

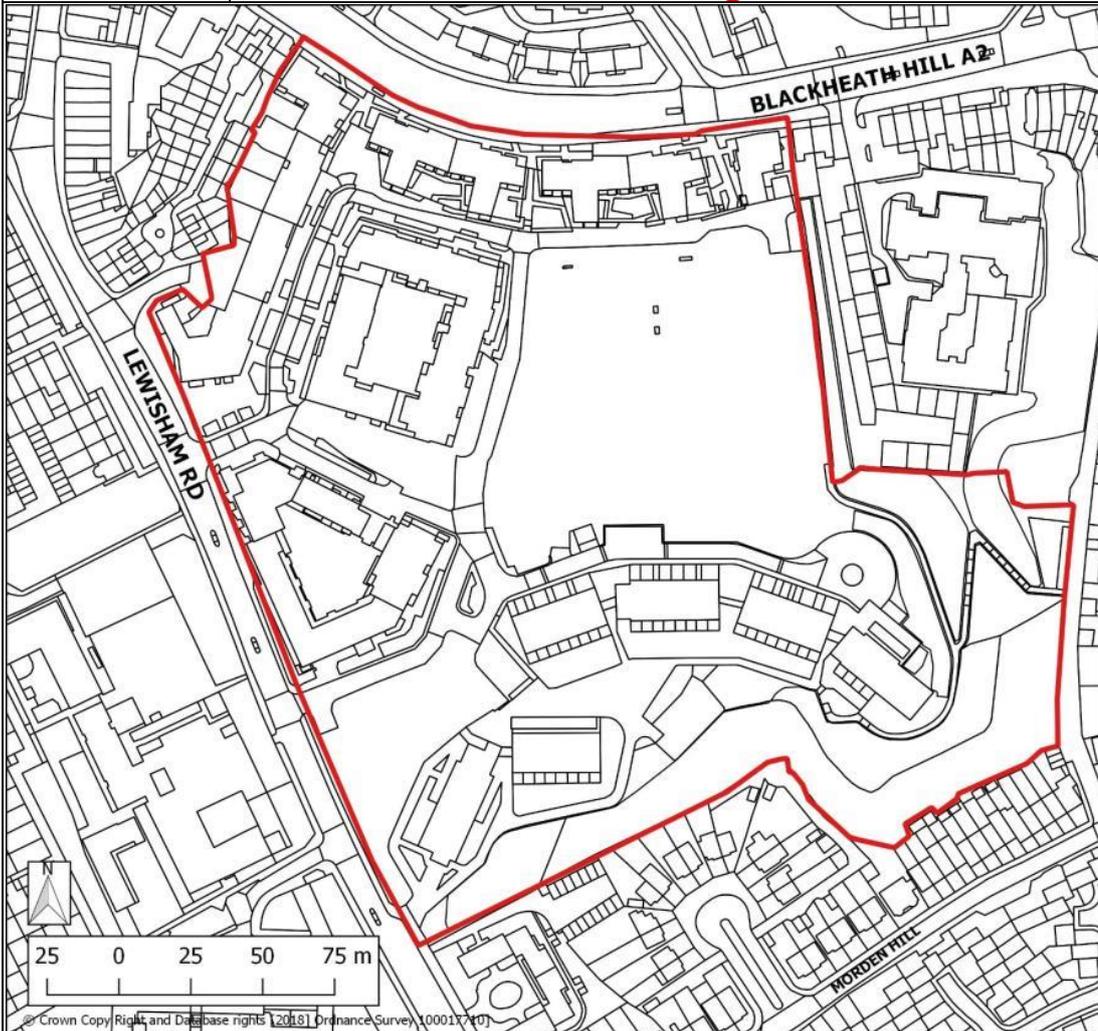
Draft

Lewisham Local Plan

Site Allocations – East area

Regulation 18 stage 'Preferred Approach' Document

Heathside and Lethbridge Estate



Site address: Heathside and Lethbridge Estates, Lewisham Road, Blackheath Hill, London, SE10

Site details: **Site size (ha):** 6.06, **Setting:** Urban, **PTAL:** In 2015: 2-5, In 2021: 2-5, In 2031: 2-5, **Ownership:** Public, **Current use:** Housing estate

How site was identified: London SHLAA (2017)

Planning designations and site constraints: Opportunity Area, adjacent to Conservation Area, Area of Archaeological Priority, Site of Importance for Nature Conservation,

Planning Status: Outline application DC/09/072554 granted March 2010. Various subsequent applications granted up to April 2019. Construction started and development is partially complete.

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

Indicative development capacity:	Net residential units:	Non-residential floorspace:
	446	Other: 636

Existing planning consent

DC/09/072554 as amended by DC/10/075627, DC/10/075395, DC/10/075536, DC/12/081165, DC/12/081169, DC/14/087835, DC/14/087333, DC/14/087335, DC/15/090624, DC/15/092670, DC/17/101616, DC/17/101686, DC/17/104709, DC/18/106053 and DC/18/107715 - for 512 square metres of retail floorspace, 768 square metres of community floorspace, an energy centre and buildings ranging from 3 to 17 storeys in height, together with car and cycle parking, associated highway infrastructure, public realm works and provision of open space; and phase 1 (138 residential units), phase 2 (190 units), phase 3 (218 units), phase 4 (236 units), phase 5 (284 units) and phase 6 (159 units).

Site allocation

Comprehensive regeneration of existing housing estate comprising residential, community and ancillary main town centre uses. Redevelopment of existing buildings and spaces to facilitate a new layout with new and improved routes, both into and through the site, along with open space, public realm and environmental enhancements.

Opportunities

The Heathside and Lethbridge estate is located to the north of Lewisham major town centre and situated within a predominantly residential area. A Site of Importance for Nature Conservation is located at the eastern and south eastern boundaries. Regeneration of the housing estate is currently in progress, with the some phases now built and construction started on the remaining phases. Redevelopment and regeneration of the estate will secure a new high quality residential area including affordable housing, community facilities and public realm enhancements.

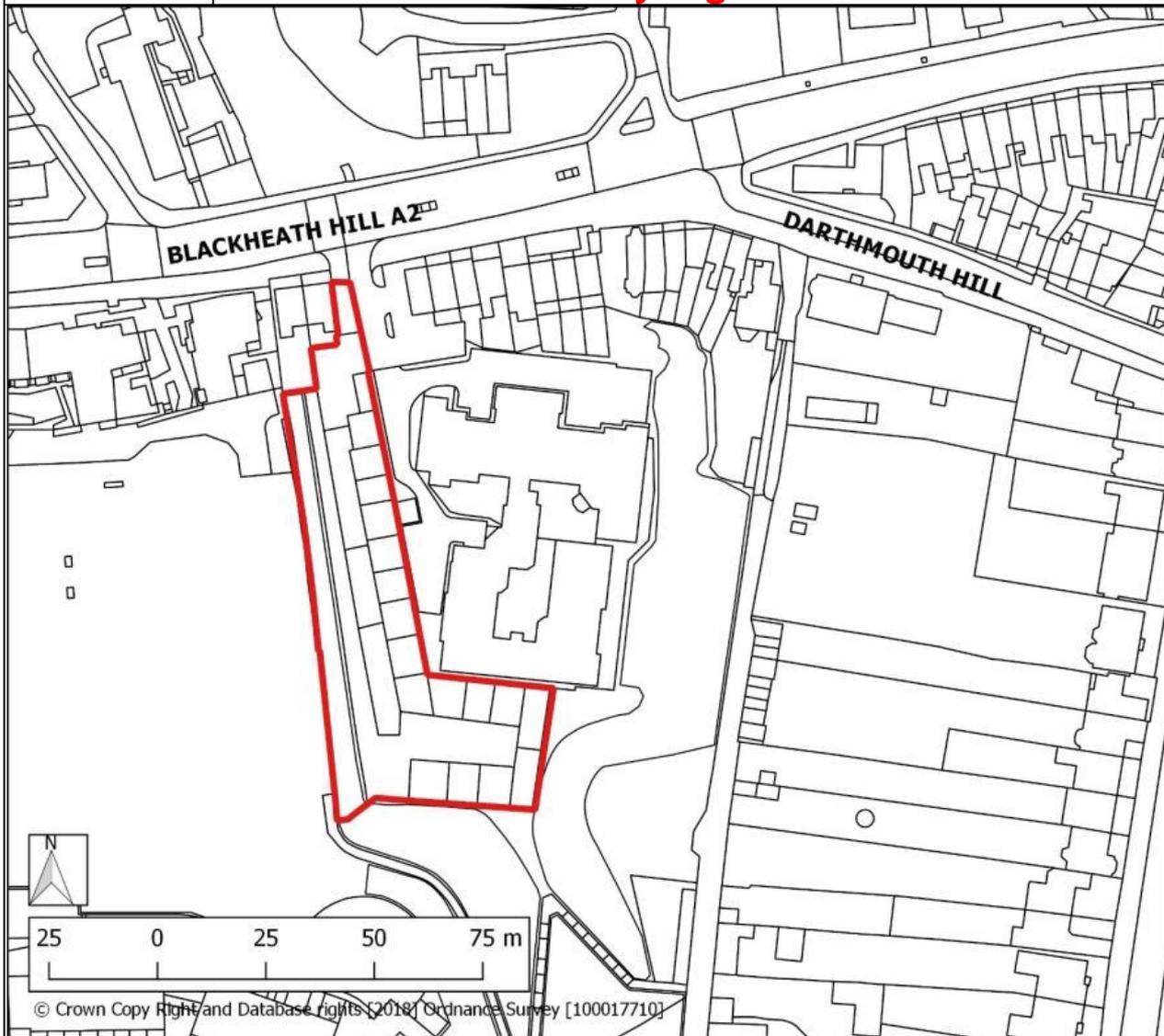
Development requirements

- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the site, as well as the surrounding area. This will require significant reconfiguration and re-orientation of the existing buildings and spaces to achieve clearly articulated east-west and north-south corridors.
- Development must deliver 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, including:
 - A legible and safe network of pedestrian and cycle routes
 - Public open spaces, including a main public open space as a key feature of the development
- Provision of community facilities, in line with [Policy CI 1 \(Safeguarding and securing community infrastructure\)](#).
- Development must preserve or enhance heritage assets and their setting, including the Blackheath Conservation Area, listed buildings, locally listed buildings.
- Development proposals must conserve and seek to enhance green infrastructure, including the SINC.

Development guidelines

- Development of the remaining phases should be designed to positively respond to the surrounding residential area. This includes perimeter blocks with views through to internal courtyards, through-routes between Blackheath Hill and Lewisham Road, giving consideration to shared street surfaces where appropriate.
- Site topography should be taken into account to ensure that the taller elements are located so as to avoid negative impacts on the surrounding area, by being located away from existing development, including along Lewisham Road.
- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site. In particular, the heights and style of adjacent development, especially properties within the Blackheath Conservation Area to the south and east of the site and the Listed Buildings and Locally Listed Buildings to the east of the site, on Dartmouth Row, should be taken into account.
- Development should provide for a range of open spaces including a green spine cutting west-east through the site, squares, courtyards, dedicated and informal playspace, communal gardens and private rear gardens.
- Development should have regard to the steep, banked woodland area designated as SINC within the site, along the eastern and southern boundaries.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Blackheath Hill Locally Significant Industrial Site



Site address:	Blackheath Business Centre, Blackheath Hill, Blackheath, London, SE10 8BA		
Site details:	Site size (ha): 0.31, Setting: Urban, PTAL: In 2015: 3, In 2021: 3, In 2031: 3, Ownership: Private, Current use: Industrial		
How site was identified:	Site Allocations Local Plan (2013) and Lewisham Call for Sites (2015 and 2018)		
Planning designations and site constraints:	Opportunity Area, Locally Significant Industrial Site, adjacent to Conservation Area, Area of Archaeological Priority,		
Planning Status:	None		
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35 2035/36 – 3039/40 Yes
Indicative development capacity:	Net residential units: 31	Non-residential floorspace: Employment: 1,072	

Site allocation

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

Opportunities

The site comprises the Blackheath Hill Locally Significant Industrial Site. Redevelopment and site intensification, along with the co-location of commercial and other uses, can make more optimal use of the land and enable the delivery of new and improved workspace to support long-term viability of the LSIS. Development can also provide public realm and environmental improvements to improve local area amenity.

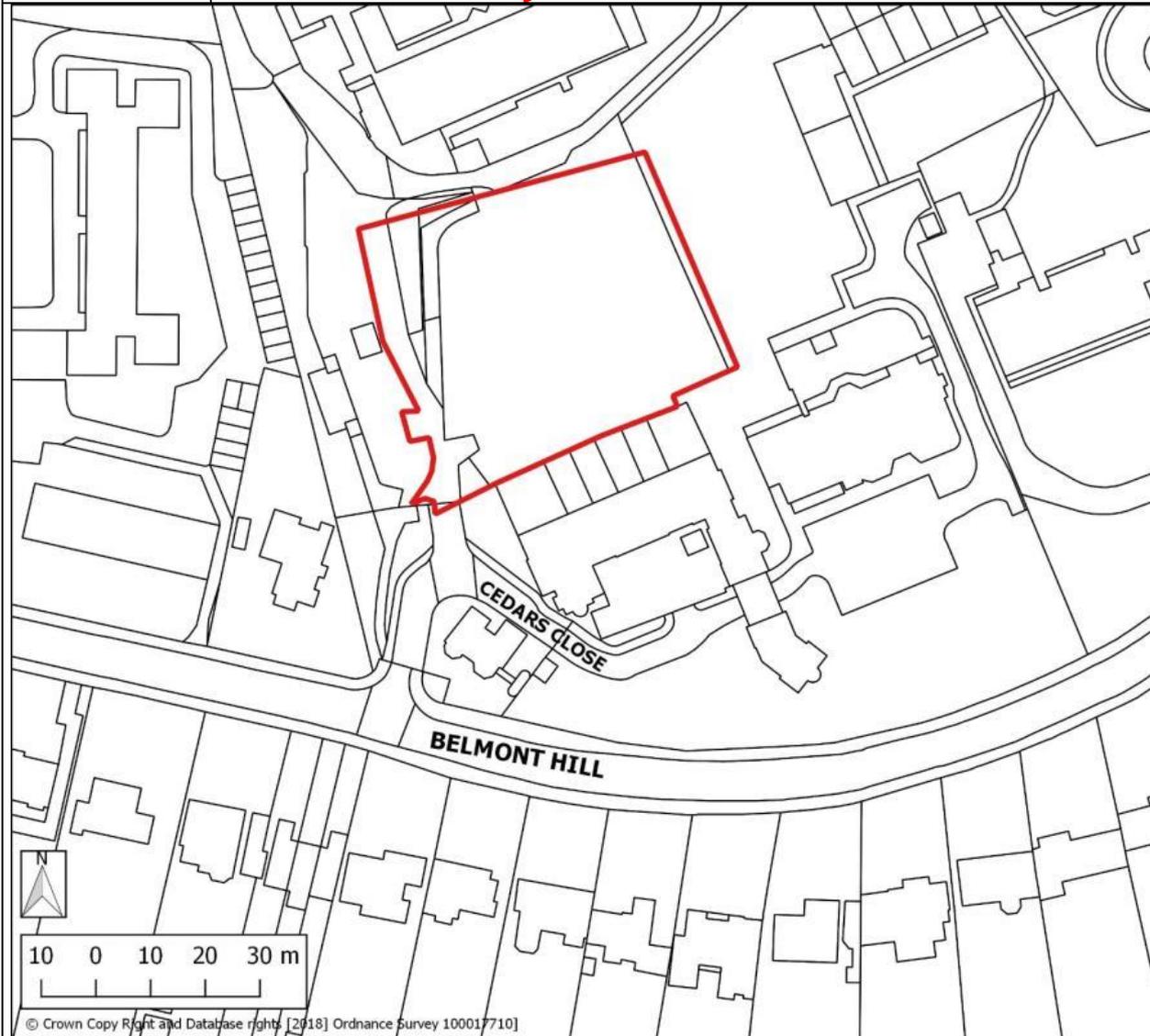
Development requirements

- All development 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 capacity, 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 within the site and the surrounding area.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Development must preserve or enhance heritage assets, including the Blackheath Conservation Area, listed buildings and locally listed buildings.
- Development must conserve and seek to enhance green infrastructure, including the SINC that abuts the site at its south and eastern boundaries.

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.
- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site.
- Development should be designed having regard to the heritage assets adjacent to the site, including the setting of the Blackheath Conservation Area, Listed and Locally Listed Buildings to the east, on Dartmouth Row.
- The irregular and narrow shape of the site will require careful consideration of site access and layout, particularly access for commercial and servicing vehicles requiring access to the site from Blackheath Hill.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Former Our Lady of Lourdes Infant School



Site address:	Cedars Close, Belmont Hill, SE13 5DZ			
Site details:	Site size (ha): 0.28, Setting: Urban, PTAL: In 2015: 2, In 2021: 2, In 2031: 2, Ownership: Private, Current use: Former school, Vacant land			
How site was identified:	Strategic Planning Team			
Planning designations and site constraints:	Conservation Area, Area of Archaeological Priority,			
Planning Status:	Full application DC/15/094157 granted in January 2016			
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: 9		Non-residential floorspace: N/A	

Existing planning consent

DC/15/094157 - The demolition of existing buildings comprising the former Our Lady of Lourdes Primary School and the erection of 9, four bedroom town houses comprising three pairs of semi-detached houses and one terrace of three houses, car parking and visitor parking spaces and associated hard and soft landscaping.

Site allocation

Redevelopment of former school for residential use and public realm enhancements.

Opportunities

The site comprises the former Our Lady of Lourdes Infant School building and car park, which is now vacant. Redevelopment will vacant site back into beneficial use, with the introduction of new housing that complements the surrounding residential area.

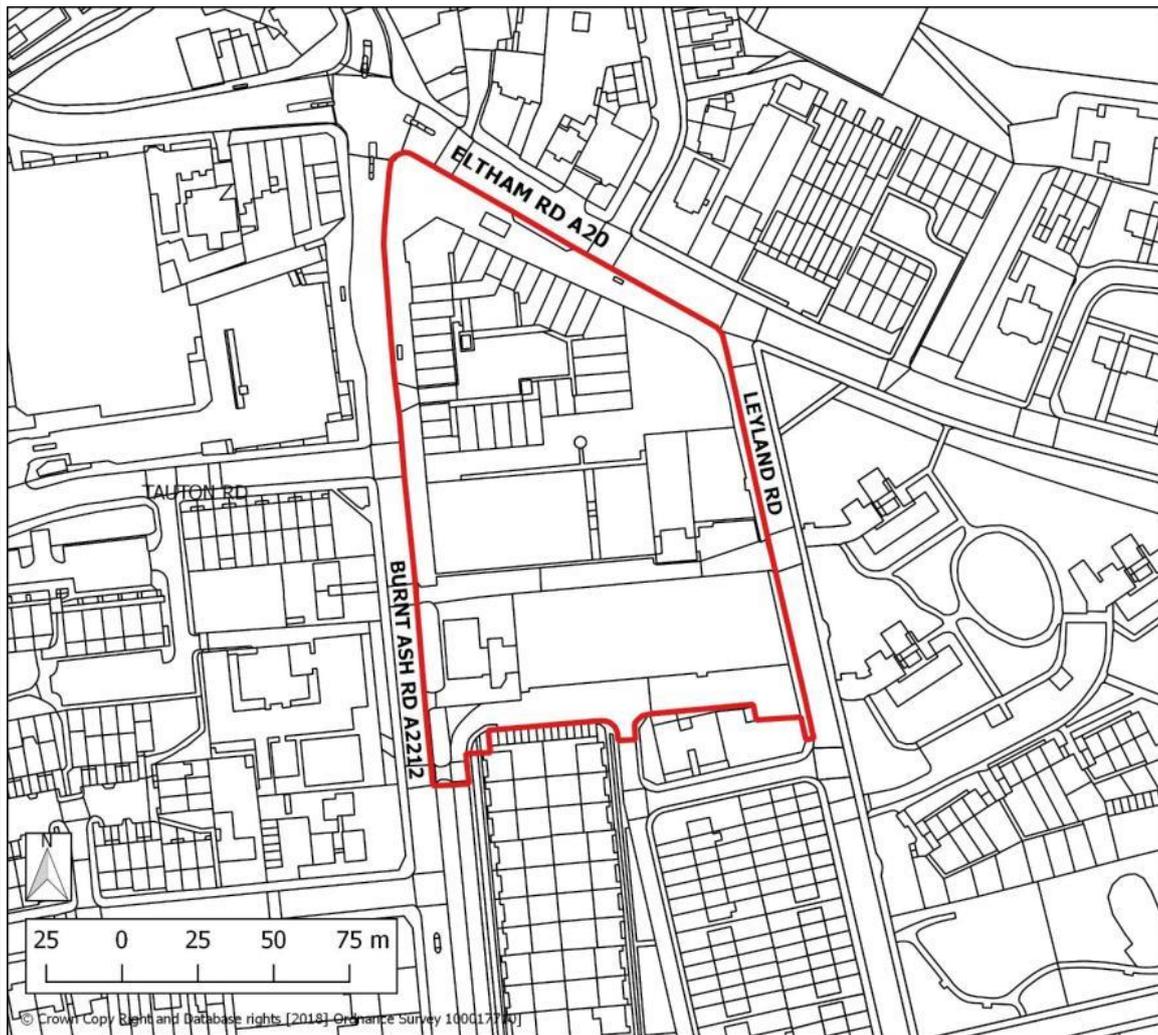
Development requirements

- Development must make provision for new and improved public realm and amenity space, ensuring the protection of existing mature trees and trees of value.
- Development must be designed to protect the amenity of Christ the King Sixth Form College, located north of the site.
- Development must preserve or enhance heritage assets and their setting, including: Blackheath Conservation Area, listed buildings, locally listed buildings.

Development guidelines

- Development must be designed having regard to the character and appearance of adjoining Blackheath Conservation Area and the nearby Sacred Heart Convent Grade II Listed Building and Locally Listed Building, paying respect to the prevailing Georgian architecture and terrace house traditions within the surrounding area.
- Development should ensure the building heights create a more positive relationship with adjoining properties.
- The design-led approach should be applied to ensure that existing mature trees and trees of value should be protected and sensitively integrated into the redeveloped site.
- Development must be designed to Christ the King Sixth Form College is located directly to the north.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Leegate Shopping Centre



Site address: Leegate Shopping Centre, London, SE12

Site details: **Site size (ha):** 1.9, **Setting:** Urban, **PTAL:** In 2015: 3, In 2021: 3, In 2031: 3, **Ownership:** Private, **Current use:** Main town centre uses, Retail, Employment, Residential, Car park

How site was identified: Site Allocation Local Plan (2013) and London SHLAA (2017)

Planning designations and site constraints: Primary and Secondary Frontage within Lee Green District Centre, adjacent to Conservation Area,

Planning Status: Full application DC/14/090032 received resolution to grant permission in May 2016. New full application DC/18/107468 submitted in June 2018.

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

Indicative development capacity: **Net residential units:** 229 **Non-residential floorspace:** Town centre: 17,140

Existing planning consent

DC/14/090032 - proposed development at Leegate Shopping Centre for the demolition of the existing buildings and redevelopment to provide a retail led mixed use development, including residential (Use Class C3), food store (Use Class A1), retail units (Use Class A1-A4), assembly and leisure (Use Class D2), non-residential institutions (Use Class D1), public realm, associated car and cycle parking, highways and access works and landscaping. This application received a resolution to grant permission but the section 106 was not agreed.

DC/18/107468 – Full application was submitted in June 2018 but has not yet been determined.

Site allocation

Comprehensive mixed-use redevelopment of existing shopping centre comprising compatible main town centre, commercial, community and residential uses. Redevelopment of existing buildings and reconfiguration of spaces to facilitate a street-based layout with new and improved routes, both into and through the site, along with public open space and public realm enhancements.

Opportunities

This site takes up a prominent position within Lee Green district town centre. It is currently occupied by the 1960s Leegate Shopping Centre, two office blocks (Leegate House and Cantilever House), a multi-level car park, a community centre and housing. It is key to the renewal and revitalisation of the town centre, and will play a critical role in linking sites and neighbourhoods surrounding it. Comprehensive redevelopment can deliver a significant amount of new housing together with modern retail and employment space, leisure and cultural facilities as well as social infrastructure to support the long-term vitality and viability of the town centre. Development can also enable public realm and access improvements to provide new and enhanced connections to and through the area.

Development requirements

- To reinforce and enhance Lee Green's role as a district town centre, and to secure its long term vitality and viability, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require significant reconfiguration, re-orientation, and re-planning of existing buildings and spaces to achieve clearly articulated east-west and north-south corridors.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Development must preserve or enhance heritage assets and their setting, including: Lee Manor Conservation Area.

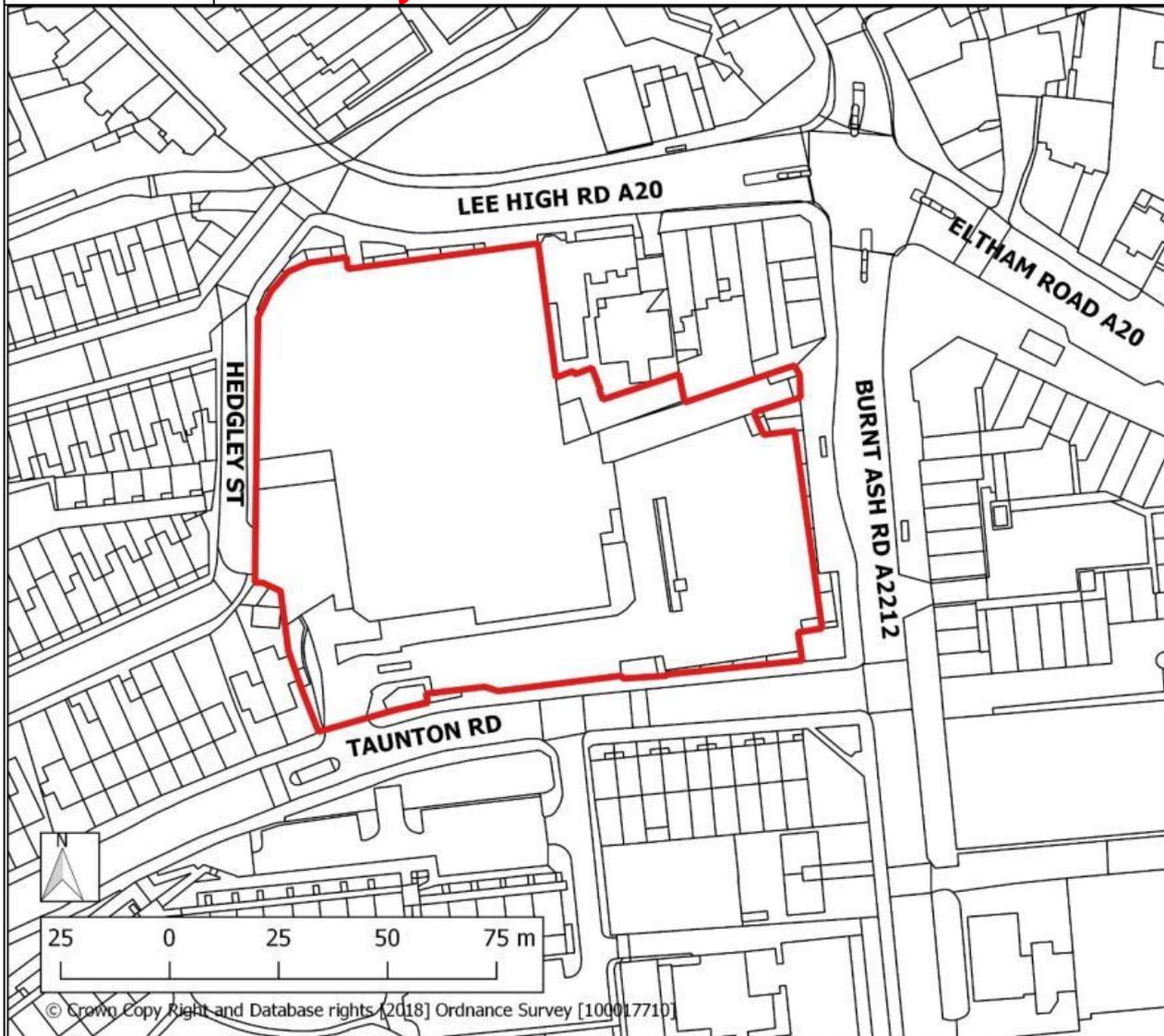
Development guidelines

- A hierarchy of routes both into and through the site should establish clearly legible and safe routes, including those where pedestrians have priority and where

space may be shared with cyclists and/or motor vehicles. It is particularly important that development is designed to improve pedestrian links through the site to Eltham Road, Burnt Ash Road, Leyland Road and Taunton Road.

- Development should make more optimal and beneficial use of the land by reviewing development options for the existing multi-storey car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the Public Transport Accessibility Level of the site. Where car parking provided its location should minimise the impact of access and egress to pedestrians and other road users
- Development should ensure permeability through the site, to ensure ease of access to existing bus stops and create a new north south pedestrian and cycle link through the site.
- Provision for servicing vehicles should be located and designed to mitigate impact on amenity, particularly where there is existing or planned public realm.
- Layout should be designed to enhance passive surveillance and create a safer environment.
- Public realm should be redistributed across the site, with a new public square set back from Burnt Ash Road, with opportunity for external seating area, landscaping and playspace as well as communal courtyard gardens, private amenity spaces and improved public realm along Eltham Road and Burnt Ash Road.
- Large canopy tree planting on south east corner should be used to improve the pedestrian experience and link the Burnt Ash Road Avenue of trees with the mature trees on the site.
- Development should seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area. The local history information board that current exists on the south east side of the site should be protected or replaced and incorporated into the new scheme.
- The site is located adjacent to an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Sainsbury's Lee Green



Site address: 14 Burnt Ash Road, Lee, London, SE12 8PZ

Site details: **Site size (ha):** 1.05, **Setting:** Urban, **PTAL:** In 2015: 3, In 2021: 3, In 2031: 3, **Ownership:** Private, **Current use:** Main town centre uses, Retail, Car park

How site was identified: London SHLAA (2017)

Planning designations and site constraints: Primary Frontage within Lee Green District Centre, adjacent to Conservation Area, Area of Archaeological Priority, Critical Drainage Area, Flood Zones 2 and 3

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:
112

Non-residential floorspace:

Town centre: 3,606

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Reconfiguration of existing buildings and spaces to facilitate new and improved routes, both into and through the site, along with public realm enhancements.

Opportunities

This site takes up a prominent position within Lee Green district town centre. It is currently occupied a large format retail building and surface level car parking. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds.

Development requirements

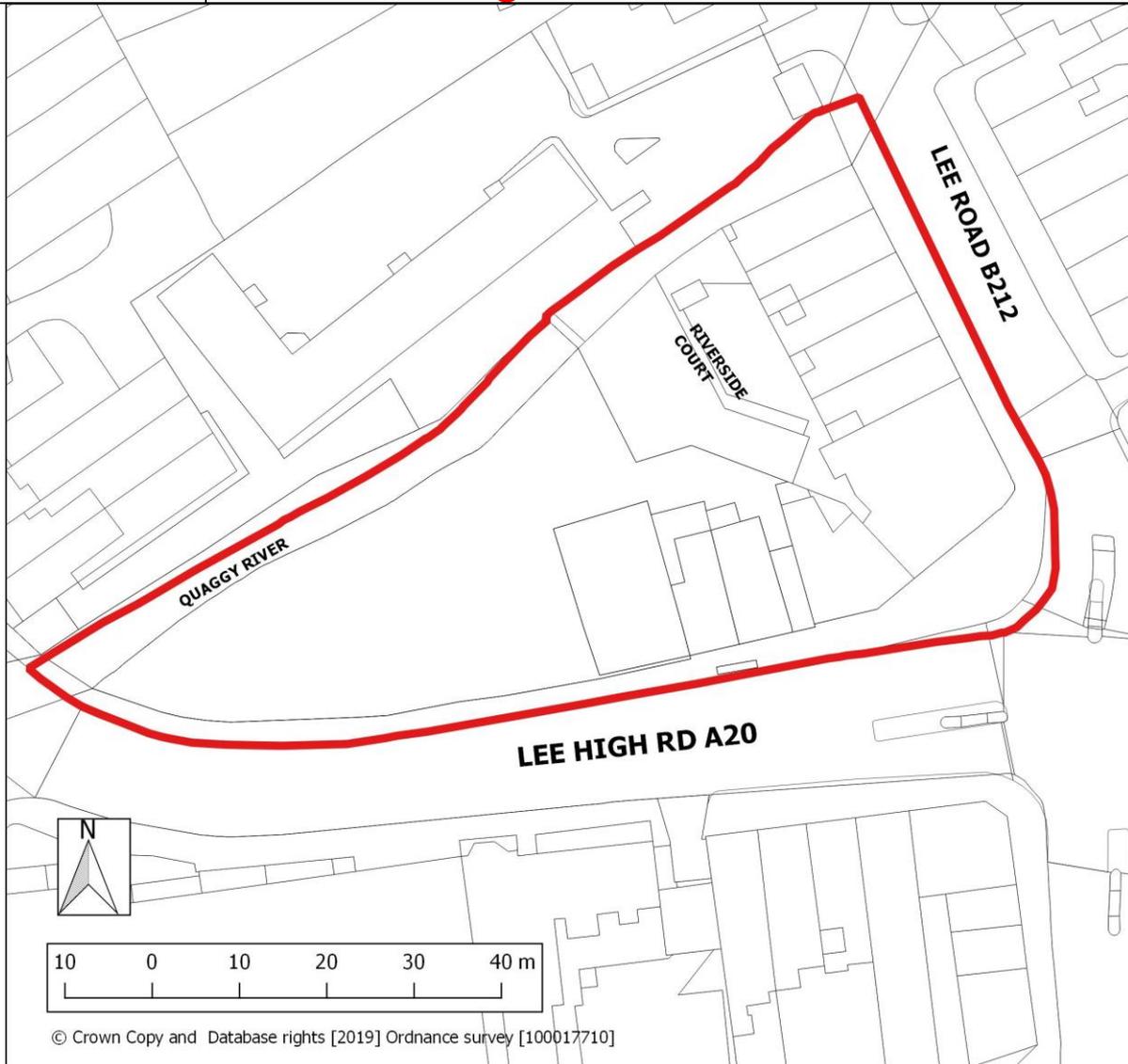
- To reinforce and enhance Lee Green's role as a district town centre, and to secure its long-term vitality and viability, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- The site must be re-integrated with the surrounding street network to improve access and permeability into and through the town centre. This will require clearly articulated east-west and north-south corridors.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required within the Primary Shopping Area and along key routes.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Development must preserve or enhance heritage assets and their setting, including: Lee Manor Conservation Area

Development guidelines

- Development should seek the provision of a range of sizes of modern retail and commercial units, so as to enhance the quality of the retail offer in this district centre.
- The design of the site should accommodate residential units above ground and first floor levels, with retail and community uses located on the ground floors.
- Development should make more optimal and beneficial use of the land by reviewing development options for the existing car park. Car parking provision should be the minimum required to maintain the viability of the town centre, whilst also reflecting the Public Transport Accessibility Level of the site. Where car parking provided its location should minimise the impact of access and egress to pedestrians and other road users
- Development should be designed to enhance pedestrian access to and permeability through the site, in particular providing new routes between Hedgley Street, Brightfield Road, Taunton Road and Lee High Road.
- Development should create a positive frontage along Burnt Ash Road and Lee High Road and should be aligned with adjacent properties. Tree planting should be introduced to improve amenity, to improve the pedestrian experience and fill in the gaps in the avenue of trees on Burnt Ash Road.

- The bulk, massing and scale of development should respond positively to the existing development surrounding the site. In particular, a design approach should enhance the character and appearance of adjoining Conservation Area and the Grade II Listed Building Police Station.
- Staggered building heights should be used to respect the surroundings, with smaller grained development in the western side of the site to avoid overshadowing of existing residential units along Brightfield Road and with taller buildings located along the southern edge and in the north eastern corner of the site, away from the Listed Building.
- Development should seek to reinstate connections to Lee Green's historic past, rather than replicating the busy traffic junction that now dominates the area.
- The site is located within an Archaeological Priority Area, and an archaeological assessment will be required in line with other Local Plan policies.

Land at Lee High Road and Lee Road



Site address:	Lee High Road and Lee Road, SE12 8RU			
Site details:	Site size (ha): 0.42	Setting: Urban,	PTAL: In 2015: 3, In 2021: 3 In 2031: 3	
	Ownership: Private, Current use: Commercial, Residential			
How site was identified:	Strategic Planning Team			
Planning designations and site constraints:	Flood Zone 2 and Flood 3, Primary shopping frontage in District centre			
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: 43		Non-residential floorspace: Town centre: 1,279	

Site allocation

Mixed-use redevelopment of existing car dealers comprising compatible main town centre, commercial and residential uses. Public realm enhancements including improved access to the River Quaggy.

Opportunities

This site is located within Lee Green district town centre. The western part of the site is occupied by a car dealers and its associated showroom / surface level parking. The eastern part of the site comprises a terrace of properties with a mix of residential and main town centre uses, including a public house, and is an integral feature of the townscape. The River Quaggy runs along the back of the site. Redevelopment intensification of the car dealers, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the town centre. Redevelopment can also enable public realm improvements, particularly enhanced access to the River Quaggy.

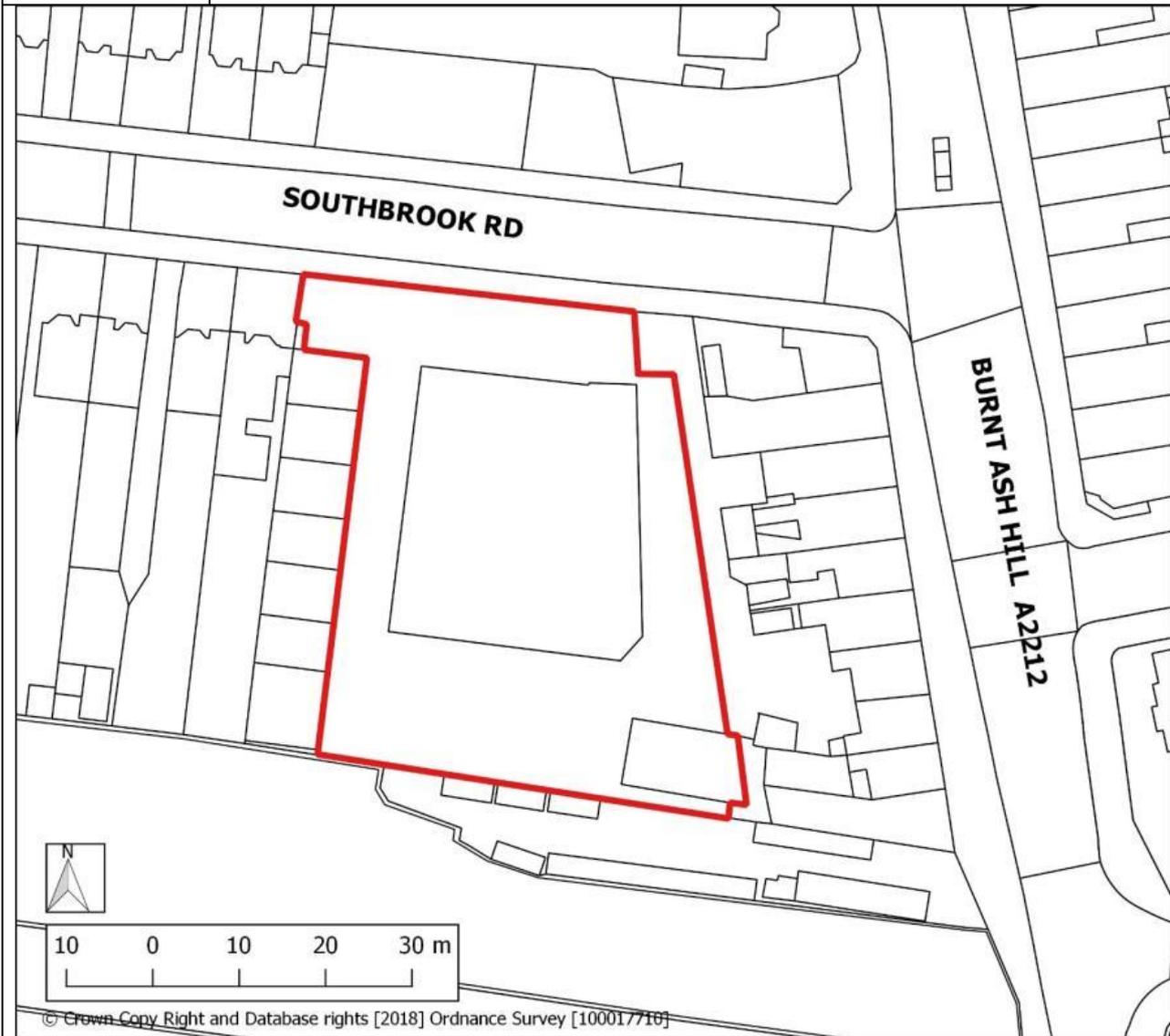
Development requirements

- Development must retain the existing terrace of properties at the eastern part of the site, including the public house.
- To reinforce and enhance Lee Green's role as a district town centre, and to secure its long term vitality and viability, development must provide a mix of main town centre, commercial and other complementary uses.
- Active frontages with appropriate town centre uses on the ground floors of buildings will be required within the Primary Shopping Area, including at Lee High Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy, including:
 - Improvements to enhance access to and visual amenity of the River Quaggy
 - Along Lee High Road and Lee Road, improvements to the forecourt at the road junction
- Development must preserve or enhance heritage assets and their setting, including: Lee Manor Conservation Area

Development guidelines

- The bulk, massing and scale of development should respond positively to the existing terrace at the eastern edge of the site. This includes consideration of impacts on the amenity.
- Development should be designed to maintain and enhance access to the River Quaggy which runs along the northern edge of the site, and seek opportunities to improve the visual amenity provided by it.
- Opportunities should be investigated to improve the quality of the public realm at the south eastern edge of the site, adjacent to the junction. This could include additional tree planting and street furniture.

Southbrook Mews



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Site address:	Southbrook Mews, Lee, London, SE12 8LG			
Site details:	Site size (ha): 0.24, Setting: Urban, PTAL: In 2015: 3, In 2021: 2-3, In 2031: 2-3, Ownership: Private, Current use: Employment, Commercial			
How site was identified:	Strategic Planning Team			
Planning designations and site constraints:	Conservation Area, Critical Drainage Area, Flood Zone, within 30m buffer of electricity cable			
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: 29		Non-residential floorspace:	

Site allocation

Comprehensive employment led mixed-used redevelopment with compatible commercial, main town centre and residential uses.

Opportunities

This site comprises a non-designated employment site which is located adjacent to Burnt Ash local centre. Redevelopment and site intensification, along with the introduction of a wider range of uses, can enable the delivery of new and improved workspace to and help to support the long-term vitality and viability of the local centre. Development can also provide public realm and environmental improvements that enhance amenity and complement the surrounding residential area, with potential access improvements to Lee station.

Development requirements

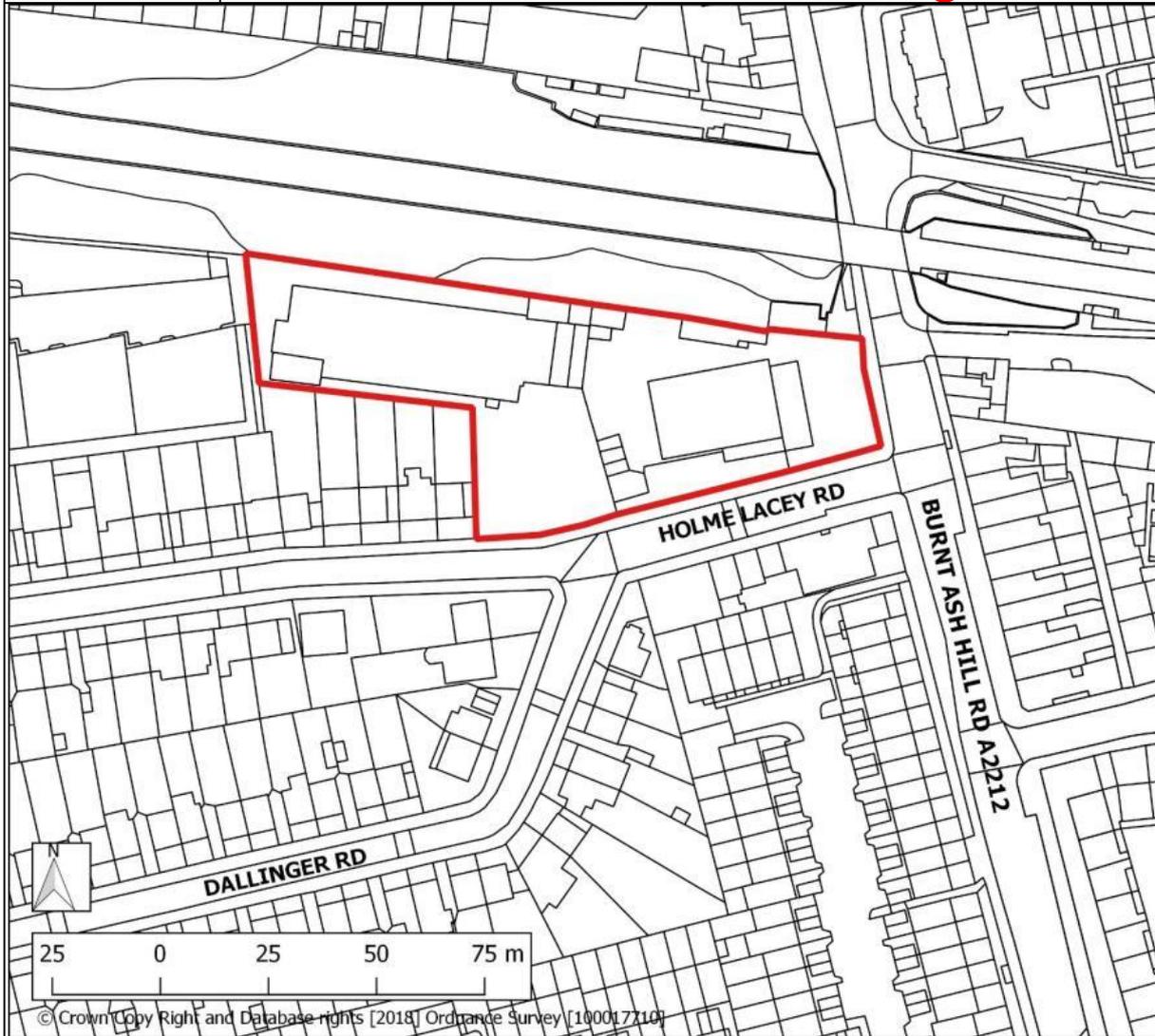
- Development must ensure re-provision of employment floorspace capacity, ensuring no net loss on provision currently on site.
- Development must create a positive frontage along Southbrook Road.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Investigate opportunities to improve access to Lee station.
- Support conservation objectives for heritage assets including Lee Manor Conservation Area and locally listed building.
- Development must conserve and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment.

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.
- There may be scope for the integration of main town centre uses within the development, but these uses should be restricted to the frontage along Southbrook Road and function to complement the existing provision at Lee local centre.
- 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.
- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site. In particular, the heights of new buildings should be staggered, with taller elements located away from existing residential properties, the locally listed Northbrook Public House and the locally listed two storey mews building.
- Taller elements will be more appropriately located adjacent to the railway in the southern part of the site. Perimeter block or mews type development should be explored on this site.

- Opportunities should be investigated to remove the boundary wall.
- Screening or communal amenity space should be considered to shield the back of existing properties on Burnt Ash Road.
- Development must create a positive frontages along Southbrook Road and should be aligned with adjacent properties.
- Investigate opportunities to create a new entrance to the site at the south east corner to enable better linkages with Lee station.
- Development should have regard to land designated as SINC within the site, along the southern boundary of the site, and the green corridor should be retained and enhanced.
- In order to support commercial uses, development should be designed to retain existing vehicular access onto Southbrook Road.
- Development should not be located within the 30 metre buffer of the underground electricity cable.

Travis Perkins and Citroen Garage



Site address: Holme Lacey Road, Lee, London, SE12 0HR

Site details: **Site size (ha):** 0.54, **Setting:** Urban, **PTAL:** In 2015: 1b-3, In 2021: 1b-3, In 2031: 1b-3,c **Ownership:** Private, **Current use:** Employment, Car services

How site was identified: Site Allocations Local Plan (2013) and London SHLAA

Planning designations and site constraints: Locally Significant Industrial Site, adjacent to Conservation Area, Site of Importance for Nature Conservation, Critical Drainage Area, Flood Zone, within 30m buffer of electricity cable

Planning Status: None

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

**Indicative
development
capacity:**

Net residential units:
54

Non-residential floorspace:
Employment: 1,876

Site allocation

Comprehensive employment-led redevelopment. Co-location of compatible commercial, residential and main town centre uses. Public realm enhancements including improvements to the Lee station approach.

Opportunities

The site comprises part of the Manor Lane Locally Significant Industrial Site (also known as the Chiltonian Industrial Estate) and adjoining land to the east. It is located in close proximity to Lee station and forms part of the station approach. The western part of the site is currently occupied by a builders' merchants and the eastern part by a car dealers and associated showroom. Redevelopment and site intensification, along with the co-location of commercial and other uses, can make a more optimal use of land and enable the delivery of new and improved workspace to support long-term viability of the LSIS. Development can also provide public realm and environmental improvements to improve local area amenity, including enhancement of the station approach.

Development requirements

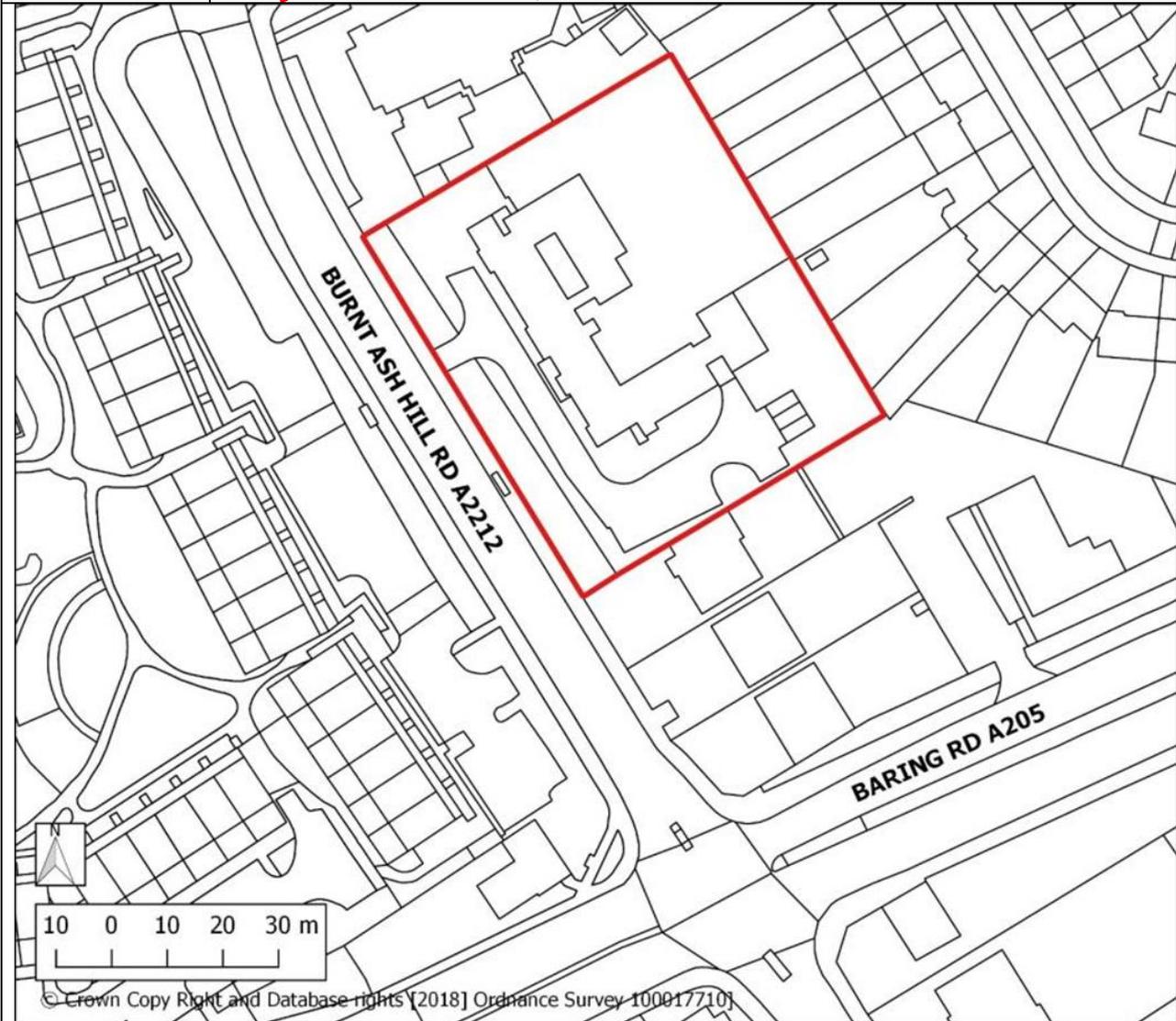
- All development must be delivered in accordance with a masterplan to ensure the appropriate co-location of employment and other uses across the site.
- Development must not result in a net loss of employment floorspace capacity, or compromise the functional integrity of the employment location, in line with Policy EC 5 (Locally Significant Industrial Sites).
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy.
- Development must create a positive frontage along Burnt Ash Hill and Holme Lacey Road, particularly to improve legibility and safe access to Lee station.
- Development must preserve or enhance the significance of heritage assets and their setting including: Lee Manor Conservation Area.
- Development must conserve and seek to enhance green infrastructure, including the SINC and green corridor along the railway embankment

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.
- There may be scope for the integration of main town centre uses within the development, but these uses should be restricted to the frontage along Burnt Ash Hill and function to complement the station approach..

- The Travis Perkins site benefits from a separate access point and segregates it from the rest of the industrial estate and creates a buffer.
- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site. In particular, the heights of new buildings should be staggered, with taller buildings located away from existing residential properties and adjacent to the railway in the northern part of the site.
- A design approach should enhance the character and appearance of adjoining Conservation Area. Where possible the setting of the Conservation Area should be enhanced adjacent to the railway bridge by reinstating/exposing the brick bridge revetment.
- Development should create positive frontages along Holme Lacey Road and Burnt Ash Hill. Along Holme Lacey Road development should be aligned with adjacent properties and introduce planting to improve amenity. New development should be set back along Burnt Ash Hill, enabling the creation of public realm with tree planting along this frontage and contributing to the vitality of the local centre.
- Residential units should be designed so as to minimise noise nuisance arising from the nearby railway line.
- Development should have regard to land designated as SINC within the site, along the northern boundary of the site, and the green corridor should be retained and enhanced.
- Development should enhance pedestrian access, including improved pedestrian connections between the site and Lee station and pedestrian crossing on Burnt Ash Hill.
- Development should not be located within the 30 metre buffer of the underground electricity cable.

Mayfields Hostel, Burnt Ash Hill



Site address:	Mayfields Hostel, 47 Burnt Ash Hill, London, SE12 0AE			
Site details:	Site size (ha): 5.52, Setting: Central, PTAL: In 2015: 2-3, In 2021: 2-3, In 2031: 2-3, Ownership: Public, Current use: Hostel			
How site was identified:	London SHLAA (2017)			
Planning designations and site constraints:	Critical Drainage Area,			
Planning Status:	Full application DC/17/103886 granted in August 2018			
Timeframe for delivery:	2020/21 – 2024/25 Yes	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
Indicative development capacity:	Net residential units: 21		Non-residential floorspace: N/A	

Existing planning consent

DC/17/103886 - The demolition of the existing hostel and the construction of a five/six storey building comprising 24 two bedroom, 16 three bedroomed self-contained flats, a two storey commercial space (flexible use classes A1 / A2 / A3 / B1(a) / D1 (crèche, education, museum, art gallery) and 7 two storey houses at Mayfields 47 Burnt Ash Hill, disabled car parking and bicycle spaces, bins storage and associated landscaping.

Site allocation

Residential-led mixed use redevelopment with compatible residential, main town centre, commercial and community uses.

Opportunities

This site is located on Burnt Ash Hill, south of Burnt Ash local centre. It is currently occupied by Mayfields Hostel providing specialist accommodation. Redevelopment and site intensification, along with the introduction of a wider range of uses, can make a more optimal use of land and facilitate the re-provision of high quality housing, along with delivering new services and/or community facilities.

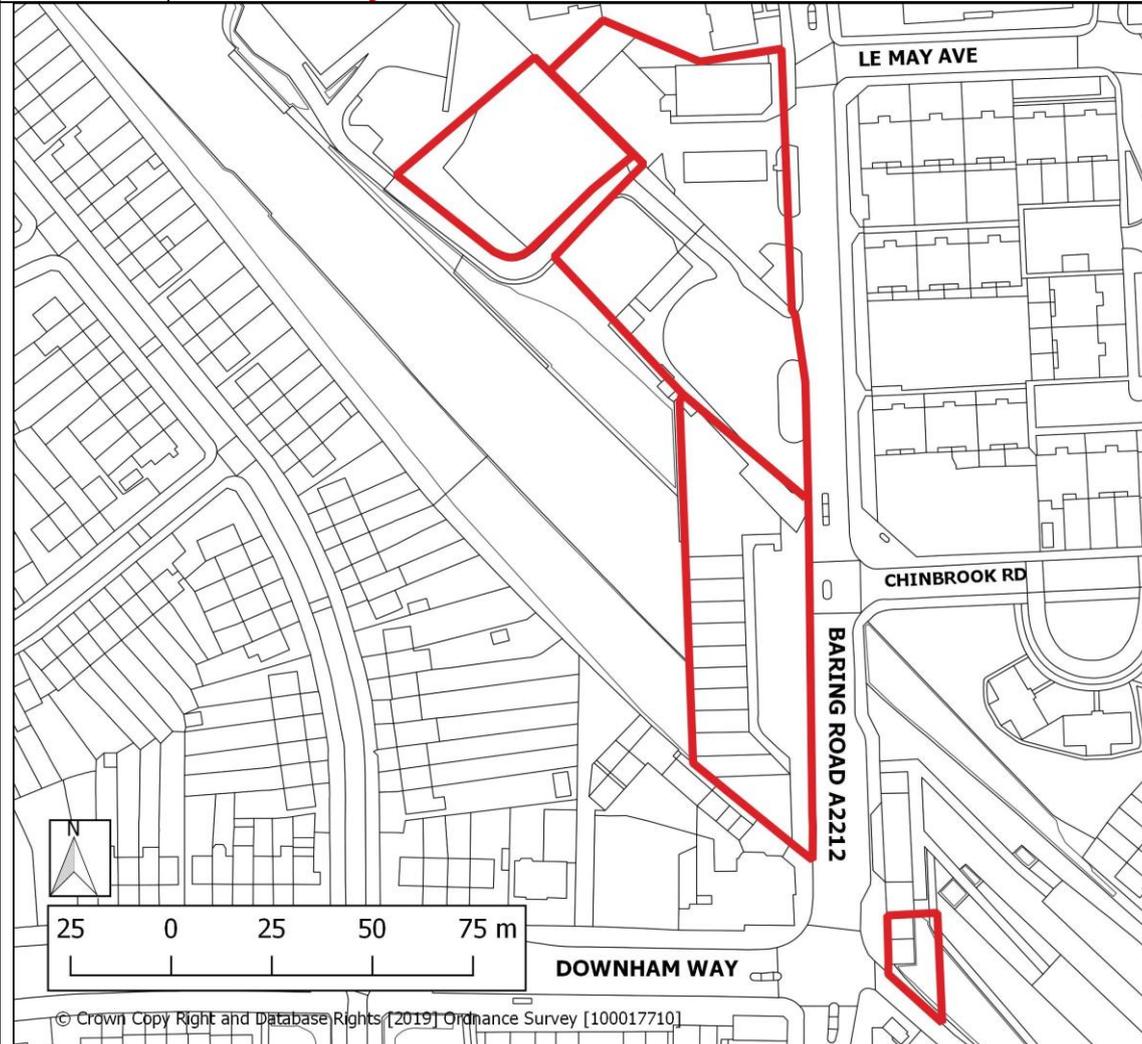
Development requirements

- Development must make provision for an appropriate mix of non-residential uses, including community and cultural uses, which are ancillary to and complement the principal residential use.
- Delivery of new and improved public realm, in accordance with a site-wide public realm strategy. This must take into account existing mature trees and trees of value.
- Development must create a positive frontage along Burnt Ash Hill.

Development guidelines

- The use innovative development formats, such as modular buildings, will be supported where these deliver high quality development consistent with other Local Plan policies.
- The scale of the development and staggered building heights should respect the surroundings, including the adjacent church and the surrounding residential development on Pitfold Road and Burnt Ash Hill.
- Development should create a positive frontage along, and be set back from, Burnt Ash Hill, to ensure alignment with adjacent properties and the retention of the existing line of mature trees.
- Landscaping should contribute positively to the setting of the area, including the existing mature tree planting to the north, east and west boundaries. Development should retain existing mature trees and trees of value.

Sainsbury Local and West of Grove Park Station



Site address:	Sainsbury's Local and West of Grove Park Station, London, SE12 0DU			
Site details:	Site size (ha): 0.90, Setting: Urban, PTAL: In 2015: 5, In 2021: 6a, In 2031: 6a, Ownership: Private, Current use: Main town centre uses, Retail, Transport, Garage, Car park			
How site was identified:	Strategic Planning Team			
Planning designations and site constraints:	Critical Drainage Area,			
Planning Status:	None			
Timeframe for delivery:	2020/21 – 2024/25	2025/26 – 2029/30	2030/31 – 2034/35	2035/36 – 3039/40
			Yes	
Indicative development capacity:	Net residential units:		Non-residential floorspace:	
	90			

Town centre: 2,093

Employment: 1,047

Other: 1,047

Site allocation

Comprehensive mixed-use redevelopment with compatible main town centre, commercial and residential uses. Public realm enhancements including improvements to the Grove Park station approach.

Opportunities

The site allocation comprises of a number of sites located within Grove Park local centre, which are situated in proximity to Grove Park station. The sites are currently occupied by a range of main town centre uses along with a petrol station, bus station and housing. Comprehensive redevelopment and site intensification, along with the introduction of a wider range of uses, can deliver a more optimal use of land to support the long-term vitality and viability of the local centre. Redevelopment can also enable public realm and access improvements, better connecting the site to its immediate surrounds and enhancing the station approach.

Development requirements

- To reinforce and enhance Grove Park's role as a local centre, and to secure its long term vitality and viability, development must provide a mix of new housing, main town centre, commercial and other complementary uses.
- The site must be well integrated with the surrounding street network to improve access and permeability through the centre, and to the station. This will require clearly articulated east-west and north-south corridors.
- Development must create positive frontages along Baring Road with appropriate main town centre uses on the ground floors of buildings.
- Consultation with Transport for London to investigate development options for the existing bus station, including appropriate re-provision where necessary.
- Delivery of new and improved public realm and open space, in accordance with a site-wide public realm strategy.
- Development must conserve and seek to enhance green infrastructure, including the green corridor along the railway embankment.

Development guidelines

- The bulk, massing and scale of development should respond positively to the existing residential development surrounding the site.
- The bus garage is in operational use. Applicants should consult with Transport for London to investigate future options for the garage, which the site masterplan should address. Where the garage is required to be retained in operational use, development must be designed to ensure the protection of local amenity.
- Development must be designed to conserve or enhance the significance of the Grade II Listed Building Baring Hall Hotel, which is a prominent feature within the townscape.

- Residential units should be designed so as to minimise noise nuisance arising from the nearby railway line.
- The design of development should reflect the historic development Grove Park, taking into account the early development of an artistic colony.

