

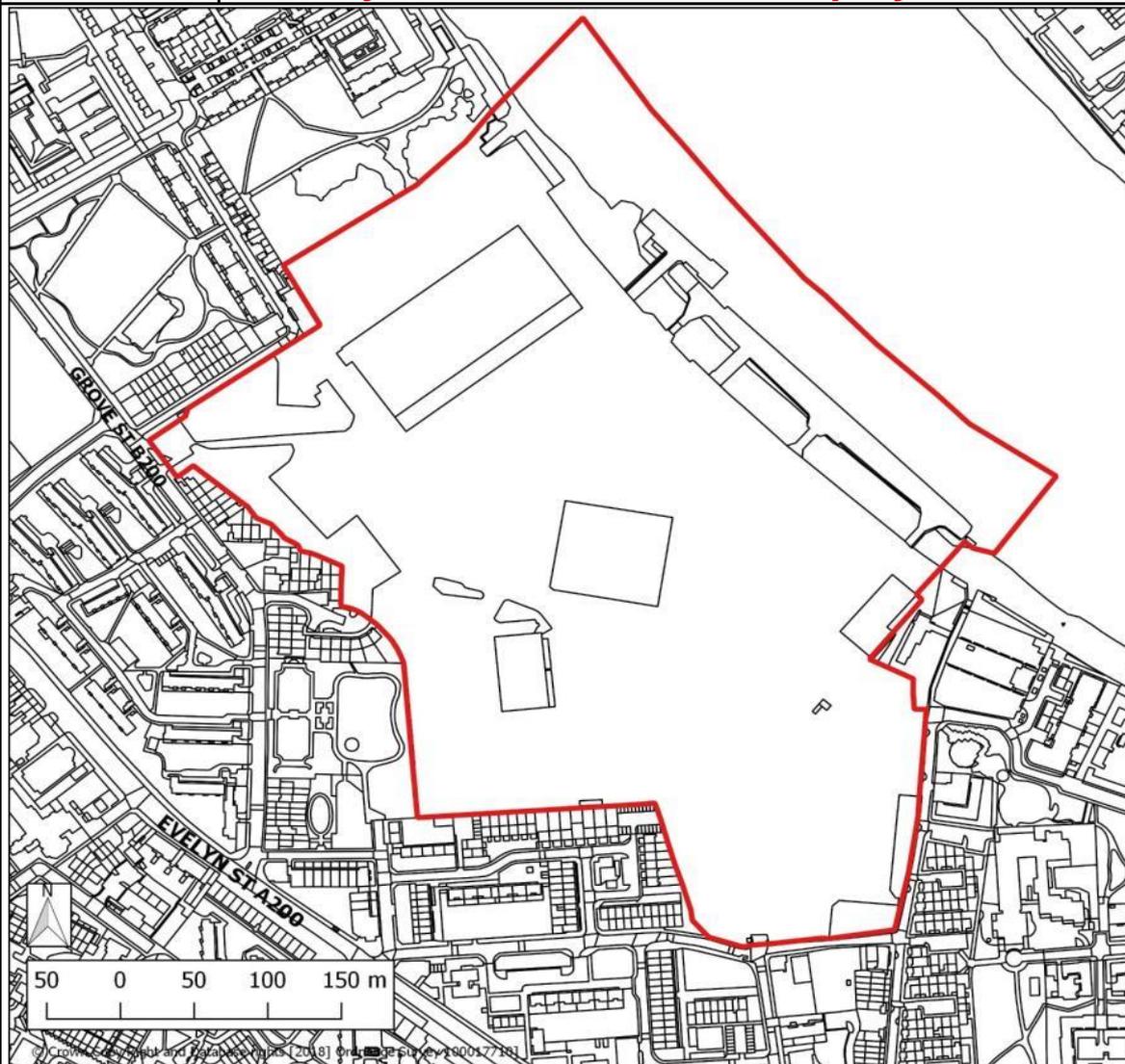
Draft

# **Lewisham Local Plan**

## **Site Allocations – North area**

Regulation 18 stage 'Preferred Approach' Document

## Convoys Wharf Mixed-Use Employment Location



**Site address:** Convoys Wharf, London, SE8 3JF

**Site details:** **Site size (ha):** 23.6, **Setting:** Central, **PTAL:** In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, **Ownership:** Private, **Current use:** Former Shipwrights house, Employment  
**How site was identified:** Lewisham Core Strategy (2011) and London SHLAA (2017)

**Planning designations and site constraints:** Opportunity Area, Mixed-Use Employment Location, Safeguarded Wharf, Two Listed Buildings on site, Area of Archaeological Priority, Thames Policy Area, Critical Drainage Area, Flood Zones 3

**Planning Status:** Full application DC/13/083358 called in by Sectary of State March 2014 and granted in March 2015.

**Timeframe for delivery:** **2020/21 – 2024/25**    **2025/26 – 2029/30**    **2030/31 – 2034/35**    **2035/36 – 3039/40**

<b>Indicative development capacity:</b>	<b>Net residential units:</b> 3,514	<b>Non-residential floorspace:</b> Town centre: 50,400 Employment: 15,500
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## Existing planning consent

**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:

The comprehensive redevelopment of Convoys Wharf to provide a mixed use development of up to 419,100m<sup>2</sup> comprising:

- up to 321,000m<sup>2</sup> residential floorspace (up to 3,500 units) (C3)
- up to 15,500m<sup>2</sup> employment floorspace (B1/Live/Work units) including up to 2,200m<sup>2</sup> for 3 no. potential energy centres
- wharf with associated vessel moorings and up to 32,200m<sup>2</sup> of employment floorspace (Sui Generis & Class B2)
- up to 5,810m<sup>2</sup> of retail and financial and professional services floorspace (A1 & A2)
- up to 4,520m<sup>2</sup> of restaurant/cafe and drinking establishment floorspace (A3 & A4)
- up to 13,000m<sup>2</sup> of community floorspace (D1) and assembly and leisure (D2)
- up to 27,070m<sup>2</sup> 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.

2 Reserved Matters applications

## Site allocation

Comprehensive mixed-use redevelopment with compatible residential, commercial, community, and retail uses. Safeguarding and appropriate use of the wharf and associated vessel moorings. Delivery of new and improved strategic transport infrastructure including a new road layout and an integrated network of pedestrian and cycle routes. Public realm and environmental enhancements, including new public open space and river restoration.

## Opportunities

Convoys Wharf sits along the Thames Riverfront. It now lies vacant and unused, having been Henry VIII's Royal Naval Dockyard in the 16<sup>th</sup> Century and last used for transshipment of newspaper products in 1999. Development presents the opportunity to create a transformative, new high quality vibrant waterfront destination for Lewisham residents, with comprehensive mixed-use redevelopment building on it's historic legacy. Public realm and environmental enhancements will include a new waterfront, a high quality setting for the Olympia building and public open space. Improved access will seek to enhance the current poor connections to public transport and introduce pedestrian and cycle routes to surrounding residential estates and Deptford town centre.

## Development requirements

- Return land to active use with the provision of a compatible mix of uses, ensuring coordination in the co-location of uses across the site.
- Provide on-site infrastructure commensurate with the needs of the new population, including a primary school and associated range of social infrastructure including community space, employment opportunities, affordable business space, new bus routes and a riverboat to serve the area.
- Protect the safeguarded wharf and ensuring a continuation of viable wharf-related activities. New development must not interfere with the operation of the wharf or prejudice its future operation.

- Provide a new, high quality, vibrant destination on the riverfront with cultural and commercial life along with new public realm that re-introduces public access to the riverfront for the first time in centuries with a continuation of the Thames Path and tourism and leisure uses compatible with the sites river related location.
- Open up new routes through the site and provide better links to surrounding neighbourhoods and existing green spaces, including direct connections between Deptford and the River Thames.
- Celebrate the unique history of the site and support conservation objectives for heritage assets including: Olympia Warehouse Listed Building, Scheduled Ancient Monument, Protected Wharf.

### Development guidelines

#### Layout

- Provision of commercial floorspace in line with [Policy EC 6 \(Mixed-use Employment Locations\)](#).
- Ensure an appropriate mix of non-residential ground floor uses with residential above.
- Reconnect Deptford with the waterfront by creating a high quality waterfront route that opens up the River Thames to become a vibrant public place, lined with active frontages for use by all. Ensure the layout of development creates legible and integrated routes between the waterfront and existing communities and maximises views to and from the historic waterfront.
- Link the development to its surroundings and provide legible and permeable connections to the existing street pattern and pedestrian routes including: Borthwick Street, New King Street, Dacca Street, Sayes Court Street, Grove Street and Millard Road.
- Continue the main access route north/south of Deptford High Street/New King Street to the Thames frontage, providing good connections to the existing High Street and Deptford's historic district centre.
- Create an integrated central route parallel to the Thames Path incorporating public transport provision.
- Ensure tall buildings give careful consideration to long range views including the panorama towards the Maritime Greenwich World Heritage Site and do not impact negatively on protected vistas of St Paul's Cathedral, with taller buildings to be located in the centre of the site.
- Encourage a differentiation in design, density, scale and massing across the site with a range of building heights and plot sizes, a hierarchy of streets and distinctions between public and private spaces and formal and informal spaces to create character and a range of interesting, legible streetscapes and provide a high quality liveable neighbourhood.

#### Public Realm

- Provision of a central public square as a focal point for the development and an appropriate setting for the Listed Olympia Building which reinforces the structure's new role as a cultural destination for the borough.

- 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 famous 17th century garden that once flourished on the site.
- Financial contributions will be used 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.
- Development should enable the re-invention of the Thames-side pier with the creation a new riverfront park and public cultural space incorporating the Thames Path for use by all and provide opportunities for waterside activities.
- Re-route the Thames Path (that currently deviates away from the water's edge) by allowing the pathway to run across the full river frontage.
- 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.

#### Conservation objectives

- Support conservation objectives by preserving and enhancing the following 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:
  - 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.
  - Tudor naval storehouse, a Scheduled Ancient Monument of the highest significance, which shall be retained.
  - 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.
  - 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 Shiprights on the adjacent site should be considered in the design of the site.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

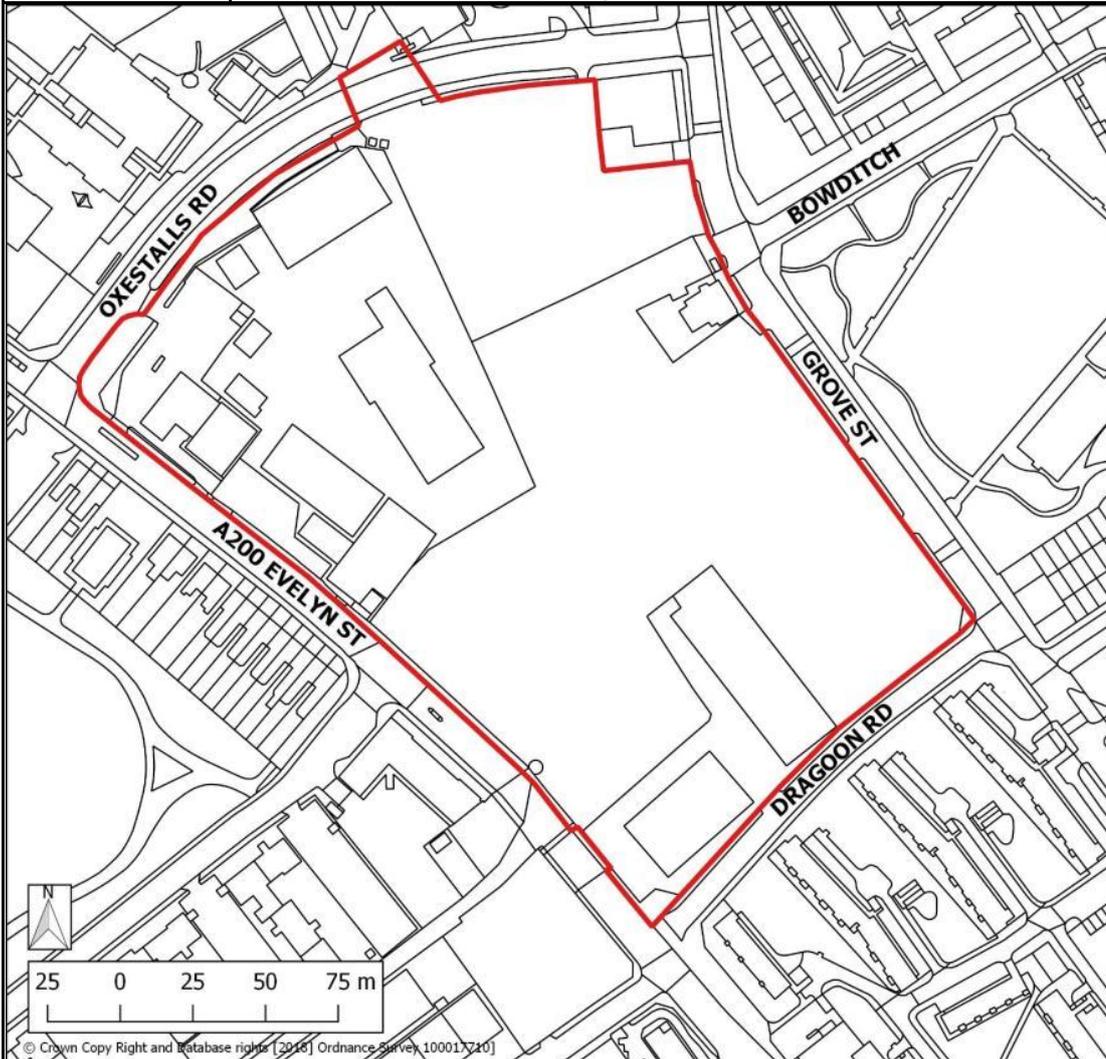
#### Transport

- The site must be fully integrated with the surrounding street network to improve access and permeability, including a legible and safe network of pedestrian and cycle routes, including cycle lanes with links to the riverfront, Thames Path and Evelyn Street cycle lane.

- Enhance public transport accessibility across the site with a range of buses and a new river bus stop to serve the Thames Clipper.
- Create vehicular links to the waterfront via a road network at New King Street and Grove Street.



## Timber Yard, Deptford Wharves at Oxestalls Road Mixed Use Employment Location



<b>Site address:</b>	Crown, New Celtic Pak, Bridge and Victoria Wharves bounded by Grove Street, Dragon Road, Oxestalls Road, London, SE8			
<b>Site details:</b>	<b>Site size (ha):</b> 4.6, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 1b-3, In 2021: 1b-4, In 2031: 1b-4, <b>Ownership:</b> Private, <b>Current use:</b> Industrial			
<b>How site was identified:</b>	Lewisham Core Strategy (2011) and London SHLAA (2017)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Mixed-Use Employment Location, Area of Archaeological Priority, adjacent to Thames Policy Area, Flood Zones 3			
<b>Planning Status:</b>	Outline application DC/15/092295 granted in March 2016. Started construction			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 1,487		<b>Non-residential floorspace:</b> Town centre: 5,000 Employment: 5,413	

## Existing planning consent

**DC/15/092295 outline application** - The comprehensive 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 (Phase 1) for up to 562 residential units.

Reserved matters applications

## Site allocation

Comprehensive mixed-use redevelopment incorporating compatible retail, employment, commercial, leisure and residential uses. Public realm and environmental enhancements including new public open space, improved pedestrian and cycle routes.

## Opportunities

The site encompasses a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragoon Road. Redevelopment presents a major regeneration opportunity to transform this industrial area with environmentally unfriendly uses into a new community and an intensive mixed use development that optimises upon the good transport connections along Evelyn Street. A public realm upgrade and improved environment will complement the built development and provide opportunities to open up the route of the former Surrey Canal.

## Development requirements

- Provision of commercial floorspace in line with [Policy EC 6 \(Mixed-use Employment Locations\)](#).
- Provide on-site infrastructure commensurate with the needs of the new population, including an associated range of social infrastructure.
- Ensure residential development is an integral part of the scheme.
- Improve accessibility, connectivity and legibility between Deptford Park, the Pepys Estate, Convoys Wharf and the Thames Riverfront.
- Re-instate the route of the former Surrey Canal as a focus of the development, forming a high quality open space and recreational route, publically accessible to all and linked to the wider pedestrian and cycle network.

- Open up new routes through the site and provide better links to surrounding neighbourhoods and existing green spaces, including direct connections between Deptford and the River Thames.

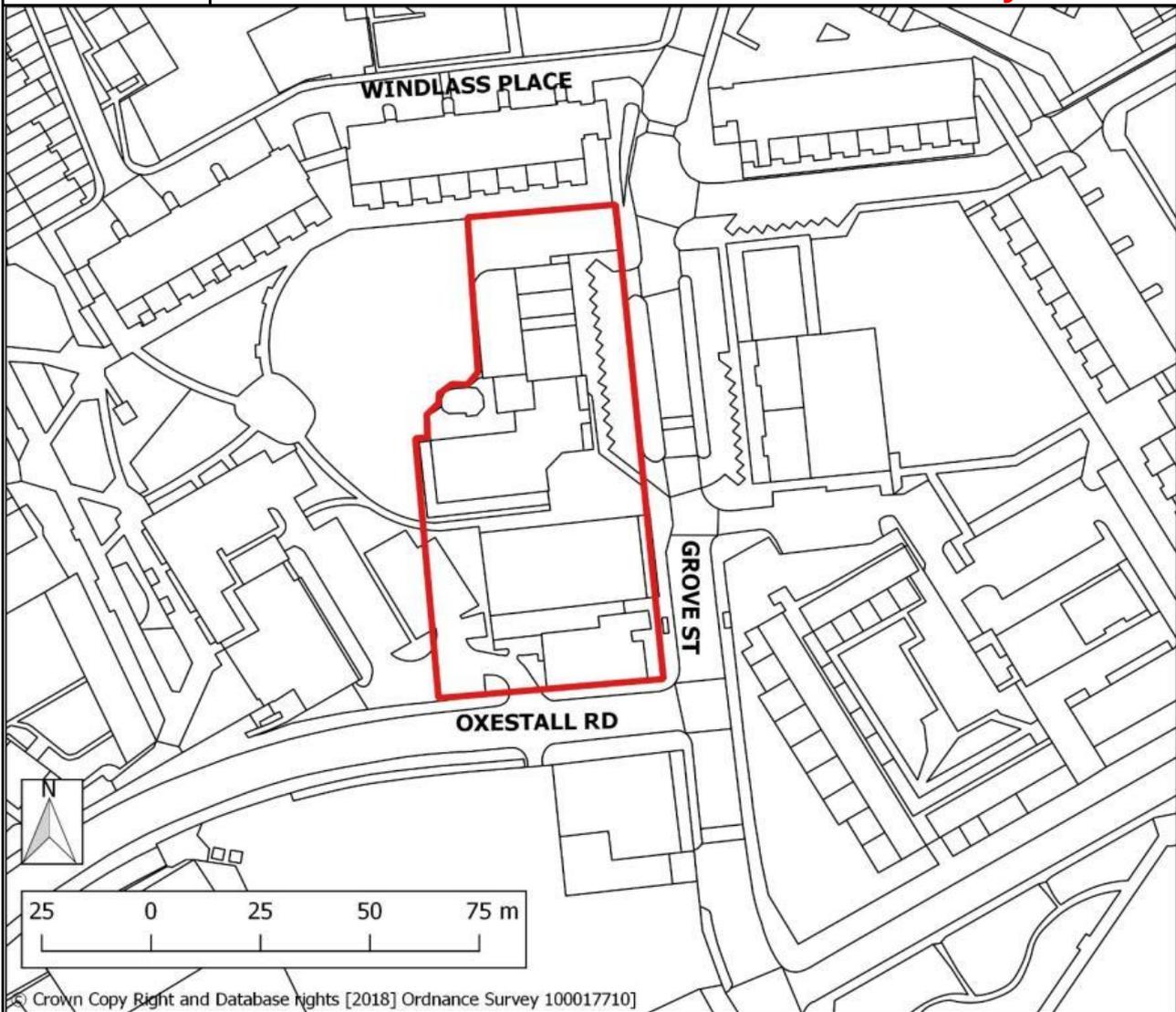
### **Development guidelines**

- Retail and leisure uses should serve local needs and not adversely impact on town centres, and a mix of restaurant, food and drink establishments should serve the site and cater for the wider neighbourhood.
- Create a high quality development focused around the re-instated former Surrey Canal, (a pedestrian tree lined promenade to be directly connect to the liner park that already exists to the north of the site) and The Yard (a large public square in the southern corner of the site).
- Ensure a high quality landscape design across the whole site including linear green spaces and tree planting along Evelyn Street and Grove Street.
- Encourage a differentiation in design, density, scale and massing across the site with a range of building heights and plot sizes and distinctions between public and private spaces to create character and a range of streetscapes and environments.
- Increased building heights will be most appropriate along the Surrey Canal Way and opposite Pepys Park, to mark the significance of these open spaces and ensure a higher number of residents can benefit from this green outlook.
- Tall buildings will be most appropriate on the corners of Evelyn Street/Oxestalls Road and Grove Street/Dragon Road, forming corners for the large urban block, aiding legibility and wayfinding.
- Lower building heights will be most appropriate along Evelyn Street and in the northern corner, to respond to the existing Victorian properties on the opposite side of Evelyn Street and the Victoria Pub and Scott House on Grove Street.
- Perimeter blocks should encompass courtyards within the central area of each plot to create semi-private shared communal amenity space and projecting balconies to create private amenity space.
- Development should foster a sense of place which harnesses the social and built heritage of the site and is integrated with the surrounding community. Different materials should be used across the site to reflect the character of the past, 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.
- Ensure positive and attractive street frontages, to add life and vibrancy to the street with an appropriate mix of non-residential ground floor uses with residential above.
- Ensure business units are designed flexibly to ensure viability between business uses and to meet growing business needs whilst ensuring compatibility with residential uses.
- Design the site to enable vehicular access from Grove Street and restrict access from Evelyn Street.
- Deal appropriately with the future use of Blackhorse Bridge over the former Surrey Canal.

- Enhance connections and legibility with two new cross routes running between Evelyn Street and Grove Street and by creating a permeable streetscape with improved pedestrian and cycle links to Evelyn Street (including the cycle super highway proposed along this street), Pepys Estate, Pepys Park and Deptford Park to the Thames Riverfront.
- Development should be designed to connect into the public transport routes along Evelyn Street, Oxestalls Road and Grove Street.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.



## Riverside Youth Club and 2000 Community Centre



<b>Site address:</b>	185 Grove St, London, SE8 3QQ			
<b>Site details:</b>	<b>Site size (ha):</b> 0.51, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 2, In 2021: 2, In 2031: 2, <b>Ownership:</b> Private, <b>Current use:</b> Community Centre, Retail, Pharmacy			
<b>How site was identified:</b>	New Cross Area Framework (2019)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Area of Archaeological Priority, Flood Zones 2 and 3			
<b>Planning Status:</b>	None			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 94		<b>Non-residential floorspace:</b> Town centre : 1,646	

## Site allocation

Mixed use development with residential, retail and re-provision of community facilities.

## Opportunities

The site is occupied by the 2000 Community Centre, which forms a local landmark. Redevelopment of this site provides the opportunity to utilise land more efficiently and introduce residential uses onto the site whilst upgrading the quality of the existing community facilities. Redevelopment also offers scope to enhance the environmental quality of the area and provide links to the former Surrey Canal.

## Development requirements

- Appropriate re-provision of the existing community facilities, in line with **Policy CI 1 (Safeguarding and securing community infrastructure)**.
- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination uses across the site.
- Provide a compatible mix of uses. Redevelopment of the site should re-provide high quality community facilities.
- Residential development to be an integral part of the scheme.
- Maximise the use of the land by redeveloping the ground floor car park.
- The site must be fully integrated with the surrounding street network and existing open spaces, with improved access and permeability across the site.

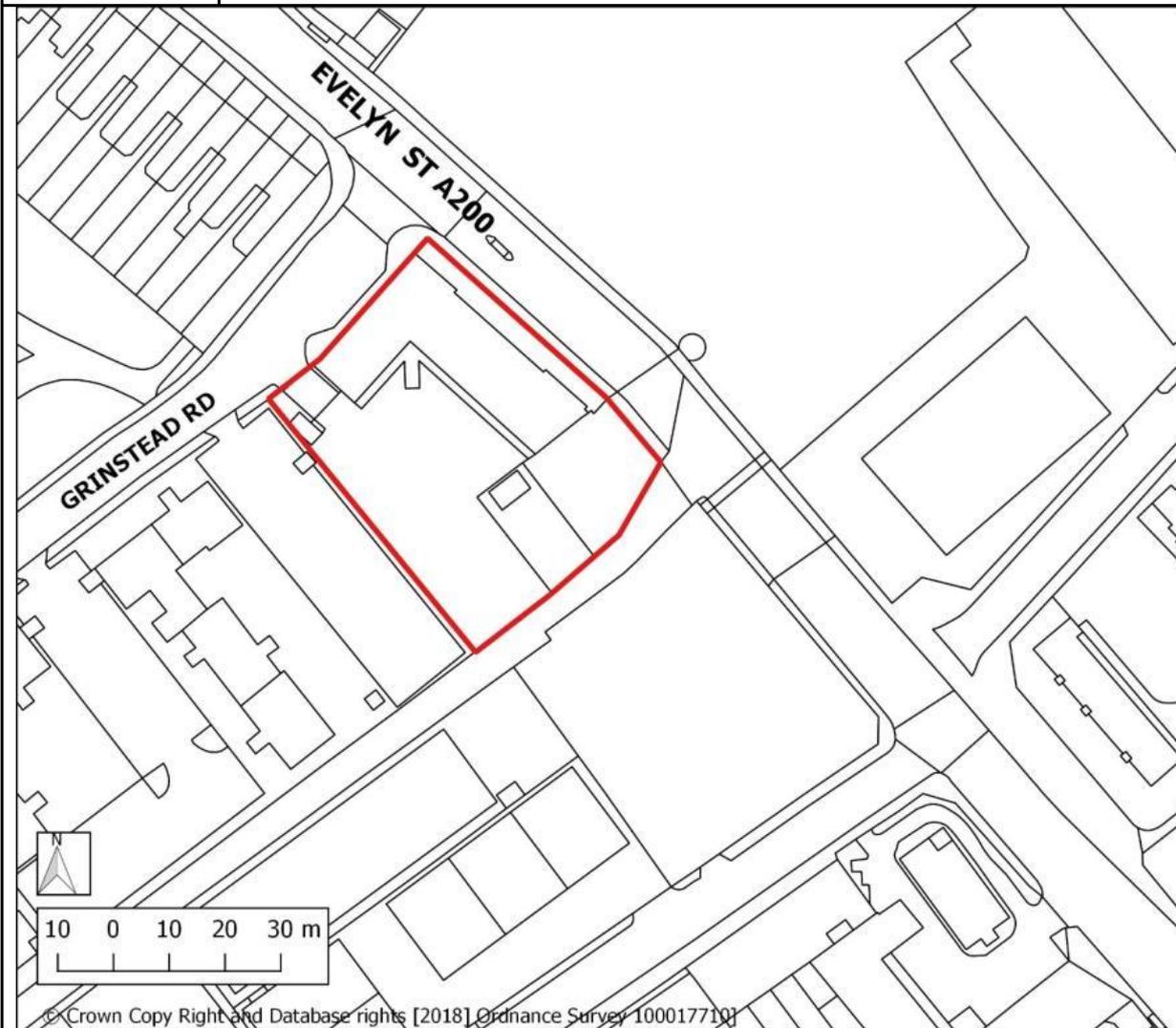
## Development guidelines

- The operational requirements of the retail and community/leisure uses across the site should be taken into account. The development should also be designed so as to allow adequate amenity and access for the residential uses, without prejudicing or precluding on-site retail and community /leisure uses.
- The design of the site should ensure positive frontages along Oxestalls Road and Grove Street, with active ground floor uses, above which residential uses may be located.
- The design of the site should take into consideration the proximity of the Eddystone Tower to the west of the site and the proposed development immediately south of the site, at The Timber Yard, Oxestalls Road.
- The bulk massing, scale and height of new buildings on the site should be in keeping with the heights of the existing buildings immediately to the north and east of the site. However consideration will need to be given to vortex/wind shear/day sun light.
- Landscaping should be designed as an integral part of the overall development, with an enhanced relationship with the existing adjoining public open space and enhancements to the amenity of the site.
- The adjacent existing public open space should be enhanced, and new play equipment for all ages should be incorporated into the open space.
- Development should be designed to retain existing vehicular access onto Grove Street.
- The development should cater for the existing bus stop at Grove Street. Consideration should be given to Transport for London operational requirements.

- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.



## Evelyn Court at Surrey Canal Strategic Industrial Location



<b>Site address:</b>	Evelyn Court, Grinstead Road, London, SE8 5AD		
<b>Site details:</b>	<b>Site size (ha):</b> 0.27, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 2, In 2021: 2, In 2031: 2, <b>Ownership:</b> Mixed, public and private, <b>Current use:</b> Employment		
<b>How site was identified:</b>	Lewisham Call for Sites (2015 and 2018)		
<b>Planning designations and site constraints:</b>	Opportunity Area, Strategic Industrial Location, Area of Archaeological Priority, Thames Policy Area, Flood Zones 2 and 3		
<b>Planning Status:</b>	Prior approval applications DC/14/088665 and DC/14/089442 granted in October and December 2014.		
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b> <b>2035/36 – 3039/40</b>
	Yes		
<b>Indicative development capacity:</b>	<b>Net residential units:</b>	<b>Non-residential floorspace:</b>	
	81	Employment: 2,807	

## Existing planning consent

**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

Comprehensive employment led development with the co-location of compatible employment and residential uses.

## Opportunities

The site forms the northern end of the Surrey Canal Strategic Industrial Location, with Deptford Trading Estate located immediately to the south-east. A more optimal use of the site can be made, including through intensification and the introduction of residential uses, taking advantage of the good public transport accessibility along Evelyn Street. Redevelopment also provides the opportunity to improve the environmental quality of the site, improve legibility and permeability and enhance connectivity with Deptford Park to the west of the site.

## Development requirements

- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- A positive frontage along Evelyn Street and Grinstead Road and be commensurate with being located within the SIL.
- Redevelopment should enable more permeable routes through the site via a new public open space, so that connectivity is improved between The Timber Yard, Oxestalls Road and Deptford Park.

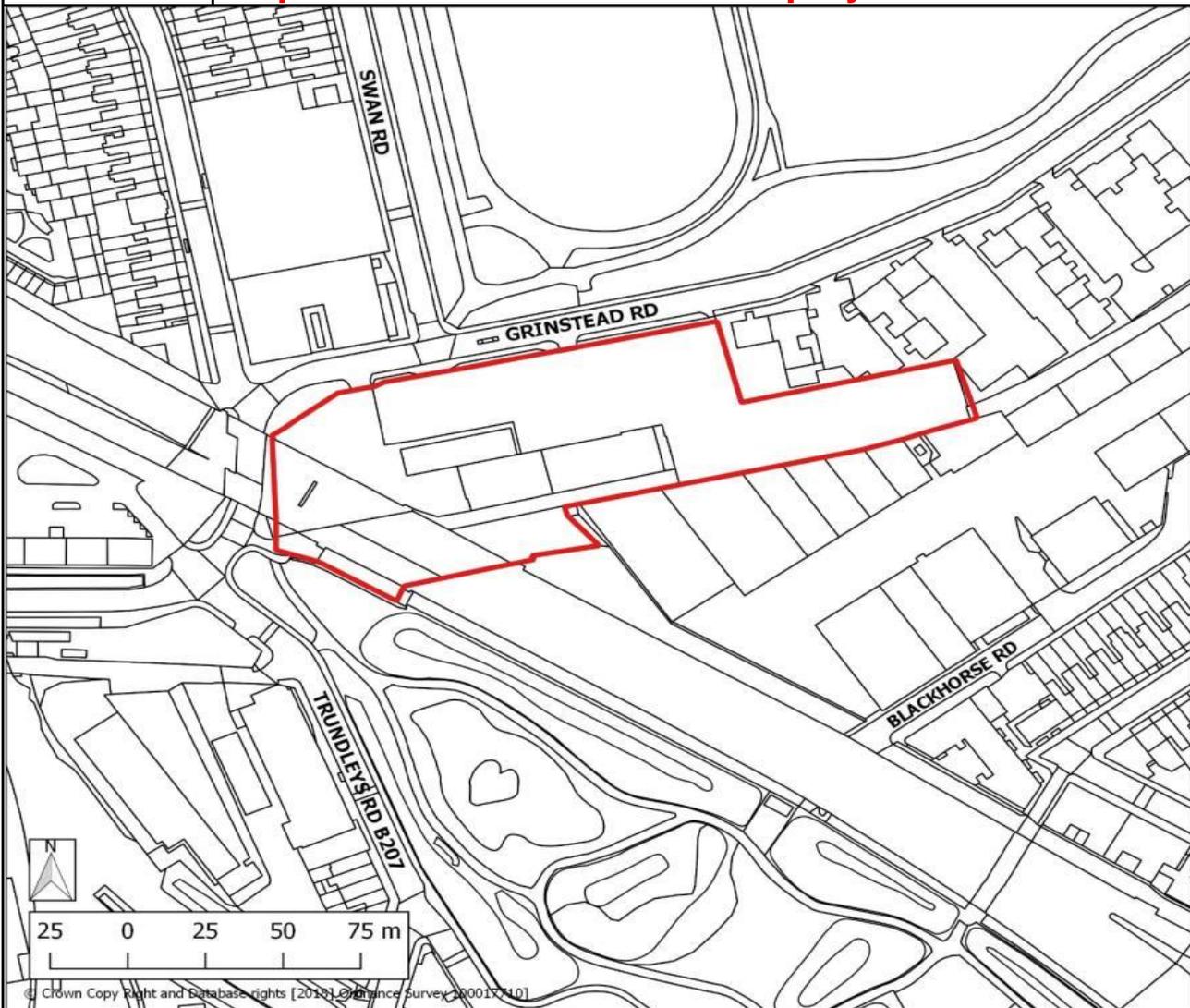
## Development guidelines

- The redevelopment should, where possible, be delivered alongside the proposed development at The Timber Yard, Oxestalls Road.
- The operational requirements of the employment uses across the site should be taken into account. The redevelopment should also be designed so as to allow adequate amenity and access for the residential uses, without prejudicing or precluding employment uses either on-site or on the adjacent Deptford Trading Estate.
- The design of the site should ensure positive frontages along Oxestalls Road and Grinstead Road, with active ground floor employment uses, above which residential uses may be located.
- The bulk, massing, scale and height of the buildings should be in keeping with the existing residential properties along Grinstead Road and the three to four storey terraced properties along Evelyn Street as well as the proposed development on the opposite side of the street at The Timber Yard, Oxestalls Road.
- 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 a new pedestrian/cycle route running through the site.
- Development should be designed to retain existing vehicular access onto Grinstead Road.

- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.



## Neptune Wharf Mixed-use Employment Location



<b>Site address:</b>	Neptune Works, Parkside House, Grinstead Road, SE8 5B			
<b>Site details:</b>	<b>Site size (ha):</b> 1.14, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 2, In 2021: 2, In 2031: 2, <b>Ownership:</b> Private, <b>Current use:</b> Industrial			
<b>How site was identified:</b>	Site Allocations Local Plan (2013) and London SHLAA (2017)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Mixed-Use Employment Location, Area of Archaeological Priority, Flood Zones 3			
<b>Planning Status:</b>	Full application DC/10/075331 granted in March 2012. Started construction			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 198		<b>Non-residential floorspace:</b> Town centre: 1,973	

## Existing planning consent

**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 m<sup>2</sup> of non-residential floorspace, comprising 1,874 m<sup>2</sup> of flexible B1/A1/A2 office space and 99 m<sup>2</sup> 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

Mixed-use redevelopment incorporating compatible commercial, retail, residential and community uses commensurate with the Mixed-use Employment Land (MEL) designation. Public realm enhancements including new public amenity space, along with improved pedestrian and cycle links.

## Opportunities

Parts of the site have been cleared including 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. Strategic Industrial Land is located to the south and west of the site. The employment function of the site can be retained and enhanced through mixed-use redevelopment. There are also key opportunities to improve pedestrian and cycle connections in the local area, including to Deptford Park and Folkestone Gardens and by opening up the railway viaduct.

## Development requirements

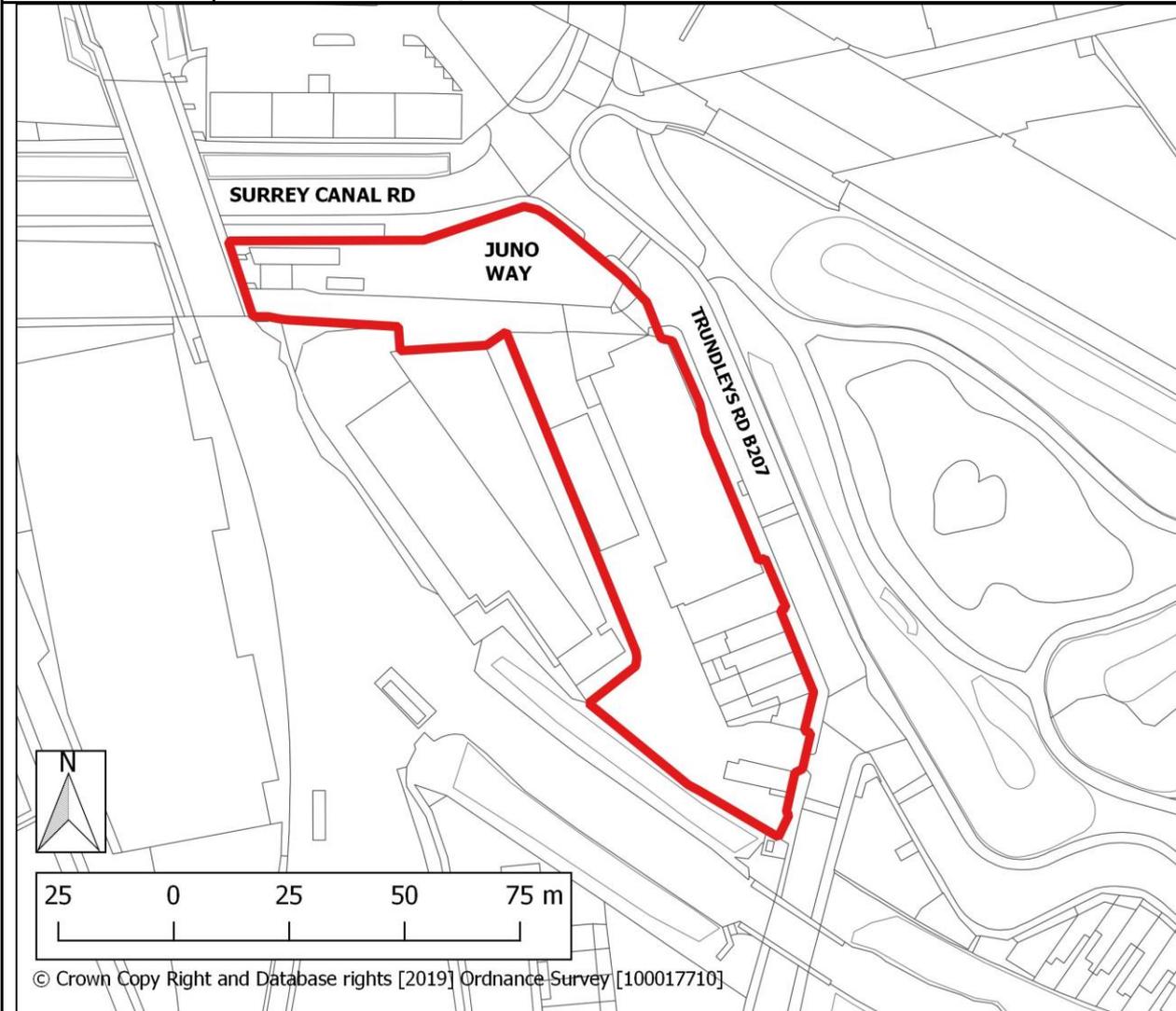
- Development must be consistent with the planning consent.
- Provision of commercial floorspace in line with [Policy EC 6 \(Mixed-use Employment Locations\)](#).
- New and improved public realm, including safe and legible east-west pedestrian routes and connections through the railway arches from Folkestone Gardens to Grinstead Road, along with 'future proofing' for the Canal Approach cycle lane to the rear of the site.
- A positive frontage should be established at routes to and along Grinstead Road.
- A new vehicle entrance for cars and servicing on the eastern side of the site will make use of the Old Tow Path.

## Development guidelines

- 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 pedestrian experience when walking along Grinstead Road.
- 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.

- Provision for vehicles, including servicing of the commercial uses, should be sensitively integrated and designed to mitigate impact on amenity, particularly where there is existing or planned public realm provision.
- The scale, massing and height of buildings should positively respond to Deptford Park, the neighbouring residential buildings, Sir Francis Drake Primary School and Old Tow Path. The highest point should form a key landmark that is clearly visible from south of the viaduct and is located at the western edge of the site, along the railway. Two storeys of commercial floorspace will lift the residential accommodation 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.
- The design of the site should allow views from Folkestone Gardens and Deptford Parks and across to Canary Wharf and should avoid single aspect north facing apartments.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- Work in partnership with Network Rail to utilise the railway arches, create active frontages whilst retaining a six metre clear zone.

## Strategic Industrial Land (SIL) at Surrey Canal Road and Trundleys Road



<b>Site address:</b>	Trundleys Road, London, SE8 5J		
<b>Site details:</b>	<b>Site size (ha):</b> 0.55, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 1a-2, In 2021: 1a-2, In 2031: 1a-2, <b>Ownership:</b> Private, <b>Current use:</b> Industrial		
<b>How site was identified:</b>	London SHLAA (2017) and Lewisham Call for Sites (2018)		
<b>Planning designations and site constraints:</b>	Opportunity Area, Area of Archaeological Priority, Flood Zones 3, 30m Buffer of Electricity Cable		
<b>Planning Status:</b>			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b> <b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 189	<b>Non-residential floorspace:</b>	

## Site allocation

Comprehensive employment-led redevelopment. Co-location of commercial and residential and other complementary uses.

## Opportunities

The site is situated at the eastern edge of the Surrey Canal Strategic Industrial Location, on the north and south sides of Surrey Canal Road. The site functions in isolation of the remaining SIL land by virtue of a railway line that creates a physical barrier at their western edge. It is occupied by a mix of industrial units and associated yard space, a scrap yard, and a small terrace of retail and residential uses at the southernmost end along Trundley's Road. There are opportunities to intensify and modernise the employment provision here, and through co-location of commercial and residential uses, create a high quality urban environment that is more compatible with the adjacent Folkestone Gardens and neighbouring residential areas.

## Development requirements

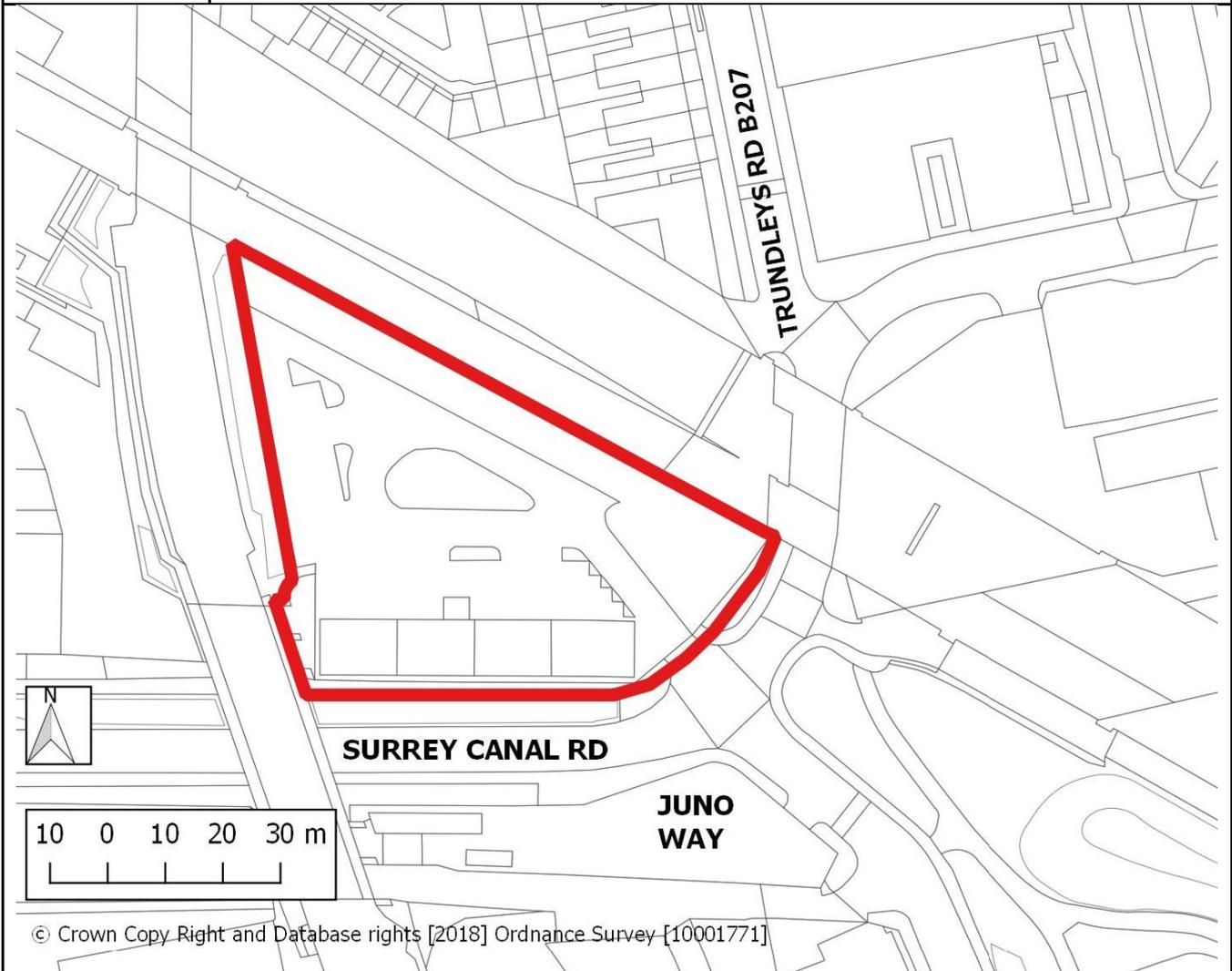
- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must secure the functional integrity of the Strategic Industrial Location and not compromise its principal employment generating function.
- Proposals should seek to maximise employment floorspace provision and development must not result in a net loss of existing employment floorspace.
- New and replacement employment floorspace should be commensurate with the broad industrial-type activities for SIL, as set out in the London Plan.
- A positive frontage, including public realm enhancements, should be introduced along Trundleys Road and Surrey Canal Road. The site interface with Folkstone Gardens is of particular importance.

## Development guidelines

- The overall design concept should be informed by and reflect objectives for the site to deliver employment-led development. Proposals 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.
- Opportunities for shared amenity space, capable of being used throughout the day, should be investigated.
- 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.
- Proposals should investigate options for improved pedestrian and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road.
- The scale, massing and height of buildings should positively respond to Folkestone Gardens, including consideration of impacts on sunlight onto the park.

- 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, particularly around the railway viaduct.
- Development should not be located within the 30 metre buffer of the underground electricity cable.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

## Strategic Industrial Land (SIL) at Apollo Business Centre



<b>Site address:</b>	Trundleys Road, London, SE8 5J			
<b>Site details:</b>	<b>Site size (ha):</b> 0.42, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, <b>Ownership:</b> Mixed, public and private, <b>Current use:</b> Industrial			
<b>How site was identified:</b>	Strategic Planning Team			
<b>Planning designations and site constraints:</b>	Opportunity Area, Area of Archaeological Priority, Critical Drainage Area??, Flood Zones 3, 30m buffer of electricity cable			
<b>Planning Status:</b>	None			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 127		<b>Non-residential floorspace:</b>	

## Site allocation

Comprehensive employment-led redevelopment. Co-location of commercial residential and other complementary uses.

## Opportunities

The site is situated within the Surrey Canal Strategic Industrial Location, to the north of Surrey Canal Road. 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 occupied by a business centre.. There are opportunities to intensify and modernise the employment provision here, and through co-location of commercial and residential uses, create a high quality urban environment that is more compatible with the nearby Folkestone Gardens.

## Development requirements

- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Development must secure the functional integrity of the Strategic Industrial Location and not compromise its principal employment generating function.
- Proposals should seek to maximise employment floorspace provision and development must not result in a net loss of existing employment floorspace.
- New and replacement employment floorspace should be commensurate with the broad industrial-type activities for SIL, as set out in the London Plan.
- A positive frontage, including public realm enhancements, should be introduced along Trundleys Road and Surrey Canal Road. The site interface with Folkestone Gardens is of particular importance.

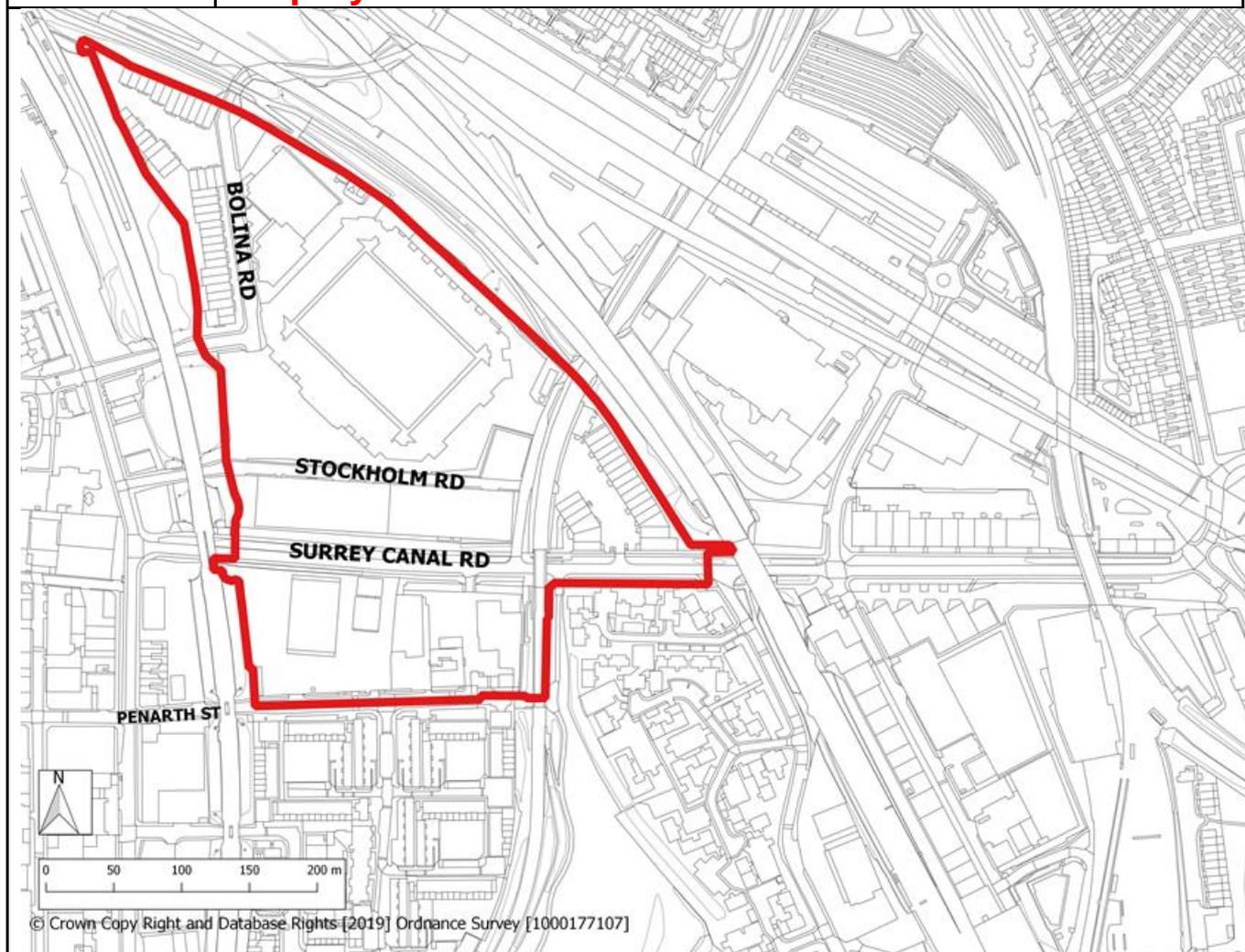
## Development guidelines

- Proposals 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.
- Proposals should investigate options for improved pedestrian and cycle connections to Folkestone Gardens. This should include consideration of new or enhanced crossing facilities on Trundleys Road.
- The scale, massing and height of buildings should positively respond to Folkestone Gardens.
- 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.
- Proposals should investigate and maximise opportunities for Decentralised Energy, including connections to SELCHP.

- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.



**New Bermondsey / Surrey Canal Triangle Mixed-use Employment Location**



<b>Site address:</b>	Surrey Canal Triangle to north of, Surrey Canal Road, London, SE14			
<b>Site details:</b>	<b>Site size (ha):</b> 10.56, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 0-1b, In 2021: 0-1b, In 2031: 0-1b, <b>Ownership:</b> Private, <b>Current use:</b> Football Stadium, Industrial			
<b>How site was identified:</b>	Lewisham Core Strategy (2011), London SHLAA (2017) and Lewisham Call for Sites			
<b>Planning designations and site constraints:</b>	Opportunity Area, Mixed-Use Employment Location, Area of Archaeological Priority, Site of Importance for Nature Conservation, Green Chain Area, Public Open Space, Flood Zone 3, 30m buffer of electricity cable			
<b>Planning Status:</b>	Full Application DC/11/076357 granted in March 2012.			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 2,394		<b>Non-residential floorspace:</b> Town centre: 28,379 Employment: 21,830	

## Existing planning consent

**DC/11/076357** Outline permission for revisions for the comprehensive, phased mixed use development for up to 240,000m<sup>2</sup> consisting of:

- Class A1/A2 (Retail) up to 3,000 m<sup>2</sup>
- Class A3/A4 (Cafes/Restaurants and Drinking Establishments) up to 3,000 m<sup>2</sup>
- Class A5 (Hot Food Takeaways) up to 300 m<sup>2</sup>
- Class B1 (Business) between 10,000 m<sup>2</sup>15,000 m<sup>2</sup>
- Class C1 (Hotels) up to 10,000 m<sup>2</sup>
- Class C3 (Residential) between 150,000 sq m 200,000 m<sup>2</sup> (up to 2,400 homes of different sizes and types); 2,394 in line with recent pre-app discussions
- Class D1 (Community) between 400 m<sup>2</sup> and 10,000 m<sup>2</sup>
- Class D2 (Leisure and Entertainment) between 4,120 m<sup>2</sup> and 15,800 m<sup>2</sup>
- Ground persons store up to 140 m<sup>2</sup>
- 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.

**DC/13/85143:** minor material amendment with amendments to the massing of buildings and their heights as well as changes to the distribution of uses, a parking space and loading bay, landscape, open space and public realm.

## Site allocation

Comprehensive mixed-use, phased development of strategic importance, creating a new destination and community surrounding the Millwall FC Stadium. The mix of uses will combine compatible leisure, employment, retail, commercial, community with residential uses, alongside improvements to strategic transport infrastructure, public realm and the environment.

## Opportunities

This key strategic site is composed of industrial estates that were established in the 1970s and 80s, which are now in need of significant refurbishment or redevelopment, especially those south of Surrey Canal Road. The site also includes a football stadium and other buildings in other leisure uses. This triangular site is bounded by railway viaducts to the east and west which create a severance effect. Surrey Canal SIL lies to the east of the site. Redevelopment provides the opportunity to transform a currently degraded and low quality environment that is devoid of local facilities, provide an intensified but compatible mix of uses and enhance public transport infrastructure and connectivity via a new railway station. Redevelopment will also enable public realm improvements with enhanced connectivity to the Sites of Importance for Nature Conservation running along the railway lines and to Bridge House Meadows open space to the south of the site.

## Development requirements

- Create a new, high quality sporting and leisure destination, capitalising on the opportunities presented by Millwall FC Stadium, allowing for the long term future of the football club, creating an integrated setting for the stadium and providing opportunities to improve the it's current appearance.

- Adopt a multi-layered approach to sports as a foundation of a healthy community by enhancing sporting, leisure, open spaces that are accessible to the public as well as community facilities, in line with [Policy CI 1 \(Safeguarding and securing community infrastructure\)](#).
- Provision of commercial floorspace in line with [Policy EC 6 \(Mixed-use Employment Locations\)](#).
- Establish the site as an employment hub for the south-east by creating opportunities for residents to work locally and to attract employees from the wider region.
- Provide an intensified but compatible mix of uses, ensuring coordination in the co-location of uses across the site.
- Ensure development enables the continued functioning of the SIL and the waste transfer site.
- Facilitate, and make provision for the new transport infrastructure including the new railway station at Surrey Canal Road (part 2 of the East London Line Extension) and its accompanying pedestrian and cycle bridge.
- Improve site permeability and connectivity to surrounding areas through pedestrian and cycle friendly routes, linking key points of interest, public transport nodes and public amenity spaces, including those in the Borough of Southwark.
- Provide inclusive access to a network of safe and vibrant public open spaces, hard and soft landscaping, amenity space and children's play space, with enhanced connectivity to surrounding green spaces.
- Contributions will be required to make enhancements to Bridge House Meadows, to meet the needs of the development.
- Take opportunities to use energy generated from South East London Combined Heat and Power Station (SELCHP) or other decentralised sources of energy.

### **Development guidelines**

- New business space that is appropriate to the site and surrounding context. Retail uses should serve local needs and not adversely impact on town centres, and a mix of restaurant, food and drink establishments should serve the site and cater for the wider neighbourhood too.
- 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 allow for possible expansion. This includes appropriate arrangements for access, servicing and evacuation whilst ensuring disturbance to surrounding residential properties is minimised.
- The operational requirements of the employment, sports, leisure and community uses across the site should be taken into account. The colocation of uses should ensure minimal disturbance and the development should also be designed so as to allow adequate amenity and access for the residential uses, without prejudicing or precluding other uses either on-site or on the adjacent SIL. Distinct uses will need to work together to provide a successful neighbourhood.
- New commercial industrial units should be designed to ensure flexibility and should provide active frontages at ground level.

- Ensure activity at all times during day (and night) by entwining and sharing facilities for residents, school, public, and by mixing in cultural, social and service functions.
- The bulk, scale, massing and height of the buildings will need to respond 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 potential for tall buildings should be explored.
- The site should be designed so as to ensure adequate noise mitigation from the surrounding railway viaducts.
- The design of the site should ensure that residential uses maximise the views across London and the river Thames.
- The development should provide exceptional public realm throughout the site that utilises opportunities to create quality amenity space for residents, employees and visitors alike.
- New access routes and public spaces should create a legible landscape and streetscape that is open to all. Enhancements to accessibility should focus on improving:
  - the pedestrian and cycling route along Bolina Road,
  - the pedestrian and cycling route to Surrey Quays north alongside the East London Line Extension Phase 2,
  - Pedestrian and cycle access to the new railway station at Surrey Canal Road,
  - pedestrian access to South Bermondsey Station,
  - Improved links to Bridge House Meadows open space and to the south of the site.
  - Improvements to bus services throughout the site.
- The layout of the site should respond to the current road layout and public transport provision surrounding the site.
- Secure parking (for cars and bicycles) should be an integral part of the development, providing direct and easy access to sports and commercial facilities as well as residential development.
- The design of the site should consider the history and character of the area including the unlisted historic buildings at Ilderton Road, in helping to create a community distinctive to the local area. Connectivity with the old gas holders on Old Kent Road in the borough of Southwark should also be considered.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- Development should seek to capitalise on the proximity to SELCHP as a means of establishing a district wide systems for green and renewable energy.
- Development should not be located within the 30 metre buffer of the underground electricity cable.

## Former Hatcham Works, New Cross Road



<b>Site address:</b>	New Cross Gate Retail/Sainsbury's Site, New Cross Road, London, SE14 5UQ			
<b>Site details:</b>	<b>Site size (ha):</b> 3.59,	<b>Setting:</b> Urban,	<b>PTAL:</b> In 2015: 5-6b, In 2021: 5-6b, In 2031: 5-6b,	<b>Ownership:</b> Private, <b>Current use:</b> Retail, Car services, Car park
<b>How site was identified:</b>	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Conservation Area, Area of Archaeological Priority, within 30m buffer of electricity cable			
<b>Planning Status:</b>	Pre-application			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 1,020		<b>Non-residential floorspace:</b> Town centre: 13,382 Employment centre: 4,461	

## Site allocation

Comprehensive mixed use development with compatible retail, community facilities and residential uses to enhance New Cross District Centre. Safeguard land for strategic transport infrastructure, including the Bakerloo Line extension.

## Opportunities

This site is used as a retail park that encompasses Sainsbury's retail store. It is located within the District Centre of New Cross Gate, to the west of New Cross Gate station. The railway line forms the site's eastern boundary. New Cross Road forms the southern boundary, with constant traffic through the area having a detrimental effect on the pedestrian environment. Redevelopment provides the opportunity to intensify uses and regenerate the area, create a sense of arrival from the station and enhance the vitality and viability of New Cross Gate district centre. Redevelopment also provides scope to make the site more accessible whilst retaining the character of the surrounding Conservation Areas.

## Development requirements

- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Safeguard land to support delivery of strategic transport infrastructure, including where required for the Bakerloo Line extension. This includes creation of a new station entrance, in consultation with Transport for London.
- Create a place with a rich mix of uses and enable a continuation of the high street frontage to extend New Cross to the west. Provide active, positive frontages along New Cross Road, creating a vibrant and a high quality focal point opposite end of Jerningham Road.
- Provide public realm and amenity space improvements.
- Open up the site through improved pedestrian and cycle access through the site to Sainsbury's.
- Create a new connection through to Robert Lowe Close.

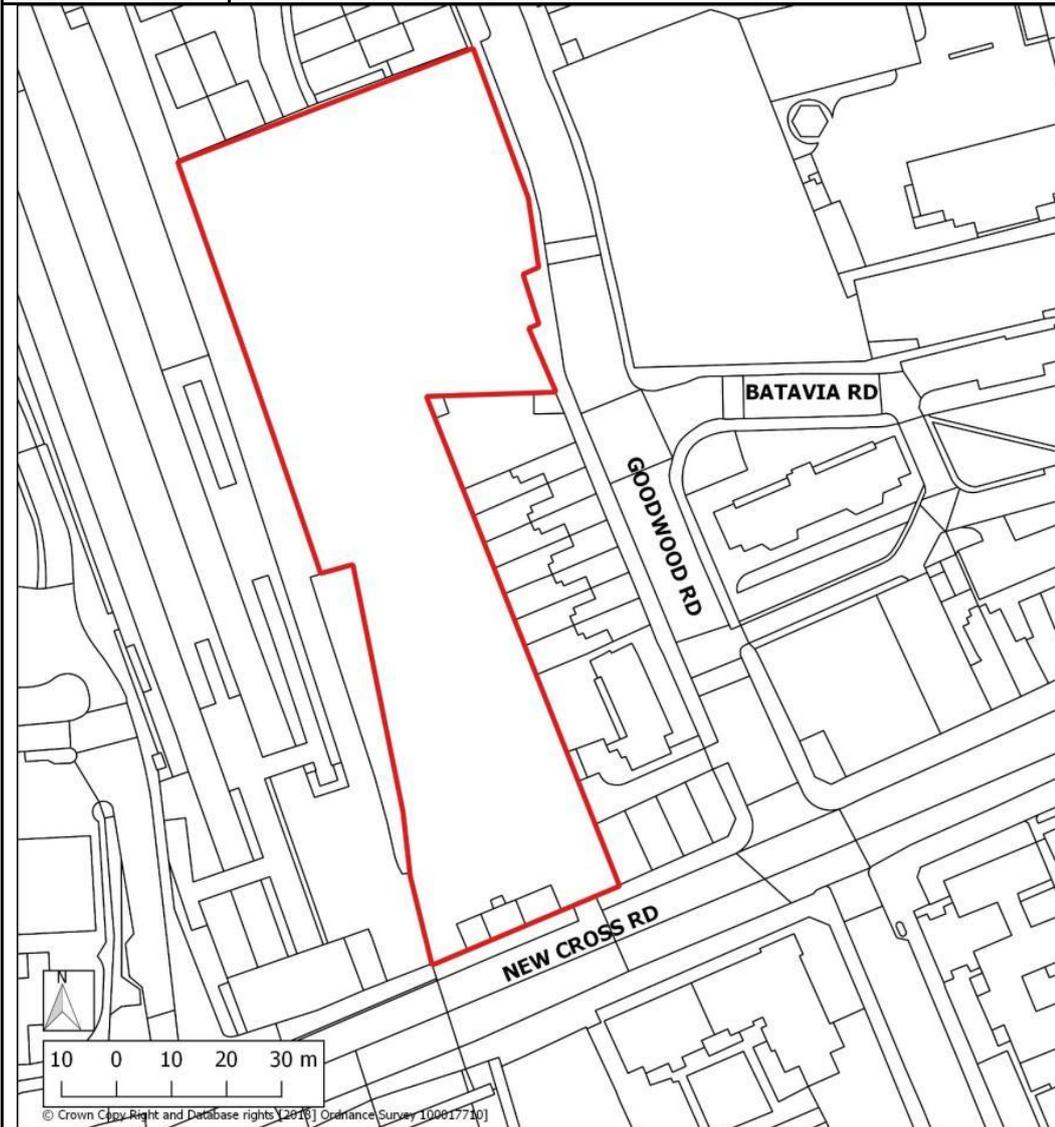
## Development guidelines

- Development should create a place that is integrated into the existing fabric of New Cross, provides improved permeability through the site and is connected by safe and pleasant streets lined by active frontages. Access into the site should be fronted on both sides by active ground floor uses.
- The layout of the site should provide a parallel pedestrian network linking Hatcham Road to Batavia Road, providing a depth and resilience to the high street on which ancillary uses can be located.
- The bulk, scale, massing and height of buildings should be appropriate to the surrounding area 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:
  - There should be no tall buildings on New Cross Road, to protect and maintain the character of the street.
  - 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 views of taller development that will be visible above the existing roofscapes.

- There should be a positive relationship with the site's western edge, including the junction of Hatcham Park Road, Harts Lane and access into the site.
- Views should be enhanced from the south from within Telegraph Hill Park and Jerningham Road.
- The layout of the site should incorporate sufficient space to accommodate interchange between buses, tube, rail, cyclists and pedestrians.
- Development should comply with London Overground's infrastructure protection requirements. Residential units should be designed so as to minimise noise nuisance arising from the nearby railway line.
- Development should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the east of the site, and helps create a green screen to the development of the site.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.
- No development will be permitted within five metres of the water mains located within and adjacent to the site boundary.
- Development should not be located within the 30 metre buffer of the underground electricity cable.

## Goodwood Road and New Cross Road



<b>Site address:</b>	Former Goods Yard at 29 and 23-27 New Cross Road, London, SE14 6BL			
<b>Site details:</b>	<b>Site size (ha):</b> 0.61,	<b>Setting:</b> Urban,	<b>PTAL:</b> In 2015: 6b, In 2021: 6b, In 2031: 6b,	<b>Ownership:</b> Private, <b>Current use:</b> Retail, Industrial, Vacant land
<b>How site was identified:</b>	Site Allocations Local Plan (2013), London SHLAA (2017), Lewisham Call for Sites (2018) and New Cross Area Framework (2019)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Conservation Area, Area of Archaeological Priority, Thames Policy Area, within 30m buffer of electricity cable			
<b>Planning Status:</b>	Pre-application			
<b>Timeframe for delivery:</b>	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 148		<b>Non-residential floorspace:</b> Town centre: 200	

## Existing planning consent

**DC/11/77418 and 19** was approved in 2012 but has not yet been implemented for the mixed use redevelopment on the land east of New Cross Gate station to provide three blocks of 3 – 8 storeys comprising 148 residential units and 200m<sup>2</sup> 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.

A pre-application is currently underway.

## Site allocation

Mixed use, residential-led development with compatible non-residential uses. Safeguard land for strategic transport infrastructure, including Bakerloo Line extension.

## Opportunities

This site is used for industrial uses and is partially vacant. It is located within the District Centre of New Cross Gate, to the east of New Cross Gate station. The railway line forms the site's western boundary, with New Cross Road forming the southern boundary, with constant traffic through the area having a detrimental effect on the pedestrian environment. Redevelopment provides the opportunity to create a sense of arrival from the station and enhance the vitality and viability of New Cross Gate district centre whilst intensifying uses on the site. Redevelopment also provides scope to make the site more accessible whilst retaining the character of the surrounding Conservation Areas.

## Development requirements

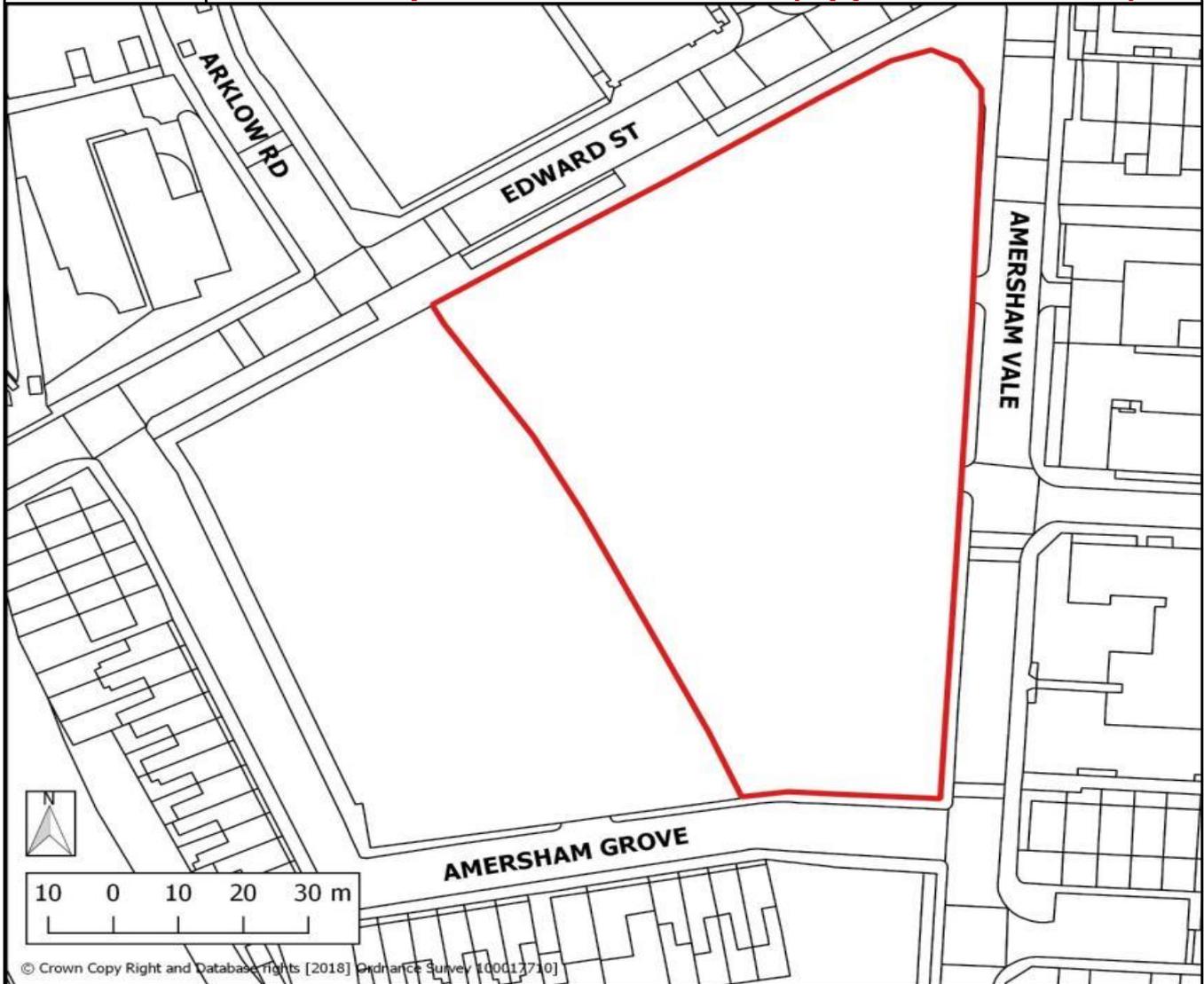
- Create a place with a rich mix of uses and enable a continuation of the high street frontage to extend New Cross to the west. Provide active, positive frontages along New Cross Road, creating a vibrant and a high quality focal point near to the station entrance.
- Provide public realm and amenity space improvements.
- Improve access through the site.
- Provide active frontages along New Cross Road and Goodwood Street.

## Development guidelines

- Development should create a place that is integrated into the existing fabric of New Cross, provides improved permeability through the site and is connected by safe and pleasant streets lined by active frontages.
- The layout of the site should provide a parallel pedestrian network linking Hatcham Road to Batavia Road, providing a depth and resilience to the high street on which ancillary uses can be located.
- The bulk, scale, massing and height of buildings should be appropriate to the surrounding area 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:
  - Tall buildings, as defined within the context of New Cross Gate, should not impact detrimentally on the views of the east end of the High Street, particularly the setting of the New Cross Inn (locally listed) and the Grade II listed Deptford Town Hall.

- Tall buildings should be set back from New Cross Road and should be located more centrally in the site to minimise views of taller development that will be visible above the existing roofscapes.
- Development should enhance non-designated heritage assets such as the Victorian terrace on Goodwood Street.
- The layout of the site should incorporate sufficient space to accommodate interchange between buses, tube, rail, cyclists and pedestrians
- Development should comply with London Overground's infrastructure protection requirements. Residential units should be designed so as to minimise noise nuisance arising from the nearby railway line.
- Development should maximise opportunities to enhance biodiversity within the green corridor that stretches along the railway line to the west of the site, and helps create a green screen to the development of the site.
- Development should not be located within the 30 metre buffer of the underground electricity cable.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

## Former Deptford Green School (Upper School Site)



<b>Site address:</b>	Site of former Deptford Green School, Amersham Vale, London, SE14 6LQ			
<b>Site details:</b>	<b>Site size (ha):</b> 0.68, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 5, In 2021: 5, In 2031: 5, <b>Ownership:</b> Public, <b>Current use:</b> Former school			
<b>How site was identified:</b>	Site Allocations Local Plan (2013), Lewisham Call for Sites (2015) and London SHLAA (2017)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Area of Archaeological Priority, Flood Zones 2 and 3			
<b>Planning Status:</b>	Full application DC/15/095027 granted in July 2018			
<b>Timeframe for delivery:</b>	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 120		<b>Non-residential floorspace:</b>	

### **Existing planning consent**

**DC/15/095027** - 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**

Redevelopment for residential uses.

### **Opportunities**

This is the site of the former Deptford Green School, Upper School site, and associated grounds. It has been cleared and is now vacant following the school's relocation. A new public park, Charlottenburg Park, has recently been created to the site's western boundary at the former Lower School site. Redevelopment of the site will help to make a more positive contribution to the local area along with new housing that benefits from the amenity provided by the park.

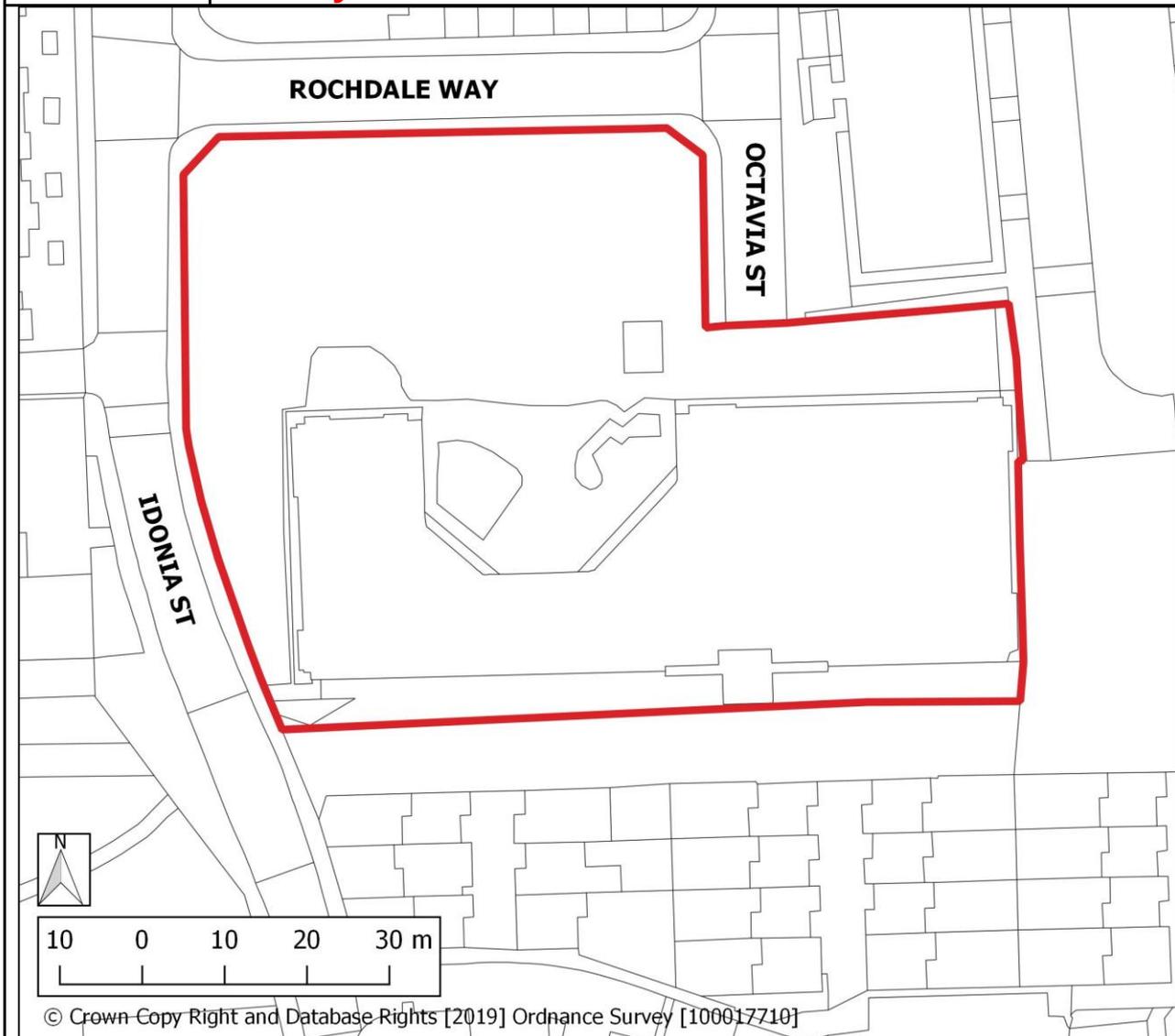
### **Development requirements**

- Positive frontages along Amersham Grove, Edward Street and Amersham Vale that interface well with the surrounding properties.
- New and improved public realm, including safe and legible pedestrian and cycle routes through the site to Charlottenburg Park and the surrounding streets.
- Protect and maximise the amenity provided by Charlottenburg Park.

### **Development guidelines**

- The layout of the site should be designed to open up the site for pedestrians and cyclists with routes that are well-integrated with the surrounding street network. This may include a central mews street that creates a route across the site.
- The scale, massing and height of buildings should be varied in order to respond to the varying contexts around this island site.
- Larger and taller building elements should face the Charlottenburg Park, taking advantage of but not compromising the amenity provided by it. A taller element at the northeast corner of the site, marking the corner of Amersham Vale and Edward Street, would also be acceptable.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

## Albany Theatre



<b>Site address:</b>	Douglas Way, London, SE8 4AG		
<b>Site details:</b>	<b>Site size (ha):</b> 0.61, <b>Setting:</b> Central, <b>PTAL:</b> In 2015: 6a, In 2021: 6a, In 2031: 6a, <b>Ownership:</b> Private, <b>Current use:</b> Theatre		
<b>How site was identified:</b>	London SHLAA (2017) and Lewisham Call for Sites (2018)		
<b>Planning designations and site constraints:</b>	Opportunity Area, Area of Archaeological Priority,		
<b>Planning Status:</b>	None		
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b> <b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 162	<b>Non-residential floorspace:</b> Town centre: 2,274 Other: 1,516	

## Site allocation

Mixed-use development incorporating main town centre and residential uses, including retention and enhancement of the Albany Theatre.

## Opportunities

The Albany Theatre sits within Deptford District Centre and is of local historical and social significance. Redevelopment offers the opportunity to optimise the use of the site by introducing residential uses whilst upgrading the quality of the existing community facility and securing a viable future for the Albany Theatre that will support the vitality and viability of Deptford District Centre. Redevelopment presents opportunities to enhance the local amenity, in keeping with the surrounding area and adjoining Conservation Area.

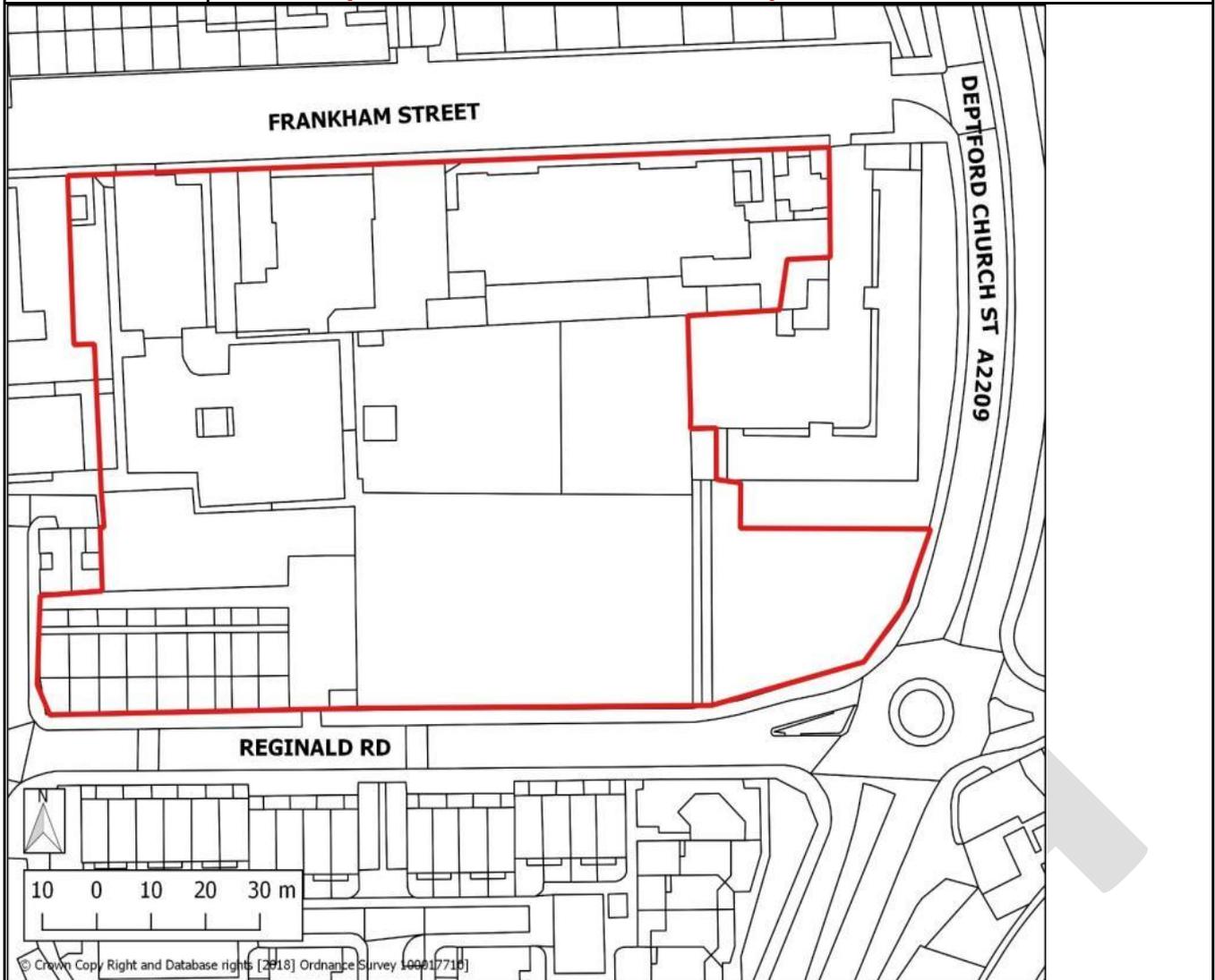
## Development requirements

- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site, including the replacement of the Albany Theatre.
- Retention or appropriate re-provision of the existing theatre facility, in line with [Policy CI 1 \(Safeguarding and securing community infrastructure\)](#).
- Redevelopment should optimise uses on the site whilst respecting its setting within the Conservation Area and the Grade II listed Deptford Ramp.
- Retain or reprovide open space within the site.
- Provide active frontages along Douglas Way to help create natural surveillance whilst retaining the street market along Douglas Way.

## Development guidelines

- The operational requirements of leisure floorspace across the site should be taken into account including servicing/access arrangements. The colocation of uses should ensure minimal disturbance and the development should be designed so as to allow adequate amenity and access for the residential uses.
- 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 heights should be restricted and concentrated to west of the site where the building would need to 'turn the corner' successfully.
- Development should create positive active frontages onto Idonia Street and Douglas Way.
- The Albany Theatre is a non-designated heritage asset of historical and social 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.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

**Land north of Reginald Road and south of Frankham Street (former Tidemill School)**



<b>Site address:</b>	Land North of England Road and South of Frankham Street, London, SE8 4RL
<b>Site details:</b>	<b>Site size (ha):</b> 1.25, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 5, In 2021: 6a, In 2031: 6a, <b>Ownership:</b> Public, <b>Current use:</b> Former school, Caretakers house
<b>How site was identified:</b>	Site Allocations Local Plan (2013) and London SHLAA (2017)
<b>Planning designations and site constraints:</b>	Opportunity Area, Conservation Area, Area of Archaeological Priority, , Flood Zones 2
<b>Planning Status:</b>	Full application DC/16/095039 granted in July 2018.
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b> <b>2025/26 – 2029/30</b> <b>2030/31 – 2034/35</b> <b>2035/36 – 3039/40</b> Yes

**Indicative  
development  
capacity:**

**Net residential units:**  
209

**Non-residential floorspace:**

### **Existing planning consent**

**DC/16/095039** - 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**

Redevelopment for residential uses.

### **Opportunities**

This site within Deptford District Centre is the site of the former Tidemill Primary School and associated grounds, the Old Tidemill Wildlife Gardens. It has become vacant following the school's relocation. The site immediately to the north has been recently redeveloped and now comprises Deptford Lounge library and community facility. Redevelopment of the site will facilitate delivery of new housing provision along with public realm improvements, as part of a comprehensive investment programme in the wider Deptford District Centre area. Redevelopment presents opportunities to enhance the local amenity, in keeping with the Crossfield estate and adjoining and nearby Conservation Areas.

### **Development requirements**

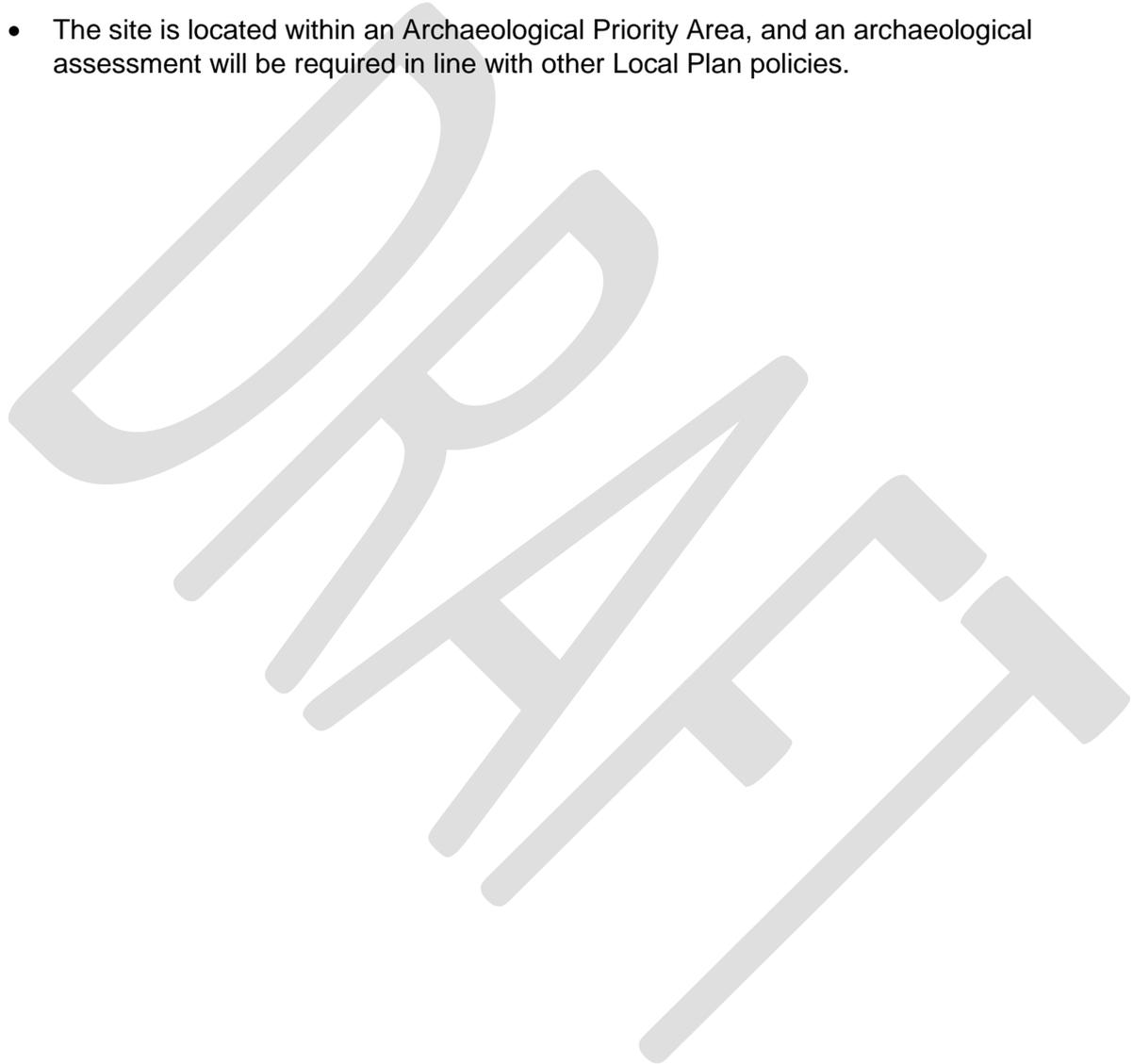
- Retention of the former school building and annexe, with conversions and roof extensions and the development of new additional buildings.
- Provide solely residential development, to complement the mix of retail, education, and community facilities recently developed in Deptford including the new Deptford Lounge library on the adjoining site.
- Create a new landscaped square, framed by new and converted buildings.
- Create a cohesive public realm across the site that develops stronger relationships with Deptford district centre, incorporating a new central north-south route for pedestrians and cyclists.

### **Development guidelines**

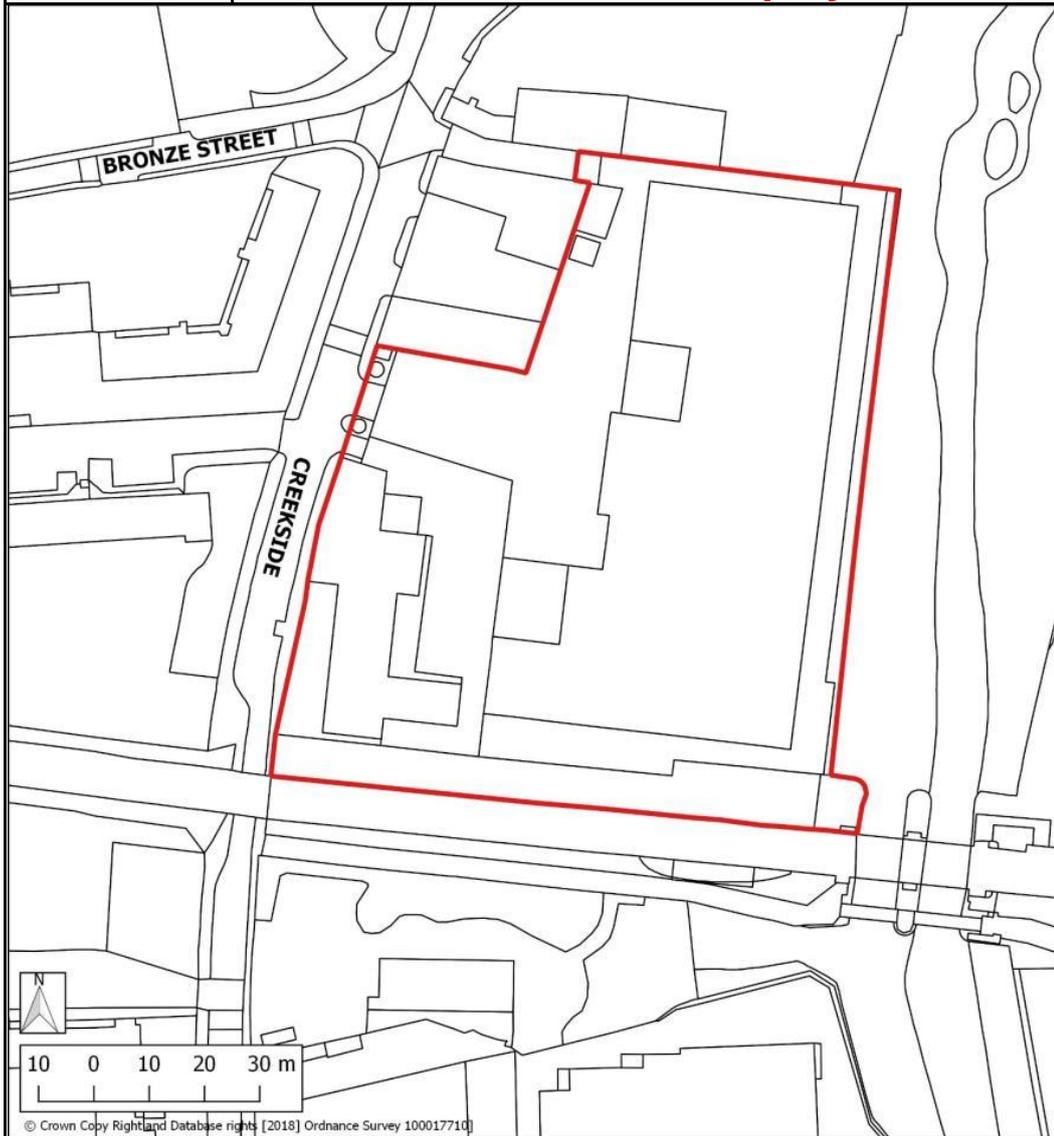
- The bulk, scale, massing and height of buildings should relate to the surrounding urban heights and should take account of the proximity to the adjoining Deptford Town Conservation Area and nearby Deptford Creek Conservation Area and Crossfield estate, which has heritage significance. Development should not be visible from within Deptford High Street and should not detract from the setting, character and appearance of Griffin Square.
- To create a local sense of 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.
- A cohesive public realm should foster 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 atmosphere. Destinations should be created through a series of courtyard spaces and landscaping should be used to soften spaces and create an interesting streetscape.

- Consideration should be given to the retention of mature trees, especially those adjacent to the annexe and along the Frankham House boundary.
- Development of the site should improve circulation for pedestrians and cyclists and ensure it becomes an integral part of the wider street pattern.
- Development of the site should retain the parking area at the rear of Frankham House.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.



## Sun Wharf Mixed-use Employment Location



<b>Site address:</b>	Cockpit Arts Centre, 18-2 2 Creekside, London, SE8 3DZ			
<b>Site details:</b>	<b>Site size (ha):</b> 1.0, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 0-3, In 2021: 0-3, In 2031: 0-3, <b>Ownership:</b> Private, <b>Current use:</b> Industrial, Wharf			
<b>How site was identified:</b>	Site Allocations Local Plan (2013) and London SHLAA (2017)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Mixed-Use Employment Location, adjacent to Conservation Area, Area of Archaeological Priority, Site of Importance for Nature Conservation,, Flood Zone 2			
<b>Planning Status:</b>	Full application DC/XX submitted in XX.			
<b>Timeframe for delivery:</b>	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 233		<b>Non-residential floorspace:</b> Town centre: 1,973	

## Site allocation

Comprehensive mixed-use employment led development with compatible commercial, cultural and residential uses. Ancillary main town centre uses that support the commercial function of the site.

## Opportunities

The site is a Mixed Use Employment Location comprised of a mixture of storage sheds and warehouses, currently occupied by Cockpit Arts. . It is bounded by the Grade II listed railway viaduct to the south and Deptford Creek forms the site's eastern boundary. There is also a safeguarded Brewery Wharf nearby, within the Royal Borough of Greenwich. Redevelopment provides the opportunity to build on the existing Deptford/Greenwich creative hub and maximise upon the site's position close to Greenwich Rail and DLR station, both of which can be accessed by foot or cycle via Ha'penny Hatch Bridge that crosses over Deptford Creek. There are also opportunities to improve the environmental quality of the area whilst retaining the character of the adjoining Deptford Creek Conservation Area.

## Development requirements

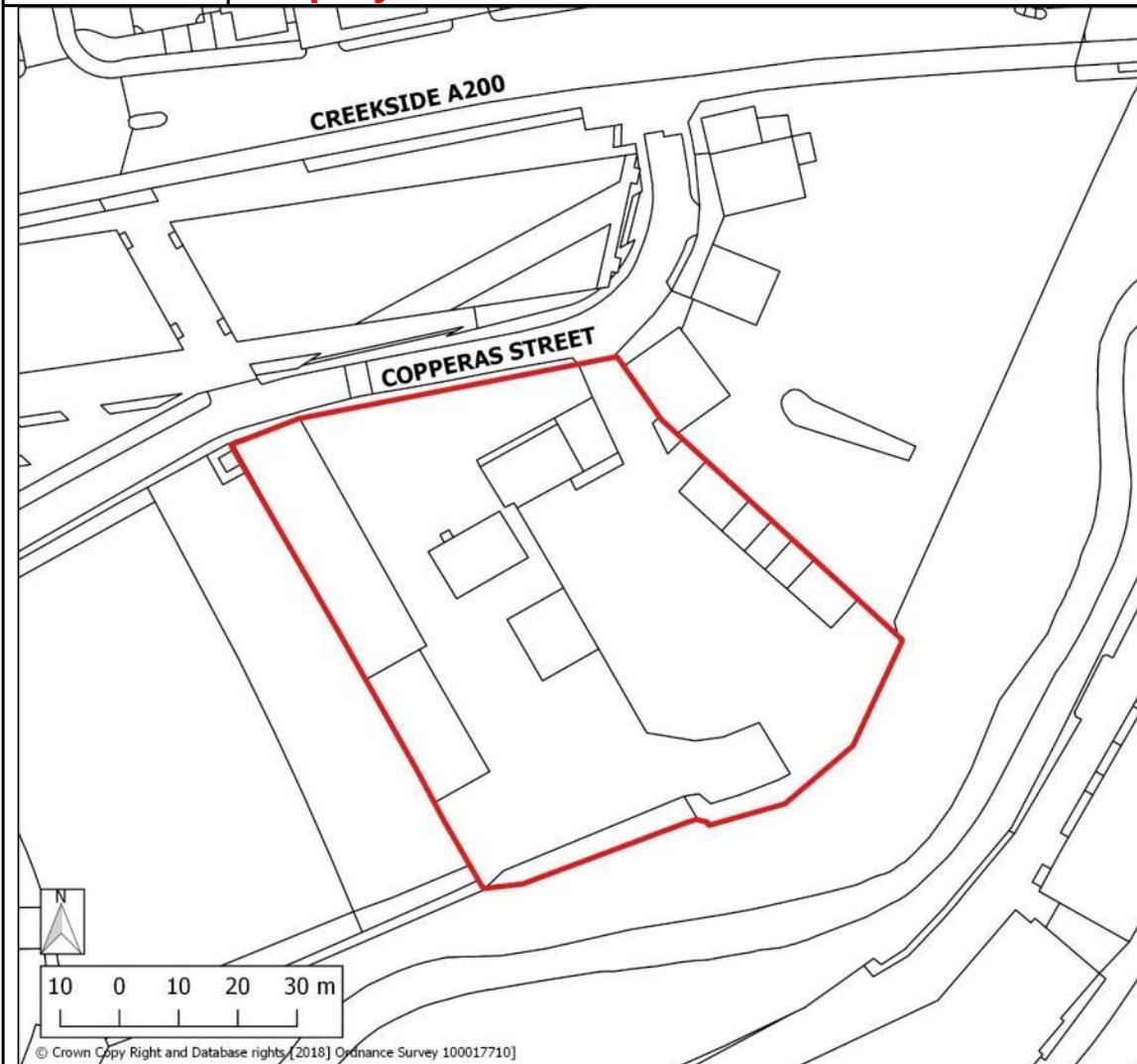
- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Provide an intensified but compatible mix of uses, ensuring coordination in the location of commercial uses across the site.
- Provision of commercial floorspace in line with [Policy EC 6 \(Mixed-use Employment Locations\)](#).
- Maximise the use of the railway arches for commercial and cultural activities.
- Create a new public square, with the new Cockpit Arts building retaining a visual presence from Creekside.
- Development should enable waterside access and provide an attractive new public path along Deptford Creek.
- Create a new pedestrian link through the viaduct arches to Ha'penny Bridge.
- Improve Deptford Creek's riverside environment and the walls that are important for habitat provision.

## Development guidelines

- New business space that is appropriate to the site, contributes to the development of the area as a creative quarter, builds on the presence of Cockpit Arts a provider of workspace for creative industries and seeks to meet the needs of this expanding business sector.
- The operational requirements of the employment uses across the site should be taken into account. The colocation of uses should ensure minimal disturbance and the development should be designed so as to allow adequate amenity and access for the residential uses, without prejudicing or precluding employment uses either on-site or on the nearby safeguarded wharf.
- The design of the site should enable the viaduct arches to be opened up and refurbished for retail use.

- 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).
- To avoid compromising existing or proposed quality of accommodation, the bulk, scale, massing and height of buildings should take account of the Laban Dance Centre, the recently completed residential development at Kent Wharf and the existing buildings in Greenwich.
- The potential for taller building elements to reflect the surroundings should be considered, although this would need to 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. Taller elements should be located in the south western corner of the site, marking the junction of Creekside and the railway viaduct.
- Development should create positive active frontages onto Deptford Creek and Creekside, with non-residential uses at ground floor level and residential above.
- The design of the site should respond 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, a strategic green corridor.
- Connections running south through the railway viaduct should also be explored.
- Development should seek to protect the Site of Importance for Nature Conservation (Metropolitan Importance), the intertidal terrace and the sand martin bank that have been previously enhanced, whilst retaining the right to navigate.
- The design of the site should take account of views from within the Deptford Creekside Conservation Area, along Creekside and from within Sue Godfrey Park Site of Importance for Nature Conservation. Development should maximise the aspect over the waterway and enabling longer distance views beyond the waterway.
- The visual impact of car parks should be minimised through a rationalised approach to residential parking within podiums.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

## Creekside Village East, Thanet Wharf Mixed-Use Employment Location



<b>Site address:</b>	Copperas Street, Deptford, Copperas St, SE8 3DA, Deptford			
<b>Site details:</b>	<b>Site size (ha):</b> 0.61, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 0-2, In 2021: 0-2, In 2031: 0-2, <b>Ownership:</b> Mixed, public and private, <b>Current use:</b> Industrial, Wharf			
<b>How site was identified:</b>	Site Allocations Local Plan (2013) and London SHLAA (2017)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Mixed-Use Employment Location, Area of Archaeological Priority, Flood Zone 2			
<b>Planning Status:</b>	Pre-application			
<b>Timeframe for delivery:</b>	<b>2020/21 – 2024/25</b>	<b>2025/26 – 2029/30</b>	<b>2030/31 – 2034/35</b>	<b>2035/36 – 3039/40</b>
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 394		<b>Non-residential floorspace:</b> Town centre: 7,326	

## Site allocation

Comprehensive mixed-use employment led development with compatible commercial, cultural and residential uses. Ancillary main town centre uses that support the commercial function of the site.

## Opportunities

This vacant site is a Mixed Use Employment Location, with the Trinity Laban Centre to the west and Deptford Creek to the south. It adjoins the Royal Borough of Greenwich borough boundary on its northern, eastern and southern sides. Redevelopment provides the opportunity to regenerate a brownfield site, build on the existing Deptford/Greenwich creative hub whilst introducing new uses including residential. Redevelopment can also provide public realm and access improvements to enable an uplift in the environmental quality of the area.

## Development requirements

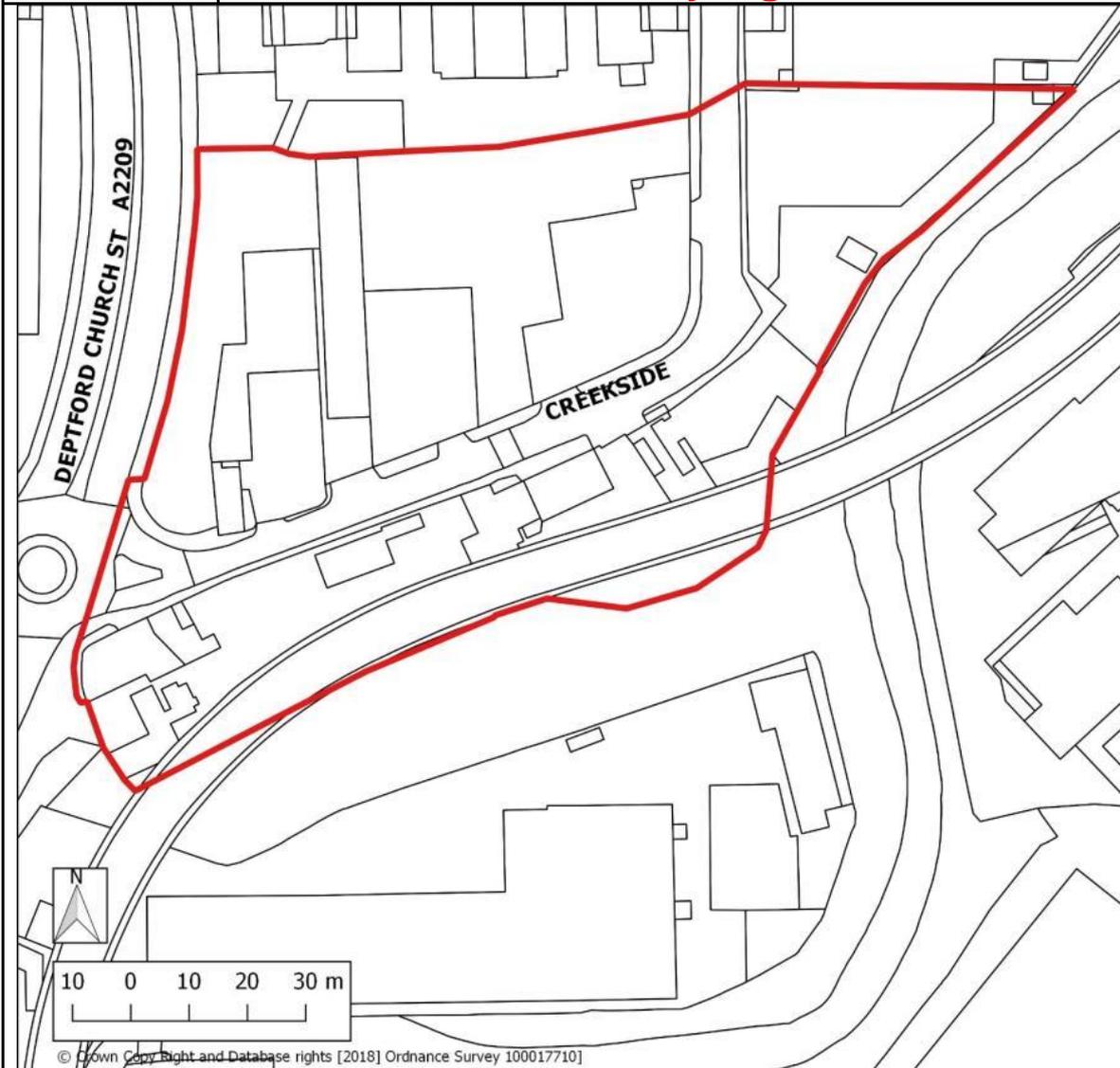
- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination of uses across the site.
- Development to be in-keeping within the skyline of existing and emerging tall buildings and connect to new or proposed developments surrounding the site, including those in the London Borough of Greenwich.
- Ensure public connectivity with the Trinity Laban Centre with a new public frontage and provide a new state of the art facility to extend their level of operations and cultural/ educational offer.
- Provide an intensified but compatible mix of uses, ensuring coordination in the co-location of uses across the site. Affordable workspace should be provided on site.
- Provision of commercial floorspace in line with [Policy EC 6 \(Mixed-use Employment Locations\)](#).
- Residential development to be an integral part of the scheme.
- Development should enable waterside access with an attractive new public path running along the edge of the Creek.
- Contributions will be required to improve Deptford Creek's environment and the walls that are important for habitat provision.

## Development guidelines

- New business space that is appropriate to the site, contributes to the development of the area as a creative quarter and seeks to meet the needs of this expanding business sector.
- The operational requirements of the employment and educational uses across the site should be taken into account. The colocation of uses should ensure minimal disturbance and the development should be designed so as to allow adequate amenity and access for the residential uses, without prejudicing or precluding employment or educational uses either on-site or on the nearby safeguarded Brewery wharf (across the borough boundary).

- To avoid compromising existing or proposed quality of accommodation, the bulk, scale, massing and height of buildings should take account of the Trinity Laban Centre, the recently completed residential development at Kent Wharf and the existing buildings in Greenwich.
- The potential for tall buildings to reflect the surroundings should be considered, although this would need to ensure minimal impact on the setting of Grade I Listed St Paul's Church in Deptford and the nearby Deptford Creek Conservation Area. Tall buildings should act as a wayfinder for the Trinity Laban Centre.
- Development should create positive active frontages onto Deptford Creek and Copperas Street, with non-residential uses at ground floor level and residential above to aid natural surveillance.
- The design of the site should respond to the history, character and nature of Deptford Creek and ensure increased permeability through the site with public access to a new route running along Deptford Creek that connects to nearby developments.
- Development should seek to protect Deptford Creek, which is also a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way, a strategic green corridor. 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. Development should also seek to protect the nearby Sue Godfrey Park, which is partly a Site of Importance for Nature Conservation.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

## Lower Creekside Locally Significant Industrial Site



**Site address:** Creekside, London, SE8 4SA

**Site details:** **Site size (ha):** 1.10, **Setting:** Central, **PTAL:** In 2015: 0-6a, In 2021: 0-6a, In 2031: 0-6a, **Ownership:** Mixed, public and private, **Current use:** Industrial, Wharf

**How site was identified:** Site Allocation Local Plan (2013), London SHLAA (2017) and Lewisham Call for Site (2018)

**Planning designations and site constraints:** Opportunity Area, Locally Significant Industrial Site, Area of Archaeological Priority, Waterlink Way, Flood Zones 2

**Planning Status:** Pre-application

**Timeframe for delivery:** 2020/21 – 2024/25 2025/26 – 2029/30 2030/31 – 2034/35 2035/36 – 3039/40

<b>Indicative development capacity:</b>	<b>Net residential units:</b> 276	<b>Non-residential floorspace:</b> Employment uses: 9759
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## Site allocation

Comprehensive employment led development with the co-location of compatible commercial residential, and complementary uses.

## Opportunities

This Locally Significant Industrial Site is occupied by workshops, offices and creative industries. It adjoins the Royal Borough of Greenwich, beyond Deptford Creek. Creekside road dissects through the site, creating a severance effect.. Redevelopment provides the opportunity to regenerate a brownfield site, build on the existing Deptford/Greenwich creative hub whilst introducing new uses including residential. Redevelopment can also provide public realm and access improvements to enable an uplift in the environmental quality of the area and build on the success of the new Faircharm redevelopment to the north and the Trinity Laban Centre to the north-west.

## Development requirements

- All proposals must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of employment floorspace, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Development must improve access and permeability in the local area. This includes a legible and safe network of pedestrian and cycle routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Support conservation objectives for heritage assets including a Conservation Area, listed buildings, locally listed buildings and an Area of Archaeological Priority.
- Support objectives for nature conservation assets including SINC land.
- Development should enable waterside access with an attractive new public path running along the edge of the Creek.
- Improve Deptford Creek's environment and the walls that are important for habitat provision.

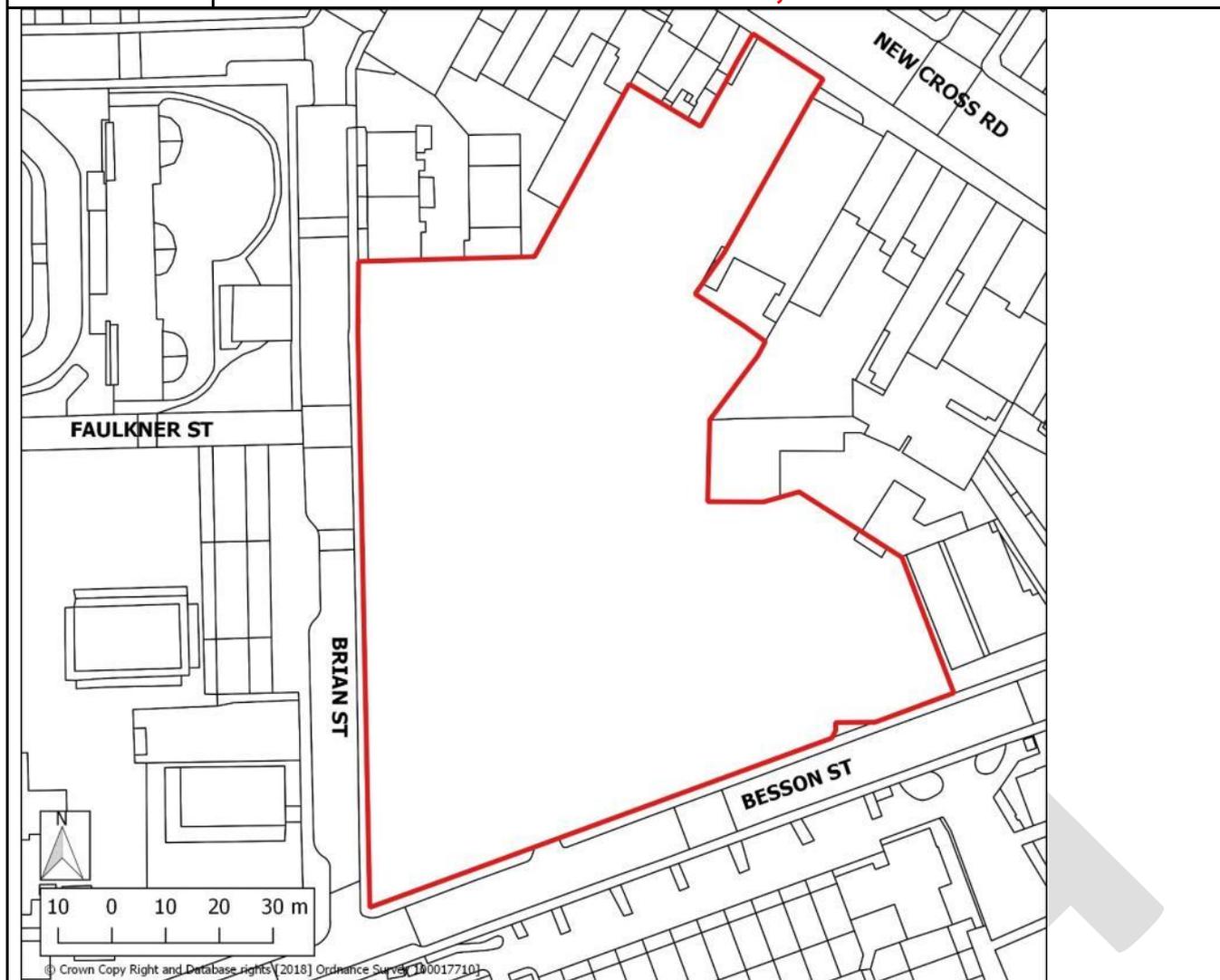
## Development guidelines

- Development should maximise employment floorspace provision by giving consideration to opportunities for the reconfiguration of buildings and spaces, and multi-storey building typologies
- 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.
- Contributes to the development of the area as a creative quarter and seek to meet the needs of this expanding business sector.
- To avoid compromising existing or proposed quality of accommodation and to avoid overshadowing, the bulk, scale, massing and height of buildings should take account of

the Trinity Laban Centre, the recently redeveloped Faircharm, the existing buildings in Greenwich, the proposed development at the former Tidemill School and elevated DLR.

- The potential for tall buildings should be considered, although this would need to ensure minimal impact on the setting of Grade I Listed St Paul's Church in Deptford, on the heritage setting of Deptford Church Street and Creekside and on the historic Crossfield Estate.
- Development should create positive active frontages onto Deptford Creek, Deptford Church Street and Creekside, with non-residential uses at ground floor level and residential above.
- The design of the site should respond to the character and nature of Deptford Creek and ensure increased permeability through the site, with retention of mature trees and a series of courtyards and lanes and public access to a route running along Deptford Creek.
- Development should be informed through an understanding of the site's historic significance, and in particular its past river related industrial activity and seek to preserve and enhance the Deptford Creek Conservation Area and the historic Crossfield Estate and its green open spaces that are integral to the design of the estate.
- Development should seek to protect Deptford Creek, which is also a Site of Importance for Nature Conservation (Metropolitan importance) and forms part of the Waterlink Way, a strategic green corridor. Protection should be given to the intertidal terrace and sand martin bank that have been previously enhanced, whilst retaining the right to navigate.
- The site is located within an Area of Archaeological Priority, and an archaeological assessment will be required in line with other Local Plan policies.

## New Cross Gate NDC scheme, Besson Street



<b>Site address:</b>	Land on the rear of Besson Street, London, SE14 5AE			
<b>Site details:</b>	<b>Site size (ha):</b> 1.01, <b>Setting:</b> Urban, <b>PTAL:</b> In 2015: 6a, In 2021: 6a, In 2031: 6a, <b>Ownership:</b> Public, <b>Current use:</b> Vacant land			
<b>How site was identified:</b>	Site Allocation Local Plan (2013) and London SHLAA (2017)			
<b>Planning designations and site constraints:</b>	Opportunity Area, Conservation Area, Area of Archaeological Priority, Flood Zones a and 3			
<b>Planning Status:</b>	None			
<b>Timeframe for delivery:</b>	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
<b>Indicative development capacity:</b>	<b>Net residential units:</b> 178		<b>Non-residential floorspace:</b> Town centre: 3,110	

## Previous planning consent

**DC/08/068448** was approved in 2009 but has since lapsed for 173 residential units, 2,020m<sup>2</sup> of D1 (including library, doctor's surgery, community uses), 815m<sup>2</sup> of D2 gym, 361m<sup>2</sup> of retail A1, A2, A3, A4 and 193m<sup>2</sup> A3 and a public square.

## Site allocation

Mixed use development with complementary community and residential uses.

## Opportunities

This vacant and cleared site is located in Kender Triangle, immediately south of the district centre of New Cross Gate. It is bounded by New Cross Road to the north east, where the constant traffic through the area has a detrimental effect on the pedestrian environment. Redevelopment of the site provides the opportunity to utilise a vacant site and serve as a catalyst to regenerate the area by providing a range of new uses including residential and community facilities. Redevelopment also enables a higher quality townscape, in keeping with the immediate and nearby Conservation Areas, locally listed building and enables better linkages to nearby open spaces.

## Development requirements

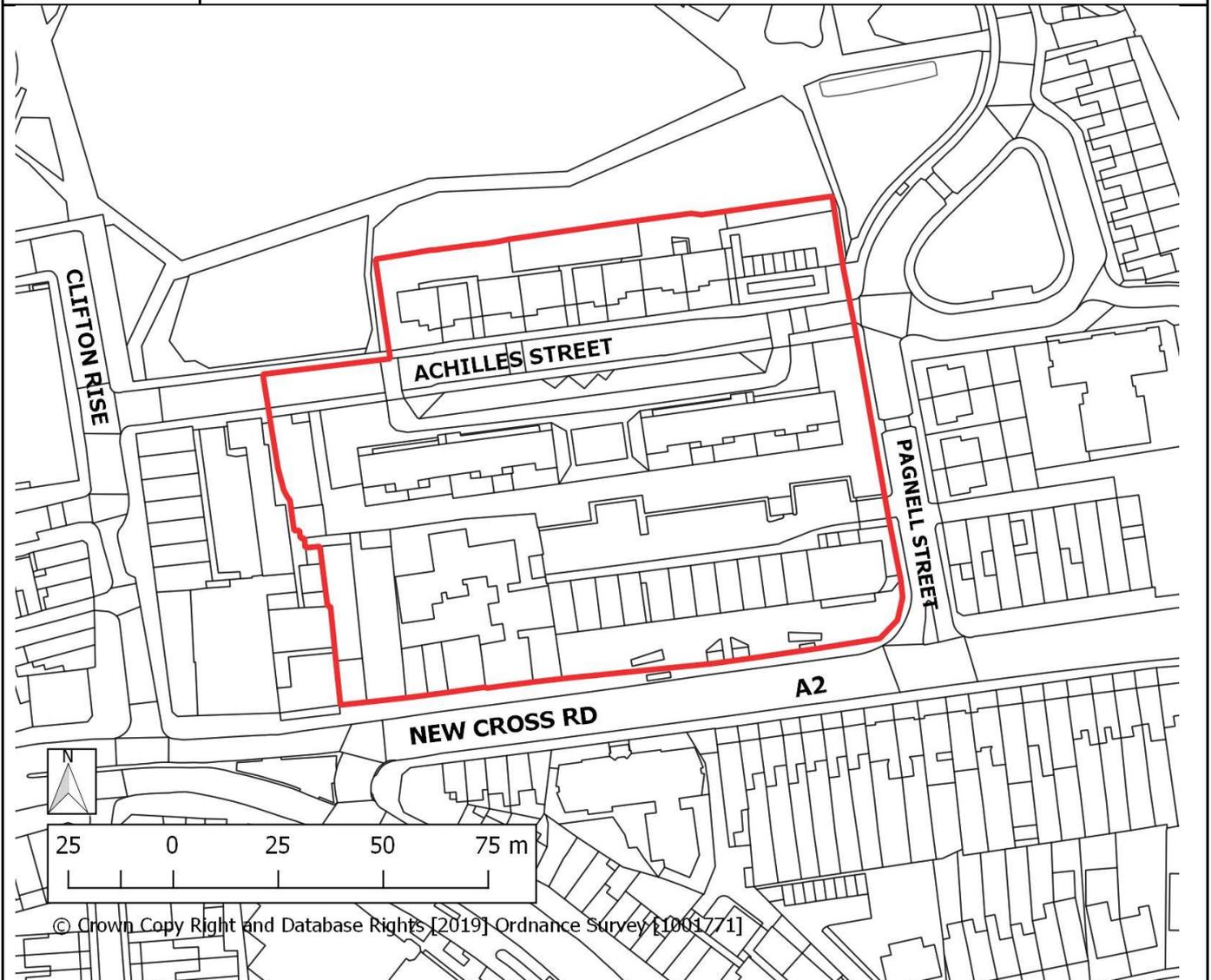
- All proposals will be expected to be delivered in accordance with a masterplan to ensure coordination in the co-location of uses across the site.
- Provide for an appropriate and commercially sustainable, tailored mix of uses to provide an integrated social, health, leisure facility, with new community facilities that create a focal point for the neighbourhood, provide activity throughout the day and encourage interaction, in line with [Policy CI 1 \(Safeguarding and securing community infrastructure\)](#).
- Create an iconic, architectural landmark building and landscape.
- Residential development to be an integral part of the scheme.
- Provide a new public urban square, accessible by all, that creates an oasis away from vehicular traffic and a place for community activity and links to the surrounding communities.

## Development guidelines

- The operational requirements of the non-residential uses (doctors surgery, pharmacy, crèche, gym, library, retail and community facilities) across the site should be taken into account. The colocation of uses should ensure minimal disturbance and the development should be designed so as to allow adequate amenity and access for the residential uses, without prejudicing or precluding other uses on-site.
- Development should create positive active frontages onto Besson Street and Briant Street, with non-residential uses at ground floor level and residential above, to create a more unified street edge. A taller building on this junction will assist with wayfinding.
- The bulk, scale, massing and height of buildings should be appropriate to the surrounding area and should seek to enhance the setting of the heritage assets in the area including, in particular:
  - Hatcham Conservation Area and Telegraph Hill Conservation Area.

- the Locally Listed Music Room, All Saints Church and the low rise villas on New Cross Road, at 116-118 New Cross Road.
  - the small scale backland buildings visible at the end of Fisher's Court.
- Taller buildings will be most appropriately sited along Briant Street.
- A unique but sensitive frontage on New Cross Road should respond to its position within the District Centre at New Cross without creating an overly dominant façade.
- Buildings should be focussed on the perimeter of the site to avoid overshadowing and wind tunnel effect.
- There should be multiple active entrances, clear sight lines across the public square and architectural differentiation of community facilities and private residential uses to create a safe and legible environment.
- There should be a clear definition of private and public realms, with high quality hard and soft landscaping that integrates with the existing buildings and with a balance between the natural and built environment.
- The layout of the site should create strong, legible connections throughout the site, (including north-south from New Cross Road to Besson Street) fostering links with communities north and south of the site, and to Besson Street Gardens open space to the south west; which will ensure vibrant use, provide wayfinding and passive surveillance.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

## Achilles Street



**Site address:** New Cross Road, SE14 6AT

**Site details:** **Site size (ha):** 1.4 **Setting:** Urban, **PTAL:** In 2015: 6a, In 2021: 6a, In 2031: 6a, **Ownership:** Public **Current use:** Residential, Main town centre uses

**How site was identified:**

**Planning designations and site constraints:** Opportunity area, Area of archaeological priority, Primary frontage within New Cross district centre, adjacent to conservation area, adjacent to listed building, adjacent to public open space

**Planning Status:** None

**Timeframe for delivery:** 2020/21 – 2024/25    2025/26 – 2029/30    2030/31 – 2034/35    2035/36 – 3039/40

**Indicative  
development  
capacity:**

**Net residential units:**

**Non-residential floorspace:**

**Site allocation**

Housing estate regeneration.

