | 158 | 158 | 158 | | | |
| | | | | | | | | | | | | | | 112 |
| 121 | | | | | | | | | | | | | | |
| | 107 | 100 | 100 | 100 | | | | | | | | | | |
| | 200 | 200 | 129 | | | | | | | | | | | |
| | | | | | | | | | 30 | | | | | |
| | | | | | | | | | | | | | | |
| | 52 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 33 | | | | | | | | | | | | | | |
| | 106 | | 69 | | | | | | | | | | | |
| | | | | | | | | | | | 40 | | | |
| | 22 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 88 | |
| | 102 | | 200 | 200 | | | | 145 | 145 | 146 | 146 | | | |
| | 250 | 102 | 100 | 150 | | | | | | | | | | |
| | | | | 87 | 87 | 88 | | | | | | | | |
| | | | 172 | 170 | 170 | | | | | | | | | |
| | 220 | | 147 | | | | | | | | | | | |
| **154** | **1219** | **402** | **1074** | **864** | **414** | **246** | **158** | **303** | **333** | **304** | **344** | **0** | **88** | **112** |
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| | | | | | | | | | | | | | | |
| 109 | 109 | | | | | | | | | | | | | |
| 52 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | |
| **206** | **109** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **360** | **1328** | **402** | **1074** | **864** | **414** | **246** | **158** | **303** | **333** | **304** | **344** | **0** | **88** | **112** |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 300 | 300 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 60 | 75 | | |
| 250 | 250 | 200 | 120 | 120 | 120 | 120 | 120 | 120 | 17 | | | | | |
| | 102 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 107 | 108 | | 59 | | | | | | | | | | | |
| | 98 | | | | | | | | | | | | | |
| | 61 | | | | | | | | | | | | | |
| 335 | 335 | 335 | 335 | 335 | 335 | 335 | 335 | 200 | 200 | 200 | 230 | 230 | 230 | 119 |

| Site allocation number | Site name | Site size (ha) Italicised = sites less than 1 hectare | Site progress | Pre Plan period | Pre 15 year supply | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Net units completed prior to April 2019 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 Yr 1 | 24/25 Yr 2 |
| 10 | Corner of Besson and Briant Street | 1.01 | NS | | | | | | | |
| 11 | Former Hatcham Works, New Cross Road | 3.67 | Adopted SA, NX | | | | | | | |
| 12 | Goodwood Road and New Cross Road | *0.62* | Adopted SA, NX | | | | | | | |
| 13 | Achilles Street | 1.40 | App | | | | | | | |
| 14 | Amersham Vale, Former Deptford Green School (Upper School Site) | *0.68* | Comp | | | | 120 | | | |
| 15 | Albany Theatre | *0.61* | None | | | | | | | |
| 16 | Land North of Reginald Road and South of Frankham Street (Former Tidemill School) | 1.26 | UC | | | | | | 193 | |
| 17 | Lower Creekside LSIS | 1.00 | UC | | | | | | 55 | |
| 18 | Sun Wharf MEL (including Network Rail Arches) | 1.00 | App | | | | | | | |
| 19 | Creekside Village East, Thanet Wharf MEL | *0.61* | NS | | | | | | | |
| | **Total: North Area site allocations** | | | **0** | **203** | **0** | **120** | **0** | **747** | **425** |
| **North Area other large consented sites** | | | | | | | | | | |
| | Anthology, Deptford Foundry | 1.12 | Comp | | 316 | | | | | |
| | Bond House | *0.24* | Comp | | 89 | | | | | |
| | 19 Yeoman Street | *0.27* | Comp | | 72 | | | | | |
| | 43-49 Pomoeroy Street | *0.22* | Comp | | 65 | | | | | |
| | Astra House, 23-25 Arklow Road | *0.17* | Comp | | | 33 | | | | |
| | Haulage Yard, Hereford Place | *0.09* | UC | | | | | | 26 | |
| | 1 White Post Street * | *0.28* | UC | | | | | | 21 | |
| | Shaftsbury Christian Centre, Frankham Street | *0.10* | UC | | | | | | | 33 |
| | Safa House, 28 Arklow Road * | *0.03* | NS | | | | | | | |
| | 52-54 New Cross Road | *0.07* | NS | | | | | | | |
| | 333-337 New Cross Road (NSC student housing with ratio 2.5:1 applied) | *0.07* | NS | | | | | | | |
| | Former Deptford Green Sports Pitch, Edward Street | *0.23* | Lapsed | | | | | | | |
| | **Total: North Area other large consented sites** | | | **0** | **542** | **33** | **0** | **0** | **47** | **33** |
| | **Total: North Area** | | | **0** | **745** | **33** | **120** | **0** | **794** | **458** |
| **EAST AREA** | | | | | | | | | | |
| **East Area draft site allocations** | | | | | | | | | | |
| 1 | Heathside and Lethbridge Estate | 6.07 | UC | 782 | | | | | 221 | 222 |
| 2 | Blackheath Hill LSIS | *0.31* | NS | | | | | | | |
| 3 | Leegate Shopping Centre | 1.90 | App | | | | | | | |
| 4 | Sainsbury's Lee Green | 1.05 | None | | | | | | | |
| 5 | Land at Lee High Road and Lee Road | *0.43* | None | | | | | | | |
| 6 | Southbrook Mews * | *0.24* | None | | | | | | | |
| 7 | Mayfields Hostel, Burnt Ash Road * | *0.49* | Lapsed | | | | | | | |
| 8 | Sainsbury Local and West of Grove Park Station | *0.90* | None | | | | | | | |
| | **Total: East Area site allocations** | | | **782** | **0** | **0** | **0** | **0** | **221** | **222** |
| **East Area other large consented sites** | | | | | | | | | | |
| | Stephen James BMW, Lee Terrace | *0.38* | Comp | | 30 | | | | | |
| | 152 Lee High Road * | *0.09* | UC | | | | | | 17 | |
| | Haven and Betuna, Grove Park Road * | *0.08* | NS | | | | | | | 20 |
| | 34-40 Eastdown Park * | *0.13* | Lapsed | | | | | | | |
| | **Total: East Area other large consented sites** | | | **0** | **30** | **0** | **0** | **0** | **17** | **20** |
| | **Total: East Area** | | | **782** | **30** | **0** | **0** | **0** | **238** | **242** |
| **SOUTH AREA** | | | | | | | | | | |
| **South Area draft site allocations** | | | | | | | | | | |
| 1 | Former Bell Green Gas Holders and Livesey Memorial Hall | 1.66 | App | | | | | | | |
| 2 | Bell Green Retail Park | 7.37 | Adopted SA | | | | | | | |

| 15 year supply | | | | | | | | | | | | | Post 15 year supply | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25/26** | **26/27** | **27/28** | **28/29** | **29/30** | **30/31** | **31/32** | **32/33** | **33/34** | **34/35** | **35/36** | **36/37** | **37/38** | **38/39** | **39/40** |
| **Yr 3** | **Yr 4** | **Yr 5** | **Yr 6** | **Yr 7** | **Yr 8** | **Yr 9** | **Yr 10** | **Yr 11** | **Yr 12** | **Yr 13** | **Yr 14** | **Yr 15** | | |
| 200 | 124 | | | | | | | | | | | | | |
| | | | | | | 100 | 175 | 175 | 175 | 175 | | | | |
| | | | | | | | | 83 | 84 | | | | | |
| | 200 | 100 | 63 | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | 59 | 60 | | | | | |
| | | | | | | | | | | | | | | |
| | | 55 | 52 | | | | | | | | | | | |
| | 180 | 40 | | | | | | | | | | | | |
| 197 | 196 | | | | | | | | | | | | | |
| **1389** | **1954** | **990** | **889** | **715** | **715** | **815** | **890** | **897** | **796** | **635** | **290** | **305** | **230** | **119** |
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| 35 | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | |
| | 34 | | | | | | | | | | | | | |
| **74** | **34** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **1463** | **1988** | **990** | **889** | **715** | **715** | **815** | **890** | **897** | **796** | **635** | **290** | **305** | **230** | **119** |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 63 | | | | | | | | | | | | | | |
| | 250 | 100 | 100 | | | | | | | | | | | |
| | | | | | | | | | | | | | | 111 |
| | | | | | | | | | | | 55 | | | |
| | | | | | | | | | | | | | 23 | |
| | 21 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 78 |
| **63** | **271** | **100** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **55** | **0** | **23** | **189** |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | 21 | | | | | | | | | | | | | |
| **0** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **63** | **292** | **100** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **55** | **0** | **23** | **189** |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | | |
| | | | | | 48 | 100 | | 150 | 150 | 150 | 150 | | | |

| Site allocation number | Site name | Site size (ha) Italicised = sites less than 1 hectare | Site progress | Pre Plan period | Pre 15 year supply | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Net units completed prior to April 2019 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 Yr 1 | 24/25 Yr 2 |
| 3 | Sainsbury's Bell Green | 5.42 | None | | | | | | | |
| 4 | Stanton Square LSIS | *0.97* | None | | | | | | | |
| 5 | Sydenham Green Group Practice | *0.49* | None | | | | | | | |
| 6 | Worsley Bridge Road LSIS | 1.26 | None | | | | | | | |
| 7 | Lidl, Southend Lane * | *0.43* | None | | | | | | | |
| 8 | Land at Pool Court * | *0.30* | App | | | | | | | |
| 9 | Catford Police Station * | *0.32* | A21 | | | | | | | |
| 10 | Homebase / Argos, Bromley Road | 1.70 | App | | | | | | | |
| 11 | Beadles Garage | *0.33* | A21 | | | | | | | |
| 12 | Downham Co-op | *0.43* | None | | | | | | | |
| 13 | Excalibur Estate | 6.14 | UC | 57 | | | | | | |
| 14 | Bestway Cash and Carry | 1.70 | None | | | | | | | |
| | **Total: South Area site allocations** | | | **57** | **0** | **0** | **0** | **0** | **0** | **0** |
| **South Area other large consented sites** | | | | | | | | | | |
| | Kenton Court, 132 Adamsrill Road | *0.21* | Comp | | | | 25 | | | |
| | 1 Melfield Gardens * | *0.47* | Comp | | | | 16 | | | |
| | 1-3 Bellingham Road * | *0.20* | UC | | | | | 18 | | |
| | Home Park Housing Office, 129 Winchfield Road | *0.24* | UC | | | | | | 31 | |
| | 86-92 Bell Green * | *0.03* | Lapsed | | | | | | | |
| | **Total: South Area other large consented sites** | | | **0** | **0** | **0** | **41** | **18** | **31** | **0** |
| | **Total: South Area** | | | **57** | **0** | **0** | **41** | **18** | **31** | **0** |
| | | | | | | | | | | |
| **West Area draft site allocations** | | | | | | | | | | |
| 1 | 111 - 115 Endwell Road | *0.38* | Adopted SA | | | | | | | |
| 2 | 6 Mantle Rd * | *0.12* | Adopted SA | | | | | | | |
| 3 | Jenner Health Centre | *0.41* | None | | | | | | | |
| 4 | Land at Forest Hill Station East (Waldram Place and Perry Vale) | *0.21* | Adopted SA | | | | | | | |
| 5 | Land at Forest Hill Station West (Devonshire and Dartmouth Roads) | *0.44* | Adopted SA | | | | | | | |
| 6 | Perry Vale LSIS | *0.72* | None | | | | | | | |
| 7 | Clyde Vale LSIS * | *0.12* | None | | | | | | | |
| 8 | Featherstone Lodge, Eliot Bank | *0.64* | None | | | | | | | |
| 9 | Willow Way LSIS | 1.29 | None | | | | | | | |
| 10 | 74-78 Sydenham Road * | *0.09* | None | | | | | | | |
| 11 | Land at Sydenham Road and Loxley Close | *0.64* | None | | | | | | | |
| 12 | 113 to 157 Sydenham Road | *0.86* | Adopted SA | | | | | | | |
| | **Total: West Area site allocations** | | | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **West Area other large consented sites** | | | | | | | | | | |
| | Land rear of 15-17a Tyson Road | *0.92* | Comp | | 68 | | | | | |
| | Fairway House, rear of Dartmouth Road | *0.01* | Comp | | 27 | | | | | |
| | Longfield Crescent Estate | 1.75 | Comp | | 27 | | | | | |
| | Former Sydenham Police Station | *0.19* | Comp | | | | 33 | | | |
| | 154-158 Sydenham Road | *0.40* | UC | | | | | 33 | | |
| | Welllington Close, Somerville Estate* | *0.46* | UC | | | | | 23 | | |
| | Our Lady and St Philip Neri RC Primary School | *0.33* | UC | | | | | | 59 | |
| | Waldram Crescent, Rear of 1-17 Stanstead Road * | *0.11* | UC | | | | | | 22 | |
| | Mayow Park Warehouse (NSC 6 C2 supported living and 26 temporary C3 with ratio 1.8:1 applied) * | *0.10* | UC | | | | | | 18 | |
| | Garages at Knapdale Close * | *0.72* | UC | | | | | | 17 | |
| | Bampton Estate | 1.85 | UC | | | | | | 0 | |

| 15 year supply | | | | | | | | | | | | | Post 15 year supply | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25/26** | **26/27** | **27/28** | **28/29** | **29/30** | **30/31** | **31/32** | **32/33** | **33/34** | **34/35** | **35/36** | **36/37** | **37/38** | **38/39** | **39/40** |
| **Yr 3** | **Yr 4** | **Yr 5** | **Yr 6** | **Yr 7** | **Yr 8** | **Yr 9** | **Yr 10** | **Yr 11** | **Yr 12** | **Yr 13** | **Yr 14** | **Yr 15** | | |
| | | | | | | | | | 137 | 137 | 138 | 138 | | |
| | | | | | | | | | | | 94 | | | |
| | | | | | | | | | | 36 | | | | |
| | | | | | | | | | 113 | | | | | |
| | | | | | | | | | | | | | 17 | |
| | 6 | | | | | | | | | | | | | |
| | | | 24 | | | | | | | | | | | |
| | | | 141 | | | | | | | | | | | |
| | | | | | | | | | | | | | 25 | |
| | | | | | | | | | | | | | 42 | |
| | 230 | | | | | | | | | | | | | |
| | | | | | | | | | | | 68 | 68 | | |
| **0** | **336** | **0** | **165** | **0** | **48** | **100** | **0** | **150** | **400** | **323** | **450** | **206** | **84** | **0** |
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| | 23 | | | | | | | | | | | | | |
| **0** | **23** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **0** | **359** | **0** | **165** | **0** | **48** | **100** | **0** | **150** | **400** | **323** | **450** | **206** | **84** | **0** |
| | | | | | | | | | | | | | | |
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| | | | 57 | | | | | | | | | | | |
| | | | 20 | | | | | | | | | | | |
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| | | | | | | | | | | | 41 | | | |
| | | | | | | | | | | | 80 | | | |
| | | | | | | | | | | | 73 | | 73 | |
| | | | | | | | | | | | | | 21 | |
| | | | | | | | | | 33 | | | | | |
| | | | 88 | 87 | | | | | | | | | | |
| | | | | | | | | | | | | | | 16 |
| | | | | | | | | | | | | | 62 | 63 |
| | | | | | | | | | 53 | 52 | 52 | | | |
| **0** | **0** | **0** | **165** | **87** | **0** | **0** | **0** | **0** | **86** | **82** | **246** | **0** | **156** | **79** |
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| Site allocation number | Site name | Site size (ha) Italicised = sites less than 1 hectare | Site progress | Pre Plan period | Pre 15 year supply | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Net units completed prior to April 2019 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 Yr 1 | 24/25 Yr 2 |
| | Regent Business Centre, 291-301 Kirkdale | *0.24* | NS | | | | | | | |
| | Mais House | 1.35 | NS | | | | | | | |
| | Martin's Yard, Drakefell Yard | *0.36* | App | | | | | | | |
| | Valentine Court | *0.27* | App | | | | | | | |
| | **Total: West Area other large consented sites** | | | **0** | **122** | **0** | **33** | **56** | **116** | **0** |
| | **Total: West Area** | | | **0** | **122** | **0** | **33** | **56** | **116** | **0** |
| | **Total for Site Allocations** | | | **1201** | **203** | **0** | **120** | **36** | **1554** | **1095** |
| | **Total for other large consented sites** | | | **0** | **802** | **403** | **100** | **119** | **211** | **53** |
| | **TOTAL for Large Sites** | | | **1201** | **1005** | **403** | **220** | **155** | **1765** | **1148** |
| **SMALL SITES** | | | | | | | | | | |
| Borough-wide small site completions | | | | | 241 | 133 | 196 | | | |
| Borough-wide small sites windfall allowance based on London Plan target of 379 p.a. | | | | | | | | 379 | 379 | 379 |
| | **TOTAL for Small Sites** | | | **0** | **241** | **133** | **196** | **379** | **379** | **379** |
| | **TOTAL for Plan Period** | | | **1201** | **1246** | **536** | **416** | **534** | **2144** | **1527** |
| **UPLIFT FROM BELL GREEN SITES** | | | | | | | | | | |
| | Former Bell Green Gas Holders and Livesey Memorial Hall | | | | | | | | | |
| | Bell Green Retail Park | | | | | | | | | |
| | Sainsbury's Bell Green | | | | | | | | | |
| | Stanton Square LSIS | | | | | | | | | |
| | Sydenham Green Group Practice | | | | | | | | | |
| | Worsley Bridge Road LSIS | | | | | | | | | |
| | **Total for uplift** | | | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| | **TOTAL for Plan Period with uplift** | | | **1201** | **1246** | **536** | **416** | **534** | **2144** | **1527** |

| 15 year supply | | | | | | | | | | | | | Post 15 year supply | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25/26 | 26/27 | 27/28 | 28/29 | 29/30 | 30/31 | 31/32 | 32/33 | 33/34 | 34/35 | 35/36 | 36/37 | 37/38 | 38/39 | 39/40 |
| Yr 3 | Yr 4 | Yr 5 | Yr 6 | Yr 7 | Yr 8 | Yr 9 | Yr 10 | Yr 11 | Yr 12 | Yr 13 | Yr 14 | Yr 15 | | |
| 35 | | | | | | | | | | | | | | |
| 110 | | | | | | | | | | | | | | |
| | 71 | | | | | | | | | | | | | |
| | 45 | | | | | | | | | | | | | |
| **145** | **116** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **145** | **116** | **0** | **165** | **87** | **0** | **0** | **0** | **0** | **86** | **82** | **246** | **0** | **156** | **79** |
| | | | | | | | | | | | | | | |
| **1606** | **3780** | **1492** | **2393** | **1666** | **1177** | **1161** | **1048** | **1350** | **1615** | **1344** | **1385** | **511** | **581** | **499** |
| **425** | **303** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **2031** | **4083** | **1492** | **2393** | **1666** | **1177** | **1161** | **1048** | **1350** | **1615** | **1344** | **1385** | **511** | **581** | **499** |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 | 379 |
| **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** | **379** |
| **2410** | **4462** | **1871** | **2772** | **2045** | **1556** | **1540** | **1427** | **1729** | **1994** | **1723** | **1764** | **890** | **960** | **878** |
| | | | | | | | | | | | | | | |
| | 85 | 85 | 85 | 88 | | | | | | | | | | |
| | | | | | | | | | | 216 | 216 | 216 | 216 | 216 |
| | | | | | | | | | | 159 | 159 | 159 | 159 | 161 |
| | | | | | | | | | | | | 68 | 69 | |
| | | | | | | | | | | | | | | 51 |
| | | | | | | | | | | | | 66 | | |
| **0** | **85** | **85** | **85** | **88** | **0** | **0** | **0** | **0** | **0** | **375** | **375** | **509** | **444** | **428** |
| **2410** | **4547** | **1956** | **2857** | **2133** | **1556** | **1540** | **1427** | **1729** | **1994** | **2098** | **2139** | **1399** | **1404** | **1306** |

**Key findings**

The site allocations will supply 24,414 (74%) new homes throughout the 20 year Plan period (2020/21 – 2039/40), consisting of:

- 7,085 (29%) in the Central Area
- 12,921(53%) in the North Area
- 1,244 (5%) in the East Area
- 2,262 (9%) in the South Area
- 901 (4%) in the West Area.

Other large consented sites will supply 1,602 (5%) new homes throughout the 20 year Plan period.

Small site windfalls will supply 7,151 (22%) new homes throughout the 20 year Plan period. The small sites will form an important contribution in being able to meet the housing supply targets.

The majority of the supply comes from the North Area, followed by the Central Area. This is because the site allocations are focussed towards the north and central parts of the borough, where the Opportunity Area is located and in other highly accessible locations, such as major town centres and along the A21 corridor.

Overall, there will be a baseline supply of 33,178 new homes throughout the 20 year Plan period, consisting of site allocations, other large consented sites and small site windfalls. This rises to 35,652 new homes if growth from an additional 2,474 new homes in the Bell Green area is taken into account.

The baseline supply of housing has been assessed against the 10 year London Plan target as well as the 5 and 15 year NPPF targets. All of these targets have been exceeded, as shown in the tables below.

This demonstrates that sufficient homes can be delivered within the 5 and 15 year period.

The NPPF does not require the Local Plan housing supply to be assessed beyond the 15 year target period. However, the Local Plan runs for 20 years and the housing trajectory demonstrates that there will continue to be a supply of housing provided in the longer term.

The Council will keep under review the Local Plan's housing targets and performance against the delivery of these targets. In particular, the longer term housing supply will be reassessed when the next London wide SHLAA becomes available, as part of the review of the London Plan. Where changes to the London Plan borough-level housing targets are made the local plan review process will be used to ensure Lewisham's Local Plan remains in general conformity with the London Plan.

**Table 20.5:** Baseline supply of housing

| TYPES OF TARGET | RELEVANT YEARS | TARGET | ASSESSMENT |
|---|---|---|---|
| London Plan -10 year target | 2019/20 – 2028/29 | Lewisham's target for a 10 year period is 16,670 (1,667 p.a.), incorporating a small sites target of 379 p.a. | The site allocations, other large consented sites and small site windfalls will supply 17,918 new homes between 2019/20 – 2028/29. The supply of housing during the 10 years exceeds the target. |
| NPPF - 5 year target | 2023/24 – 2027/28 | Lewisham's target is 2,212 p.a. or 11,060 over the 5 year period. This consists of 3 components:<br>• London Plan housing target: 1,667 p.a.<br>• An appropriate buffer: 5% (or 83 units p.a.) has been added to the 1,667 annual target, given Lewisham's 87% performance in the last Housing Delivery Test.<br>• A backlog: completions during 2019/20 to 2021/22 amounted to 2,231 compared to the London Plan target of 5,001 over the same period. This creates an undersupply of 2,770 new homes as at the end of 2021/22. This backlog will be catered for by the end of the first 5 years (2027/28) and is equivalent to 462 p.a. | The site allocations, other large consented sites and small site windfalls will provide specific deliverable sites amounting to 12,414 new homes between 2023/24 – 2027/28. The supply of housing during the 5 years exceeds the target. |
| NPPF - Number of deliverable years | 2023/24 – 2027/28 | Lewisham's 5 year supply is assessed against the annual target of 2,212 pa (1,667 p.a. plus 5% buffer of 83 units p.a. and 462 p.a. backlog), to demonstrate more than 5 years' worth of supply. | The site allocations, other large consented sites and small site windfalls will supply 12,414 new homes between 2023/24 – 2027/28. When divided by 2,212 p.a. there will be 5.61 deliverable years, exceeding the target. The target can also be exceeded if the buffer is increased to 10% (with 5.41 deliverable years) or 20% with 5.04 deliverable years. |
| NPPF - 15 year target | 2023/24 – 2037/38 | Lewisham's target is 27,730 over the 15 year period. This consists of 2,212 p.a. for years 1-5, then the target of 1,667 p.a. has been rolled forward for years 6-15. | The site allocations, other large consented sites and small site windfalls will supply 29,854 new homes between 2023/24 – 2037/38. The supply of housing during the 15 years exceeds the target. |
| NPPF - Delivery through small sites | 2020/21 - 2039/40 | Land to accommodate at least 10% of the target on sites no larger than 1 hectare. | • 2,195 or 20% of the 5 year target (11,060) will be provided on site allocations and other large consented sites of 1 hectare or less. This rises to 4,090 (37%) if small site windfalls are taken into account.<br>• 3,379 or 12% of the 15 year target (27,730) will be provided on site allocations and other large consented sites of 1 hectare or less. This rises to 9,064 (33%) if small site windfalls are taken into account.<br>• 4,765 or 14% of the supply across the 20 year plan period (33,178) will be on site allocations and other large consented sites of 1 hectare or less. This rises to 11,919 (36%) if small site windfalls are taken into account.<br>• Any additional small site windfalls will increase this supply further. |

# 21 SCHEDULES

Schedule 1:
Strategic and local views, vistas and landmarks ..... 802

Schedule 2:
Designated heritage assets ..... 803

Schedule 3:
Non-designated heritage assets ..... 805

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Designated employment land ..... 806

Schedule 5:
Town centres and Primary Shopping Areas ..... 807

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Creative enterprise zone, cultural quarters and night-time economy hubs ..... 811

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Schedule 10:
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Schedule 11:
Regeneration nodes growth nodes and growth corridors ..... 830

Schedule 12:
Tall Building Suitability Zones ..... 831

# Schedule 1:
# Strategic and local views, vistas and landmarks

**Table 21.1:** Table showing designated views and local landmarks

| SITE ADDRESS | EASTING (X) COORDINATE | NORTHING (Y) DINATE |
|---|---|---|
| **LONDON STRATEGIC VIEWS** | | |
| Blackheath Point to Central London | 538,306 | 176,822 |
| Greenwich Park to Central London | | |
| Parliament Hill to Central London | | |
| Kenwood to Central London | | |
| Primrose Hill to Central London | | |
| Alexandra Palace to Central London | | |
| **LOCAL LANDMARKS** | | |
| Horniman Museum (front façade) at London Road, Forest Hill | 534,860 | 173,105 |
| The Apostles (formerly Christ Church) at Church Rise, Forest Hill | 535,747 | 172,819 |
| St. Bartholomew's Church at Westwood Hill, Sydenham | 535,096 | 171,671 |
| St Pauls Church at Marry Ann Gardens, Deptford | 537,287 | 177,480 |
| St Mary's the Virgin Parish Church at Lewisham High Street, Lewisham | 537,942 | 174,836 |
| Ladywell Water Tower at Dressington Avenue, Ladywell | 537,260 | 174,556 |
| Lewisham Clock Tower at Lewisham High Street, Lewisham | 538,332 | 175,596 |
| All Saints Church at All Saints Drive, Blackheath | 539,549 | 176,275 |
| **LEWISHAM LOCAL VIEWS** | | |
| Horniman Gardens at London Road, Forest Hill | 534,860 | 173,237 |
| Telegraph Hill Upper Park at Kitto Road, Telegraph Hill | 537,458 | 176,070 |
| Foreshore at Strand, North Deptford | 536,848 | 178,584 |
| Blythe Hill Fields at Blyte Hill Lane, Blythe Hilll | 536,614 | 173,824 |
| Hilly Fields at Vicars Hill, Brockley | 537,347 | 175,309 |
| Mountsfield Park at Stainton Road, Hither Green | 538,415 | 173,924 |
| Forster Memorial Park at Whitefoot Lane, Downham | 538,771 | 172,226 |

# Schedule 2: Designated heritage assets

**Table 21.2:** Table showing designated heritage assets

| CONSERVATION AREAS | | |
|---|---|---|
| Belmont | Forest Hill | St Johns |
| Blackheath | Halifax Street | St Marys |
| Brockley | Hatcham | St Pauls |
| Brookmill Road | Jews walk | St Stephens |
| Christmas Estate | Ladywell | Stanstead Grove |
| Cobbs Corner | Lee Manor | Sydenham Hill/ Mount Gardens |
| Culverley Green | Lewisham Park | Sydenham Park |
| Deptford Creekside | Mercia Grove | Telegraph Hill |
| Deptford High Street & St Pauls | Somerset Gardens | |
| **ARTICLE 4 DIRECTIONS ON THE HISTORIC ENVIRONMENT** | | |
| Baring Hall Hotel | Forest Hill | Somerset Gardens |
| Beckenham Place Park | Halifax Street | St Johns |
| Belmont | Hatcham | St Marys |
| Blackheath | Jews Walk | St Stephens |
| Brockley | Ladywell | Stanstead Grove |
| Brookmill Road | Lammas Green | Sydenham Hill |
| Cobbs Corner | Lee Manor | Sydenham Park |
| Culverley Green | Lewisham Park | Sydenham Thorpe's |
| Deptford Creekside | Mercia Grove | Telegraph Hill |
| Deptford High Street & St Pauls | Perry Vale & Christmas Estate | |
| Deptford Town Hall | Perry Fields | |

**Table 21.2:** Table showing designated heritage assets

| OTHER DESIGNATED HERITAGE ASSETS |
|---|
| **WORLD HERITAGE SITE** |
| Maritime Greenwich |
| **SCHEDULED ANCIENT MONUMENT** |
| The Tudor Naval Storehouse in the former Royal Naval Shipyard, Deptford, now known as Convoys Wharf |
| **REGISTERED PARKS AND GARDENS** |
| Grove Park Cemetery |
| Manor Park Gardens |
| **LONDON SQUARES** |
| Addington Grove |
| Adelaide Avenue |
| Culverley Green, Culverley Road |
| Deptford Memorial Gardens |
| Dermody Road |
| Duncombe Hill |
| Fambridge Close |
| Lewisham High Street London Squares (west side between Bradgate Road and Ladywell Road) |
| Lewisham Memorial Gardens, Lewisham High Street |
| Lewisham Way/Wickham Road |
| London Squares at Catford (Rushey Green east side between Davenport and Rosenthal Road and squares to the north and south of junction with Brownhill Road) |
| Wickham Gardens |

# Schedule 3: Non-designated heritage assets

**Table 21.3:** Table showing non-designated heritage assets

| ARCHAEOLOGICAL PRIORITY AREA APA) AND NAME | |
|---|---|
| APA1: Thames Alluvial Floodplain | APA12: Sydenham |
| APA2: Thames and Ravensbourne Terrace Gravels | APA13: Southend |
| APA3: Watling Street and the 'Deep-Ford' | APA14: New Cross |
| APA4: London - Lewes Roman Road | APA15: Perry Street |
| APA5: Bell Green | APA16: Brockley jack |
| APA6: Lewisham and Catford/Rushey Green | APA17: Brockley Priory |
| APA7: Deptford - The Strand, Sayes Court and Royal Naval Dockyard | APA18: Blackheath and Blackheath Village |
| APA8: Deptford Creek | APA19: The Manor House, Lee |
| APA9: Upper Deptford | APA20: Beckenham Place Park |
| APA10: Deptford - The Broadway and Tanners Hill | APA21: Wells Park |
| APA11: Lee | |

| AREAS OF SPECIAL LOCAL CHARACTER |
|---|
| Silk Mills Path |
| Loampit Hill |
| Dermody Gardens |
| Manor Park |
| Lee Green |
| Rockbourne Park |
| Kirkdale |
| Hall Drive |
| Charleville Circus |
| Woolstone and Hurstbourne Road |
| Bellingham Estate |
| Sydenham Hill Ridge |

| LOCAL LIST OF BUILDINGS OF ARCHITECTURAL OR HISTORIC INTEREST |
|---|
| Local List is available on Council's Planning Webpage. Subject to periodic review and updating. |

# Schedule 4:
# Designated employment land

**Table 21.4:** Table showing designated employment land

| EMPLOYMENT LAND HIERARCHY | | | |
|---|---|---|---|
| **TYPE** | **REF** | **LOCATION** | **PROPOSED CHANGES TO POLICIES MAP** |
| Strategic Industrial Location | SIL | Bromley Road<br>Surrey Canal Road | **Bromley Road**<br>Shopping frontages along Randlesdown Road de-designated from SIL.<br><br>**Surrey Canal Road**<br>Bermondsey Dive Under site designated as SIL.<br><br>Evelyn Court, Apollo Business Centre and Land at Surrey Canal Road and Trundelys Road sites de-designated from SIL |
| Locally Significant Industrial Site | LSIS | Apollo Business Centre<br>Blackheath Hill<br>Childers Street West<br>Clyde Vale<br>Endwell Rd<br>Evelyn Court<br>Evelyn Street<br>Lower Creekside<br>Malham Rd (with 118 Stanstead Rd)<br>Manor Lane<br>Molesworth Street<br>Perry Vale<br>Stanton Square<br>Trundleys Road<br>Willow Way<br>Worsley Bridge Rd<br>Bermondsey Dive Under (part)<br>Lewisham Way | **Terminology**<br>Local Employment Land (LEL) re-named LSIS for consistency with terminology used in London Plan.<br><br>**Childers Street**<br>Childers Street West designated LSIS. (Childers Street East remains designated MEL).<br><br>**Malham Road**<br>188 Stansted Road designated as LSIS.<br><br>**Apollo Business Centre, Evelyn Counrt, Trundleys Road, Bermondsey Diver Under (part)**<br>Re-designated as LSIS from SIL |
| Mixed-use Employment Location | MEL | Arklow Rd<br>Childers Street East<br>Convoys Wharf<br>Grinstead Rd<br>Oxestalls Rd<br>Plough Way<br>Sun and Kent Wharf<br>Surrey Canal Triangle<br>Creekside Village East<br>Thanet Wharf | **Childers Street**<br>Childers Street East remains designated MEL. (Childers Street West designated as LSIS) |
| Non-designated employment site | Not Applicable | Dispersed throughout Borough | |

# Schedule 5:
# Town centres and Primary Shopping Areas

**Table 21.5:** Table showing Towns centres and Primary Shopping Areas

| TOWN CENTRE | PRIMARY SHOPPING AREA |
|---|---|
| **MAJOR** | |
| Lewisham | Lewisham High St: 212 to 50, 197 to 131 and 85 to 93<br><br>Lewis Grove: 129 to 97 and 1 to 43<br><br>Lewisham shopping centre: ground floor units<br><br>Lewisham Gateway: ground floor units |
| Catford | Catford Broadway: ground floor units<br><br>Catford Road: Station Buildings and 1 to 9<br><br>Winslade Way: 36 to 2, 38 to 6 and 123 to 9<br><br>Rushey Green: 58 to 166 and 75 to 199 |

| | |
|---|---|
| **DISTRICT** | |
| Blackheath | Tranquil Vale: 1 to 49, 36 to 74 and 16<br><br>Montpelier Vale: 2 to 36 and 1 to 47<br><br>Blackheath Village: 0 to 16 and 1 to 11<br><br>Royal Parade: 8 to 17 |
| Deptford | Deptford High Street: 1 to 179 and 2 to 164<br><br>Deptford Broadway: 1<br><br>Deptford Market Yard: Carriage way, Arches and 2 St Pauls House |

**Table 21.5:** Table showing Towns centres and Primary Shopping Areas

| TOWN CENTRE | PRIMARY SHOPPING AREA |
|---|---|
| Downham | Bromley Road: 436 to 500 and 431 to 499 |
| Forest Hill | London Road: 1 to 55 and 2 to 56<br><br>David's Road: 1 to 5<br><br>Devonshire Road: 2 to Forest Hill Station and 1 to 7<br><br>Dartmouth Road: 1 to 35 and 2 to 28 |
| Lee Green | Burnt Ash Road: 2 to 14, 1 to 27 and the Leegate Centre<br><br>Eltham Road: 2 to 18<br><br>Lee High Road: 432 to 422 and 321 to 351<br><br>Lee Road: 128 to 120 |
| New Cross | New Cross Road: 257 to 407 |
| New Cross Road | Not applicable<br><br>(See Local Centres for further information) |
| Sydenham | Sydenham Road: 4 to 78 and 3 to 111<br><br>Sydenham Station Approach: 2 to 12<br><br>Kirkdale: 313 to 325 and 260 to 278 |

| LOCAL | LOCAL CENTRE FRONTAGES |
|---|---|
| All centres | Not applicable |
| Bellingham | Randlesdown Road: 4 to 50 and the Fellowship<br><br>Bromley Road: 205 to 265 |

**Table 21.5:** Table showing Towns centres and Primary Shopping Areas

| TOWN CENTRE | PRIMARY SHOPPING AREA |
|---|---|
| Brockley | Coulgate Street: all ground floor units<br><br>Harefield Road: 1 to 7<br><br>Brockley Road: 186 to 188 and 169 to 201<br><br>Brockley Cross: 1 to 9, 21 to 25 and 2 to 28<br><br>Endwell: 100 to 110<br><br>Malpas Road: 253 to 259 and 246 to 248 |
| Lee Station | Burnt Ash Road: 111 to 133 and 116 to 136<br><br>Burnt Ash Hill: 1 to 45 |
| Crofton Park | Brockley Road: 322 to 410, 349 to 409 and 435 to 447 |
| Downham Way | Downham Way: 419, 431 to 457 and 430 to 406 |
| Evelyn Street | Evelyn Street: 262 to 232, 299 to 321, 204 to 210, 186 to 190, 154 to 166 and 195 |
| Grove Park | Baring Road: 342 to 386 and 293 to 325<br><br>Downham Way: 589 and 636 to 650 |
| Honor Oak and Brockley Rise | Honor Oak Park: 38 to 78, 25 to 63 and 1 to 5<br><br>Brockley Rise: 56 to 104 and 119 to 139 |
| Ladywell | Ladywell Road: 71 to 111 and 38 to 80<br><br>Algernon Road: 251 to 259 and 222 to 230 |

**Table 21.5:** Table showing Towns centres and Primary Shopping Areas

| TOWN CENTRE | PRIMARY SHOPPING AREA |
|---|---|
| Lewisham Way | Lewisham Way: 119 to 249, 138 to 154 and 110 to 118<br><br>The Parade Upper Brockley Road: 7a to 13 |
| New Cross Road | Queens Road: 387 to 401<br><br>New Cross Road: 105 to 205, 92 to 110 and 116 to 184 |
| Staplehurst Road | Staplehurst Road: 9 to 37 and 2 to 28 |
| Kirkdale | Kirkdale road: 92 to 112 150 and 97 to 191<br><br>Dartmouth Road: 184 to 190 |
| Hither Green Lane | Hither Green Lane 232 to 166 and 191 |

# Schedule 6: Creative enterprise zone, cultural quarters and night-time economy hubs

**Table 21.6:** Tables showing Creative enterprise zone, cultural quarters and night-time economy hubs

| LEWISHAM NORTH CEZ APPLIES TO THE FOLLOWING WARDS |
|---|
| Evelyn |
| New Cross |
| Telegraph Hill (part) |
| Brockley (part) |

| CULTURAL QUARTERS | LOCATION |
|---|---|
| Deptford | Deptford District Centre and west of Deptford Creek |
| New Cross | Goldsmiths College, northern end of Lewisham Way and western end of New Cross Road |
| Forest Hill | 118 Stanstead Road, west of the railway line within Forest Hill District Centre, Horniman's Museum and Gardens and Horniman Play Park. |

| NIGHT-TIME ECONOMY HUBS | |
|---|---|
| **LOCATION** | **TYPE** |
| Lewisham Major Centre | Area with more than local significance (NT3) |
| Catford Major Centre | Area with more than local significance (NT3) |
| Blackheath District Centre | Area with more than local significance (NT3) |
| New Cross Gate District Centre | Area with more than local significance (NT3) |
| New Cross Road Local Centre | Area with more than local significance (NT3) |
| Deptford District Centre | Area with local significance |
| Forest Hill District Centre | Area with local significance |

# Schedule 7:
# Designated open spaces

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Admiralty Square | Parks and Gardens | SOS |
| Alanthus Close Green | Formal Amenity Greenspace | SOS |
| Abbotshall Rd, The Healthy Lifestyle Centre | Outdoor Sports Facilities | SOS |
| Albion s Millennium Green | Natural and Semi-natural Urban Green Space | SOS |
| Aragon Gardens | Parks and Gardens | SOS |
| Arcus Road Housing Green (North) | Formal Amenity Greenspace | SOS |
| Arcus Road Housing Green (South) | Formal Amenity Greenspace | SOS |
| Bellingham Leisure and Lifestyle Centre | Outdoor Sports Facilities | SOS |
| Ballamore/Shroffold Rd | Allotments and Community Gardens | SOS |
| Barmeston Rd | Allotments and Community Gardens | SOS |
| Barriedale | Allotments and Community Gardens | SOS |
| Bawtree Road | Formal Amenity Greenspace | SOS |
| Baxter's Field | Park and Gardens | SOS |
| Beachborough Gardens | Formal Amenity Greenspace | SOS |
| Beaulieu Avenue Green | Formal Amenity Greenspace | SOS |
| Beckenham Hill Railway Cutting | Green Corridor | Green Corridor |
| Beckenham Place Park | Parks and Gardens | MOL/SOS |
| Beckenham Place Park Common | Parks and Gardens | MOL/SOS |
| Beckenham Place Park Summerhouse Fields | Parks and Gardens | MOL/SOS |
| Bell Green Pond | Natural and Semi-natural Urban Green Space | MOL/SOS |
| Bellingham Bowling Club, Greenside Close, Penderry Rise | Outdoor Sports Facilities | UGS |
| Bellingham Green | Parks and Gardens | SOS |
| Bellingham Leisure and Lifestyle Centre | Outdoor Sports Facilities | SOS |
| Bellingham Play Park | Parks and Gardens | MOL/SOS |
| Besson Street Community Garden | Allotments and Community Gardens | SOS |
| Blackheath | Parks and Gardens | MOL/SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Blackhorse Road | Allotments and Community Gardens | SOS |
| Blythe Hill | Allotments and Community Gardens | SOS |
| Blythe Hill Fields | Parks and Gardens | MOL/SOS |
| Boyland Road Housing Green | Formal Amenity Greenspace | SOS |
| Bramdean Crescent Housing Green | Formal Amenity Greenspace | SOS |
| Bridge Leisure and Lifestyle Centre East | Outdoor Sports Facilities | SOS |
| Bridge Leisure Centre West | Outdoor Sports Facilities | SOS |
| Bridgehouse Meadows | Natural and Semi-natural Urban Greenspace | SOS |
| Bridgehouse Nature Area | Natural and Semi-natural Urban Greenspace | SOS |
| British Gas Land Buffer Zone | Urban Natural and Semi-natural Greenspace | SOS |
| Broadmead | Allotments and Community Gardens | SOS |
| Broadway Fields | Parks and Gardens | MOL/SOS |
| Brockley & Ladywell Cemetery | Cemeteries, Churches and Disused Churchyards | SOS |
| Brockley Railway Cutting | Green Corridor | SOS |
| Brockley Station Community Garden | Allotments and Community Gardens | SOS |
| Bromley Hill Cemetery | Cemeteries, Churches and Disused Churchyards | SOS |
| Brookmill Nature Reserve | Natural and Semi-natural Urban Greenspace | SOS |
| Brookmill Park | Parks and Gardens | MOL/SOS |
| Buckthorne Nature Reserve | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Burnt Ash Pond Nature Reserve | Natural and Semi-natural Urban Greenspace | SOS |
| Castillon Rd | Allotments and Community Gardens | SOS |
| Castleton Road, Marvels Lane Green | Formal Amenity Greenspace | SOS |
| Catford Cyphers Cricket Club, Rubens St, | Outdoor Sports Facilities | MOL/SOS |
| Catford Embankment | Green Corridor | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Catford Wanderers Sports Club, Beckenham Hill Rd | Outdoor Sports Facilities | SOS |
| Charlottenburg Park | Parks and Gardens | SOS |
| Chinbrook Meadows (Lewisham) | Allotments and Community Gardens | MOL/SOS |
| Chinbrook Meadows | Parks and Gardens | MOL/SOS |
| Chinbrook Meadows Lane | Green Corridor | MOL/SOS |
| Chingley Close Housing Green | Formal Amenity Greenspace | SOS |
| Christ Church Chapel | Cemeteries, Churches and Disused Churchyards | SOS |
| Clarendon Rise/Dermody Rd | Allotments and Community Gardens | SOS |
| Clyde Street Green | Formal Amenity Greenspace | SOS |
| Confluence Park | Parks and Gardens | SOS |
| Conisborough College | Outdoor Sports Facilities | SOS |
| Cornmill Gardens | Parks and Gardens | MOL/SOS |
| Cox wood | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Creekside Discovery Centre | Natural and Semi-natural Urban Greenspace | SOS |
| Crofton Park Cutting & Embankment | Green Corridor | SOS |
| Crofton Park Railway Garden | Allotments and Community Gardens | SOS |
| Dacre Park | Allotments and Community Gardens | SOS |
| Dacres Wood Nature Reserve | Natural and Semi-natural Greenspace Urban Greenspace | SOS |
| Dagonet Gardens Housing Green | Formal Amenity Greenspace | SOS |
| De Frene Rd Market Garden | Allotments and Community Gardens | SOS |
| Deals Gateway Pocket Park | Formal Amenity Greenspace | |
| Deloraine Street | Allotments and Community Gardens | SOS |
| Deptford Allotments | Allotments and Community Gardens | SOS |
| Deptford Creek | Green Corridor | SOS |
| Deptford Green School Playing Field | Outdoor Sports Facilities | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Deptford Railway Meadow | Natural and Semi-natural Urban Greenspace | SOS |
| Deptford Park | Parks and Gardens | SOS |
| Devonshire Rd Nature Reserve | Natural and Semi-natural Urban Greenspace | SOS |
| Downham Playing Fields | Parks and Gardens | POS |
| Downham Woodland Walk Nature Reserve | Natural and Semi-natural Urban Greenspace | SOS |
| Downham Way, The Green | Natural and semi-natural Urbangreenspace | SOS |
| Duncombe Hill | Formal Amenity Greenspace | SOS |
| Durham Hill (Downham Fields) | Parks and Gardens | SOS |
| East Hither Green Railway Embankment | Green Corridor | SOS |
| East Lee Railway Embankment | Green Corridor | SOS |
| East of Hardcastle Close | Green Corridor | SOS |
| Eckington Gardens | Parks and Gardens | SOS |
| Edith Nesbitt Gardens | Parks and Gardens | SOS |
| Edward Street | Allotments and Community Gardens | SOS |
| Elliot Bank Hedge | Formal Amenity Greenspace | SOS |
| Elliott Forde Park | Parks and Gardens | SOS |
| Elm Lane Sports Ground | Outdoor Sports Facilities | MOL/SOS |
| Evelyn Green | Parks and Gardens | SOS |
| Exford Rd | Allotments and Community Gardens | MOL/SOS |
| Exford Rd/Burnt Ash Hill Triangle | Formal Amenity Greenspace | SOS |
| Farmstead Road Community Garden | Allotments and Community Gardens | SOS |
| Farmstead Rd Housing Green | Formal Amenity Greenspace | SOS |
| Ferranti Park | Parks and Gardens | SOS |
| Firhill Rd North Allotments | Allotments and Community Gardens | SOS |
| Firhill Rd Playing fields | Outdoor Sports Facilities | MOL/SOS |
| Firhill Rd North Allotments | Allotments and Community Gardens | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Firhill Rd South Allotments | Allotments and Community Gardens | SOS |
| Folkestone Gardens | Parks and Gardens | SOS |
| Fordham Park | Parks and Gardens | SOS |
| Forest Hill Bowls Club, Wynell Rd | Outdoor Sports Facilities | SOS |
| Forest Hill School Sports MUGA | Outdoor Sports Facilities | SOS |
| Forster Memorial Park | Parks and Gardens | SOS |
| Frendsbury Gardens | Parks and Gardens | SOS |
| Friendly Gardens | Parks and Gardens | SOS |
| Friendly Street Cutting | Green Corridor | SOS |
| Garthorne Rd Nature Reserve | Natural and Semi-natural Urban Greenspace | SOS |
| Gareth Grove Housing Green | Formal Amenity Greenspace | SOS |
| Gilmore Rd Triangle | Natural and Semi-natural Urban Greenspace | SOS |
| Goan Club, Ravensbourne Avenue | Outdoor Sports Facilities | MOL/SOS |
| Goldsmiths' College Green | Formal Amenity Green Space | SOS |
| Goldsmiths' College Tennis Court | Outdoor Sports Facilities | SOS |
| Grove Close Green Space | Formal Amenity Greenspace | SOS |
| Grove Park Cemetery | Cemeteries, Churches and Disused Churchyards | MOL/SOS/ |
| Grove Park Library and Gardens | Parks and Gardens | MOL/SOS |
| Grove Park Library Nature Reserve | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Grow Mayow Community Garden | Allotments and Community Gardens | SOS |
| Haberdashers' Aske's Knights Academy | Outdoor Sports Facilities | SOS |
| Hall Drive Housing Green | Formal Amenity Greenspace | SOS |
| Hatcham Gardens | Parks and Gardens | SOS |
| Hazelbank Rd Allotments | Allotments and Community Gardens | SOS |
| Hedge Walk | Allotments and Community Gardens | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Hillcrest Estate Woodland | Natural and Semi-natural Urban Greenspace | SOS |
| Hilly Fields | Parks and Gardens | SOS/MOL |
| Hither Green Sidings | Miscellaneous –open green space, SINC | MOL |
| Hither Green Cemetery | Cemeteries, Churches and Disused Churchyards | MOL/SOS |
| Hither Green Embankment- North | Green Corridor | SOS |
| Hither Green North-East Railway Cutting | Green Corridor | SOS |
| Hither Green Railway Land 1 | Green Corridor | MOL/SOS |
| Hither Green Railway Land 2 | Green Corridor | SOS |
| Hither Green Railway Land 3 | Green Corridor | SOS |
| Hither Green Triangle Nature Reserve | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Hither Green South East Embankment | Green Corridor | SOS |
| Hither Green South East Railway Embankment | Green Corridor | SOS |
| Hocket Close | Formal Amenity Greenspace | SOS |
| Home Park | Parks and Gardens | SOS |
| Honor Oak Covered Reservoir | Natural and Semi-natural Urban Greenspace | SOS |
| Honor Oak Adventure Playground | Provision for Children and Young People | MOL |
| Honor Oak Covered Reservoir | Natural and Semi-natural Urban Greenspace | SOS |
| Honor Oak Cutting | Green Corridor | MOL (part)/SOS |
| Honor Oak Sports Ground | Outdoor Sports Facilities | SOS |
| Horniman Museum and Gardens | Parks and Gardens | MOL/SOS |
| Horniman Nature Trail | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Horniman's Triangle | Parks and Gardens | SOS |
| Hurstbourne Rd | Allotments and Community Gardens | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Iona Close Orchard | Natural and Semi-natural Urban Greenspace | SOS |
| Jim Hurren Allotments | Allotments and Community Gardens | SOS |
| Kendale Rd | Allotments and Community Gardens | SOS |
| Knapmill Road Housing Green (North West) | Formal Amenity Greenspace | SOS |
| Knapmill Road Housing Green (North West) | Formal Amenity Greenspace | SOS |
| Kirkdale Green | Parks and Gardens | SOS |
| Knapmill Way Allotments | Allotments and Community Gardens | SOS |
| Knapmill Way Housing Green | Formal Amenity Greenspace | SOS |
| Laban | Formal Amenity Greenspace | SOS |
| Ladywell Fields | Parks and Gardens | MOL/SOS |
| Ladywell Fields Railway Embankment | Green Corridor | SOS |
| Ladywell Green | Formal Amenity Greenspace | SOS |
| Ladywell House Gardens | Formal Amenity Greenspace | SOS |
| Lammas Green | Formal Amenity Greenspace | SOS |
| Land at Beckenham Hill | Miscellaneous | MOL |
| Launcelot Rd, disused allotments | Allotments | UGS |
| Launcelot Road Housing Green | Formal Amenity Greenspace | SOS |
| Lee & District Land Club | Allotments and Community Gardens | MOL/SOS |
| Leslie Silk,, Overdown Rd (north) | Allotments and Community Gardens | SOS |
| Lethbridge Close | Natural and Semi-natural Urban Greenspace | SOS |
| Lewisham Crematorium | Cemeteries, Churches and Disused Churchyards | MOL/SOS |
| Lewisham Park | Park | POS |
| Lewisham Railway Triangles | Green Corridor | SOS |
| Lewisham Station Railway Embankment | Green Corridor | SOS |
| Lewisham to Blackheath Railway | Green Corridor | SOS |
| Loampit Vale Railway Embankment | Green Corridor | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Lock Chase Green | Formal Amenity Greenspace | SOS |
| Long Meadow Allotments | Allotments and Community Gardens | MOL/SOS |
| Longton Nursery | Allotments and Community Gardens | SOS |
| Lower Pepys Park | Parks and Gardens | SOS |
| Luxmore Gardens | Parks and Gardens | SOS |
| Manor House Gardens | Parks and Gardens | MOL/SOS |
| Manor Park (Lewisham) | Parks and Gardens | SOS |
| Margaret McMillan Park (Lewisham) | Parks and Gardens | SOS |
| Marvels Lane Housing Green | Formal Amenity Greenspace | SOS |
| Mary Ann Gardens | Parks and Gardens | SOS |
| Mayneswood Road Housing Green (South) | Formal Amenity Greenspace | SOS |
| Mayow Park | Parks and Gardens | SOS |
| Meadow Close Allotments | Allotments and Community Gardens | MOL/SOS |
| Merchant Taylors' Almshouses | Formal Amenity Greenspace | SOS |
| Merlin Gardens | Formal Amenity Greenspace | SOS |
| Milborough Crescent | Formal Amenity Greenspace | SOS |
| Millwall Embankment | Green Corridor | SOS |
| Millwall Football Club Training Ground | Outdoor Sports Facilities | MOL/SOS |
| Molesworth Street Railway Embankment | Green Corridor | SOS |
| Moremead Road Housing Green | Formal Amenity Greenspace | SOS |
| Mountsfield Park | Parks and Gardens | MOL/SOS |
| New Cross Cutting | Green Corridor | MOL (part)/SOS |
| New Cross Gate Cutting Nature Reserve | Miscellaneous | MOL/SOS |
| North New Cross Road Railway Embankment | Green Corridor | SOS |
| Northbrook Park | Parks and Gardens | MOL/SOS |
| Northbrook Park Railway Cutting | | Green Corridor |
| Norther Road Amenity Green (North) | Formal Amenity Greenspace | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Northover Road Amenity Green (South) | Formal Amenity Greenspace | SOS |
| Nunhead Cutting | Green Corridor | SOS |
| Nunhead East Railway Embankment | Green Corridor | SOS |
| Nyhead Street | Formal Amenity Greenspace | SOS |
| Oakridge Road Housing Green | Formal Amenity Greenspace | SOS |
| Oldstead Road Allotments (East) | Allotments and Community Gardens | SOS |
| Oldstead Road Green | Formal Amenity Greenspace | SOS |
| Overdown Road Housing Green | Formal Amenity Greenspace | SOS |
| Pepys Estate Green (East) | Formal Amenity Greenspace | SOS |
| Pepys Estate Green (West) | Formal Amenity Greenspace | SOS |
| Peter Pan's Park | Parks and Gardens | SOS |
| Peter Pan's Pool | Natural and Semi-natural Urban Greenspace | SOS |
| Pincott Place Railway Embankment | Green Corridor | SOS |
| Pitfold Gardens | Formal Amenity Greenspace | SOS |
| Playgreen Green Way Hosuing Green (East) | Formal Amenity Greenspace | SOS |
| Playgreen Way Housing Green (Centre East) | Formal Amenity Greenspace | SOS |
| Playgreen Way Housing Green (Centre West) | Formal Amenity Greenspace | SOS |
| Playgreen Way Housing Green (West) | Formal Amenity Greenspace | SOS |
| Pool River Linear Park | Parks and Gardens | MOL/SOS |
| Pool River Open Space Railway | Green Corridor | SOS |
| Prendergast Girls' School fields | Outdoor Sports Facilities | SOS |
| Prendergast Ladywell School | Outdoor Sports Facilities | SOS |
| Priestfield Rd | Allotments and Community Gardens | SOS |
| Railway side Ladywell Fields North | Green Corridor | SOS |
| Rainsborough Ave/ Clement House | Park and Garden | SOS |
| Rainsborough Avenue Embankments | Natural and Semi-natural Urban Greenspace | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Randlesdown Road Cutting | Green Corridor | SOS |
| Rangefield Road Housing Green - East | Formal Amenity Greenspace | SOS |
| Rangfield Road Housing Green | Formal Amenity Greenspace | SOS |
| Ravensbourne | Green Corridor | SOS |
| Ravensbourne Park Gardens | Parks and Gardens | SOS |
| Ravensbourne River | Green Corridor | MOL (part)/ SOS |
| Rear of 34 Exford Road | Formal Amenity Greenspace | MOL/SOS |
| Reigate Road Housing Green | Formal Amenity Greenspace | SOS |
| Reigate Rd Open Space | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Ringway Centre Community Garden | Natural and Semi-natural Urban Greenspace | SOS |
| River Quaggy - Hither Green | Green Corridor | SOS |
| River Quaggy - Lee Green | Green Corridor | SOS |
| River Quaggy - Lewisham | Green Corridor | SOS |
| River Quaggy - South of A20 | Green Corridor | SOS |
| River Ravebbourne Southend | Green Corridor | SOS |
| River Ravensbourne by Brookmill Park | Green Corridor | SOS |
| Riverdale Sculpture Park | Parks and Gardens | MOL (part)/SOS |
| Riverview Walk | Parks and Gardens | MOL/SOS |
| Rocombe Crescent Triangle | Formal Amenity Greenspace | SOS |
| Romborough Gardens East | Allotments and Community Gardens | SOS |
| Romborough Gardens Allotments West | Allotments and Community Gardens | SOS |
| Roseveare Road Green | Formal Amenity Greenspace | SOS |
| Rossett Way | Formal Amenity Greenspace | SOS |
| Roudtable Road Housing Green (North) | Formal Amenity Greenspace | SOS |
| Roundtable Road Housing Green (South) | Formal Amenity Greenspace | SOS |
| Royal Naval Place Stage 1 | Allotments and Community Gardens | SOS |
| Royal Naval Place Stage 2 | Allotments and Community Gardens | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Rutland Walk Sports Club | Outdoor Sports Facilities | MOL/SOS |
| Saint Georges Square | Formal Amenity Greenspace | SOS |
| Sandpit Road Housing Green | Formal Amenity Greenspace | SOS |
| Sayes Court Park | Parks and Gardens | SOS |
| Sedgehill School | Miscellaneous - Amenity Open Space, Playing, Fields | MOL/UGS/Green Grid |
| Sedgehill Rd | Allotments | MOL/UGS/Green Grid |
| Sedgehill School | Outdoor Sports Facilities | MOL/SOS |
| Sedgehill School Sports Ground | Outdoor Sports Facilities | MOL/SOS |
| Shaw Rd | Natural and Semi-natural Urban Greenspace | SOS |
| Silwood Triangle | Green Corridor | SOS |
| Slaithwaite Rd | Allotments and Community Gardens | SOS |
| Somerset Gardens | Formal Amenity Greenspace | SOS |
| South of Prendergast Ladywell School | Natural and semi natural greenspace | SOS |
| Southend Lane Housing Green | Formal Amenity Greenspace | SOS |
| Southend Park | Parks and Gardens | SOS |
| St Barnabas | Formal Amenity Greenspace | SOS |
| St Bartholomews Churchyard | Cemeteries, Churches and Disused Churchyards | SOS |
| St Dunstan's College Sports Ground | Outdoor Sports Facilities | MOL/SOS |
| St John the Baptist Church | Formal Amenity Greenspace | SOS |
| St Mary's Churchyard | Miscellaneous – Cemeteries and churchyards | MOL |
| St John's Cutting | Green Corridor | SOS |
| St Josephs Vale Strip | Green Corridor | SOS |
| St Margarets Churchyard | Cemeteries, Churches and Disused Churchyards | SOS |
| St Mary's Churchyard Lewisham | Cemeteries, Churches and Disused Churchyards | SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| St Mary's Churchyard Lewisham | Cemeteries, Churches and Disused Churchyards | SOS |
| St Matthew's Academy Sports Ground | Outdoor Sports Facility | SOS |
| St Mildred's Allotments Railway Land | Green Corridor | SOS |
| St Mildred's Rd | Allotments and Community Gardens | MOL/SOS |
| St Mildred's Road Roughland | Green Corridor | MOL/SOS |
| St Norbert Green | Formal Amenity Greenspace | SOS |
| St Paul's Churchyard, Deptford | Cemeteries, Churches and Disused Churchyards | MOL/SOS |
| Stanley Street | Allotments and Community Gardens | SOS |
| Staunton Street Green | Parks and Gardens | SOS |
| Sue Godfrey Nature Park | Natural and Semi-natural Urban Greenspace | SOS |
| Sundridge Railway Slides | Green Corridor | SOS |
| Surrey Canal | Green Corridor | SOS |
| Surrey Canal Linear Park | Parks and Gardens | SOS |
| Sydenham Cottages Nature Reserve | Natural and Semi-natural Urban Greenspace | MOL/SOS |
| Sydenham Gardens | Allotments and Community Gardens | SOS |
| Sydenham High School Field | Outdoor Sports Facilities | SOS |
| Sydenham Park Allotments | Allotments and Community Gardens | SOS |
| Sydenham Park Cutting | Green Corridor | SOS |
| Sydenham Road Cutting | Green Corridor | SOS |
| Sydenham School Sports Pitch | Outdoor sports facilities | SOS |
| Sydenham Wells Park | Parks and Gardens | MOL/SOS |
| Tarleton Gardens | Natural and Semi-natural Urban Greenspace | SOS |
| Taylors Lane | Allotments and Community Gardens | SOS |
| Telegraph Hill Park | Parks and Community Gardens | MOL/SOS |
| Ten-Em-Bee Sports Club | Outdoor Sports Facilities | MOL/SOS |

**Table 21.7:** Table showing a list of open spaces their designations

| SITE | OPEN SPACE TYPE | OPEN SPACE DESIGNATION |
|---|---|---|
| Trewsbury Rd | Allotments and Community Gardens | SOS |
| Tudor Livesey Memorial Hall Bowling Green | Outdoor Sports Facilities | SOS |
| Turnham Rd Green | Turnham Road Green | SOS |
| Upper Pepys Park | Parks and Gardens | SOS |
| Vesta Road Railway Cutting | Green Corridor | MOL/SOS |
| Vineries Nature Reserve | Natural and Semi-natural Greenspace | MOL/SOS |
| Weavers Estate Allotments, Engleheart Rd | Allotments and Community Gardens | SOS |
| West of Broadway Fields | Green Corridor | SOS |
| West of SELCHP | Green Corridor | SOS |
| Westbourne Drive Park | Parks and Gardens | SOS |
| Whitefoot Recreation Ground | Sports Ground and Green Corridor | UGS |
| Wild Cat Wilderness Community Greenspace | Allotments and Community Gardens | MOL/SOS |
| Windlass Place | Allotments and Community Gardens | SOS |
| Worsley Bridge | Green Corridor | SOS |
| Zampa Road Railway Embankment | Green Corridor | SOS |

# Schedule 8:
# Designated Sites of Importance for Nature Conservation

**Table 21.8:** Table showing Sites of Importance for Nature Conservation

| SITES OF METROPOLITAN IMPORTANCE |
|---|
| **SITE NAME** |
| River Thames and tidal tributaries |
| Blackheath and Greenwich Park |
| Forest Hill to New Cross Gate Railway Cutting |
| Beckenham Place Park (Local Nature Reserve) |
| Hither Green to Grove Park |

| SITES OF BOROUGH IMPORTANCE |
|---|
| **SITE NAME** |
| Brockley and Ladywell Cemeteries |
| Downham Woodland Walk (Local Nature Reserve) |
| Pool River Linear Park |
| Hillcrest Estate Woodland |
| Forster Memorial Park |
| Burnt Ash Pond (Local Nature Reserve) |
| Horniman Gardens, Horniman Railway Trail and Horniman Triangle |
| Durham Hill |
| Dacres Wood Nature Reserve and Sydenham Park Railway Cutting (Local Nature Reserve) |
| Loat's Pit |
| Grove Park Cemetery |
| Sue Godfrey Nature Park (Local Nature Reserve) |
| Honor Oak Rd Covered Reservoir |
| St Mary's Churchyard, Lewisham |
| River Quaggy at Manor House Gardens |

**Table 21.8:** Table showing Sites of Importance for Nature Conservation

| SITES OF BOROUGH IMPORTANCE |
|---|
| **SITE NAME** |
| Mayow Park |
| Spring Brook at Downham Playing Fields |
| River Ravensbourne and Brookmill Park |
| Senegal Railway Banks |
| Railside Land: New Cross to St Johns Railsides |
| Nunhead Cutting |
| Brockley to St John's Railsides |
| St Johns to Lewisham Railsides (St Johns Station) |
| Lewisham Railway Triangles |
| Lewisham to Blackheath Railsides |
| Railsides South of Sydenham |
| Lower Sydenham Station Meadow |
| New Cross and New Cross Gate railsides |
| Mountsfield Park |
| Chinbrook Community Orchard and Allotments |
| River Quaggy at Chinbrook Meadows |
| River Ravensbourne at Ladywell Fields |
| River Quaggy and Manor Park |
| River Thames Tidal Creek at Creekside Education Centre |
| Bridgehouse Meadows Railsides |
| Ringway Community Gardens |

**Table 21.8:** Table showing Sites of Importance for Nature Conservation

| SITES OF LOCAL IMPORTANCE |
|---|
| **SITE NAME** |
| Brookmill Nature Reserve (Local Nature Reserve) |
| Besson Street Community Garden |
| Sydenham Cottages Nature Reserve |
| Folkestone Gardens |
| Whitefoot Recreation Ground |
| Queenswood Nature Reserve |
| Rainsborough Avenue Embankments |
| Sayes Court Park |
| Iona Close Orchard |
| Sedgehill Allotments |
| Brockley Hill Park |
| Sydenham Wells Park |
| Hilly Fields |
| Eliot Bank Hedge and Tarleton Gardens |
| River Ravensbourne at Peter Pan's Garden & Southend Pond |
| Albion Millennium Green |
| Pepys Park Nature Area |
| St Paul's Churchyard and Crossfield Street Open Space |
| Telegraph Hill Park |
| Bromley Hill Cemetery |
| Gilmore Road Triangle |

# Schedule 9:
# Local nature reserves and ecological corridors

**Table 21.9:** Table showing local nature reserves and ecological corridors

| SITE NAME |
|---|
| **LOCAL NATURE RESERVE** |
| Beckenham |
| Brookmill |
| Burnt Ash Pond |
| Dacres Wood |
| Downham Wood |
| Grove Park |
| Sue Godfrey Nature Reserve |
| **ECOLOGICAL CORRIDOR** |
| South Bermondsey to Sydenham, Lee and Grove Park Railway Lines |
| The River Thames - Deptford Creek – The River Ravensbourne |
| The Pool River – Catford to Southend Park and into Bromley |
| Nunhead to Blackheath |

# Schedule 10: Sites of geodiversity interest

**Table 21.10:** Table showing sites of geodiversity interest

| SITE TYPE | SITE NAME | LOCATION |
|---|---|---|
| Regionally Important Geological Site | Beckenham Place Park | Bellingham |
| Locally Important Geological Site | Old Gravel Pit | Blackheath |
| Locally Important Geological Site | Buckthorne Cutting | Crofton Park |

# Schedule 11:
# Regeneration nodes growth nodes and growth corridors

**Table 21.11:** Table showing Regeneration nodes growth nodes and growth corridors

| AREA TYPE | AREA NAME | COVERAGE |
|---|---|---|
| Regeneration node | Lewisham Major Centre | 800m buffer around town centre boundary |
| Regeneration node | Catford Major Centre | 800m buffer around town centre boundary |
| Regeneration node | Deptford District Centre | 800m buffer around town centre boundary |
| Regeneration node | Bell Green Local Centre | 400m buffer around the following site allocation boundaries: Former Bell Green Gas Holders, Bell Green Retail Park and Sainsbury's Bell Green |
| Growth node | Forest Hill District Centre | 800m buffer around town centre boundary |
| Growth node | New Cross District Centre | 800m buffer around town centre boundary |
| Growth node | Lee Green District Centre | 800m buffer around town centre boundary |
| Growth node | Bellingham Local Centre | 400m buffer around town centre boundary |
| Growth node | Grove Park Local Centre | 400m buffer around town centre boundary |
| Growth node | Surrey Canal Triangle | Surrey Canal Mixed-use Employment Location Site Allocation Boundaries |
| Growth node | Evelyn Local Centre | 400m buffer around town centre boundary and nearby site allocation boundaries |
| Growth Corridor | A2 | Frontages along New Cross Rd |
| Growth Corridor | A20 | Frontages along Lee High Rd |
| Growth Corridor | A21 | Frontages along Lewisham High St, Rushey Green and Bromley Road |
| Growth Corridor | A205 | Frontages London Rd, Devonshire Rd, Waldram Park Rd, Stanstead Rd, Catford Rd, Brownhill Rd and Westhorne Avenue |
| Growth Corridor | A212 | Frontages along Sydenham Rd, Stanton Way and Southend Lane |

# Schedule 12: Tall Building Suitability Zones

**Table 21.12:** Table showing Tall Building Suitability Zones

| COVERAGE | MAXIMUM BUILDING HEIGHT (STOREYS) |
|---|---|
| **NORTH DEPTFORD** | |
| Surrey Canal Triangle Mixed-use Employment Location | 45 |
| Apollo Business Centre Locally Significant Industrial Site and Surrey Canal Road and Trundleys Road Locally Significant Industrial Site | 25 |
| Deptford Landings Mixed-Use Employment Location (previously known as Timberyards, Oxestalls Road) | 35 |
| Convoy's Wharf Mixed-Use Employment Location | 48 |
| **DEPTFORD CREEKSIDE** | |
| Land overlooking Deptford Creek adjacent Laban Theatre and new development of Union Warf | 30 |
| Sun Wharf Mixed-Use Employment Location (including Network Rail) | 20 |
| **LEWISHAM** | |
| Conington Road brownfield site, Land at Conington Road and Lewisham Road, Thurston Road Bus Station and Lewisham Gateway | 35 |
| Lewisham Shopping Centre | 25 |
| Triangular site used as a depot adjacent to River Ravensbourne. | 16 |
| Church Grove self-build site | 16 |
| **CATFORD** | |
| Wickes and Halfords big box retail | 20 at centre and 12 at periphery |
| Catford Shopping Centre and Milford Towers | 20 storeys at centre, with 12 storeys in discreet locations subject to detailed testing. |
| Laurence House and Civic Centre with Rushey Green telephone exchange | 12 storeys |
| Catford Retail Park | 20 at centre, with 16 storeys in discreet locations subject to detailed testing. |

**Table 21.12:** Table showing Tall Building Suitability Zones

| COVERAGE | MAXIMUM BUILDING HEIGHT (STOREYS) |
|---|---|
| **NEW CROSS AND NEW CROSS GATE** | |
| Besson Street | 12 |
| Former Hatcham Works, 12 Goodwood Road and New Cross Road | 15 |
| Clifton Rise and Achilles Street | 12 to 15 |
| Amersham Vale parking lot and 'Metro New Cross' | 12 to 15 |
| **BELLINGHAM** | |
| Ravensbourne Retail Park | 10 to 12 |
| **LEE** | |
| Sainsbury's Site and Leegate Shopping Centre | 10 to 12 |
| **BELL GREEN / LOWER SYDENHAM** | |
| Southern corner of former Gas Works site, Bell Green Retail Park and Sainsbury's Bell Green | 16 |
| Worsley Bridge Road Locally Significant Industrial Site | 12 |

Lewisham